

Memorandum

To: Town of Wawayanda Planning Board

From: John Orgar, Ryan Kruzel

Date: April 03, 2025

Subject: RDM Dewpoint North and Dewpoint South, Response to EA Comments to Air Quality Study, Town of Wawayanda, NY

Project No.: 20006912D/E

EA Engineering and Geology, P.C. (EA), on behalf of the Town of Wawayanda, reviewed the February 3, 2025, air quality study report prepared by CED for the RDM Dewpoint North and Dewpoint South developments. EA provided their written comments on March 17, 2025. This memorandum provides CED's responses to those comments.

EA Comment #1:

Overall, the analysis of air quality impacts resulting from construction of Dewpoint North and Dewpoint South does not sufficiently demonstrate that adverse impacts to air quality will not be caused by the construction phase. The impact study states that potential short-term and localized impacts may occur during construction due to the use of heavy, mobile construction equipment. Emissions would occur from combustion of diesel fuel by the equipment and fugitive dust caused by construction activity. However, there is no quantification of estimated emissions of criteria pollutants resulting from construction. The study states that impacts may be mitigated through engineering controls. Examples are given such as dust suppression, soil erosion and sediment control, and pausing construction work during windy conditions. The study does not indicate that dust suppression or work pausing is planned to be implemented during construction and does not provide a quantification for the emissions reductions these strategies are expected to have.

CED Response:

The New York State Department of Transportation (NYSDOT) Transportation Environmental Manual (TEM), January 2001 and revised March 2020, Chapter 1.1 – Air Quality, Section 13.A.vi. Construction Related Effects states:

Conformity does not apply to construction-related potential air quality effects unless those potential effects would last five years or longer at any one site. As an example, this means that if construction of a project required the use of a detour with a resulting increase in traffic at some intersections, the detour would not require a conformity determination unless the traffic increase at any one intersection lasted five years or longer.

Furthermore, Section 15 – Construction Related Air Quality Impacts states:

Modeling of CO or PM₁₀ impacts from construction is not normally required, because any construction related activities that cause temporary increases in emissions are self-correcting once the project is completed. However, there has been growing concern about air quality impacts due to traffic diversions on long-lasting construction projects. Consequently, if construction diversions or detours lasting 2 years or more (at a minimum, two consecutive CO seasons) at any one location, or permanent improvements to other facilities as a result of project detours/diversions are anticipated, an air quality analysis should be performed.

...

Any construction related detours/diversions in nonattainment areas lasting longer than 5 years in any one location must be evaluated consistent with the conformity regulations. In this situation, the analysis will require a regional emissions analysis (if not already included in the TIP conformity determination) and a project-level conformity analysis, as necessary for CO or PM₁₀ nonattainment and maintenance areas.

Construction of Dewpoint North and Dewpoint South is expected to be completed before the end of 2027 and will therefore not last five or more years. Any necessary traffic detours or diversions as part of construction are not expected to last two or more years. Construction activities and any associated emissions of criteria pollutants would be temporary, self-correcting once construction is completed, and would not affect conformity with National Ambient Air Quality Standards (NAAQS) established by the EPA. A quantitative analysis of construction air quality impacts and emissions reduction strategies is therefore not warranted.

The Project will implement all measures required for control of dust, soil conservation, and sediment. Dust control was fully vetted as part of the SEQRA GEIS process. The SEQRA Findings Statement for Dewpoint North and Dewpoint South, Identified Cumulative Common Environmental Impacts of Proposed Action on Shared Infrastructure and Corresponding Mitigation Findings, Threatened or Endangered Species, states:

To avoid adverse impacts to the Northern long-eared and Indiana bat species, the projects will... implement soil conservation and dust control best management practices, such as watering dry disturbed soil areas [to] reduce dust, and using staked, recessed silt fence and anti-tracking pads to prevent erosion and sedimentation in surface waters on the site.

Furthermore, "Dust will be managed during construction with a stone apron and concrete wash pad."

The FGEIS Sediment and Erosion Control Plan includes the following control measures:

Silt Fence – Silt fence will be placed along the toe of all fill areas or any location where surface sheet flow could be expected in accordance with temporary soil erosion and sediment control plans serving to reduce runoff velocity and effect deposition of transported sediment load.

Mulching – Mulching of all disturbed surfaces will be mandatory. Hydroseeding with mulch only mixes will be the preferred method.

Stabilized Construction Access - A stabilized pad of aggregate underlain with geotextile located at any point where traffic will be entering or leaving a construction site to or from a public right-of-way, street, alley, sidewalk, or parking area. The access will be maintained in a condition which will prevent tracking of sediment onto public rights-of-way or streets. This may require periodic top dressing with additional aggregate. All sediment spilled, dropped, or washed onto public rights-of-way will be removed immediately. All sediment will be prevented from entering storm drains, ditches, or watercourses.

Concrete Washout Station - A temporary concrete washout station is to be used near the entrance to the site. Any tools or equipment that were used for concrete work will be cleaned here before leaving the site.

Topsoil, Seed & Mulch – Final vegetative stabilization will be used at all locations where the ground has been disturbed and impervious covers are not specified. Mulch will be applied with, or immediately after seeding.

Rock outlet protection - Stone riprap will be placed at the outlet end of the culverts beneath the flared end section to slow down the flow of the runoff and reduce erosion.

The sediment and erosion control measures listed in the FGEIS are also included in the January 2025 Storm Water Pollution Prevention Plans (SWPPP) for Dewpoint North and Dewpoint South, Section VI. Erosion & Sediment Control, Temporary Measures.

The SPDES General Permit for Stormwater Discharges from Construction Activity (GP-0-25-001), Part II.B.1.a – Erosion and Sediment Controls requires the Project to:

- iii. Minimize the amount of soil exposed during construction activity;*
- iv. Minimize disturbance of steep slope;*
- v. Minimize sediment discharges from the site;*
- viii. Unless infeasible, preserve a sufficient amount of topsoil to complete soil restoration and establish a uniform, dense vegetative cover; and*
- ix. Minimize dust. On areas of exposed soil, minimize dust through the appropriate application of water or other dust suppression techniques to control the generation of pollutants that could be discharged from the site.*

All construction vehicles are required to comply with 6 NYCRR Subpart 217-3 which prohibits heavy-duty vehicles, including non-diesel and diesel trucks and buses with a gross vehicle weight rating (GVWR) of more than 8,500 pounds, from idling for more than five minutes at a time.

EA Comment #2:

The study also states that “the clean alternative fuel and new emission standards for heavy equipment published by the EPA on June 7, 2023, will greatly reduce short-term air quality impacts generated by the project.” It is unclear which final rule the study is referring to. The last issued final rule regulating emissions from heavy, non-road diesel equipment was published in June 17, 2013. As part of the clean trucks plan, EPA issued final rules, regulating criteria pollutant and greenhouse gas emissions from heavy on-road vehicles in December 20, 2022, and March 29, 2024, respectively. These regulations apply to newly manufactured engines starting in model year 2027, which are unlikely to be used in the construction of these projects. The study does not indicate that there are any plans to use newer construction equipment, which are less polluting than older construction equipment. The study does quantify that sulfur levels decrease by more than 99% when equipment is converted from using low sulfur diesel to ultra-low sulfur diesel, but quantification of emissions reductions using strategies to mitigate other pollutants should be provided as well.

CED Response:

The reference in the air quality study to the EPA Final Rule: Greenhouse Gas Emissions Standards for Heavy-Duty Vehicles – Phase 3 (EPA-HQ-OAR-2022-0985) was in error and should not have been included. Nevertheless, emissions of criteria pollutants from heavy equipment used in construction would be temporary, self-correcting once construction is completed, and would not affect conformity with National Ambient Air Quality Standards (NAAQS) established by the EPA.

EA Comment #3:

The study uses screening procedures from the New York State Department of Transportation (NYSDOT) Transportation Environmental Manual (TEM) to determine whether a microscale analysis of impacts from CO emissions should be conducted for intersections impacted by the project. The study followed the procedure to determine a microscale analysis is not necessary based on an Estimated Time of Completion (ETC) in 2027. However, the TEM procedures specify that an analysis should be completed for the years of ETC+10 and ETC+20 as well. The TEM states, “Therefore, projects whose ETC, ETC+10, and ETC+20 peak hour volume, or if unavailable, design hour volumes (see discussion in Section 10.C.iii.) are equal to or less than the applicable threshold do not need a microscale air quality analysis.” The study should include a quantitative analysis for impacts for ETC+10 and ETC+20 or a qualitative analysis demonstrating the traffic for the years following the estimated time of completion will not increase substantially.

CED Response:

Traffic studies for ETC+10 (2037) and ETC+20 (2047) were analyzed to determine whether the conclusions of the Air Quality Study remain valid for those years. Traffic studies are presented in Attachment A and Attachment B.

As shown in Table 1 below, intersections where the ETC (2027) level of service (LOS) is C or better would remain C or better for ETC+10 and ETC+20. These intersections do not require further screening under the NYSDOT TEM.

Table 1: Level of Service (LOS) – Weekday AM/PM Peak Hours												
Intersection #	Intersection Name	Type	2024 Existing		2027 No Build		ETC 2027 Build		ETC+10 2037 Build		ETC+20 2047 Build	
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1*	U.S Route 6 and NYS Route 284	Unsignalized	C	C	F	F	E	F	E	F	E	F
2*	U.S. Route 6 & Ridgebury Hill Road	Unsignalized	B	C	D	E	C	D	C	E	C	E
3*	U.S. Route 6 & McBride Road	Unsignalized	C	C	E	E	E	E	E	E	E	E
4	U.S. Route 6 & Hoops Road	Unsignalized	C	C	-	-	-	-	-	-	-	-
5	U.S. Route 6 & Creedon Hill Road	Unsignalized	B	B	C	B	C	B	C	B	C	B
6	U.S. Route 6 & C.R. 56	Unsignalized	C	C	C	C	B	B	B	B	B	B
7	U.S. Route 6 & NYS Route 17M	Signalized	C	C	F	F	F	F	F	E	F	F
8	NYS Route 17M & I-84 Interchange	Unsignalized	F	F	D	D	D	D	D	D	D	D
9	U.S. Route 6 & Bluebird/Liberty Site Access	Unsignalized	-	-	C	D	B	B	B	C	B	C
10	U.S. Route 6 & Seward Road	Unsignalized	B	B	C	C	C	C	C	C	C	C
11	NYS Route 17M & Dolsontown Road	Signalized	D	D	D	E	D	E	D	E	D	F
*Note: These intersections are conservatively included in this analysis because they may be impacted by one or more projects considered in the TIS; however, they are not anticipated to be significantly impacted by traffic from either the Dewpoint North or South projects.												

As shown in Table 2, peak vehicle link volumes for ETC+10 and ETC+20 at the six intersections selected for Volume Threshold Screening would remain below the peak hour traffic volume thresholds established according to TEM procedures. Furthermore, ETC+10 and ETC+20 PM peak hour vehicle link volumes would increase by no more than 5% compared to the ETC year. Traffic volumes for ETC+10 and ETC+20 would therefore not increase substantially. The NYSDOT TEM Section 9, I-3 states, "If the project does not meet the applicable volume threshold, no microscale air

quality analysis is necessary even if any of the other criteria are met.” Therefore no further air quality analysis is warranted.

Table 2: Volume Threshold Screening (PM Peak)

Intersection Name	Intersection Type	Queue Emission Factor (g/hr)	Free Flow Emission Factor (g/mi)	Peak Hour Traffic Volume Threshold	Peak Vehicle Link Volume at ETC (2027)	Peak Vehicle Link Volume at ETC+10 (2037)	Peak Vehicle Link Volume at ETC+20 (2047)
*U.S Route 6 and NYS Route 284	Unsignalized	-	4.41	8000	852	867	882
*U.S. Route 6 & Ridgebury Hill Road	Unsignalized	-	4.97	8000	852	867	882
*U.S. Route 6 & McBride Road	Unsignalized	-	4.89	8000	845	859	875
U.S. Route 6 & NYS Route 17M	Signalized	1.18	3.63	4000	1607	1645	1682
NYS Route 17M & I-84 Interchange	Signalized	0.79	4.28	4000	1609	1646	1683
NYS Route 17M & Dolsontown Road	Signalized	1.12	4.98	4000	1598	1631	1667
*Note: These intersections are conservatively included in this analysis because they may be impacted by one or more projects considered in the TIS; however, they are not anticipated to be significantly impacted by traffic from either the Dewpoint North or South projects.							

Conclusion:

Under NYSDOT TEM policy, no quantitative analysis of air emissions from construction equipment or emissions reduction from mitigation strategies is warranted. The Project will implement all measures required for control of dust, soil conservation, and sediment indicated in the SEQRA Findings Statement, FGEIS, SWPPP, and SPDES General Permit. Traffic volumes for ETC+10 and ETC+20 will not increase substantially, and the conclusions of the air quality study remain valid for those years. The Project does not meet the criteria for a microscale or mesoscale analysis. Under NYSDOT TEM policy, if the Project does not meet the criteria for a microscale or mesoscale analysis, then a quantitative air quality analysis is not required. Therefore, no further air quality studies are warranted.

Attachment A: Traffic Study for ETC+10 (2037)

Table No. 2
Level of Service Summary Table
Weekday Peak AM Hour

			2037 No-Build			2037 Build			Change in Delay 2037 No-Build to 2037 Build
			v/c	LOS	Delay	v/c	LOS	Delay	
1	U.S. Route 6 & NYS Route 284	Unsignalized							
	U.S. Route 6 WB LT		0.119	A	9.9	0.111	A	9.6	-0.3
	NYS Route 284 NB LR		0.948	F	69.8	0.805	E	42.8	-27.0
2	U.S. Route 6 & Ridgebury Hill Road	Unsignalized							
	U.S. Route 6 SB LT		0.077	B	10.7	0.071	B	10.2	-0.5
	Ridgebury Hill Road WB LR		0.318	D	27.5	0.277	C	23.5	-4.0
3	U.S. Route 6 & McBride Road	Unsignalized							
	U.S. Route 6 NEB LT		0.018	A	8.0	0.018	A	8.0	0.0
	McBride Road SEB LR		0.564	F	52.3	0.484	E	40.4	-11.9
4	U.S. Route 6 & Former Hoops Road	Unsignalized							
	U.S. Route 6 EB LT		-	-	-	-	-	-	-
	Hoops Road SB LR		-	-	-	-	-	-	-
5	U.S. Route 6 & Creedon Hill Road	Unsignalized							
	U.S. Route 6 WB LT		0.006	B	11.4	0.006	B	10.8	-0.6
	Creedon Hill Road NB LR		0.020	C	21.2	0.017	C	18.7	-2.5
6	U.S. Route 6 & C.R. 56	Unsignalized							
	U.S. Route 6 SWB L		0.070	A	9.0	-	-	-	-
	C.R. 56 WB LR		0.640	F	65.8	-	-	-	-
	With Potential Traffic Signal	Signalized							
	U.S. Route 6 NEB T		0.62	A	5.9	0.65	A	6.2	-
		R	0.00	A	0.0	0.00	A	0.0	-
	NEB Overall		-	A	5.9	-	A	6.2	-
	U.S. Route 6 SWB L		0.14	A	8.6	0.15	A	9.0	-
		T	0.75	A	6.9	0.61	A	6.0	-
	SWB Overall		-	A	7.1	-	A	6.3	-
	C.R. 56 WB LR		0.70	C	20.6	0.68	B	18.9	-
	Overall		-	A	7.4	-	A	7.2	-

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Weekday Peak AM Hour

				2037 No-Build			2037 Build			Change in Delay	
				v/c	LOS	Delay	v/c	LOS	Delay	2037 No-Build to 2037 Build	
7	U.S. Route 6 & NYS Route 17M			Signalized							
	U.S. Route 6	EB	LT	0.76	D	38.1	-	-	-	-	
			R	0.00	A	0.0	-	-	-	-	
	EB Overall			-	D	38.1	-	-	-	-	
	Sunrise Park Road	WB	LTR	0.06	C	24.5	-	-	-	-	
			L	1.49	F	256.0	-	-	-	-	
	NYS Route 17M	NB	T, TR	0.67	B	14.9	-	-	-	-	
			NB Overall	-	F	83.7	-	-	-	-	
	NYS Route 17M	SB	L	0.16	C	23.3	-	-	-	-	
			T, T	0.88	D	35.6	-	-	-	-	
			R	0.00	A	0.0	-	-	-	-	
			SB Overall	-	D	35.2	-	-	-	-	
	Overall			-	E	63.0	-	-	-	-	
	With Additional NB Left Turn Lane										
	With Additional EB Left Turn Lane										
	With Signal Timing Changes										
	U.S. Route 6	EB	L, LT	0.83	D	50.4	0.83	D	50.2	12.1	
			R	0.00	A	0.0	0.00	A	0.0	0.0	
	EB Overall			-	D	50.4	-	D	50.2	12.1	
	Sunrise Park Road	WB	LTR	0.71	E	56.5	0.71	E	56.5	32.0	
			L, L	0.71	D	36.0	0.60	C	33.3	-222.7	
	NYS Route 17M	NB	T, TR	0.68	B	17.8	0.68	B	17.8	2.9	
			NB Overall	-	C	23.0	-	C	21.7	-62.0	
	NYS Route 17M	SB	L	0.85	F	84.1	0.85	F	87.2	63.9	
			T, T	0.91	D	35.4	0.92	D	36.1	0.5	
			R	0.58	B	19.3	0.48	B	18.1	18.1	
			SB Overall	-	C	32.0	-	C	32.9	-2.3	
	Overall			-	C	29.2	-	C	28.9	-34.1	
	8a	NYS Route 17M & I-84 Interchange			Unsignalized						
		I-84 WB Off-Ramp to NYS 17M WB		WB	R	1.905	F	442.1	-	-	-
		W/ Two Lane Off Ramp			Signalized						
		I-84 WB Off Ramp		WB	R, R	0.78	D	36.6	0.77	D	37.3
		NYS Route 17M		NB	T, T	0.75	C	21.6	0.70	B	19.0
	Overall			-	C	26.6	-	C	25.0	-	

				2037 No-Build			2037 Build			Change in Delay
				v/c	LOS	Density	v/c	LOS	Density	2037 No-Build to 2037 Build
8b	NYS Route 17M & I-84 Interchange (2)			Ramps						
	I-84 EB Off-Ramp to NYS 17M WB & I-84 WB On-Ramp from NYS 17M WB			Weave						
8c	I-84 EB On-Ramp from NYS Route 17M WB			Diverge						
				0.07	B	13.6	0.07	B	13.3	-0.3
8d	I-84 WB On-Ramp from NYS 17M EB			Diverge						
				0.08	B	17.5	0.08	B	17.5	0.0
8e	I-84 WB Off-Ramp to NYS 17M EB & I-84 EB On-Ramp from NYS 17M EB			Weave						
				0.42	B	14.1	0.41	B	13.9	-0.2
8f	I-84 EB Off-Ramp to NYS 17M EB			Merge						
				0.19	B	14.6	0.19	B	14.6	0.0

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Level of Service Summary Table
Weekday Peak AM Hour

					2037 No-Build			2037 Build			Change in Delay 2037 No-Build to 2037 Build	
					v/c	LOS	Delay	v/c	LOS	Delay		
9	U.S. Route 6 & Project Bluebird/Project Liberty Driveway				Unsignalized							
	U.S. Route 6 EB L				0.318	B	11.0	-	-	-	-	
	Proposed Driveway SB LR				1.317	F	303.5	-	-	-	-	
	With Proposed Traffic Signal				Signalized							
	U.S. Route 6 EB L				0.42	A	6.3	0.32	A	6,7	-	
					0.64	A	5.2	0.72	A	6.4	-	
	EB Overall				-	A	5.5	-	A	6.4	-	
	U.S. Route 6 WB T				0.43	B	10.9	0.54	B	11.3	-	
					0.77	B	14.6	0.63	B	12.3	-	
	WB Overall				-	B	13.1	-	B	11.8	-	
	Proposed Driveway SB L				0.60	C	25.5	0.53	B	19.7	-	
					0.29	C	21.3	0.24	B	16.5	-	
	SB Overall				-	C	24.1	-	B	18.6	-	
	Overall				-	A	9.7	-	A	9.1	-	
	With Proposed Traffic Signal & Additional SB Left Turn Lane				Signalized							
	U.S. Route 6 EB L				-	-	-	0.33	A	7.1	-	
					-	-	-	0.74	A	6.8	-	
	EB Overall				-	-	-	-	A	6.8	-	
	U.S. Route 6 WB T				-	-	-	0.61	B	12.1	-	
					-	-	-	0.54	A	9.6	-	
	WB Overall				-	-	-	-	B	10.9	-	
	Proposed Driveway SB L, L				-	-	-	0.27	B	15.4	-	
					-	-	-	0.10	B	11.3	-	
	SB Overall				-	-	-	-	B	14.0	-	
	Overall				-	-	-	-	A	8.8	-	
10	U.S. Route 6 & Seward Road				Unsignalized							
	U.S. Route 6 WB LT				0.013	A	9.4	0.013	A	9.3	-0.1	
	Seward Road NB LR				0.070	C	15.9	0.067	C	15.5	-0.4	

NOTES:

- 1) THE ABOVE REPRESENTS THE LEVEL OF SERVICE AND VEHICLE DELAY IN SECONDS, C [16.2], FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.
- 2) INTERSECTION 8B-F ARE MERGE/DIVERGE RAMP AND WEAVING SEGMENT TYPE INTERSECTIONS. ANALYSIS FOR THESE INTERSECTIONS WAS CONDUCTED UTILIZING THE HIGHWAY CAPACITY MANUAL (6TH EDITION) METHODOLOGY WITH THE HCS 7 ANALYSIS SOFTWARE. LEVEL OF SERVICE FOR RAMP AND WEAVING SEGMENT TYPE INTERSECTIONS IS DETERMINED BY THE DENSITY MEASURED IN UNITS OF PASSENGER CARS PER MILE PER LANE, WHICH ARE THE VALUES SUMMARIZED ABOVE. APPENDIX "C" CONTAINS A DESCRIPTION OF THE LEVELS OF SERVICE FOR RAMP AND WEAVING SEGMENTS.

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			2037 No-Build			2037 Build			Change in Delay 2037 No-Build to 2037 Build
			v/c	LOS	Delay	v/c	LOS	Delay	
1	U.S. Route 6 & NYS Route 284	Unsignalized							
	U.S. Route 6 WB LT		0.281	A	9.0	0.269	A	9.0	0.0
	NYS Route 284 NB LR		1.043	F	122.0	0.921	F	82.0	-40.0
2	U.S. Route 6 & Ridgebury Hill Road	Unsignalized							
	U.S. Route 6 SB LT		0.059	A	8.4	0.060	A	8.4	0.0
	Ridgebury Hill Road WB LR		0.574	E	38.9	0.541	E	35.1	-3.8
3	U.S. Route 6 & McBride Road	Unsignalized							
	U.S. Route 6 NEB LT		0.044	B	10.5	0.041	B	10.2	-0.3
	McBride Road SEB LR		0.430	E	46.0	0.391	E	40.3	-5.7
4	U.S. Route 6 & Former Hoops Road	Unsignalized							
	U.S. Route 6 EB LT		-	-	-	-	-	-	-
	Hoops Road SB LR		-	-	-	-	-	-	-
5	U.S. Route 6 & Creedon Hill Road	Unsignalized							
	U.S. Route 6 WB LT		0.014	A	9.5	0.014	A	9.7	0.2
	Creedon Hill Road NB LR		0.024	B	12.7	0.025	B	13.0	0.3
6	U.S. Route 6 & C.R. 56	Unsignalized							
	U.S. Route 6 SWB L		0.017	A	9.2	-	-	-	-
	C.R. 56 WB LR		1.547	F	313.5	-	-	-	-
	With Potential Traffic Signal	Signalized							
	U.S. Route 6 NEB T		0.81	B	10.4	0.74	A	9.4	-
		R	0.00	A	0.0	0.00	A	0.0	-
		NEB Overall	-	B	10.4	-	A	9.4	-
	U.S. Route 6 SWB L		0.05	B	14.9	0.04	B	12.5	-
		T	0.66	A	8.4	0.74	A	9.4	-
		SWB Overall	-	A	8.6	-	A	9.5	-
	C.R. 56 WB LR		0.80	C	21.3	0.78	B	16.9	-
	Overall		-	B	11.7	-	B	10.9	-

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Weekday Peak PM Hour

				2037 No-Build			2037 Build			Change in Delay 2037 No-Build to 2037 Build	
				v/c	LOS	Delay	v/c	LOS	Delay		
7	U.S. Route 6 & NYS Route 17M			Signalized							
	U.S. Route 6	EB	LT	1.11	F	112.0	-	-	-	-	
			R	0.00	A	0.0	-	-	-	-	
	EB Overall		-	F	112.0	-	-	-	-		
	Sunrise Park Road	WB	LTR	0.16	C	24.9	-	-	-	-	
			L	1.19	F	132.6	-	-	-	-	
	NYS Route 17M	NB	T, TR	0.57	B	13.7	-	-	-	-	
			NB Overall	-	D	45.3	-	-	-	-	
	NYS Route 17M	SB	L	0.07	B	19.9	-	-	-	-	
			T, T	0.94	D	43.1	-	-	-	-	
	R	A	0.00	A	0.0	-	-	-	-		
		SB Overall	-	D	42.8	-	-	-	-		
	Overall			-	D	53.3	-	-	-	-	
	With Additional NB Left Turn Lane										
	With Additional EB Left Turn Lane										
	With Signal Timing Changes										
	U.S. Route 6	EB	L, LT	0.87	D	53.0	0.85	D	50.2	-61.8	
			R	0.00	A	0.0	0.00	A	0.0	0.0	
	EB Overall		-	D	53.0	-	D	50.2	-61.8		
	Sunrise Park Road	WB	LTR	0.80	E	74.5	0.80	E	74.5	49.6	
			L, L	0.72	D	41.6	0.68	D	39.3	-93.3	
	NYS Route 17M	NB	T, TR	0.64	C	20.1	0.62	B	18.8	5.1	
			NB Overall	-	C	25.7	-	C	24.3	-21.0	
	NYS Route 17M	SB	L	0.82	F	80.5	0.82	E	80.0	60.1	
			T, T	0.96	D	41.6	0.96	D	41.4	-1.7	
	R	B	0.51	B	16.5	0.55	B	17.8	17.8		
		SB Overall	-	D	35.6	-	D	35.7	-7.1		
	Overall			-	C	34.4	-	C	33.1	-20.2	
8a	NYS Route 17M & I-84 Interchange			Unsignalized							
	I-84 WB Off-Ramp to NYS 17M WB		WB R	1.287	F	169.8	-	-	-	-	
	W/ Two Lane Off Ramp			Signalized							
	I-84 WB Off Ramp		WB R, R	0.77	D	39.9	0.77	D	39.9	-	
	NYS Route 17M		NB T, T	0.53	B	13.8	0.54	B	13.8	-	
	Overall			-	C	23.2	-	C	23.2	-	

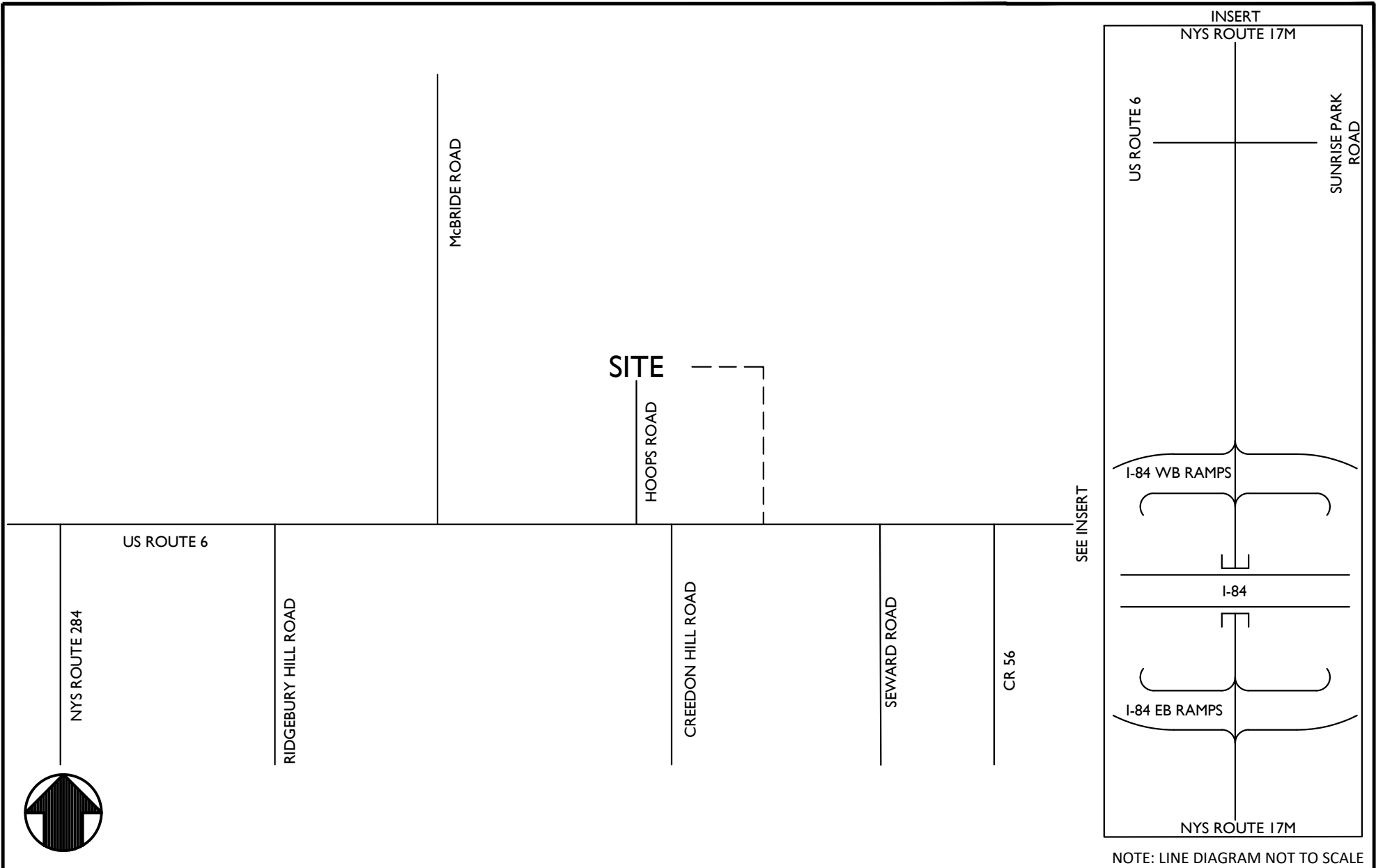
				2037 No-Build			2037 Build			Change in Delay 2037 No-Build to 2037 Build
				v/c	LOS	Density	v/c	LOS	Density	
	NYS Route 17M & I-84 Interchange (2)		Ramps							
8b	I-84 EB Off-Ramp to NYS 17M WB & I-84 WB On-Ramp from NYS 17M WB		Weave	0.28	B	10.6	0.28	B	10.7	0.1
8c	I-84 EB On-Ramp from NYS Route 17M WB		Diverge	0.08	B	13.9	0.08	B	13.9	0.0
8d	I-84 WB On-Ramp from NYS 17M EB		Diverge	0.21	B	17.1	0.19	B	16.6	-0.5
8e	I-84 WB Off-Ramp to NYS 17M EB & I-84 EB On-Ramp from NYS 17M EB		Weave	0.43	B	13.8	0.41	B	13.4	-0.4
8f	I-84 EB Off-Ramp to NYS 17M EB		Merge	0.08	B	12.6	0.08	B	12.5	-0.1

Table No. 2
Level of Service Summary Table
Weekday Peak PM Hour

					2037 No-Build			2037 Build			Change in Delay 2037 No-Build to 2037 Build	
					v/c	LOS	Delay	v/c	LOS	Delay		
9	U.S. Route 6 & Project Bluebird/Project Liberty Driveway				Unsignalized							
	U.S. Route 6 EB L				0.071	B	10.0	-	-	-	-	
	Proposed Driveway SB LR				3.414	F	1137.2	-	-	-	-	
	With Proposed Traffic Signal				Signalized							
	U.S. Route 6 EB L				0.31	C	22.9	0.33	B	19.6	-	
					0.67	B	13.0	0.60	A	9.6	-	
	EB Overall				-	B	14.1	-	B	11.1	-	
	U.S. Route 6 WB T				0.98	D	40.2	0.89	C	21.6	-	
					0.22	A	8.6	0.23	A	6.9	-	
	WB Overall				-	D	36.1	-	B	19.2	-	
	Proposed Driveway SB L				0.79	B	18.5	0.69	B	15.7	-	
					0.48	B	12.8	0.41	B	13.2	-	
	SB Overall				-	B	16.4	-	B	14.8	-	
	Overall				-	C	24.2	-	B	15.9	-	
	With Proposed Traffic Signal & Additional SB Left Turn Lane				Signalized							
	U.S. Route 6 EB L				-	-	-	0.26	B	10.9	-	
					-	-	-	0.43	A	5.3	-	
	EB Overall				-	-	-	-	A	6.1	-	
	U.S. Route 6 WB T				-	-	-	0.89	C	22.9	-	
					-	-	-	0.17	A	5.0	-	
	WB Overall				-	-	-	-	C	20.1	-	
	Proposed Driveway SB L, L				-	-	-	0.62	C	22.6	-	
					-	-	-	0.49	B	19.5	-	
	SB Overall				-	-	-	-	C	21.5	-	
	Overall				-	-	-	-	B	16.4	-	
10	U.S. Route 6 & Seward Road				Unsignalized							
	U.S. Route 6 WB LT				0.032	A	9.7	0.028	A	9.2	-0.5	
	Seward Road NB LR				0.058	C	20.6	0.049	C	18.1	-2.5	

NOTES:

- 1) THE ABOVE REPRESENTS THE LEVEL OF SERVICE AND VEHICLE DELAY IN SECONDS, C [16.2], FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.
- 2) INTERSECTION 8B-F ARE MERGE/DIVERGE RAMP AND WEAVING SEGMENT TYPE INTERSECTIONS. ANALYSIS FOR THESE INTERSECTIONS WAS CONDUCTED UTILIZING THE HIGHWAY CAPACITY MANUAL (6TH EDITION) METHODOLOGY WITH THE HCS 7 ANALYSIS SOFTWARE. LEVEL OF SERVICE FOR RAMP AND WEAVING SEGMENT TYPE INTERSECTIONS IS DETERMINED BY THE DENSITY MEASURED IN UNITS OF PASSENGER CARS PER MILE PER LANE, WHICH ARE THE VALUES SUMMARIZED ABOVE. APPENDIX "C" CONTAINS A DESCRIPTION OF THE LEVELS OF SERVICE FOR RAMP AND WEAVING SEGMENTS.



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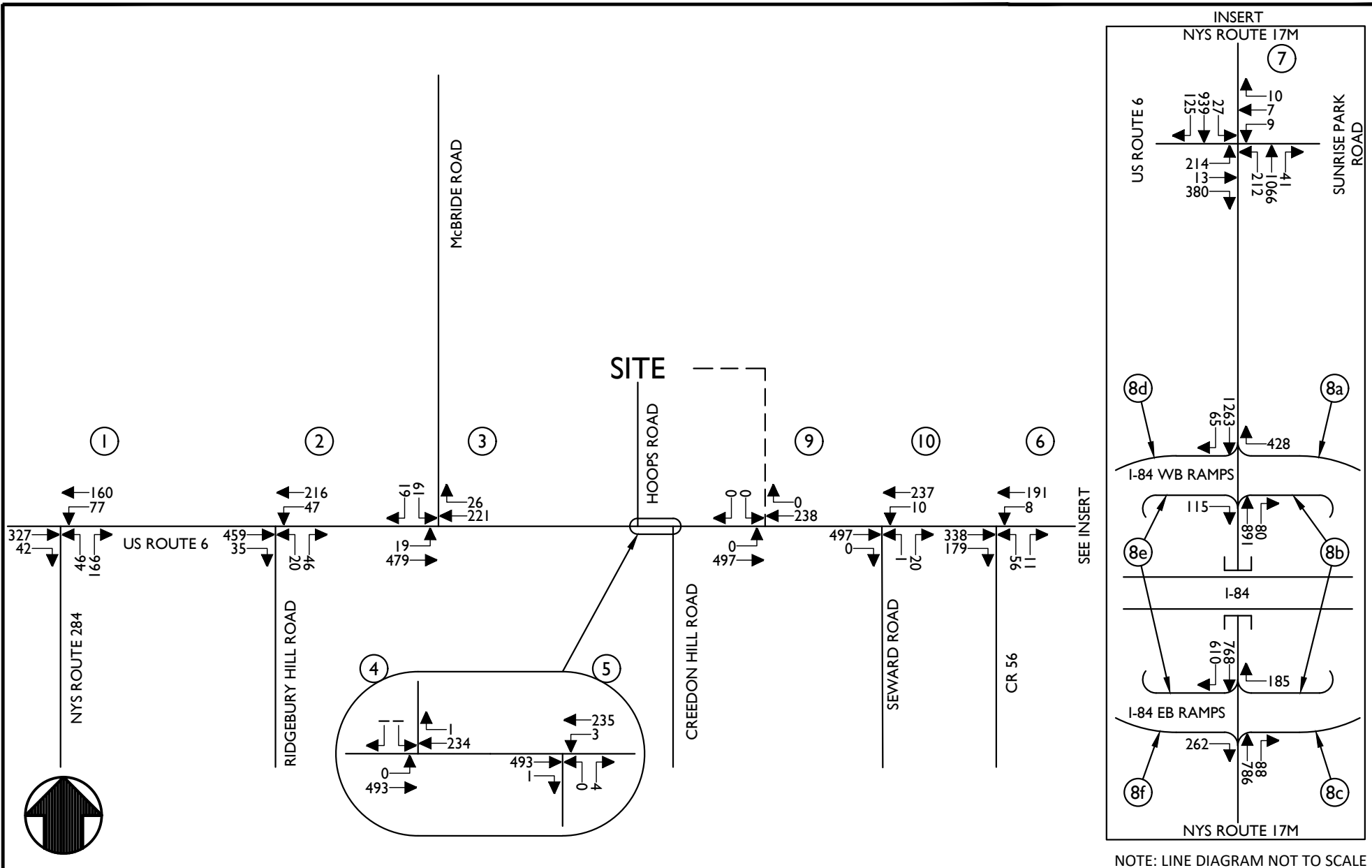
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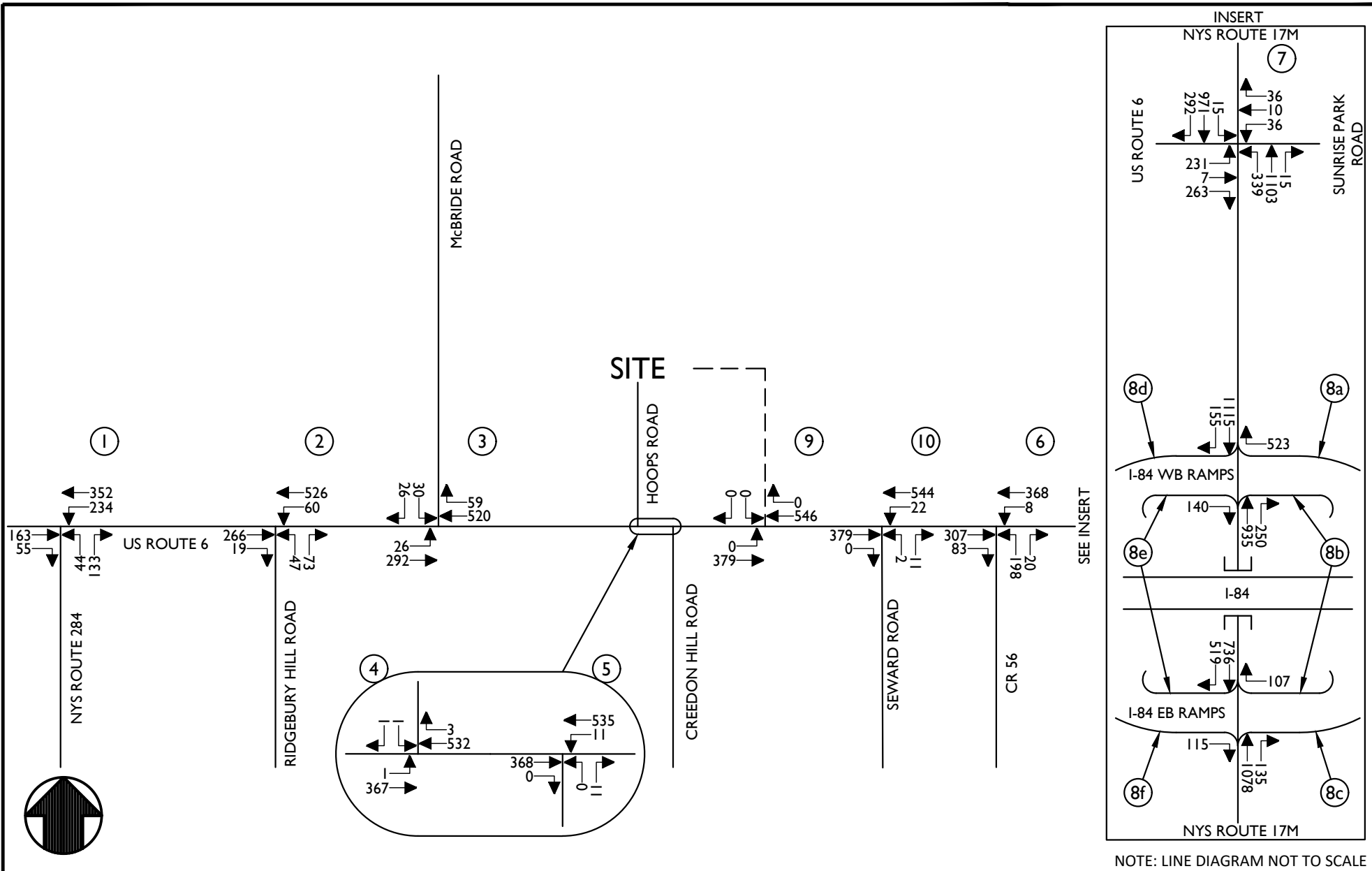
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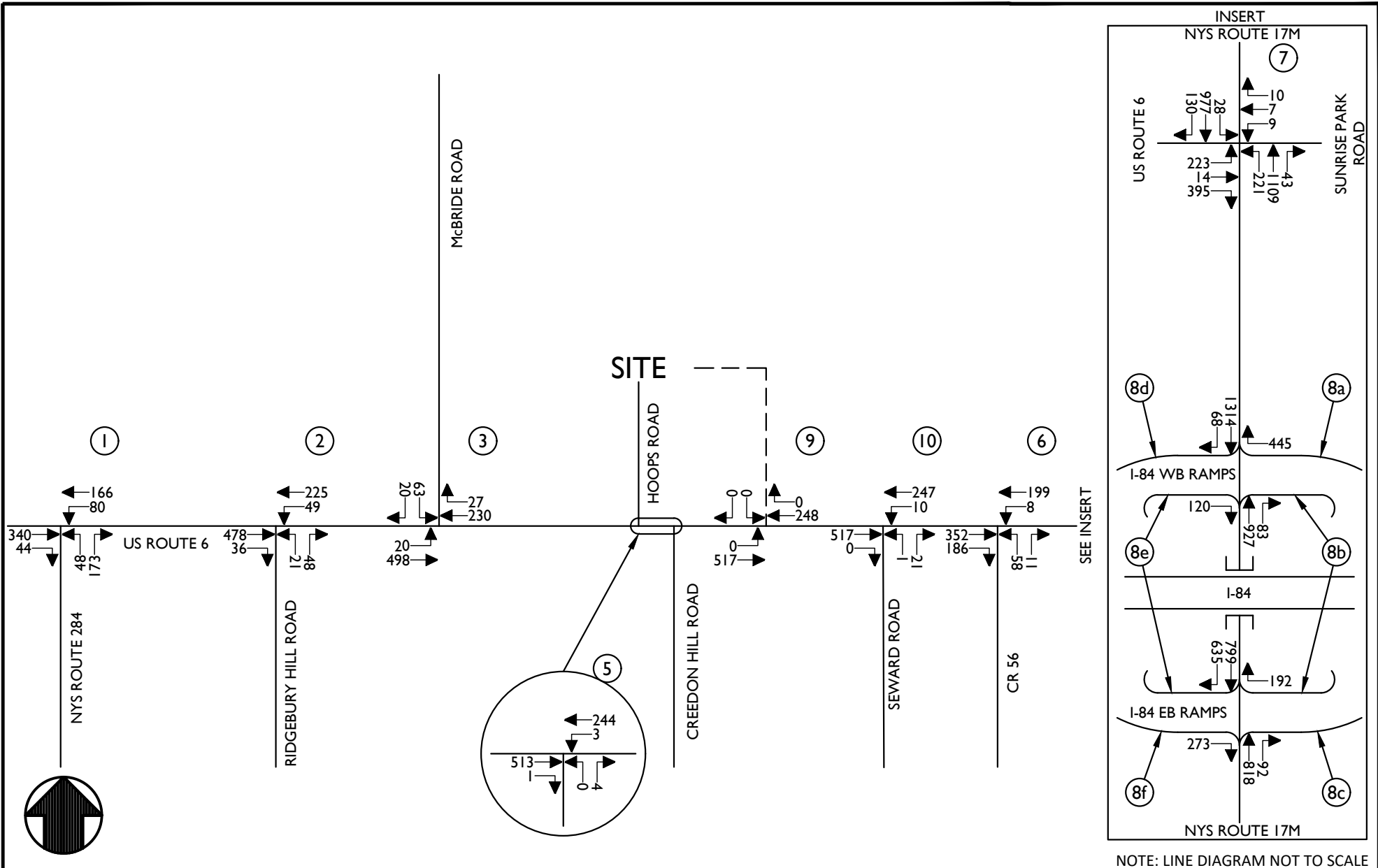
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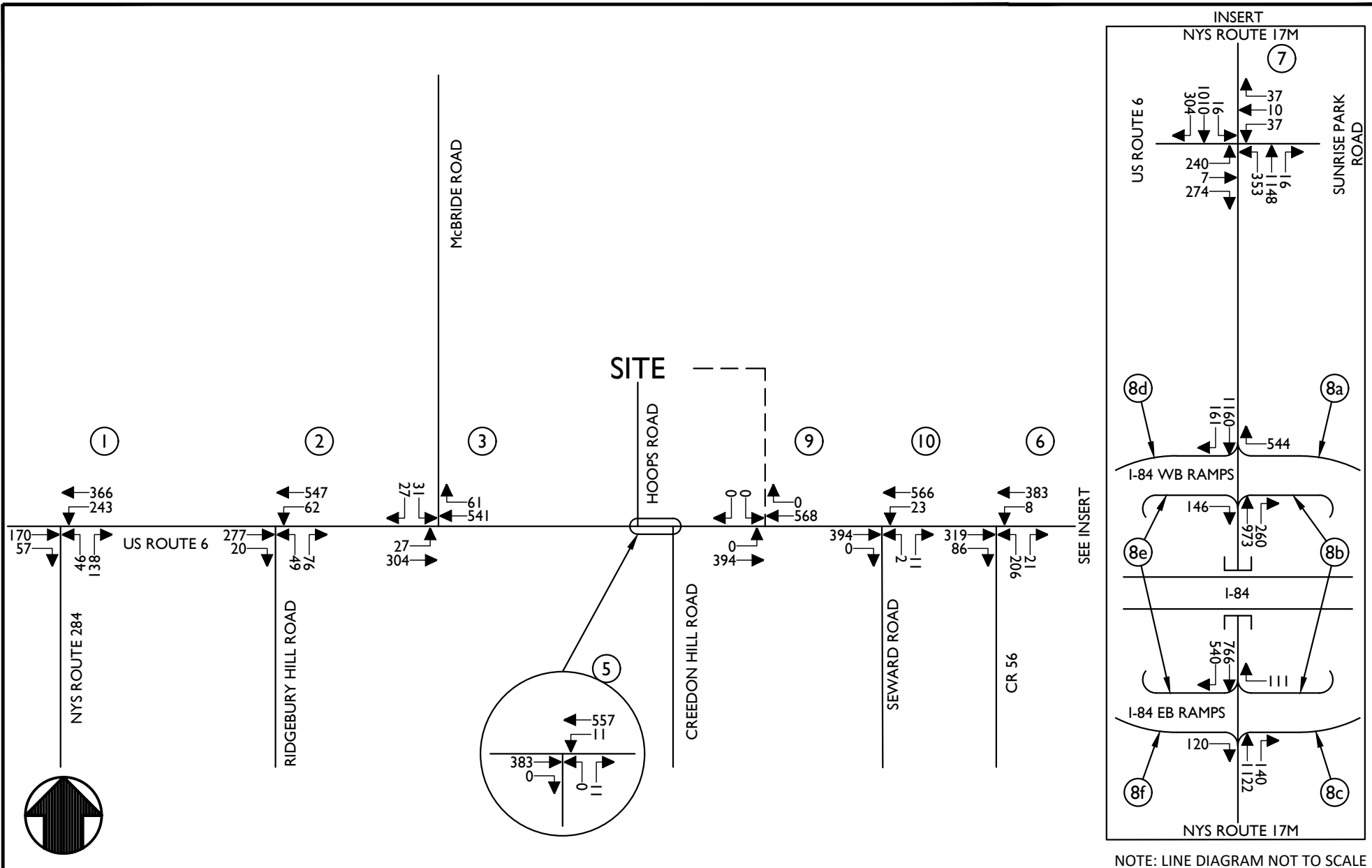
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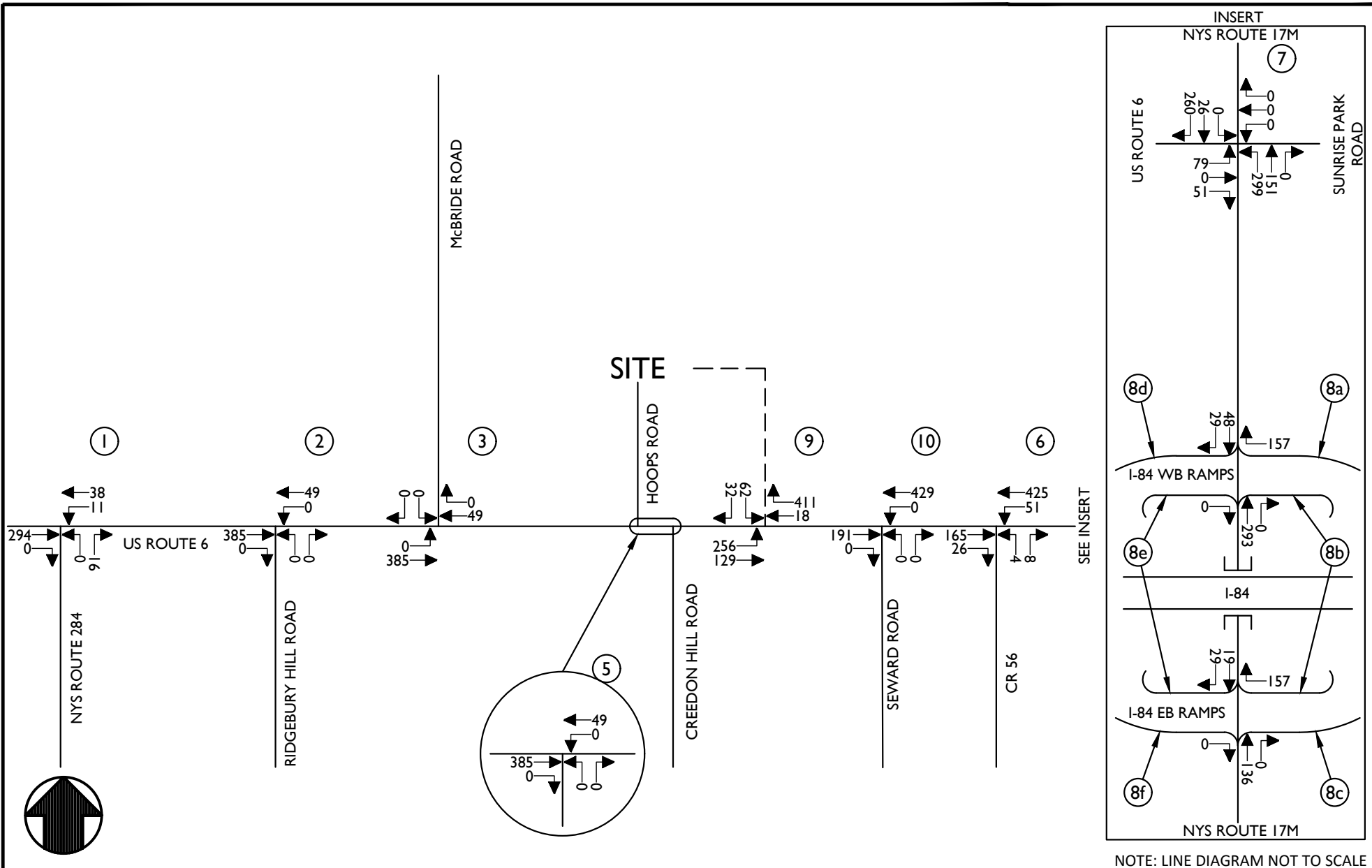
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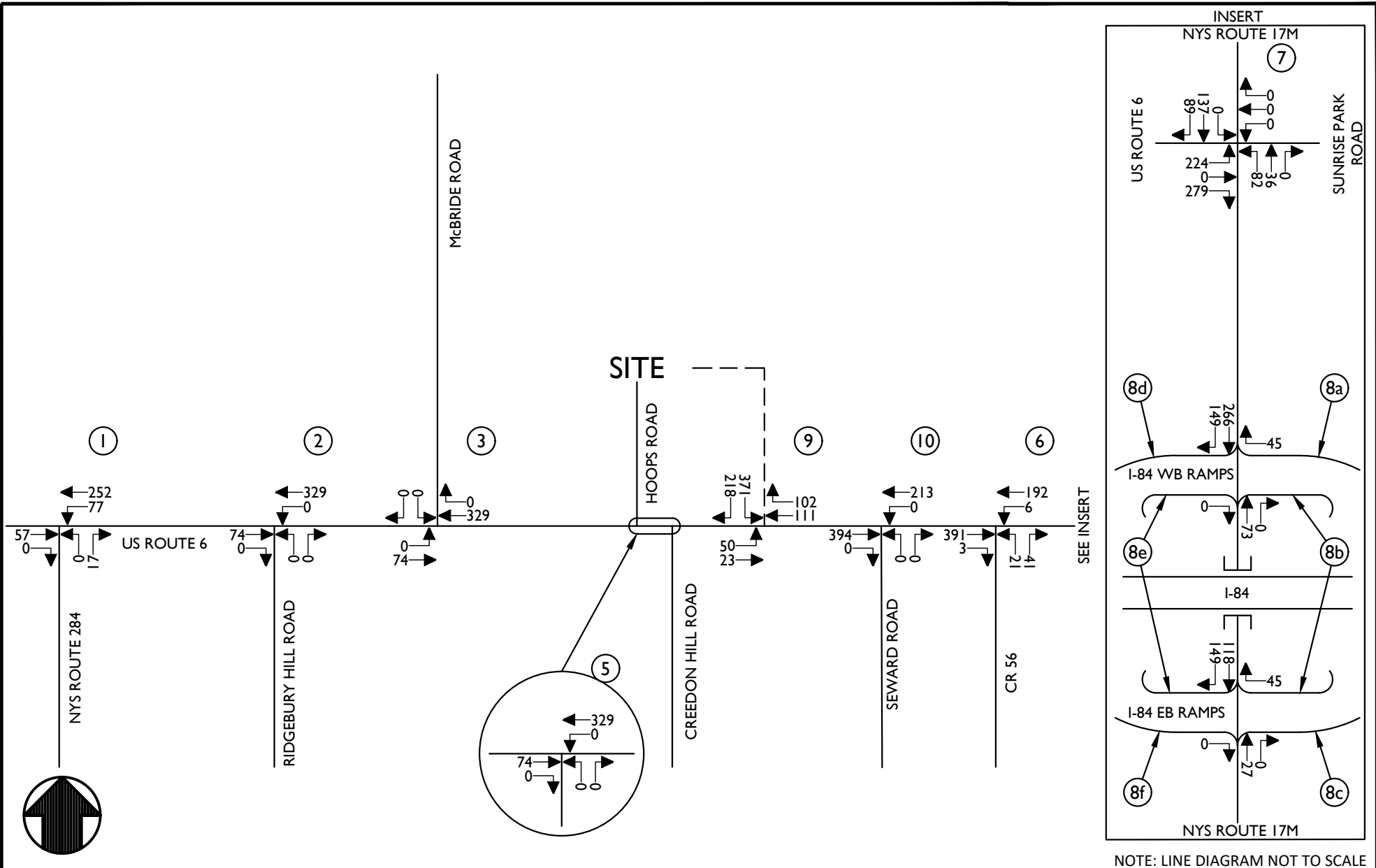
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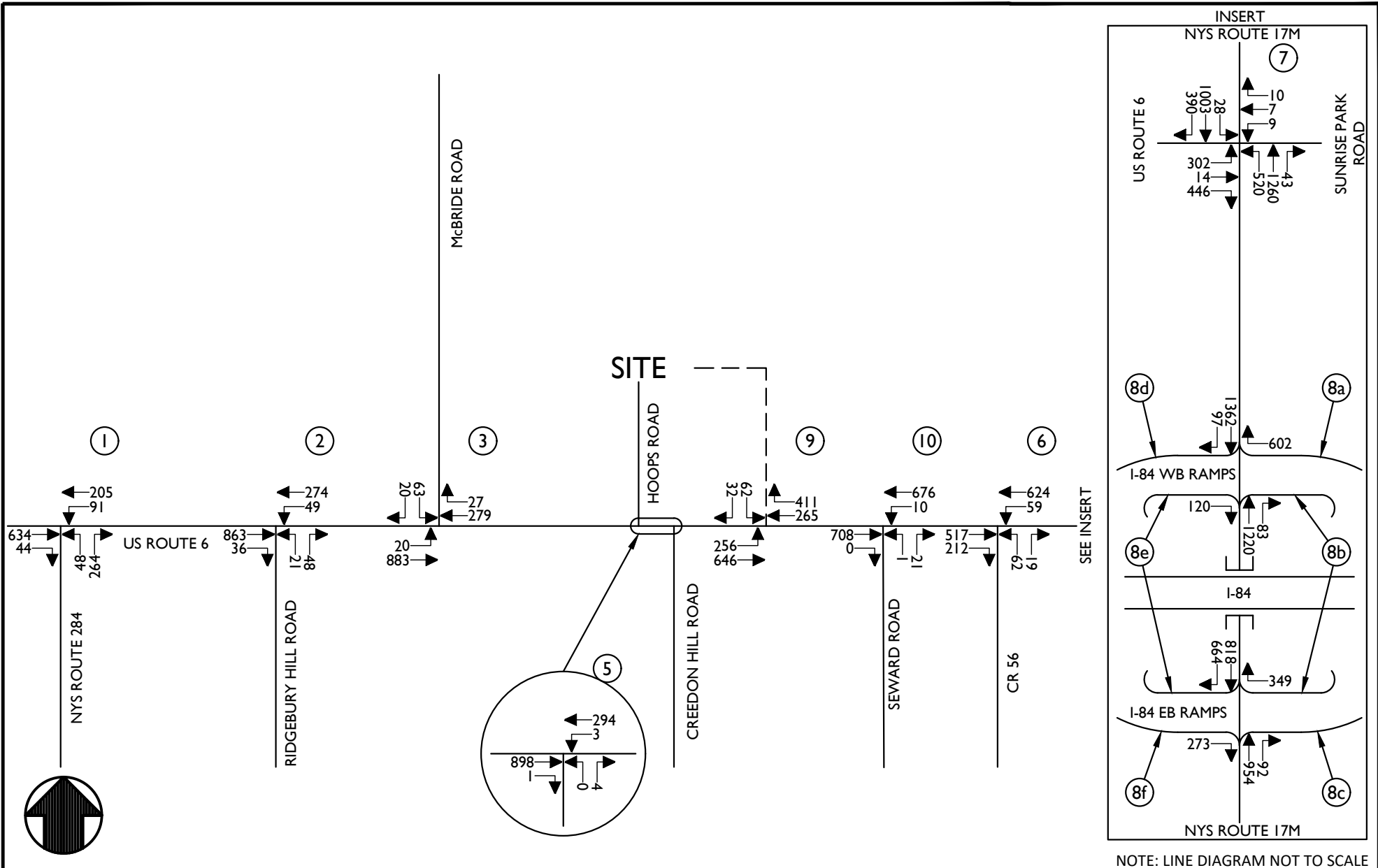
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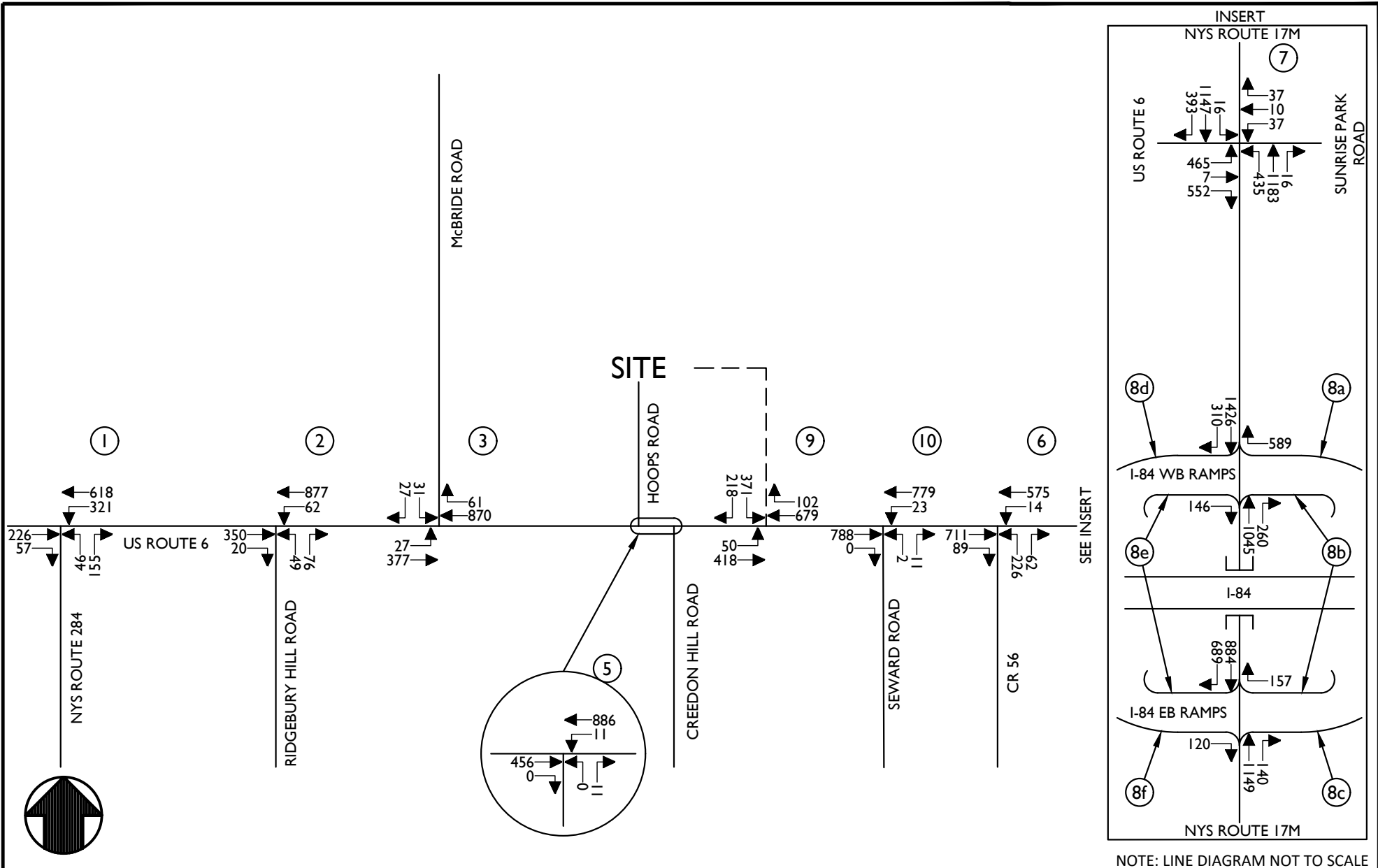
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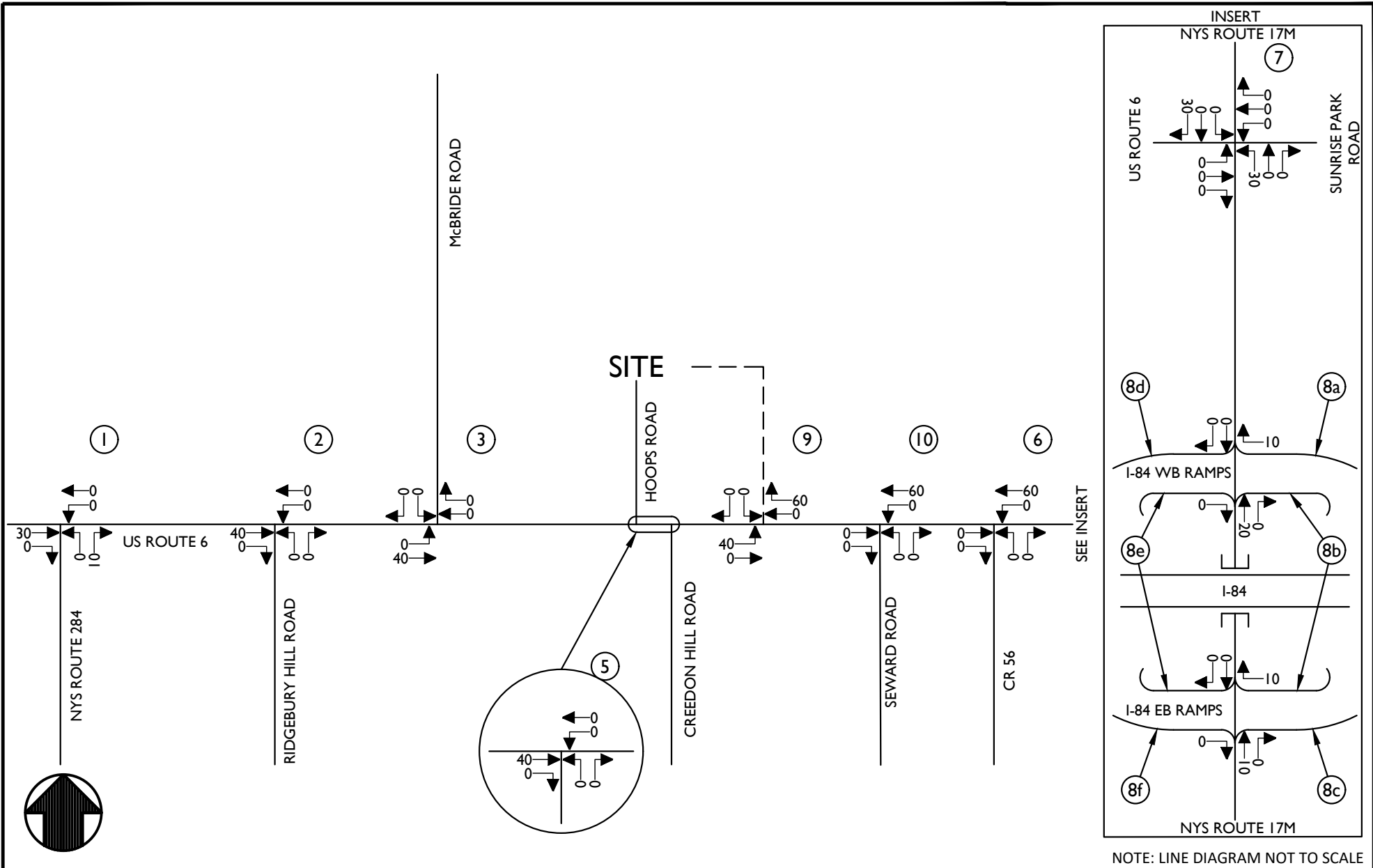
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TRAFFIC IMPACT STUDY
FOR
PROJECT BLUEBIRD

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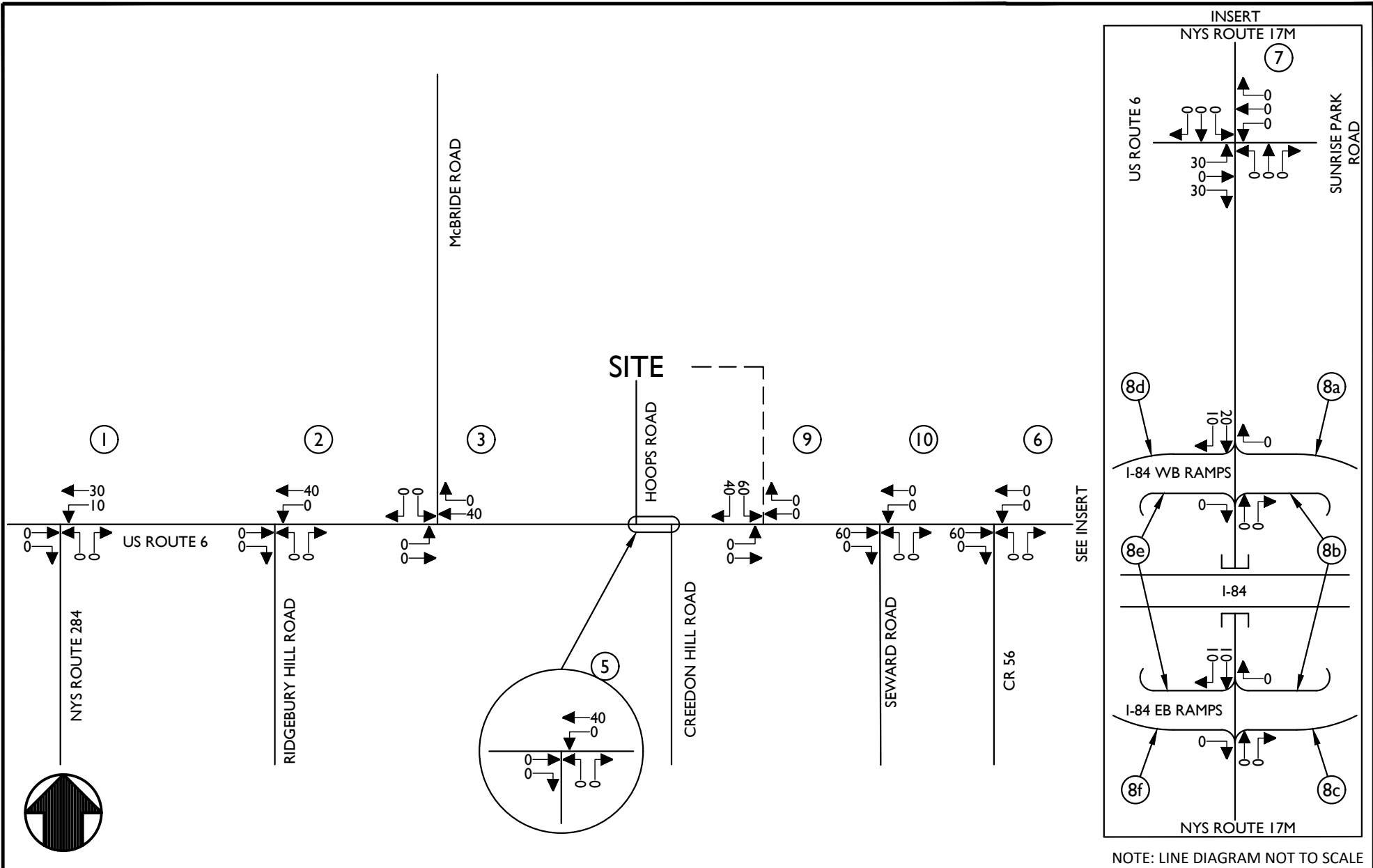
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AS SHOWN	3/24/25	P.W.G.	P.J.G.
PROJECT NUMBER:	DRAWING NAME:		
21002112F	250324PWG_FIGURE		

SHEET TITLE:
ARRIVAL DISTRIBUTION
PASSENGER CARS
(VALUES IN PERCENT)

SHEET NUMBER:
10 of 19



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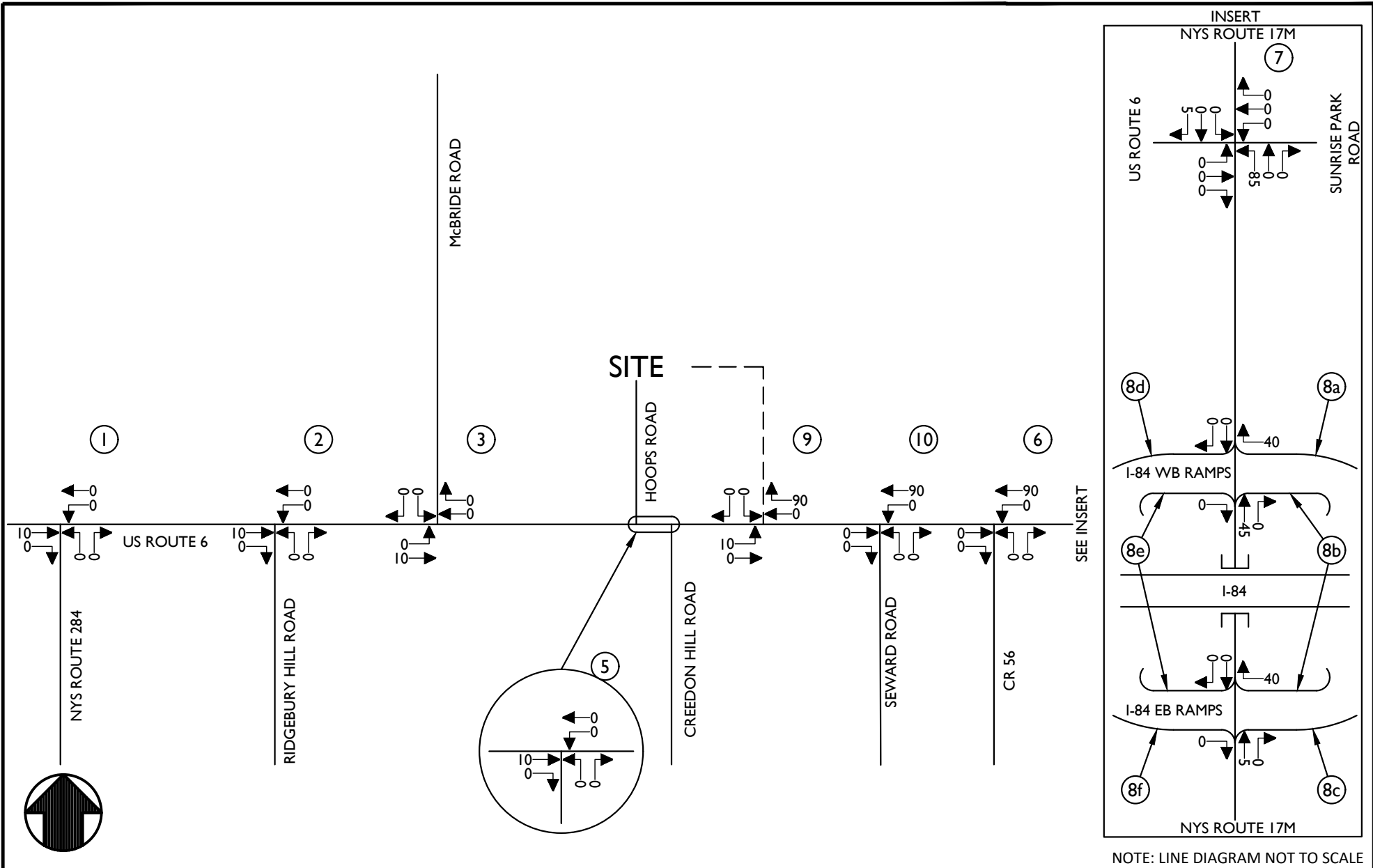
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21002112F	250324PWG_FIGURE		

SHEET TITLE:
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PASSENGER CARS
(VALUES IN PERCENT)

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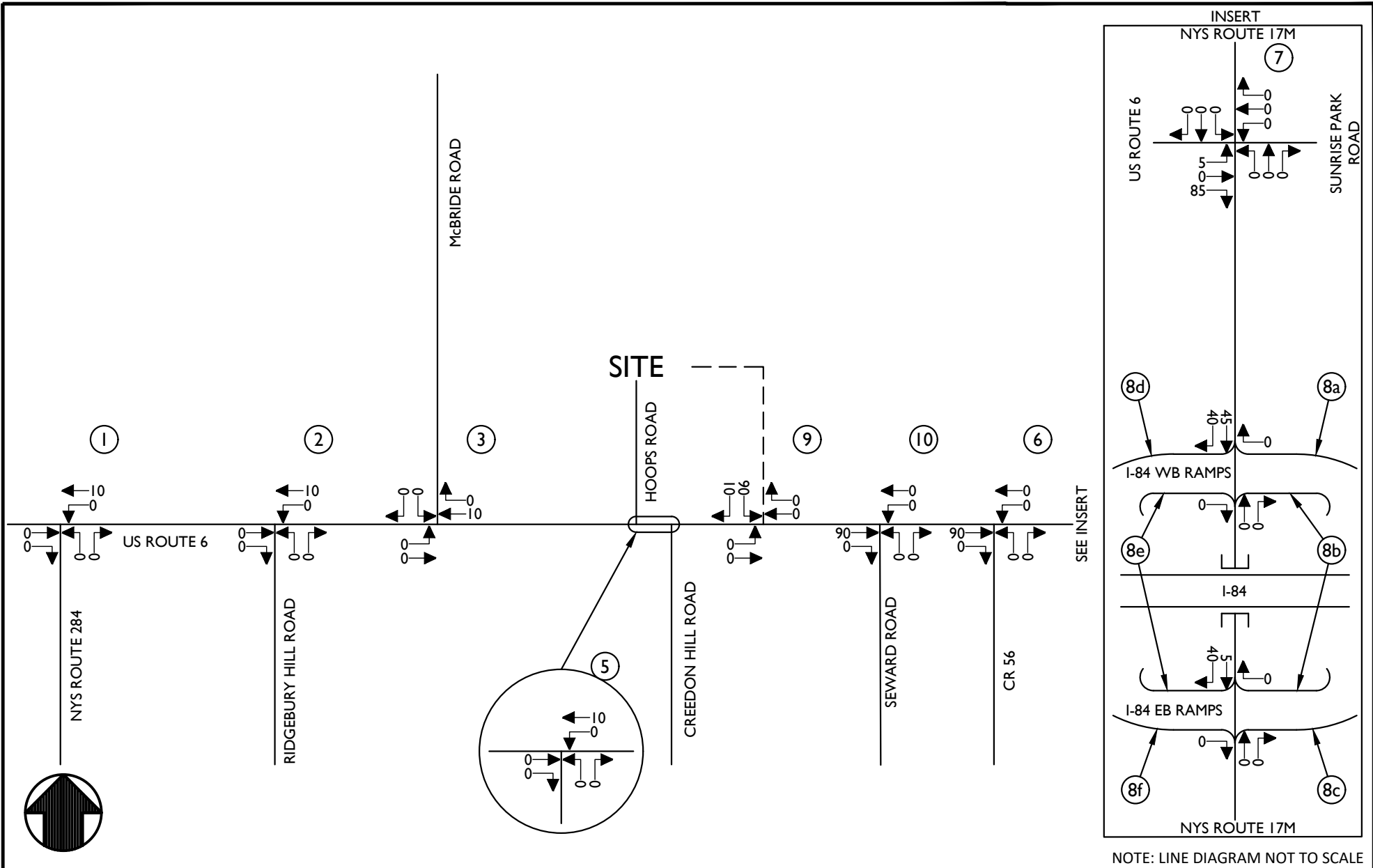
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SHEET TITLE:
**ARRIVAL DISTRIBUTION
TRUCKS
(VALUES IN PERCENT)**

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4	3/24/25	P.J.G.	250324PWG_FIGURE
5	3/24/25	P.J.G.	250324PWG_FIGURE
6	3/24/25	P.J.G.	250324PWG_FIGURE
7	3/24/25	P.J.G.	250324PWG_FIGURE
8	3/24/25	P.J.G.	250324PWG_FIGURE
9	3/24/25	P.J.G.	250324PWG_FIGURE
10	3/24/25	P.J.G.	250324PWG_FIGURE

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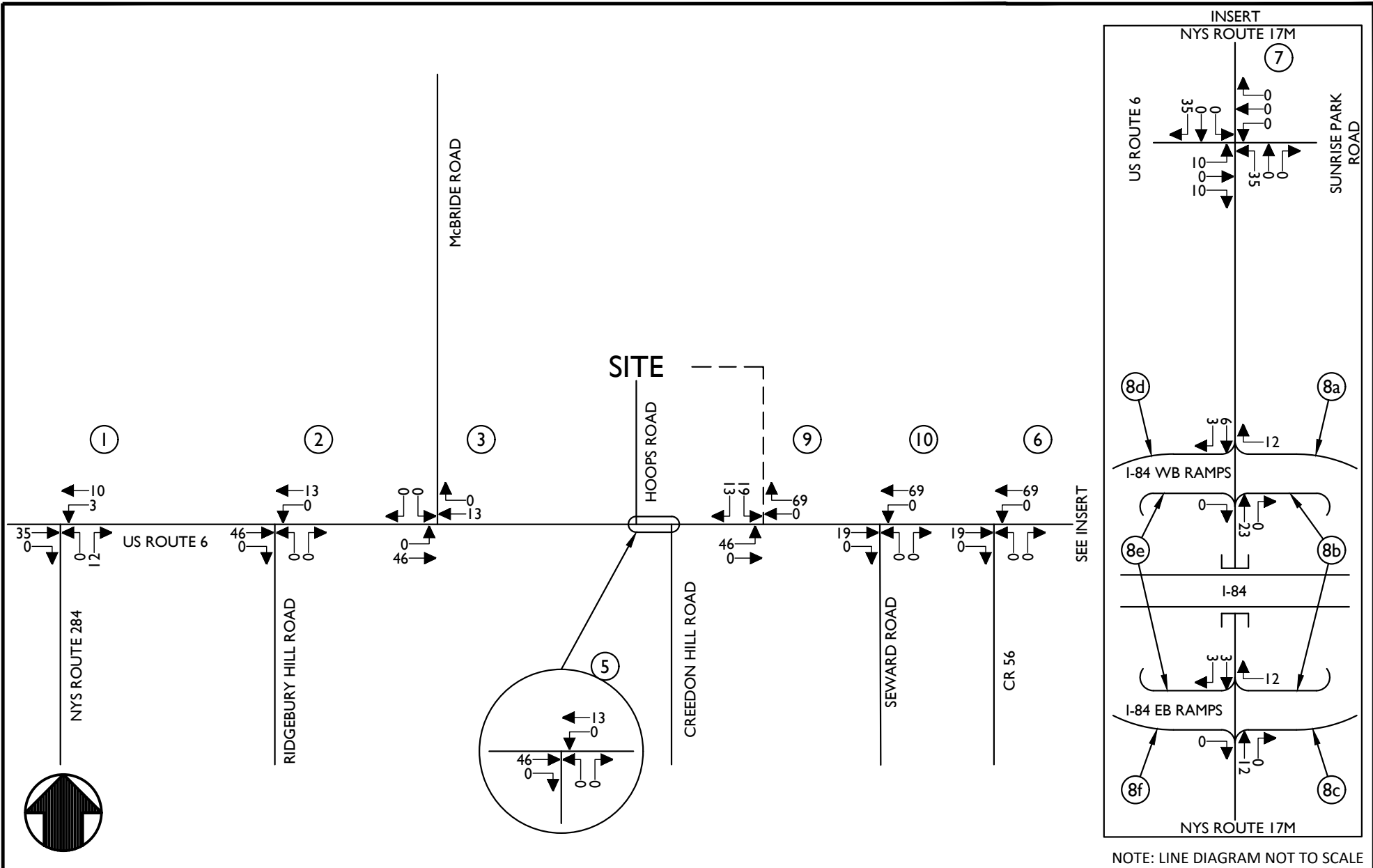
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SHEET TITLE:
DEPARTURE DISTRIBUTION
TRUCKS
(VALUES IN PERCENT)

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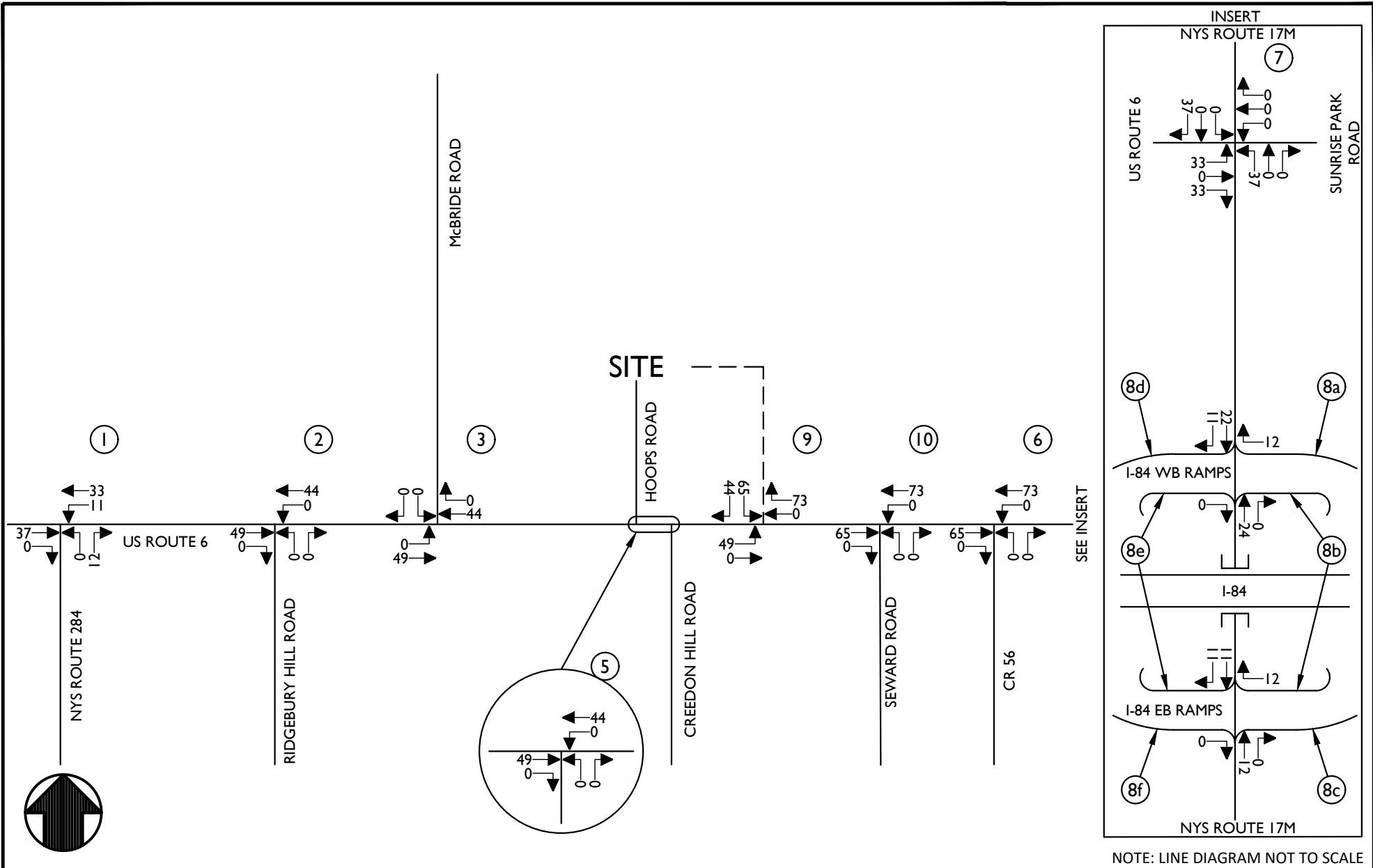
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PROJECT NUMBER:	DRAWING NAME:		
21002112F	250324PWG_FIGURE		

SHEET TITLE:
SITE GENERATED
TRAFFIC VOLUMES (CARS)
PEAK AM HOUR

SHEET NUMBER:
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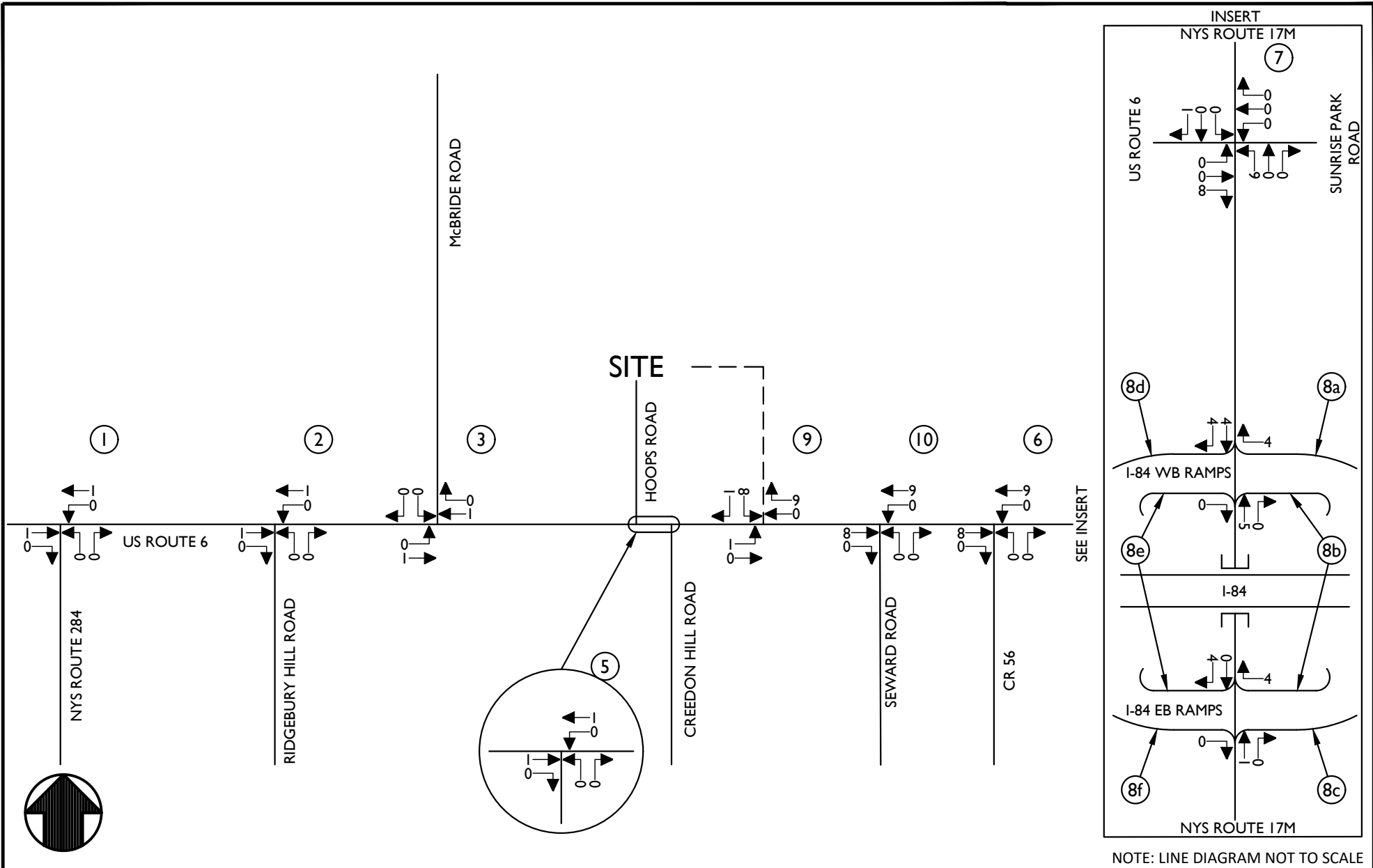
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SHEET TITLE:
SITE GENERATED
TRAFFIC VOLUMES (CARS)
PEAK PM HOUR

SHEET NUMBER:
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1	3/24/25	PJG	Initial Design
2	3/24/25	PJG	Revised Design
3	3/24/25	PJG	Final Design
4	3/24/25	PJG	Final Design
5	3/24/25	PJG	Final Design
6	3/24/25	PJG	Final Design
7	3/24/25	PJG	Final Design
8	3/24/25	PJG	Final Design
9	3/24/25	PJG	Final Design
10	3/24/25	PJG	Final Design

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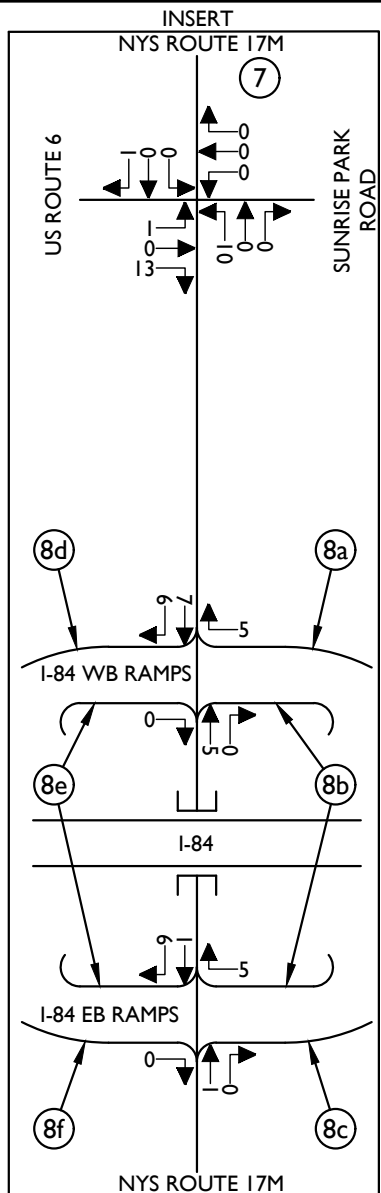
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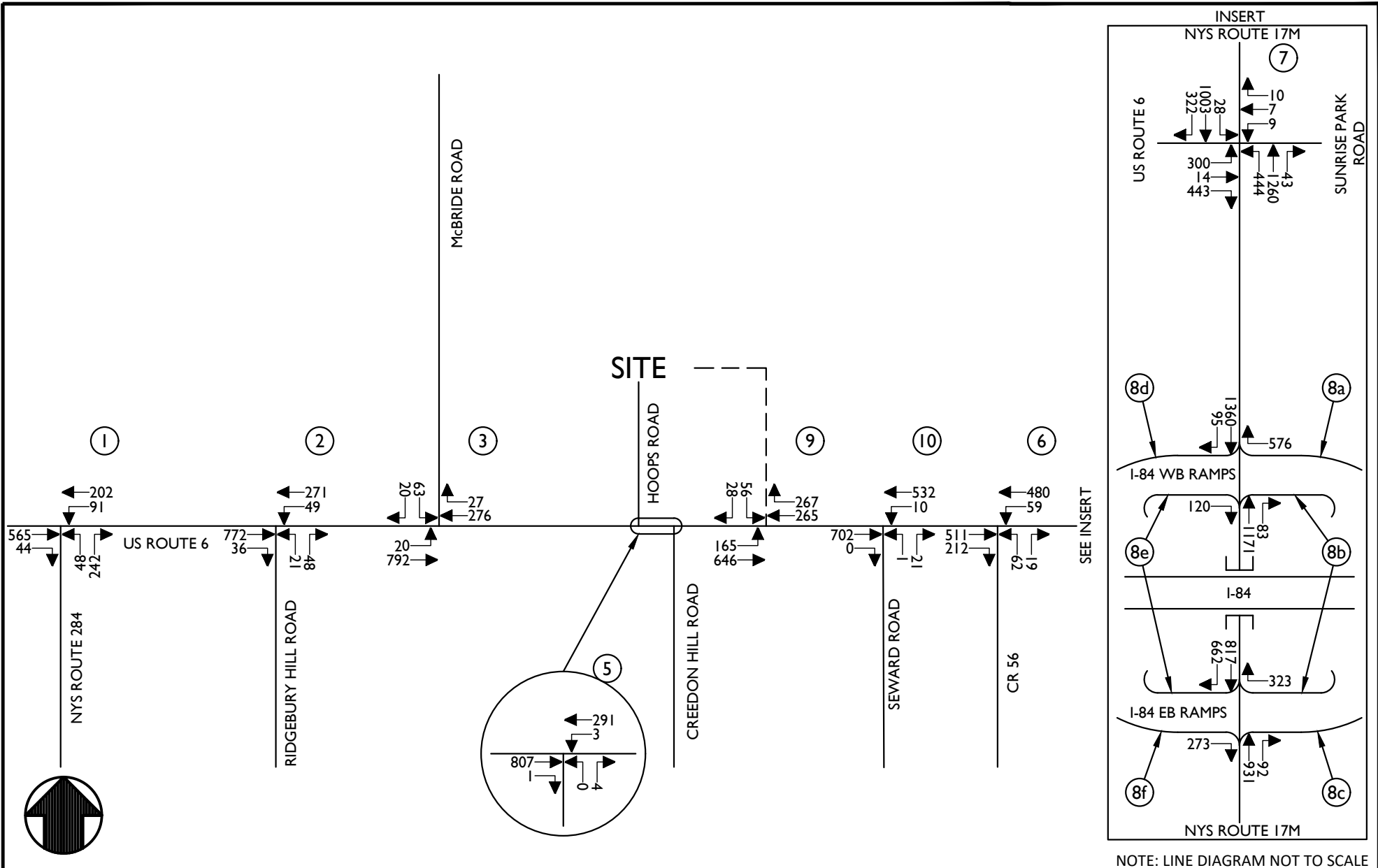
SHEET TITLE:
SITE GENERATED
TRAFFIC VOLUMES (TRUCKS)
PEAK AM HOUR

SHEET NUMBER:
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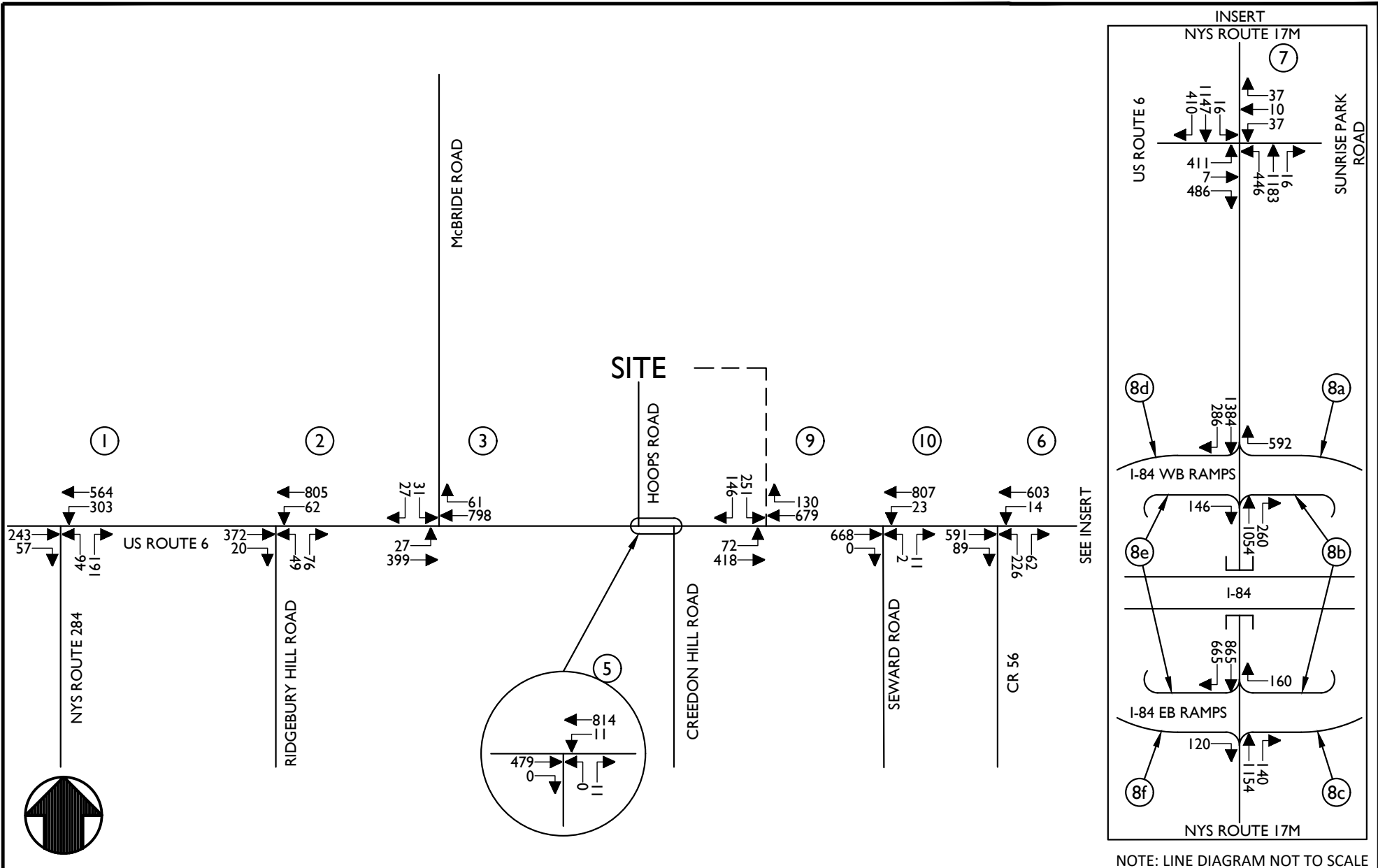
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SHEET TITLE:
2037 BUILD
TRAFFIC VOLUMES
PEAK AM HOUR

SHEET NUMBER:
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SHEET TITLE:
**2037 BUILD
TRAFFIC VOLUMES
PEAK PM HOUR**

SHEET NUMBER:
19 of 19

2037 No-Build Traffic Volumes
1: NYS Route 284 & US Route 6

AM Peak Hour
03/25/2025

						
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	634	44	91	205	48	264
Future Volume (vph)	634	44	91	205	48	264
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.991				0.886	
Flt Protected				0.985	0.992	
Satd. Flow (prot)	1807	0	0	1680	1586	0
Flt Permitted				0.985	0.992	
Satd. Flow (perm)	1807	0	0	1680	1586	0
Link Speed (mph)	55			55	35	
Link Distance (ft)	733			606	476	
Travel Time (s)	9.1			7.5	9.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	7%	10%	12%	7%	5%
Adj. Flow (vph)	689	48	99	223	52	287
Shared Lane Traffic (%)						
Lane Group Flow (vph)	737	0	0	322	339	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2037 No-Build Traffic Volumes
1: NYS Route 284 & US Route 6

AM Peak Hour
03/25/2025

Intersection						
Int Delay, s/veh	17.6					
Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	634	44	91	205	48	264
Future Vol, veh/h	634	44	91	205	48	264
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	92	92	92	92	92	92
Heavy Vehicles, %	4	7	10	12	7	5
Mvmt Flow	689	48	99	223	52	287
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	737	0	1134	713
Stage 1	-	-	-	-	713	-
Stage 2	-	-	-	-	421	-
Critical Hdwy	-	-	4.2	-	6.47	6.25
Critical Hdwy Stg 1	-	-	-	-	5.47	-
Critical Hdwy Stg 2	-	-	-	-	5.47	-
Follow-up Hdwy	-	-	2.29	-	3.563	3.345
Pot Cap-1 Maneuver	-	-	833	-	219	427
Stage 1	-	-	-	-	477	-
Stage 2	-	-	-	-	652	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	833	-	189	427
Mov Cap-2 Maneuver	-	-	-	-	189	-
Stage 1	-	-	-	-	477	-
Stage 2	-	-	-	-	564	-
Approach	EB	WB		NE		
HCM Ctrl Dly, s/v	0	3.04		69.85		
HCM LOS	F					
Minor Lane/Major Mvmt	NELn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	358	-	-	553	-	
HCM Lane V/C Ratio	0.948	-	-	0.119	-	
HCM Ctrl Dly (s/v)	69.8	-	-	9.9	0	
HCM Lane LOS	F	-	-	A	A	
HCM 95th %tile Q(veh)	10.2	-	-	0.4	-	

2037 No-Build Traffic Volumes
2: US Route 6 & Ridgebury Hill Rd

AM Peak Hour
03/25/2025



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	21	48	863	36	49	274
Future Volume (vph)	21	48	863	36	49	274
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		1%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.906		0.995			
Flt Protected	0.985					0.992
Satd. Flow (prot)	1623	0	1804	0	0	1703
Flt Permitted	0.985					0.992
Satd. Flow (perm)	1623	0	1804	0	0	1703
Link Speed (mph)	35		55			55
Link Distance (ft)	535		1495			1423
Travel Time (s)	10.4		18.5			17.6
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	10%	2%	4%	11%	9%	11%
Adj. Flow (vph)	23	52	928	39	53	295
Shared Lane Traffic (%)						
Lane Group Flow (vph)	75	0	967	0	0	348
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.01	1.01	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized

2037 No-Build Traffic Volumes
2: US Route 6 & Ridgebury Hill Rd

AM Peak Hour
03/25/2025

Intersection						
Int Delay, s/veh	1.9					
Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	21	48	863	36	49	274
Future Vol, veh/h	21	48	863	36	49	274
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	-	1	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	10	2	4	11	9	11
Mvmt Flow	23	52	928	39	53	295
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1347	947	0	0	967	0
Stage 1	947	-	-	-	-	-
Stage 2	400	-	-	-	-	-
Critical Hdwy	6.5	6.22	-	-	4.19	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.318	-	-	2.281	-
Pot Cap-1 Maneuver	160	317	-	-	685	-
Stage 1	365	-	-	-	-	-
Stage 2	660	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	145	317	-	-	685	-
Mov Cap-2 Maneuver	145	-	-	-	-	-
Stage 1	365	-	-	-	-	-
Stage 2	599	-	-	-	-	-
Approach	WB	NE		SW		
HCM Ctrl Dly, s/v	27.5	0		1.62		
HCM LOS	D					
Minor Lane/Major Mvmt	NET	NER	WBLn1	SWL	SWT	
Capacity (veh/h)	-	-	233	273	-	
HCM Lane V/C Ratio	-	-	0.318	0.077	-	
HCM Ctrl Dly (s/v)	-	-	27.5	10.7	0	
HCM Lane LOS	-	-	D	B	A	
HCM 95th %tile Q(veh)	-	-	1.3	0.2	-	

2037 No-Build Traffic Volumes
3: US Route 6 & McBride Rd

AM Peak Hour
03/25/2025

						
Lane Group	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	63	20	20	883	279	27
Future Volume (vph)	63	20	20	883	279	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	12	12
Grade (%)	2%			1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.968				0.988	
Flt Protected	0.963			0.999		
Satd. Flow (prot)	1485	0	0	1818	1629	0
Flt Permitted	0.963			0.999		
Satd. Flow (perm)	1485	0	0	1818	1629	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	266			1423	2064	
Travel Time (s)	6.0			17.6	25.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	10%	11%	0%	4%	12%	42%
Adj. Flow (vph)	70	22	22	981	310	30
Shared Lane Traffic (%)						
Lane Group Flow (vph)	92	0	0	1003	340	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	10			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.01	1.01	1.01	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2037 No-Build Traffic Volumes
3: US Route 6 & McBride Rd

AM Peak Hour
03/25/2025

Intersection						
Int Delay, s/veh	3.5					
Movement	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	63	20	20	883	279	27
Future Vol, veh/h	63	20	20	883	279	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	1	1	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	10	11	0	4	12	42
Mvmt Flow	70	22	22	981	310	30

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1351	325	340	0	-	0
Stage 1	325	-	-	-	-	-
Stage 2	1026	-	-	-	-	-
Critical Hdwy	6.9	6.51	4.1	-	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.59	3.399	2.2	-	-	-
Pot Cap-1 Maneuver	137	683	1230	-	-	-
Stage 1	689	-	-	-	-	-
Stage 2	298	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	132	683	1230	-	-	-
Mov Cap-2 Maneuver	132	-	-	-	-	-
Stage 1	662	-	-	-	-	-
Stage 2	298	-	-	-	-	-

Approach	EB	NE	SW
HCM Ctrl Dly, s/v	52.27	0.18	0
HCM LOS	F		

Minor Lane/Major Mvmt	NEL	NET EBLn1	SWT	SWR
Capacity (veh/h)	40	- 163	-	-
HCM Lane V/C Ratio	0.018	- 0.564	-	-
HCM Ctrl Dly (s/v)	8	0 52.3	-	-
HCM Lane LOS	A	A F	-	-
HCM 95th %tile Q(veh)	0.1	- 2.9	-	-

2037 No-Build Traffic Volumes
5: Creedon Hill Rd & US Route 6

AM Peak Hour
03/25/2025

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	898	1	3	294	0	4
Future Volume (vph)	898	1	3	294	0	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	11
Grade (%)	5%			-5%	8%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.865	
Flt Protected						
Satd. Flow (prot)	1764	0	0	1767	1525	0
Flt Permitted						
Satd. Flow (perm)	1764	0	0	1767	1525	0
Link Speed (mph)	55			55	30	
Link Distance (ft)	226			439	325	
Travel Time (s)	2.8			5.4	7.4	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	5%	0%	33%	10%	0%	0%
Adj. Flow (vph)	1032	1	3	338	0	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1033	0	0	341	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	0.97	0.97	1.10	1.10
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2037 No-Build Traffic Volumes
5: Creedon Hill Rd & US Route 6

AM Peak Hour
03/25/2025

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	898	1	3	294	0	4
Future Vol, veh/h	898	1	3	294	0	4
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, %	5	-	-	-5	8	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	5	0	33	10	0	0
Mvmt Flow	1032	1	3	338	0	5
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1033	0	1378	1033
Stage 1	-	-	-	-	1033	-
Stage 2	-	-	-	-	345	-
Critical Hdwy	-	-	4.43	-	8	7
Critical Hdwy Stg 1	-	-	-	-	7	-
Critical Hdwy Stg 2	-	-	-	-	7	-
Follow-up Hdwy	-	-	2.497	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	566	-	87	227
Stage 1	-	-	-	-	219	-
Stage 2	-	-	-	-	619	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	566	-	87	227
Mov Cap-2 Maneuver	-	-	-	-	87	-
Stage 1	-	-	-	-	219	-
Stage 2	-	-	-	-	615	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		0.12		21.22	
HCM LOS	C					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	227	-	-	18	-	
HCM Lane V/C Ratio	0.02	-	-	0.006	-	
HCM Ctrl Dly (s/v)	21.2	-	-	11.4	0	
HCM Lane LOS	C	-	-	B	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

2037 No-Build Traffic Volumes
6: US Route 6 & CR 56

AM Peak Hour
03/25/2025

						
Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	62	19	517	212	59	624
Future Volume (vph)	62	19	517	212	59	624
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	13
Grade (%)	-2%		-2%			1%
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.968		0.961			
Flt Protected	0.963				0.950	
Satd. Flow (prot)	1456	0	1658	0	1727	1760
Flt Permitted	0.963				0.950	
Satd. Flow (perm)	1456	0	1658	0	1727	1760
Link Speed (mph)	55		55			55
Link Distance (ft)	2121		872			1130
Travel Time (s)	26.3		10.8			14.0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	23%	5%	13%	7%	4%	11%
Adj. Flow (vph)	71	22	594	244	68	717
Shared Lane Traffic (%)						
Lane Group Flow (vph)	93	0	838	0	68	717
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	0.99	0.99	1.01	0.96
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2037 No-Build Traffic Volumes
6: US Route 6 & CR 56

AM Peak Hour
03/25/2025

Intersection						
Int Delay, s/veh	3.9					
Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	62	19	517	212	59	624
Future Vol, veh/h	62	19	517	212	59	624
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	None
Storage Length	0	-	-	-	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-2	-	-2	-	-	1
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	23	5	13	7	4	11
Mvmt Flow	71	22	594	244	68	717
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1569	716	0	0	594	0
Stage 1	716	-	-	-	-	-
Stage 2	853	-	-	-	-	-
Critical Hdwy	6.23	6.05	-	-	4.14	-
Critical Hdwy Stg 1	5.23	-	-	-	-	-
Critical Hdwy Stg 2	5.23	-	-	-	-	-
Follow-up Hdwy	3.707	3.345	-	-	2.236	-
Pot Cap-1 Maneuver	130	442	-	-	972	-
Stage 1	485	-	-	-	-	-
Stage 2	423	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	121	442	-	-	972	-
Mov Cap-2 Maneuver	121	-	-	-	-	-
Stage 1	485	-	-	-	-	-
Stage 2	393	-	-	-	-	-
Approach	WB	NE	SW			
HCM Ctrl Dly, s/v	65.82	0	0.78			
HCM LOS	F					
Minor Lane/Major Mvmt	NET	NERWBLn1	SWL	SWT		
Capacity (veh/h)	-	-	145	972	-	
HCM Lane V/C Ratio	-	-	0.64	0.07	-	
HCM Ctrl Dly (s/v)	-	-	65.8	9	-	
HCM Lane LOS	-	-	F	A	-	
HCM 95th %tile Q(veh)	-	-	3.5	0.2	-	

2037 No-Build Traffic Volumes
7: NYS Route 17M & US Route 6/Sunrise Park Rd

AM Peak Hour
03/25/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	302	14	446	9	7	10	520	1260	43	28	1003	390
Future Volume (vph)	302	14	446	9	7	10	520	1260	43	28	1003	390
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			4%			-1%			0%	
Storage Length (ft)	0		0	0		0	525		0	100		300
Storage Lanes	0		1	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt			0.850		0.949			0.995				0.850
Flt Protected		0.954			0.983		0.950			0.950		
Satd. Flow (prot)	0	1699	1429	0	1372	0	1577	3441	0	1570	3438	1583
Flt Permitted		0.715			0.863		0.105			0.182		
Satd. Flow (perm)	0	1273	1429	0	1204	0	174	3441	0	301	3438	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			358		11			7				433
Link Speed (mph)		55			55			45			45	
Link Distance (ft)		319			392			755			940	
Travel Time (s)		4.0			4.9			11.4			14.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	7%	0%	13%	11%	14%	50%	15%	5%	2%	15%	5%	2%
Adj. Flow (vph)	336	16	496	10	8	11	578	1400	48	31	1114	433
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	352	496	0	29	0	578	1448	0	31	1114	433
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.03	1.03	1.03	0.99	0.99	0.99	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	2	1	2		2	2		2	2	2
Detector Template	Left			Left								
Leading Detector (ft)	20	83	83	20	83		83	83		83	83	83
Trailing Detector (ft)	0	-5	-5	0	-5		-5	-5		-5	-5	-5
Detector 1 Position(ft)	0	-5	-5	0	-5		-5	-5		-5	-5	-5
Detector 1 Size(ft)	20	40	40	20	40		40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		43	43		43		43	43		43	43	43
Detector 2 Size(ft)		40	40		40		40	40		40	40	40
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm

2037 No-Build Traffic Volumes
7: NYS Route 17M & US Route 6/Sunrise Park Rd

AM Peak Hour
03/25/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		6
Detector Phase	4	4	4	8	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0		11.0	24.0		24.0	24.0	24.0
Total Split (s)	31.0	31.0	31.0	31.0	31.0		21.0	59.0		38.0	38.0	38.0
Total Split (%)	34.4%	34.4%	34.4%	34.4%	34.4%		23.3%	65.6%		42.2%	42.2%	42.2%
Maximum Green (s)	25.0	25.0	25.0	25.0	25.0		15.0	53.0		32.0	32.0	32.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	Max		Max	Max	Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0		7.0	7.0	7.0
Flash Don't Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0		0	0	0
v/c Ratio		1.00	0.76		0.08		1.72	0.71		0.29	0.91	0.51
Control Delay (s/veh)		82.1	17.1		18.2		359.0	15.6		29.8	40.3	4.6
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)		82.1	17.1		18.2		359.0	15.6		29.8	40.3	4.6
Queue Length 50th (ft)		199	64		8		~451	282		13	313	0
Queue Length 95th (ft)		#377	198		29		#655	362		39	#442	60
Internal Link Dist (ft)		239			312			675			860	
Turn Bay Length (ft)							525			100		300
Base Capacity (vph)		353	655		342		336	2029		107	1222	841
Starvation Cap Reductn		0	0		0		0	0		0	0	0
Spillback Cap Reductn		0	0		0		0	0		0	0	0
Storage Cap Reductn		0	0		0		0	0		0	0	0
Reduced v/c Ratio		1.00	0.76		0.08		1.72	0.71		0.29	0.91	0.51

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Natural Cycle: 140

Control Type: Actuated-Uncoordinated

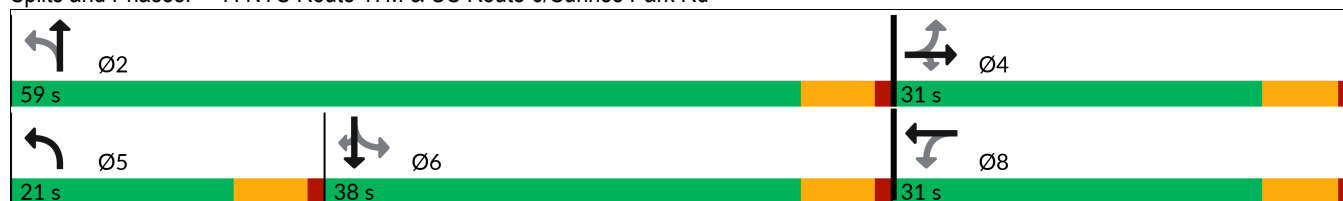
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 7: NYS Route 17M & US Route 6/Sunrise Park Rd



2037 No-Build Traffic Volumes
7: NYS Route 17M & US Route 6/Sunrise Park Rd

AM Peak Hour
03/25/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	302	14	446	9	7	10	520	1260	43	28	1003	390
Future Volume (veh/h)	302	14	446	9	7	10	520	1260	43	28	1003	390
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1796	1900	1707	1643	1598	1065	1714	1864	1909	1678	1826	1870
Adj Flow Rate, veh/h	336	16	0	10	8	11	578	1400	48	31	1114	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	7	0	13	11	14	50	15	5	2	15	5	2
Cap, veh/h	444	17		172	133	153	388	2102	72	192	1260	
Arrive On Green	0.26	0.26	0.00	0.26	0.26	0.26	0.17	0.60	0.60	0.36	0.36	0.00
Sat Flow, veh/h	1387	66	1447	445	508	583	1633	3494	120	330	3469	1585
Grp Volume(v), veh/h	352	0	0	29	0	0	578	709	739	31	1114	0
Grp Sat Flow(s),veh/h/ln	1453	0	1447	1536	0	0	1633	1771	1843	330	1735	1585
Q Serve(g_s), s	19.4	0.0	0.0	0.0	0.0	0.0	15.0	23.4	23.5	6.1	26.5	0.0
Cycle Q Clear(g_c), s	20.7	0.0	0.0	1.3	0.0	0.0	15.0	23.4	23.5	8.6	26.5	0.0
Prop In Lane	0.95		1.00	0.34		0.38	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	461	0		458	0	0	388	1066	1109	192	1260	
V/C Ratio(X)	0.76	0.00		0.06	0.00	0.00	1.49	0.67	0.67	0.16	0.88	
Avail Cap(c_a), veh/h	492	0		487	0	0	388	1066	1109	192	1260	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	31.5	0.0	0.0	24.5	0.0	0.0	23.1	11.7	11.7	21.5	26.3	0.0
Incr Delay (d2), s/veh	6.6	0.0	0.0	0.1	0.0	0.0	232.9	3.3	3.2	1.8	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	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	0.0	0.0	0.4	0.0	0.0	28.8	8.3	8.6	0.5	11.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.1	0.0	0.0	24.5	0.0	0.0	256.0	14.9	14.9	23.3	35.6	0.0
LnGrp LOS	D			C			F	B	B	C	D	
Approach Vol, veh/h	352		29			2026			1145			
Approach Delay, s/veh	38.1		24.5			83.7			35.2			
Approach LOS	D		C			F			D			
Timer - Assigned Phs	2		4		5	6	8					
Phs Duration (G+Y+Rc), s	59.0		29.1		21.0	38.0	29.1					
Change Period (Y+Rc), s	6.0		6.0		6.0	6.0	6.0					
Max Green Setting (Gmax), s	53.0		25.0		15.0	32.0	25.0					
Max Q Clear Time (g_c+I1), s	25.5		22.7		17.0	28.5	3.3					
Green Ext Time (p_c), s	9.8		0.4		0.0	2.2	0.1					
Intersection Summary												
HCM 7th Control Delay, s/veh	63.0											
HCM 7th LOS	E											
Notes												
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

2037 No-Build Traffic Volumes
8: WB On Ramp & NYS Route 17M & WB Off Ramp

AM Peak Hour
03/25/2025

										
Lane Group	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations										
Traffic Volume (vph)	0	602	0	1220	0	0	1362	97	0	0
Future Volume (vph)	0	602	0	1220	0	0	1362	97	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00
Frt		0.865					0.990			
Flt Protected										
Satd. Flow (prot)	0	1594	0	3343	0	0	3359	0	0	0
Flt Permitted										
Satd. Flow (perm)	0	1594	0	3343	0	0	3359	0	0	0
Link Speed (mph)	30			45			45		30	
Link Distance (ft)	567			429			228		250	
Travel Time (s)	12.9			6.5			3.5		5.7	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	10%	0%	8%	0%	0%	5%	26%	0%	0%
Adj. Flow (vph)	0	692	0	1402	0	0	1566	111	0	0
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	692	0	1402	0	0	1677	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)	0			0			0		0	
Link Offset(ft)	0			0			0		0	
Crosswalk Width(ft)	16			16			16		16	
Two way Left Turn Lane										
Headway Factor	1.00	0.92	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15		9	15		9	15	9
Sign Control	Stop			Free			Free		Free	
Intersection Summary										
Area Type:	Other									
Control Type:	Unsignalized									

2037 No-Build Traffic Volumes
8: WB On Ramp & NYS Route 17M & WB Off Ramp

AM Peak Hour
03/25/2025

Intersection										
Int Delay, s/veh	81.1									
Movement	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations		↗		↗↗			↗↗			
Traffic Vol, veh/h	0	602	0	1220	0	0	1362	97	0	0
Future Vol, veh/h	0	602	0	1220	0	0	1362	97	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None	-	-
Storage Length	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	-	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	10	0	8	0	0	5	26	0	0
Mvmt Flow	0	692	0	1402	0	0	1566	111	0	0

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	701	-
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	7.1	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.4	-
Pot Cap-1 Maneuver	0 ~ 363	0	-
Stage 1	0	0	-
Stage 2	0	0	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	- ~ 363	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

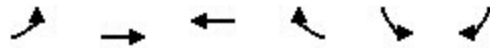
Approach	WB	NB	SB
HCM Ctrl Dly, s/v	\$ 442.1	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBTWBLn1	SBT	SBR
Capacity (veh/h)	- 363	-	-
HCM Lane V/C Ratio	- 1.905	-	-
HCM Ctrl Dly (s/v)	\$ 442.1	-	-
HCM Lane LOS	- F	-	-
HCM 95th %tile Q(veh)	- 46.7	-	-

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

2037 No-Build Traffic Volumes
9: US Route 6 & Site Access

AM Peak Hour
03/25/2025



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	256	646	265	411	62	32
Future Volume (vph)	256	646	265	411	62	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		5%	0%		0%	
Storage Length (ft)	150			150	150	0
Storage Lanes	1			0	0	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.918		0.954	
Flt Protected	0.950				0.968	
Satd. Flow (prot)	1742	1748	1598	0	1457	0
Flt Permitted	0.950				0.968	
Satd. Flow (perm)	1742	1748	1598	0	1457	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		439	1697		451	
Travel Time (s)		6.7	25.7		10.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	6%	11%	8%	28%	6%
Adj. Flow (vph)	278	702	288	447	67	35
Shared Lane Traffic (%)						
Lane Group Flow (vph)	278	702	735	0	102	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2037 No-Build Traffic Volumes
9: US Route 6 & Site Access

AM Peak Hour
03/25/2025

Intersection						
Int Delay, s/veh	18.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	256	646	265	411	62	32
Future Vol, veh/h	256	646	265	411	62	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	5	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	6	11	8	28	6
Mvmt Flow	278	702	288	447	67	35

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	735	0	0 1770 511
Stage 1	-	-	- 511 -
Stage 2	-	-	- 1259 -
Critical Hdwy	4.11	-	- 6.68 6.26
Critical Hdwy Stg 1	-	-	- 5.68 -
Critical Hdwy Stg 2	-	-	- 5.68 -
Follow-up Hdwy	2.209	-	- 3.752 3.354
Pot Cap-1 Maneuver	875	-	- 79 554
Stage 1	-	-	- 552 -
Stage 2	-	-	- 236 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	875	-	- ~ 54 554
Mov Cap-2 Maneuver	-	-	- ~ 54 -
Stage 1	-	-	- 377 -
Stage 2	-	-	- 236 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	3.13	0	\$ 303.48
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	875	-	-	-	78
HCM Lane V/C Ratio	0.318	-	-	-	1.317
HCM Ctrl Dly (s/v)	11	-	-	-	\$ 303.5
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	1.4	-	-	-	7.9

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

2037 No-Build Traffic Volumes
10: Seward Road & US Route 6

AM Peak Hour
03/25/2025

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	708	0	10	676	1	21
Future Volume (vph)	708	0	10	676	1	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	13	12	12
Grade (%)	-5%			2%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.870	
Flt Protected				0.999	0.998	
Satd. Flow (prot)	1803	0	0	1784	1650	0
Flt Permitted				0.999	0.998	
Satd. Flow (perm)	1803	0	0	1784	1650	0
Link Speed (mph)	55			55	35	
Link Distance (ft)	1697			872	363	
Travel Time (s)	21.0			10.8	7.1	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	8%	0%	0%	9%	0%	0%
Adj. Flow (vph)	796	0	11	760	1	24
Shared Lane Traffic (%)						
Lane Group Flow (vph)	796	0	0	771	25	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	0.97	0.97	0.97	1.00	1.00
Turning Speed (mph)		60	60		60	60
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2037 No-Build Traffic Volumes
10: Seward Road & US Route 6

AM Peak Hour
03/25/2025

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	708	0	10	676	1	21
Future Vol, veh/h	708	0	10	676	1	21
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, %	-5	-	-	2	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	8	0	0	9	0	0
Mvmt Flow	796	0	11	760	1	24

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	796	0	1578
Stage 1	-	-	-	-	796
Stage 2	-	-	-	-	782
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	835	-	122
Stage 1	-	-	-	-	448
Stage 2	-	-	-	-	454
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	835	-	119
Mov Cap-2 Maneuver	-	-	-	-	119
Stage 1	-	-	-	-	448
Stage 2	-	-	-	-	444

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.14	15.94
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	354	-	-	26	-
HCM Lane V/C Ratio	0.07	-	-	0.013	-
HCM Ctrl Dly (s/v)	15.9	-	-	9.4	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

2037 No-Build Traffic Volumes w/ Improvements
6: US Route 6 & CR 56

AM Peak Hour
03/25/2025

						
Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	62	19	517	212	59	624
Future Volume (vph)	62	19	517	212	59	624
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	13
Grade (%)	-2%		-2%			1%
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.968		0.961			
Flt Protected	0.963				0.950	
Satd. Flow (prot)	1456	0	1658	0	1727	1760
Flt Permitted	0.963				0.259	
Satd. Flow (perm)	1456	0	1658	0	471	1760
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	21		82			
Link Speed (mph)	55		55			55
Link Distance (ft)	2121		872			1130
Travel Time (s)	26.3		10.8			14.0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	23%	5%	13%	7%	4%	11%
Adj. Flow (vph)	71	22	594	244	68	717
Shared Lane Traffic (%)						
Lane Group Flow (vph)	93	0	838	0	68	717
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	0.99	0.99	1.01	0.96
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template						
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0

2037 No-Build Traffic Volumes w/ Improvements
6: US Route 6 & CR 56

AM Peak Hour
03/25/2025



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	11.0		11.0		11.0	11.0
Total Split (s)	12.0		48.0		48.0	48.0
Total Split (%)	20.0%		80.0%		80.0%	80.0%
Maximum Green (s)	6.0		42.0		42.0	42.0
Yellow Time (s)	5.0		5.0		5.0	5.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.0		6.0		6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		None		None	None
v/c Ratio	0.32		0.63		0.18	0.52
Control Delay (s/veh)	22.9		7.2		4.8	5.8
Queue Delay	0.0		0.0		0.0	0.0
Total Delay (s/veh)	22.9		7.2		4.8	5.8
Queue Length 50th (ft)	17		121		7	101
Queue Length 95th (ft)	#75		212		19	161
Internal Link Dist (ft)	2041		792			1050
Turn Bay Length (ft)					200	
Base Capacity (vph)	298		1490		421	1573
Starvation Cap Reductn	0		0		0	0
Spillback Cap Reductn	0		0		0	0
Storage Cap Reductn	0		0		0	0
Reduced v/c Ratio	0.31		0.56		0.16	0.46

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 39.5

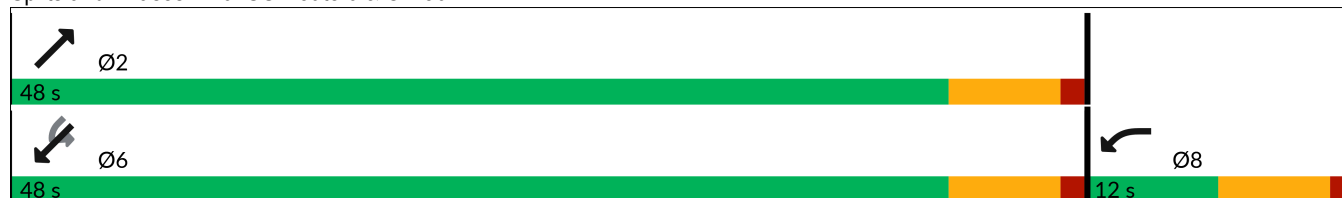
Natural Cycle: 60

Control Type: Actuated-Uncoordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 6: US Route 6 & CR 56



2037 No-Build Traffic Volumes w/ Improvements
6: US Route 6 & CR 56

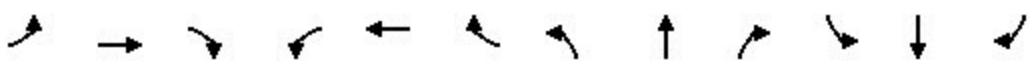
AM Peak Hour
03/25/2025



Movement	WBL	WBR	NET	NER	SWL	SWT	
Lane Configurations							
Traffic Volume (veh/h)	62	19	517	212	59	624	
Future Volume (veh/h)	62	19	517	212	59	624	
Initial Q (Qb), veh	0	0	0	0	0	0	
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.04	
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	1633	1904	1784	1874	1835	1800	
Adj Flow Rate, veh/h	71	22	594	0	68	717	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	
Percent Heavy Veh, %	23	5	13	7	4	11	
Cap, veh/h	101	31	952		470	961	
Arrive On Green	0.09	0.09	0.53	0.00	0.53	0.53	
Sat Flow, veh/h	1142	354	1784	0	808	1800	
Grp Volume(v), veh/h	94	0	594	0	68	717	
Grp Sat Flow(s),veh/h/ln	1513	0	1784	0	808	1800	
Q Serve(g_s), s	1.9	0.0	7.4	0.0	2.0	9.8	
Cycle Q Clear(g_c), s	1.9	0.0	7.4	0.0	9.4	9.8	
Prop In Lane	0.76	0.23		0.00	1.00		
Lane Grp Cap(c), veh/h	134	0	952		470	961	
V/C Ratio(X)	0.70	0.00	0.62		0.14	0.75	
Avail Cap(c_a), veh/h	285	0	2355		1105	2378	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00	
Uniform Delay (d), s/veh	14.1	0.0	5.2	0.0	8.5	5.7	
Incr Delay (d2), s/veh	6.5	0.0	0.7	0.0	0.1	1.2	
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.3	0.0	0.2	0.5	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	20.6	0.0	5.9	0.0	8.6	6.9	
LnGrp LOS	C		A		A	A	
Approach Vol, veh/h	94		594		785		
Approach Delay, s/veh	20.6		5.9		7.1		
Approach LOS	C		A		A		
Timer - Assigned Phs	2			6			8
Phs Duration (G+Y+Rc), s	23.0			23.0			8.8
Change Period (Y+Rc), s	6.0			6.0			6.0
Max Green Setting (Gmax), s	42.0			42.0			6.0
Max Q Clear Time (g_c+l1), s	9.4			11.8			3.9
Green Ext Time (p_c), s	3.6			5.2			0.0
Intersection Summary							
HCM 7th Control Delay, s/veh	7.4						
HCM 7th LOS	A						
Notes							
User approved volume balancing among the lanes for turning movement.							
Unsignalized Delay for [NER] is excluded from calculations of the approach delay and intersection delay.							

2037 No-Build Traffic Volumes w/ Improvements
7: NYS Route 17M & US Route 6/Sunrise Park Rd

AM Peak Hour
03/25/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	302	14	446	9	7	10	520	1260	43	28	1003	390
Future Volume (vph)	302	14	446	9	7	10	520	1260	43	28	1003	390
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			4%			-1%			0%	
Storage Length (ft)	310		250	0		0	475		0	100		0
Storage Lanes	1		1	0		0	2		0	1		1
Taper Length (ft)	50			25			50			50		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.97	0.95	0.95	1.00	0.95	1.00
Frt			0.850		0.949			0.995				0.850
Flt Protected	0.950	0.956			0.983		0.950			0.950		
Satd. Flow (prot)	1603	1622	1429	0	1372	0	3060	3441	0	1570	3438	1583
Flt Permitted	0.950	0.956			0.983		0.950			0.950		
Satd. Flow (perm)	1603	1622	1429	0	1372	0	3060	3441	0	1570	3438	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			496		11			5				199
Link Speed (mph)		55			45			45			45	
Link Distance (ft)		517			504			775			940	
Travel Time (s)		6.4			7.6			11.7			14.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	7%	0%	13%	11%	14%	50%	15%	5%	2%	15%	5%	2%
Adj. Flow (vph)	336	16	496	10	8	11	578	1400	48	31	1114	433
Shared Lane Traffic (%)	48%											
Lane Group Flow (vph)	175	177	496	0	29	0	578	1448	0	31	1114	433
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			30			45			25	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.03	1.03	1.03	0.99	0.99	0.99	1.00	1.00	1.00
Turning Speed (mph)	15		25	15		9	15		9	15		15
Number of Detectors	2	2	2	2	2		2	2		1	2	2
Detector Template				Left								
Leading Detector (ft)	83	83	83	83	83		83	83		15	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5		-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5		-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40		40	40		20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43		43	43			43	43
Detector 2 Size(ft)	40	40	40	40	40		40	40			40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	0.0
Turn Type	Split	NA	Free	Split	NA		Prot	NA		Prot	NA	pt+ov

2037 No-Build Traffic Volumes w/ Improvements
7: NYS Route 17M & US Route 6/Sunrise Park Rd

AM Peak Hour
03/25/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	6 4
Permitted Phases			Free									
Detector Phase	4	4		8	8		5	2		1	6	6 4
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	11.0	11.0		11.0	11.0		9.0	16.0		9.0	16.0	
Total Split (s)	21.0	21.0		11.0	11.0		25.0	59.0		9.0	43.0	
Total Split (%)	21.0%	21.0%		11.0%	11.0%		25.0%	59.0%		9.0%	43.0%	
Maximum Green (s)	15.0	15.0		5.0	5.0		19.0	53.0		3.0	37.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lag	Lag		Lead	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		3.0	2.0	
Recall Mode	None	None		None	None		None	C-Min		None	Min	
v/c Ratio	0.81	0.80	0.35		0.37		0.90	0.67		0.45	0.79	0.44
Control Delay (s/veh)	69.1	68.6	0.7		46.2		51.1	12.4		69.4	32.2	5.8
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	69.1	68.6	0.7		46.2		51.1	12.4		69.4	32.2	5.8
Queue Length 50th (ft)	113	114	0		11		197	270		20	343	48
Queue Length 95th (ft)	#216	#217	0		41		#303	313		#71	#450	89
Internal Link Dist (ft)		437			424			695			860	
Turn Bay Length (ft)	310		250				475			100		
Base Capacity (vph)	240	243	1429		79		641	2150		69	1405	972
Starvation Cap Reductn	0	0	0		0		0	0		0	0	0
Spillback Cap Reductn	0	0	0		0		0	0		0	0	0
Storage Cap Reductn	0	0	0		0		0	0		0	0	0
Reduced v/c Ratio	0.73	0.73	0.35		0.37		0.90	0.67		0.45	0.79	0.45

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 10 (10%), Referenced to phase 2:NBT, Start of Yellow

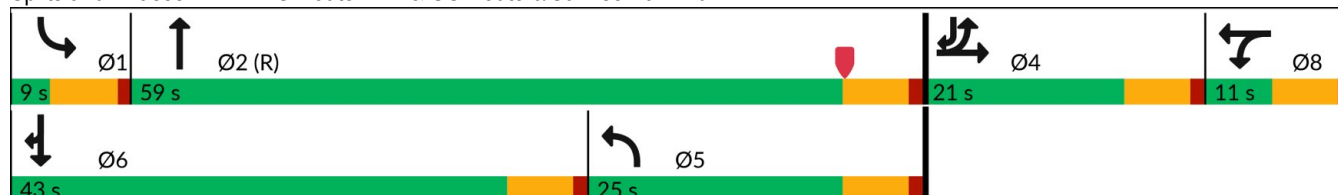
Natural Cycle: 90

Control Type: Actuated-Coordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 7: NYS Route 17M & US Route 6/Sunrise Park Rd



2037 No-Build Traffic Volumes w/ Improvements
7: NYS Route 17M & US Route 6/Sunrise Park Rd

AM Peak Hour
03/25/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	302	14	446	9	7	10	520	1260	43	28	1003	390
Future Volume (veh/h)	302	14	446	9	7	10	520	1260	43	28	1003	390
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1796	1900	1707	1643	1598	1065	1714	1864	1909	1678	1826	1870
Adj Flow Rate, veh/h	347	0	0	10	8	11	578	1400	48	31	1114	433
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	7	0	13	11	14	50	15	5	2	15	5	2
Cap, veh/h	419	0		14	11	15	818	2051	70	36	1219	751
Arrive On Green	0.12	0.00	0.00	0.03	0.03	0.03	0.26	0.59	0.59	0.02	0.35	0.35
Sat Flow, veh/h	3421	0	1447	508	406	558	3167	3494	120	1598	3469	1585
Grp Volume(v), veh/h	347	0	0	29	0	0	578	709	739	31	1114	433
Grp Sat Flow(s),veh/h/ln	1711	0	1447	1472	0	0	1584	1771	1843	1598	1735	1585
Q Serve(g_s), s	9.9	0.0	0.0	2.0	0.0	0.0	16.6	27.5	27.7	1.9	30.7	19.8
Cycle Q Clear(g_c), s	9.9	0.0	0.0	2.0	0.0	0.0	16.6	27.5	27.7	1.9	30.7	19.8
Prop In Lane	1.00		1.00	0.34		0.38	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	419	0		41	0	0	818	1040	1082	36	1219	751
V/C Ratio(X)	0.83	0.00		0.71	0.00	0.00	0.71	0.68	0.68	0.85	0.91	0.58
Avail Cap(c_a), veh/h	513	0		74	0	0	818	1040	1082	48	1284	781
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.42	0.42	0.42
Uniform Delay (d), s/veh	42.8	0.0	0.0	48.2	0.0	0.0	33.7	14.2	14.2	48.7	31.0	19.0
Incr Delay (d2), s/veh	7.6	0.0	0.0	8.2	0.0	0.0	2.4	3.6	3.5	35.4	4.5	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.0	0.0	0.8	0.0	0.0	6.3	10.4	10.8	1.1	12.6	8.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	50.4	0.0	0.0	56.5	0.0	0.0	36.0	17.8	17.7	84.1	35.4	19.3
LnGrp LOS	D			E			D	B	B	F	D	B
Approach Vol, veh/h	347			29			2026			1578		
Approach Delay, s/veh	50.4			56.5			23.0			32.0		
Approach LOS	D			E			C			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.3	64.7		18.3	31.8	41.1		8.8				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	3.0	53.0		15.0	19.0	37.0		5.0				
Max Q Clear Time (g_c+I1), s	3.9	29.7		11.9	18.6	32.7		4.0				
Green Ext Time (p_c), s	0.0	5.3		0.4	0.1	2.5		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	29.2											
HCM 7th LOS	C											
Notes												
User approved pedestrian interval to be less than phase max green.												
User approved volume balancing among the lanes for turning movement.												

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

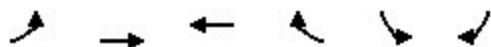
2037 No-Build Traffic Volumes w/ Improvements
9: US Route 6 & Slate Hill Commerce Center

AM Peak Hour
03/25/2025

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	256	646	265	411	62	32
Future Volume (vph)	256	646	265	411	62	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		5%	0%		0%	
Storage Length (ft)	150			150	150	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1742	1748	1712	1495	1410	1524
Flt Permitted	0.408				0.950	
Satd. Flow (perm)	748	1748	1712	1495	1410	1524
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				447		35
Link Speed (mph)		55	55		30	
Link Distance (ft)		439	1697		451	
Travel Time (s)		5.4	21.0		10.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	6%	11%	8%	28%	6%
Adj. Flow (vph)	278	702	288	447	67	35
Shared Lane Traffic (%)						
Lane Group Flow (vph)	278	702	288	447	67	35
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	1.00	1.00	1.00	1.00
Turning Speed (mph)	60			60	60	60
Number of Detectors	2	2	2	2	2	2
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm

2037 No-Build Traffic Volumes w/ Improvements
9: US Route 6 & Slate Hill Commerce Center

AM Peak Hour
03/25/2025



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Protected Phases	7	4	8		6	
Permitted Phases	4			8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	24.0	66.0	42.0	42.0	24.0	24.0
Total Split (%)	26.7%	73.3%	46.7%	46.7%	26.7%	26.7%
Maximum Green (s)	18.0	60.0	36.0	36.0	18.0	18.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag		Lag	
Lead-Lag Optimize?	Yes		Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None
v/c Ratio	0.36	0.51	0.54	0.58	0.27	0.12
Control Delay (s/veh)	5.4	6.8	20.1	5.4	25.6	10.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	5.4	6.8	20.1	5.4	25.6	10.7
Queue Length 50th (ft)	32	113	76	0	19	0
Queue Length 95th (ft)	70	238	164	57	60	23
Internal Link Dist (ft)		359	1617		371	
Turn Bay Length (ft)	150			150	150	
Base Capacity (vph)	943	1697	1305	1246	592	660
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.41	0.22	0.36	0.11	0.05

Intersection Summary

Area Type: Other

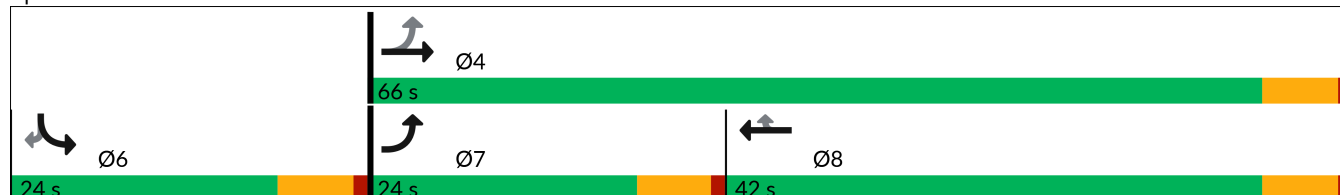
Cycle Length: 90

Actuated Cycle Length: 48.5

Natural Cycle: 45

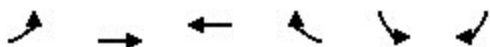
Control Type: Actuated-Uncoordinated

Splits and Phases: 9: US Route 6 & Slate Hill Commerce Center



2037 No-Build Traffic Volumes w/ Improvements
9: US Route 6 & Slate Hill Commerce Center

AM Peak Hour
03/25/2025



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	256	646	265	411	62	32
Future Volume (veh/h)	256	646	265	411	62	32
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
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	1738	1664	1737	1781	1485	1811
Adj Flow Rate, veh/h	278	702	288	447	67	35
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	6	11	8	28	6
Cap, veh/h	663	1099	668	581	112	121
Arrive On Green	0.15	0.66	0.38	0.38	0.08	0.08
Sat Flow, veh/h	1655	1664	1737	1510	1414	1535
Grp Volume(v), veh/h	278	702	288	447	67	35
Grp Sat Flow(s),veh/h/ln	1655	1664	1737	1510	1414	1535
Q Serve(g_s), s	4.0	11.4	5.6	11.9	2.1	1.0
Cycle Q Clear(g_c), s	4.0	11.4	5.6	11.9	2.1	1.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	663	1099	668	581	112	121
V/C Ratio(X)	0.42	0.64	0.43	0.77	0.60	0.29
Avail Cap(c_a), veh/h	1069	2168	1358	1180	553	600
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	5.9	4.6	10.5	12.4	20.5	20.0
Incr Delay (d2), s/veh	0.4	0.6	0.4	2.2	5.0	1.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.6	1.4	2.8	0.8	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	6.3	5.2	10.9	14.6	25.5	21.3
LnGrp LOS	A	A	B	B	C	C
Approach Vol, veh/h		980	735		102	
Approach Delay, s/veh		5.5	13.1		24.1	
Approach LOS		A	B		C	
Timer - Assigned Phs			4		6	7
Phs Duration (G+Y+Rc), s			36.4		9.6	12.7
Change Period (Y+Rc), s			6.0		6.0	6.0
Max Green Setting (Gmax), s			60.0		18.0	18.0
Max Q Clear Time (g_c+I1), s			13.4		4.1	6.0
Green Ext Time (p_c), s			4.1		0.3	0.9
Green Ext Time (p_c), s						3.8
Intersection Summary						
HCM 7th Control Delay, s/veh			9.7			
HCM 7th LOS			A			

2037 No-Build Traffic Volumes w/ Improvements
8: NYS Route 17M & WB Off Ramp

AM Peak Hour
03/25/2025

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↰↰	↱↱			
Traffic Volume (vph)	0	602	1220	0	0	0
Future Volume (vph)	0	602	1220	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	12	12
Lane Util. Factor	1.00	0.88	0.95	1.00	1.00	1.00
Frt		0.850				
Flt Protected						
Satd. Flow (prot)	0	2756	3343	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	2756	3343	0	0	0
Right Turn on Red		No		Yes		
Satd. Flow (RTOR)						
Link Speed (mph)	30		45			45
Link Distance (ft)	567		279			167
Travel Time (s)	12.9		4.2			2.5
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	10%	8%	0%	0%	0%
Adj. Flow (vph)	0	692	1402	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	692	1402	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	0.92	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors		2	2			
Detector Template						
Leading Detector (ft)		83	83			
Trailing Detector (ft)		-5	-5			
Detector 1 Position(ft)		-5	-5			
Detector 1 Size(ft)		40	40			
Detector 1 Type		Cl+Ex	Cl+Ex			
Detector 1 Channel						
Detector 1 Extend (s)		0.0	0.0			
Detector 1 Queue (s)		0.0	0.0			
Detector 1 Delay (s)		0.0	0.0			
Detector 2 Position(ft)		43	43			
Detector 2 Size(ft)		40	40			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type		Perm	NA			
Protected Phases			2			
Permitted Phases		8				
Detector Phase		8	2			

2037 No-Build Traffic Volumes w/ Improvements
8: NYS Route 17M & WB Off Ramp

AM Peak Hour
03/25/2025



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Switch Phase						
Minimum Initial (s)		5.0	5.0			
Minimum Split (s)		24.0	24.0			
Total Split (s)		50.0	50.0			
Total Split (%)		50.0%	50.0%			
Maximum Green (s)		44.0	44.0			
Yellow Time (s)		5.0	5.0			
All-Red Time (s)		1.0	1.0			
Lost Time Adjust (s)		0.0	0.0			
Total Lost Time (s)		6.0	6.0			
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)		3.0	3.0			
Recall Mode		None	C-Max			
Act Effect Green (s)		32.3	55.7			
Actuated g/C Ratio		0.32	0.56			
v/c Ratio		0.78	0.75			
Control Delay (s/veh)		36.6	21.6			
Queue Delay		0.0	0.0			
Total Delay (s/veh)		36.6	21.6			
LOS		D	C			
Approach Delay (s/veh)	36.6		21.6			
Approach LOS	D		C			
Queue Length 50th (ft)		223	342			
Queue Length 95th (ft)		251	483			
Internal Link Dist (ft)	487		199		87	
Turn Bay Length (ft)						
Base Capacity (vph)		1212	1860			
Starvation Cap Reductn		0	0			
Spillback Cap Reductn		0	0			
Storage Cap Reductn		0	0			
Reduced v/c Ratio		0.57	0.75			

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay (s/veh): 26.6

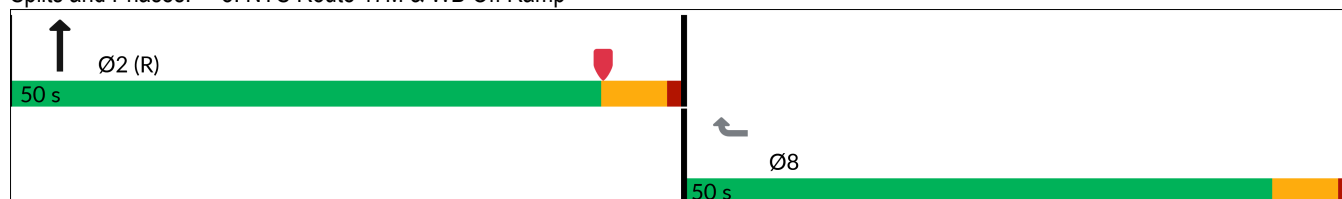
Intersection LOS: C

Intersection Capacity Utilization 64.8%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 8: NYS Route 17M & WB Off Ramp



2037 No-Build Traffic Volumes
1: NYS Route 284 & US Route 6

PM Peak Hour
03/25/2025

						
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	226	57	321	618	46	155
Future Volume (vph)	226	57	321	618	46	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.973				0.896	
Flt Protected				0.983	0.989	
Satd. Flow (prot)	1785	0	0	1819	1633	0
Flt Permitted				0.983	0.989	
Satd. Flow (perm)	1785	0	0	1819	1633	0
Link Speed (mph)	55			55	35	
Link Distance (ft)	733			606	476	
Travel Time (s)	9.1			7.5	9.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	2%	4%	2%	0%	4%
Adj. Flow (vph)	246	62	349	672	50	168
Shared Lane Traffic (%)						
Lane Group Flow (vph)	308	0	0	1021	218	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2037 No-Build Traffic Volumes
1: NYS Route 284 & US Route 6

PM Peak Hour
03/25/2025

Intersection						
Int Delay, s/veh	19.3					
Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	226	57	321	618	46	155
Future Vol, veh/h	226	57	321	618	46	155
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	92	92	92	92	92	92
Heavy Vehicles, %	4	2	4	2	0	4
Mvmt Flow	246	62	349	672	50	168

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	308	0	1646	277
Stage 1	-	-	-	-	277	-
Stage 2	-	-	-	-	1370	-
Critical Hdwy	-	-	4.14	-	6.4	6.24
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.236	-	3.5	3.336
Pot Cap-1 Maneuver	-	-	1242	-	111	757
Stage 1	-	-	-	-	775	-
Stage 2	-	-	-	-	239	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1242	-	61	757
Mov Cap-2 Maneuver	-	-	-	-	61	-
Stage 1	-	-	-	-	775	-
Stage 2	-	-	-	-	132	-

Approach	EB	WB	NE
HCM Ctrl Dly, s/v	0	3.09	122.04
HCM LOS			F

Minor Lane/Major Mvmt	NELn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	210	-	-	615	-
HCM Lane V/C Ratio	1.043	-	-	0.281	-
HCM Ctrl Dly (s/v)	122	-	-	9	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	9.6	-	-	1.2	-

2037 No-Build Traffic Volumes
2: US Route 6 & Ridgebury Hill Rd

PM Peak Hour
03/25/2025



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	49	76	350	20	62	877
Future Volume (vph)	49	76	350	20	62	877
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		1%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.918		0.993			
Flt Protected	0.981					0.997
Satd. Flow (prot)	1672	0	1809	0	0	1837
Flt Permitted	0.981					0.997
Satd. Flow (perm)	1672	0	1809	0	0	1837
Link Speed (mph)	35		55			55
Link Distance (ft)	535		1495			1423
Travel Time (s)	10.4		18.5			17.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	6%	0%	4%	0%	5%	3%
Adj. Flow (vph)	53	83	380	22	67	953
Shared Lane Traffic (%)						
Lane Group Flow (vph)	136	0	402	0	0	1020
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.01	1.01	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized

2037 No-Build Traffic Volumes
2: US Route 6 & Ridgebury Hill Rd

PM Peak Hour
03/25/2025

Intersection						
Int Delay, s/veh	3.8					
Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations	W	R	T	R	L	T
Traffic Vol, veh/h	49	76	350	20	62	877
Future Vol, veh/h	49	76	350	20	62	877
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	-	1	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	6	0	4	0	5	3
Mvmt Flow	53	83	380	22	67	953
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1479	391	0	0	402	0
Stage 1	391	-	-	-	-	-
Stage 2	1088	-	-	-	-	-
Critical Hdwy	6.46	6.2	-	-	4.15	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.3	-	-	2.245	-
Pot Cap-1 Maneuver	135	662	-	-	1140	-
Stage 1	675	-	-	-	-	-
Stage 2	317	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	118	662	-	-	1140	-
Mov Cap-2 Maneuver	118	-	-	-	-	-
Stage 1	675	-	-	-	-	-
Stage 2	277	-	-	-	-	-
Approach	WB	NE	SW			
HCM Ctrl Dly, s/v	38.93	0	0.55			
HCM LOS	E					
Minor Lane/Major Mvmt	NET	NERWBLn1	SWL	SWT		
Capacity (veh/h)	-	-	237	119	-	
HCM Lane V/C Ratio	-	-	0.574	0.059	-	
HCM Ctrl Dly (s/v)	-	-	38.9	8.4	0	
HCM Lane LOS	-	-	E	A	A	
HCM 95th %tile Q(veh)	-	-	3.2	0.2	-	

2037 No-Build Traffic Volumes
3: US Route 6 & McBride Rd

PM Peak Hour
03/25/2025

						
Lane Group	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	31	27	27	377	870	61
Future Volume (vph)	31	27	27	377	870	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	12	12
Grade (%)	2%			1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.937				0.991	
Flt Protected	0.974			0.997		
Satd. Flow (prot)	1491	0	0	1801	1822	0
Flt Permitted	0.974			0.997		
Satd. Flow (perm)	1491	0	0	1801	1822	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	266			1423	2064	
Travel Time (s)	6.0			17.6	25.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	7%	8%	0%	5%	3%	0%
Adj. Flow (vph)	34	30	30	419	967	68
Shared Lane Traffic (%)						
Lane Group Flow (vph)	64	0	0	449	1035	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	10			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.01	1.01	1.01	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2037 No-Build Traffic Volumes
3: US Route 6 & McBride Rd

PM Peak Hour
03/25/2025

Intersection						
Int Delay, s/veh	2.1					
Movement	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	31	27	27	377	870	61
Future Vol, veh/h	31	27	27	377	870	61
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	1	1	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	7	8	0	5	3	0
Mvmt Flow	34	30	30	419	967	68

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1479	1001	1034
Stage 1	1001	-	-
Stage 2	479	-	-
Critical Hdwy	6.87	6.48	4.1
Critical Hdwy Stg 1	5.87	-	-
Critical Hdwy Stg 2	5.87	-	-
Follow-up Hdwy	3.563	3.372	2.2
Pot Cap-1 Maneuver	114	272	680
Stage 1	311	-	-
Stage 2	581	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	108	272	680
Mov Cap-2 Maneuver	108	-	-
Stage 1	294	-	-
Stage 2	581	-	-

Approach	EB	NE	SW
HCM Ctrl Dly, s/v	46.03	0.7	0
HCM LOS	E		

Minor Lane/Major Mvmt	NEL	NET EBLn1	SWT	SWR
Capacity (veh/h)	120	-	150	-
HCM Lane V/C Ratio	0.044	-	0.43	-
HCM Ctrl Dly (s/v)	10.5	0	46	-
HCM Lane LOS	B	A	E	-
HCM 95th %tile Q(veh)	0.1	-	1.9	-

2037 No-Build Traffic Volumes
5: Creedon Hill Rd & US Route 6

PM Peak Hour
03/25/2025

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	456	0	11	886	0	11
Future Volume (vph)	456	0	11	886	0	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	11
Grade (%)	5%			-5%	8%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.865	
Flt Protected				0.999		
Satd. Flow (prot)	1748	0	0	1856	1121	0
Flt Permitted				0.999		
Satd. Flow (perm)	1748	0	0	1856	1121	0
Link Speed (mph)	55			55	30	
Link Distance (ft)	226			439	325	
Travel Time (s)	2.8			5.4	7.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	6%	0%	73%	4%	0%	36%
Adj. Flow (vph)	470	0	11	913	0	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	470	0	0	924	11	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	0.97	0.97	1.10	1.10
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2037 No-Build Traffic Volumes
5: Creedon Hill Rd & US Route 6

PM Peak Hour
03/25/2025

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	456	0	11	886	0	11
Future Vol, veh/h	456	0	11	886	0	11
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, %	5	-	-	-5	8	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	6	0	73	4	0	36
Mvmt Flow	470	0	11	913	0	11
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	470	0	1406	470
Stage 1	-	-	-	-	470	-
Stage 2	-	-	-	-	936	-
Critical Hdwy	-	-	4.83	-	8	7.36
Critical Hdwy Stg 1	-	-	-	-	7	-
Critical Hdwy Stg 2	-	-	-	-	7	-
Follow-up Hdwy	-	-	2.857	-	3.5	3.624
Pot Cap-1 Maneuver	-	-	803	-	83	477
Stage 1	-	-	-	-	514	-
Stage 2	-	-	-	-	254	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	803	-	81	477
Mov Cap-2 Maneuver	-	-	-	-	81	-
Stage 1	-	-	-	-	514	-
Stage 2	-	-	-	-	247	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		0.12		12.73	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	477	-	-	22	-	
HCM Lane V/C Ratio	0.024	-	-	0.014	-	
HCM Ctrl Dly (s/v)	12.7	-	-	9.5	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

2037 No-Build Traffic Volumes
6: US Route 6 & CR 56

PM Peak Hour
03/25/2025

						
Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	226	62	711	89	14	575
Future Volume (vph)	226	62	711	89	14	575
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	13
Grade (%)	-2%		-2%			1%
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.971		0.985			
Flt Protected	0.962				0.950	
Satd. Flow (prot)	1708	0	1738	0	1796	1809
Flt Permitted	0.962				0.950	
Satd. Flow (perm)	1708	0	1738	0	1796	1809
Link Speed (mph)	55		55			55
Link Distance (ft)	2121		872			1130
Travel Time (s)	26.3		10.8			14.0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	3%	9%	7%	0%	8%
Adj. Flow (vph)	238	65	748	94	15	605
Shared Lane Traffic (%)						
Lane Group Flow (vph)	303	0	842	0	15	605
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	0.99	0.99	1.01	0.96
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2037 No-Build Traffic Volumes
6: US Route 6 & CR 56

PM Peak Hour
03/25/2025

Intersection						
Int Delay, s/veh	53.9					
Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	226	62	711	89	14	575
Future Vol, veh/h	226	62	711	89	14	575
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	None
Storage Length	0	-	-	-	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-2	-	-2	-	-	1
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	3	9	7	0	8
Mvmt Flow	238	65	748	94	15	605

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1430	795	0	0	748
Stage 1	795	-	-	-	-
Stage 2	635	-	-	-	-
Critical Hdwy	6.01	6.03	-	-	4.1
Critical Hdwy Stg 1	5.01	-	-	-	-
Critical Hdwy Stg 2	5.01	-	-	-	-
Follow-up Hdwy	3.509	3.327	-	-	2.2
Pot Cap-1 Maneuver	~ 175	403	-	-	869
Stage 1	487	-	-	-	-
Stage 2	569	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	~ 172	403	-	-	869
Mov Cap-2 Maneuver	~ 172	-	-	-	-
Stage 1	487	-	-	-	-
Stage 2	559	-	-	-	-

Approach	WB	NE	SW
HCM Ctrl Dly, s/v	\$ 313.46	0	0.22
HCM LOS	F		

Minor Lane/Major Mvmt	NET	NERWBLn1	SWL	SWT
Capacity (veh/h)	-	-	196	869
HCM Lane V/C Ratio	-	-	1.547	0.017
HCM Ctrl Dly (s/v)	-	-	\$ 313.5	9.2
HCM Lane LOS	-	-	F	A
HCM 95th %tile Q(veh)	-	-	19.3	0.1

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

2037 No-Build Traffic Volumes
7: NYS Route 17M & US Route 6/Sunrise Park Rd

PM Peak Hour
03/25/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	465	7	552	37	10	37	435	1183	16	16	1147	393
Future Volume (vph)	465	7	552	37	10	37	435	1183	16	16	1147	393
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			4%			-1%			0%	
Storage Length (ft)	0		0	0		0	525		0	100		0
Storage Lanes	0		1	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt			0.850		0.940			0.998				0.850
Flt Protected		0.953			0.978		0.950			0.950		
Satd. Flow (prot)	0	1755	1442	0	1689	0	1649	3508	0	1805	3505	1568
Flt Permitted		0.718			0.373		0.105			0.226		
Satd. Flow (perm)	0	1322	1442	0	644	0	182	3508	0	429	3505	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			356		38			2				405
Link Speed (mph)		55			55			45			45	
Link Distance (ft)		319			392			755			940	
Travel Time (s)		4.0			4.9			11.4			14.2	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	14%	12%	0%	0%	3%	10%	3%	20%	0%	3%	3%
Adj. Flow (vph)	479	7	569	38	10	38	448	1220	16	16	1182	405
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	486	569	0	86	0	448	1236	0	16	1182	405
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.03	1.03	1.03	0.99	0.99	0.99	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	2	1	2		2	2		2	2	2
Detector Template	Left			Left								
Leading Detector (ft)	20	83	83	20	83		83	83		83	83	83
Trailing Detector (ft)	0	-5	-5	0	-5		-5	-5		-5	-5	-5
Detector 1 Position(ft)	0	-5	-5	0	-5		-5	-5		-5	-5	-5
Detector 1 Size(ft)	20	40	40	20	40		40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		43	43		43		43	43		43	43	43
Detector 2 Size(ft)		40	40		40		40	40		40	40	40
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm

2037 No-Build Traffic Volumes
7: NYS Route 17M & US Route 6/Sunrise Park Rd

PM Peak Hour
03/25/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		6
Detector Phase	4	4	4	8	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0		11.0	24.0		24.0	24.0	24.0
Total Split (s)	31.0	31.0	31.0	31.0	31.0		21.0	59.0		38.0	38.0	38.0
Total Split (%)	34.4%	34.4%	34.4%	34.4%	34.4%		23.3%	65.6%		42.2%	42.2%	42.2%
Maximum Green (s)	25.0	25.0	25.0	25.0	25.0		15.0	53.0		32.0	32.0	32.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	Max		Max	Max	Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0		7.0	7.0	7.0
Flash Don't Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0		0	0	0
v/c Ratio		1.32	0.87		0.42		1.28	0.60		0.11	0.95	0.50
Control Delay (s/veh)		193.7	26.9		23.3		169.8	13.2		21.8	45.1	4.5
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)		193.7	26.9		23.3		169.8	13.2		21.8	45.1	4.5
Queue Length 50th (ft)		~361	120		21		~280	215		6	339	0
Queue Length 95th (ft)		#550	#327		67		#467	276		21	#480	59
Internal Link Dist (ft)		239			312			675			860	
Turn Bay Length (ft)							525			100		
Base Capacity (vph)		367	657		206		351	2066		152	1246	818
Starvation Cap Reductn		0	0		0		0	0		0	0	0
Spillback Cap Reductn		0	0		0		0	0		0	0	0
Storage Cap Reductn		0	0		0		0	0		0	0	0
Reduced v/c Ratio		1.32	0.87		0.42		1.28	0.60		0.11	0.95	0.50

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Natural Cycle: 110

Control Type: Actuated-Uncoordinated

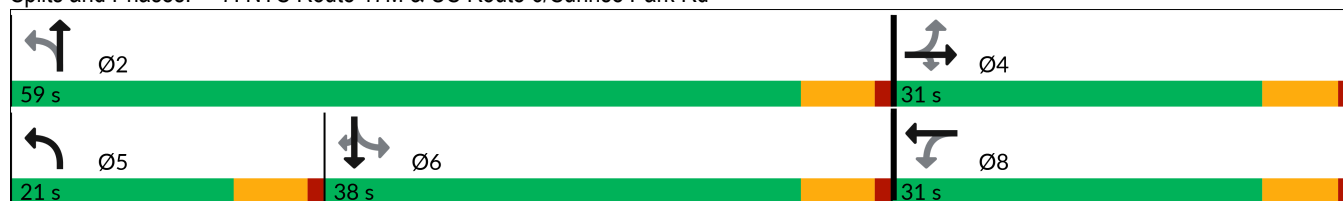
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 7: NYS Route 17M & US Route 6/Sunrise Park Rd



2037 No-Build Traffic Volumes
7: NYS Route 17M & US Route 6/Sunrise Park Rd

PM Peak Hour
03/25/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	465	7	552	37	10	37	435	1183	16	16	1147	393
Future Volume (veh/h)	465	7	552	37	10	37	435	1183	16	16	1147	393
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1856	1693	1722	1806	1806	1761	1789	1894	1639	1900	1856	1856
Adj Flow Rate, veh/h	479	7	0	38	10	38	448	1220	16	16	1182	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	14	12	0	0	3	10	3	20	0	3	3
Cap, veh/h	431	5		253	77	216	378	2142	28	243	1254	
Arrive On Green	0.28	0.28	0.00	0.28	0.28	0.28	0.17	0.59	0.59	0.36	0.36	0.00
Sat Flow, veh/h	1267	19	1459	702	279	776	1704	3638	48	458	3526	1572
Grp Volume(v), veh/h	486	0	0	86	0	0	448	603	633	16	1182	0
Grp Sat Flow(s),veh/h/ln	1286	0	1459	1757	0	0	1704	1800	1886	458	1763	1572
Q Serve(g_s), s	21.5	0.0	0.0	0.0	0.0	0.0	15.0	18.7	18.7	2.1	29.3	0.0
Cycle Q Clear(g_c), s	25.0	0.0	0.0	3.5	0.0	0.0	15.0	18.7	18.7	2.1	29.3	0.0
Prop In Lane	0.99		1.00	0.44		0.44	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	437	0		546	0	0	378	1060	1110	243	1254	
V/C Ratio(X)	1.11	0.00		0.16	0.00	0.00	1.19	0.57	0.57	0.07	0.94	
Avail Cap(c_a), veh/h	437	0		546	0	0	378	1060	1110	243	1254	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	34.4	0.0	0.0	24.7	0.0	0.0	25.4	11.4	11.4	19.4	28.1	0.0
Incr Delay (d2), s/veh	77.5	0.0	0.0	0.1	0.0	0.0	107.2	2.2	2.1	0.5	15.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.5	0.0	0.0	1.3	0.0	0.0	15.0	6.8	7.0	0.2	13.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	112.0	0.0	0.0	24.9	0.0	0.0	132.6	13.7	13.6	19.9	43.1	0.0
LnGrp LOS	F			C			F	B	B	B	D	
Approach Vol, veh/h	486			86			1684			1198		
Approach Delay, s/veh	112.0			24.9			45.3			42.8		
Approach LOS	F			C			D			D		
Timer - Assigned Phs	2			4		5	6		8			
Phs Duration (G+Y+Rc), s	59.0			31.0		21.0	38.0		31.0			
Change Period (Y+Rc), s	6.0			6.0		6.0	6.0		6.0			
Max Green Setting (Gmax), s	53.0			25.0		15.0	32.0		25.0			
Max Q Clear Time (g_c+I1), s	20.7			27.0		17.0	31.3		5.5			
Green Ext Time (p_c), s	7.9			0.0		0.0	0.5		0.3			
Intersection Summary												
HCM 7th Control Delay, s/veh	53.3											
HCM 7th LOS	D											
Notes												
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

2037 No-Build Traffic Volumes
8: WB On Ramp & NYS Route 17M & WB Off Ramp

PM Peak Hour
03/25/2025

										
Lane Group	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations										
Traffic Volume (vph)	0	589	0	1045	0	0	1426	310	0	0
Future Volume (vph)	0	589	0	1045	0	0	1426	310	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00
Frt		0.865					0.973			
Flt Protected										
Satd. Flow (prot)	0	1623	0	3374	0	0	3239	0	0	0
Flt Permitted										
Satd. Flow (perm)	0	1623	0	3374	0	0	3239	0	0	0
Link Speed (mph)	30			45			45		30	
Link Distance (ft)	567			429			228		250	
Travel Time (s)	12.9			6.5			3.5		5.7	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	8%	0%	7%	0%	0%	7%	15%	0%	0%
Adj. Flow (vph)	0	607	0	1077	0	0	1470	320	0	0
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	607	0	1077	0	0	1790	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)	0			0			0		0	
Link Offset(ft)	0			0			0		0	
Crosswalk Width(ft)	16			16			16		16	
Two way Left Turn Lane										
Headway Factor	1.00	0.92	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15		9	15		9	15	9
Sign Control	Stop			Free			Free		Free	
Intersection Summary										
Area Type:	Other									
Control Type:	Unsignalized									

2037 No-Build Traffic Volumes
8: WB On Ramp & NYS Route 17M & WB Off Ramp

PM Peak Hour
03/25/2025

Intersection										
Int Delay, s/veh	29.7									
Movement	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations		↗		↗↗			↗↗			
Traffic Vol, veh/h	0	589	0	1045	0	0	1426	310	0	0
Future Vol, veh/h	0	589	0	1045	0	0	1426	310	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None	-	-
Storage Length	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	-	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	8	0	7	0	0	7	15	0	0
Mvmt Flow	0	607	0	1077	0	0	1470	320	0	0

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	539	-
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	7.06	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.38	-
Pot Cap-1 Maneuver	0 ~ 472	0	-
Stage 1	0	0	-
Stage 2	0	0	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	- ~ 472	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

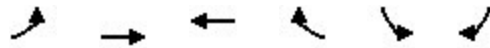
Approach	WB	NB	SB
HCM Ctrl Dly, s/v	169.82	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBTWBLn1	SBT	SBR
Capacity (veh/h)	- 472	-	-
HCM Lane V/C Ratio	- 1.287	-	-
HCM Ctrl Dly (s/v)	- 169.8	-	-
HCM Lane LOS	- F	-	-
HCM 95th %tile Q(veh)	- 25.8	-	-

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

2037 No-Build Traffic Volumes
9: US Route 6 & Site Access

PM Peak Hour
03/25/2025



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	50	418	679	102	371	218
Future Volume (vph)	50	418	679	102	371	218
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		5%	0%		0%	
Storage Length (ft)	150			150	150	0
Storage Lanes	1			0	0	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.982		0.950	
Flt Protected	0.950				0.969	
Satd. Flow (prot)	1645	1748	1735	0	1591	0
Flt Permitted	0.950				0.969	
Satd. Flow (perm)	1645	1748	1735	0	1591	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		439	1697		451	
Travel Time (s)		6.7	25.7		10.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	7%	6%	4%	31%	14%	3%
Adj. Flow (vph)	54	454	738	111	403	237
Shared Lane Traffic (%)						
Lane Group Flow (vph)	54	454	849	0	640	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2037 No-Build Traffic Volumes
9: US Route 6 & Site Access

PM Peak Hour
03/25/2025

Intersection

Int Delay, s/veh 364.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	50	418	679	102	371	218
Future Vol, veh/h	50	418	679	102	371	218
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	5	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	6	4	31	14	3
Mvmt Flow	54	454	738	111	403	237

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	849	0	0 1357 793
Stage 1	-	-	- 793 -
Stage 2	-	-	- 563 -
Critical Hdwy	4.17	-	- 6.54 6.23
Critical Hdwy Stg 1	-	-	- 5.54 -
Critical Hdwy Stg 2	-	-	- 5.54 -
Follow-up Hdwy	2.263	-	- 3.626 3.327
Pot Cap-1 Maneuver	768	-	- ~ 155 387
Stage 1	-	-	- 425 -
Stage 2	-	-	- 547 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	768	-	- ~ 144 387
Mov Cap-2 Maneuver	-	-	- ~ 144 -
Stage 1	-	-	- ~ 395 -
Stage 2	-	-	- 547 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.07	0	\$ 1137.17
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	768	-	-	-	188
HCM Lane V/C Ratio	0.071	-	-	-	3.414
HCM Ctrl Dly (s/v)	10	-	-	-	\$ 1137.2
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.2	-	-	-	60.6

Notes

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

2037 No-Build Traffic Volumes
10: Seward Road & US Route 6

PM Peak Hour
03/25/2025

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	788	0	23	779	2	11
Future Volume (vph)	788	0	23	779	2	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	13	12	12
Grade (%)	-5%			2%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.884	
Flt Protected				0.999	0.993	
Satd. Flow (prot)	1770	0	0	1818	1668	0
Flt Permitted				0.999	0.993	
Satd. Flow (perm)	1770	0	0	1818	1668	0
Link Speed (mph)	55			55	35	
Link Distance (ft)	1697			872	363	
Travel Time (s)	21.0			10.8	7.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	0%	0%	7%	0%	0%
Adj. Flow (vph)	857	0	25	847	2	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	857	0	0	872	14	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	0.97	0.97	0.97	1.00	1.00
Turning Speed (mph)		60	60		60	60
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2037 No-Build Traffic Volumes
10: Seward Road & US Route 6

PM Peak Hour
03/25/2025

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	788	0	23	779	2	11
Future Vol, veh/h	788	0	23	779	2	11
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, %	-5	-	-	2	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	10	0	0	7	0	0
Mvmt Flow	857	0	25	847	2	12

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	857	0	1753
Stage 1	-	-	-	-	857
Stage 2	-	-	-	-	897
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	792	-	95
Stage 1	-	-	-	-	419
Stage 2	-	-	-	-	402
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	792	-	89
Mov Cap-2 Maneuver	-	-	-	-	89
Stage 1	-	-	-	-	419
Stage 2	-	-	-	-	378

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.28	20.55
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	246	-	-	52	-
HCM Lane V/C Ratio	0.058	-	-	0.032	-
HCM Ctrl Dly (s/v)	20.6	-	-	9.7	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

2037 No-Build Traffic Volumes w/ Improvements
6: US Route 6 & CR 56

PM Peak Hour
03/25/2025

						
Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	226	62	711	89	14	575
Future Volume (vph)	226	62	711	89	14	575
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	13
Grade (%)	-2%		-2%			1%
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.971		0.985			
Flt Protected	0.962				0.950	
Satd. Flow (prot)	1708	0	1738	0	1796	1809
Flt Permitted	0.962				0.174	
Satd. Flow (perm)	1708	0	1738	0	329	1809
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	20		19			
Link Speed (mph)	55		55			55
Link Distance (ft)	2121		872			1130
Travel Time (s)	26.3		10.8			14.0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	3%	9%	7%	0%	8%
Adj. Flow (vph)	238	65	748	94	15	605
Shared Lane Traffic (%)						
Lane Group Flow (vph)	303	0	842	0	15	605
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	0.99	0.99	1.01	0.96
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template						
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0

2037 No-Build Traffic Volumes w/ Improvements
6: US Route 6 & CR 56

PM Peak Hour
03/25/2025



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	11.0		11.0		11.0	11.0
Total Split (s)	18.0		42.0		42.0	42.0
Total Split (%)	30.0%		70.0%		70.0%	70.0%
Maximum Green (s)	12.0		36.0		36.0	36.0
Yellow Time (s)	5.0		5.0		5.0	5.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.0		6.0		6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		None		None	None
v/c Ratio	0.78		0.87		0.08	0.61
Control Delay (s/veh)	38.0		21.7		6.4	10.8
Queue Delay	0.0		0.0		0.0	0.0
Total Delay (s/veh)	38.0		21.7		6.4	10.8
Queue Length 50th (ft)	92		199		2	114
Queue Length 95th (ft)	#226		#438		9	190
Internal Link Dist (ft)	2041		792			1050
Turn Bay Length (ft)					200	
Base Capacity (vph)	409		1209		227	1252
Starvation Cap Reductn	0		0		0	0
Spillback Cap Reductn	0		0		0	0
Storage Cap Reductn	0		0		0	0
Reduced v/c Ratio	0.74		0.70		0.07	0.48

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 53.3

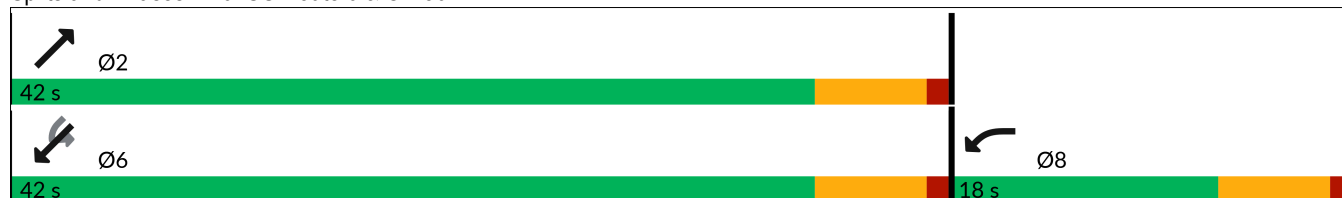
Natural Cycle: 60

Control Type: Actuated-Uncoordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 6: US Route 6 & CR 56



2037 No-Build Traffic Volumes w/ Improvements
6: US Route 6 & CR 56

PM Peak Hour
03/25/2025



Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations	↔		↔		↔	↕
Traffic Volume (veh/h)	226	62	711	89	14	575
Future Volume (veh/h)	226	62	711	89	14	575
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.04
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	1964	1934	1844	1874	1894	1847
Adj Flow Rate, veh/h	238	65	748	0	15	605
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	3	9	7	0	8
Cap, veh/h	297	81	920		289	922
Arrive On Green	0.21	0.21	0.50	0.00	0.50	0.50
Sat Flow, veh/h	1427	390	1844	0	723	1847
Grp Volume(v), veh/h	304	0	748	0	15	605
Grp Sat Flow(s),veh/h/ln	1822	0	1844	0	723	1847
Q Serve(g_s), s	6.5	0.0	14.0	0.0	0.7	10.0
Cycle Q Clear(g_c), s	6.5	0.0	14.0	0.0	14.8	10.0
Prop In Lane	0.78	0.21		0.00	1.00	
Lane Grp Cap(c), veh/h	379	0	920		289	922
V/C Ratio(X)	0.80	0.00	0.81		0.05	0.66
Avail Cap(c_a), veh/h	533	0	1619		563	1621
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	15.4	0.0	8.7	0.0	14.9	7.6
Incr Delay (d2), s/veh	5.9	0.0	1.8	0.0	0.1	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	2.6	0.0	0.1	1.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	21.3	0.0	10.4	0.0	14.9	8.4
LnGrp LOS	C		B		B	A
Approach Vol, veh/h	304		748		620	
Approach Delay, s/veh	21.3		10.4		8.6	
Approach LOS	C		B		A	
Timer - Assigned Phs	2				6	8
Phs Duration (G+Y+Rc), s	26.5				26.5	14.5
Change Period (Y+Rc), s	6.0				6.0	6.0
Max Green Setting (Gmax), s	36.0				36.0	12.0
Max Q Clear Time (g_c+l1), s	16.0				16.8	8.5
Green Ext Time (p_c), s	4.5				3.4	0.3
Intersection Summary						
HCM 7th Control Delay, s/veh			11.7			
HCM 7th LOS			B			
Notes						
User approved volume balancing among the lanes for turning movement.						
Unsignalized Delay for [NER] is excluded from calculations of the approach delay and intersection delay.						

2037 No-Build Traffic Volumes w/ Improvements
7: NYS Route 17M & US Route 6/Sunrise Park Rd

PM Peak Hour
03/25/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	465	7	552	37	10	37	435	1183	16	16	1147	393
Future Volume (vph)	465	7	552	37	10	37	435	1183	16	16	1147	393
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			4%			-1%			0%	
Storage Length (ft)	310		250	0		0	475		0	100		0
Storage Lanes	1		1	0		0	2		0	1		1
Taper Length (ft)	50			25			50			50		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.97	0.95	0.95	1.00	0.95	1.00
Frt			0.850		0.940			0.998				0.850
Flt Protected	0.950	0.954			0.978		0.950			0.950		
Satd. Flow (prot)	1665	1667	1442	0	1689	0	3199	3508	0	1805	3505	1568
Flt Permitted	0.950	0.954			0.978		0.950			0.950		
Satd. Flow (perm)	1665	1667	1442	0	1689	0	3199	3508	0	1805	3505	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			569		31			2				287
Link Speed (mph)		55			45			45			45	
Link Distance (ft)		501			504			775			940	
Travel Time (s)		6.2			7.6			11.7			14.2	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	14%	12%	0%	0%	3%	10%	3%	20%	0%	3%	3%
Adj. Flow (vph)	479	7	569	38	10	38	448	1220	16	16	1182	405
Shared Lane Traffic (%)	49%											
Lane Group Flow (vph)	244	242	569	0	86	0	448	1236	0	16	1182	405
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			30			45			25	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.03	1.03	1.03	0.99	0.99	0.99	1.00	1.00	1.00
Turning Speed (mph)	15		25	15		9	15		9	15		15
Number of Detectors	2	2	2	2	2		2	2		1	2	2
Detector Template				Left								
Leading Detector (ft)	83	83	83	83	83		83	83		15	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5		-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5		-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40		40	40		20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43		43	43			43	43
Detector 2 Size(ft)	40	40	40	40	40		40	40			40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	0.0
Turn Type	Split	NA	Free	Split	NA		Prot	NA		Prot	NA	pt+ov

2037 No-Build Traffic Volumes w/ Improvements
7: NYS Route 17M & US Route 6/Sunrise Park Rd

PM Peak Hour
03/25/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	6 4
Permitted Phases			Free									
Detector Phase	4	4		8	8		5	2		1	6	6 4
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	11.0	11.0		11.0	11.0		9.0	16.0		9.0	16.0	
Total Split (s)	23.0	23.0		13.0	13.0		23.0	53.0		11.0	41.0	
Total Split (%)	23.0%	23.0%		13.0%	13.0%		23.0%	53.0%		11.0%	41.0%	
Maximum Green (s)	17.0	17.0		7.0	7.0		17.0	47.0		5.0	35.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lag	Lag		Lead	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		3.0	2.0	
Recall Mode	None	None		None	None		None	C-Min		None	Min	
v/c Ratio	0.89	0.89	0.39		0.63		0.86	0.62		0.17	0.86	0.40
Control Delay (s/veh)	75.2	74.0	0.8		51.0		54.5	15.0		49.8	37.6	3.4
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	75.2	74.0	0.8		51.0		54.5	15.0		49.8	37.6	3.4
Queue Length 50th (ft)	161	158	0		34		149	206		10	384	20
Queue Length 95th (ft)	#304	#301	0		#96		#222	354		32	#530	49
Internal Link Dist (ft)		421			424			695			860	
Turn Bay Length (ft)	310		250				475			100		
Base Capacity (vph)	284	284	1442		147		543	2000		95	1371	1006
Starvation Cap Reductn	0	0	0		0		0	0		0	0	0
Spillback Cap Reductn	0	0	0		0		0	0		0	0	0
Storage Cap Reductn	0	0	0		0		0	0		0	0	0
Reduced v/c Ratio	0.86	0.85	0.39		0.59		0.83	0.62		0.17	0.86	0.40

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow

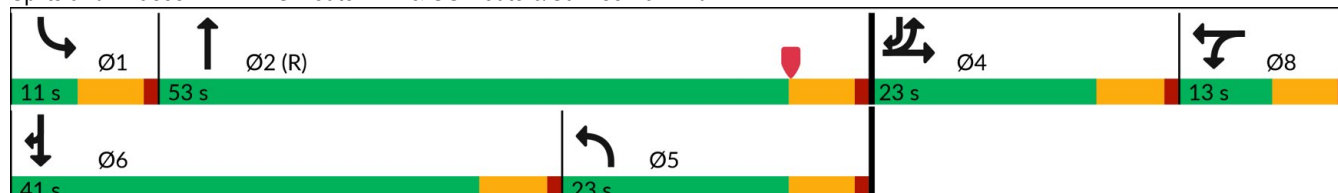
Natural Cycle: 90

Control Type: Actuated-Coordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 7: NYS Route 17M & US Route 6/Sunrise Park Rd



2037 No-Build Traffic Volumes w/ Improvements
7: NYS Route 17M & US Route 6/Sunrise Park Rd

PM Peak Hour
03/25/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	465	7	552	37	10	37	435	1183	16	16	1147	393
Future Volume (veh/h)	465	7	552	37	10	37	435	1183	16	16	1147	393
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1856	1693	1722	1806	1806	1761	1789	1894	1639	1900	1856	1856
Adj Flow Rate, veh/h	484	0	0	38	10	38	448	1220	16	16	1182	405
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	14	12	0	0	3	10	3	20	0	3	3
Cap, veh/h	555	0		47	12	47	623	1917	25	19	1232	796
Arrive On Green	0.16	0.00	0.00	0.07	0.07	0.07	0.19	0.53	0.53	0.01	0.35	0.35
Sat Flow, veh/h	3534	0	1459	724	191	724	3306	3638	48	1810	3526	1572
Grp Volume(v), veh/h	484	0	0	86	0	0	448	603	633	16	1182	405
Grp Sat Flow(s),veh/h/ln	1767	0	1459	1639	0	0	1653	1800	1886	1810	1763	1572
Q Serve(g_s), s	13.4	0.0	0.0	5.2	0.0	0.0	12.7	23.9	23.9	0.9	32.8	17.1
Cycle Q Clear(g_c), s	13.4	0.0	0.0	5.2	0.0	0.0	12.7	23.9	23.9	0.9	32.8	17.1
Prop In Lane	1.00		1.00	0.44		0.44	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	555	0		107	0	0	623	949	994	19	1232	796
V/C Ratio(X)	0.87	0.00		0.80	0.00	0.00	0.72	0.64	0.64	0.82	0.96	0.51
Avail Cap(c_a), veh/h	601	0		115	0	0	623	949	994	90	1234	797
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.47	0.47	0.47
Uniform Delay (d), s/veh	41.2	0.0	0.0	46.1	0.0	0.0	38.1	16.8	16.8	49.4	31.8	16.4
Incr Delay (d2), s/veh	11.8	0.0	0.0	28.3	0.0	0.0	3.5	3.3	3.1	31.1	9.8	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	0.0	0.0	2.9	0.0	0.0	5.2	9.6	10.0	0.6	14.6	7.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	53.0	0.0	0.0	74.5	0.0	0.0	41.6	20.1	19.9	80.5	41.6	16.5
LnGrp LOS	D			E			D	C	B	F	D	B
Approach Vol, veh/h	484			86			1684			1603		
Approach Delay, s/veh	53.0			74.5			25.7			35.6		
Approach LOS	D			E			C			D		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.1	58.7		21.7	24.8	40.9		12.5				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	47.0		17.0	17.0	35.0		7.0				
Max Q Clear Time (g_c+I1), s	2.9	25.9		15.4	14.7	34.8		7.2				
Green Ext Time (p_c), s	0.0	4.1		0.3	0.4	0.1		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	34.4											
HCM 7th LOS	C											
Notes												
User approved pedestrian interval to be less than phase max green.												
User approved volume balancing among the lanes for turning movement.												

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

2037 No-Build Traffic Volumes w/ Improvements
9: US Route 6 & Slate Hill Commerce Center

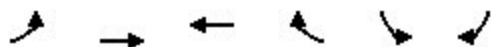
PM Peak Hour
03/25/2025



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	50	418	679	102	371	218
Future Volume (vph)	50	418	679	102	371	218
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		5%	0%		0%	
Storage Length (ft)	150			150	150	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1645	1748	1827	1233	1583	1568
Flt Permitted	0.221				0.950	
Satd. Flow (perm)	383	1748	1827	1233	1583	1568
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				111		79
Link Speed (mph)		55	55		30	
Link Distance (ft)		439	1697		451	
Travel Time (s)		5.4	21.0		10.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	7%	6%	4%	31%	14%	3%
Adj. Flow (vph)	54	454	738	111	403	237
Shared Lane Traffic (%)						
Lane Group Flow (vph)	54	454	738	111	403	237
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	1.00	1.00	1.00	1.00
Turning Speed (mph)	60			60	60	60
Number of Detectors	2	2	2	2	2	2
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	NA	NA	Perm	Prot	Perm

2037 No-Build Traffic Volumes w/ Improvements
9: US Route 6 & Slate Hill Commerce Center

PM Peak Hour
03/25/2025



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Protected Phases		4	8		6	
Permitted Phases	4			8		6
Detector Phase	4	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Maximum Green (s)	18.0	18.0	18.0	18.0	18.0	18.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	Min	Min
v/c Ratio	0.36	0.65	1.02	0.20	0.75	0.41
Control Delay (s/veh)	19.2	18.1	58.3	3.8	23.9	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	19.2	18.1	58.3	3.8	23.9	9.9
Queue Length 50th (ft)	11	102	~242	0	90	29
Queue Length 95th (ft)	38	#199	#410	23	#182	70
Internal Link Dist (ft)		359	1617		371	
Turn Bay Length (ft)	150			150	150	
Base Capacity (vph)	152	694	725	556	628	670
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.65	1.02	0.20	0.64	0.35

Intersection Summary

Area Type: Other

Cycle Length: 48

Actuated Cycle Length: 45.6

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

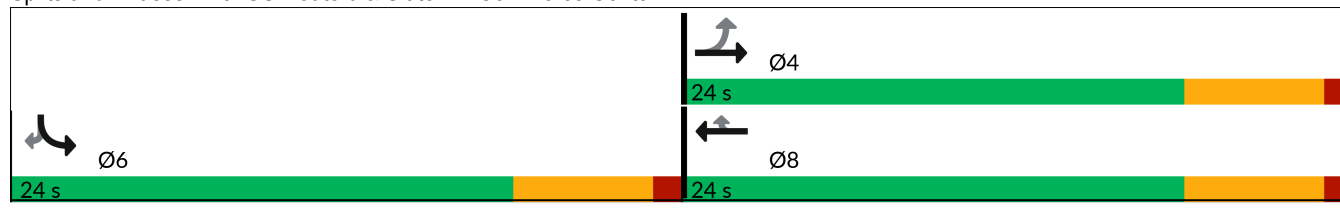
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 9: US Route 6 & Slate Hill Commerce Center



21002112F - P.W.G.

Synchro 12 Report
Page 9

2037 No-Build Traffic Volumes w/ Improvements
9: US Route 6 & Slate Hill Commerce Center

PM Peak Hour
03/25/2025



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	50	418	679	102	371	218
Future Volume (veh/h)	50	418	679	102	371	218
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
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	1649	1664	1841	1441	1693	1856
Adj Flow Rate, veh/h	54	454	738	111	403	237
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	7	6	4	31	14	3
Cap, veh/h	173	682	754	500	511	499
Arrive On Green	0.41	0.41	0.41	0.41	0.32	0.32
Sat Flow, veh/h	635	1664	1841	1221	1612	1572
Grp Volume(v), veh/h	54	454	738	111	403	237
Grp Sat Flow(s),veh/h/ln	635	1664	1841	1221	1612	1572
Q Serve(g_s), s	0.6	9.7	17.4	2.6	10.0	5.3
Cycle Q Clear(g_c), s	18.0	9.7	17.4	2.6	10.0	5.3
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	173	682	754	500	511	499
V/C Ratio(X)	0.31	0.67	0.98	0.22	0.79	0.48
Avail Cap(c_a), veh/h	173	682	754	500	660	644
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	21.9	10.5	12.8	8.4	13.7	12.1
Incr Delay (d2), s/veh	1.0	2.5	27.4	0.2	4.8	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	2.5	9.7	0.4	3.6	1.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	22.9	13.0	40.2	8.6	18.5	12.8
LnGrp LOS	C	B	D	A	B	B
Approach Vol, veh/h		508	849		640	
Approach Delay, s/veh		14.1	36.1		16.4	
Approach LOS		B	D		B	
Timer - Assigned Phs				4	6	8
Phs Duration (G+Y+Rc), s				24.0	19.9	24.0
Change Period (Y+Rc), s				6.0	6.0	6.0
Max Green Setting (Gmax), s				18.0	18.0	18.0
Max Q Clear Time (g_c+I1), s				20.0	12.0	19.4
Green Ext Time (p_c), s				0.0	1.9	0.0
Intersection Summary						
HCM 7th Control Delay, s/veh			24.2			
HCM 7th LOS			C			

2037 No-Build Traffic Volumes w/ Improvements
8: NYS Route 17M & WB Off Ramp

PM Peak Hour
03/25/2025

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↰↰	↱↱			
Traffic Volume (vph)	0	589	1045	0	0	0
Future Volume (vph)	0	589	1045	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	12	12
Lane Util. Factor	1.00	0.88	0.95	1.00	1.00	1.00
Frt		0.850				
Flt Protected						
Satd. Flow (prot)	0	2807	3374	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	2807	3374	0	0	0
Right Turn on Red		No		Yes		
Satd. Flow (RTOR)						
Link Speed (mph)	30		45			45
Link Distance (ft)	567		279			167
Travel Time (s)	12.9		4.2			2.5
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	8%	7%	0%	0%	0%
Adj. Flow (vph)	0	607	1077	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	607	1077	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	0.92	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors		2	2			
Detector Template						
Leading Detector (ft)		83	83			
Trailing Detector (ft)		-5	-5			
Detector 1 Position(ft)		-5	-5			
Detector 1 Size(ft)		40	40			
Detector 1 Type		Cl+Ex	Cl+Ex			
Detector 1 Channel						
Detector 1 Extend (s)		0.0	0.0			
Detector 1 Queue (s)		0.0	0.0			
Detector 1 Delay (s)		0.0	0.0			
Detector 2 Position(ft)		43	43			
Detector 2 Size(ft)		40	40			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type		Perm	NA			
Protected Phases			2			
Permitted Phases		8				
Detector Phase		8	2			

2037 No-Build Traffic Volumes w/ Improvements
8: NYS Route 17M & WB Off Ramp

PM Peak Hour
03/25/2025



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Switch Phase						
Minimum Initial (s)		5.0	5.0			
Minimum Split (s)		24.0	24.0			
Total Split (s)		42.0	58.0			
Total Split (%)		42.0%	58.0%			
Maximum Green (s)		36.0	52.0			
Yellow Time (s)		5.0	5.0			
All-Red Time (s)		1.0	1.0			
Lost Time Adjust (s)		0.0	0.0			
Total Lost Time (s)		6.0	6.0			
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)		3.0	3.0			
Recall Mode		None	C-Max			
Act Effect Green (s)		27.9	60.1			
Actuated g/C Ratio		0.28	0.60			
v/c Ratio		0.77	0.53			
Control Delay (s/veh)		39.9	13.8			
Queue Delay		0.0	0.0			
Total Delay (s/veh)		39.9	13.8			
LOS		D	B			
Approach Delay (s/veh)	39.9		13.8			
Approach LOS	D		B			
Queue Length 50th (ft)		201	196			
Queue Length 95th (ft)		246	300			
Internal Link Dist (ft)	487		199		87	
Turn Bay Length (ft)						
Base Capacity (vph)		1010	2026			
Starvation Cap Reductn		0	0			
Spillback Cap Reductn		0	0			
Storage Cap Reductn		0	0			
Reduced v/c Ratio		0.60	0.53			

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 50
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay (s/veh): 23.2
Intersection Capacity Utilization 59.5%
Analysis Period (min) 15

Intersection LOS: C
ICU Level of Service B

Splits and Phases: 8: NYS Route 17M & WB Off Ramp



2037 Build Traffic Volumes
1: NYS Route 284 & US Route 6

AM Peak Hour
03/25/2025

						
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	565	44	91	202	48	242
Future Volume (vph)	565	44	91	202	48	242
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990				0.887	
Flt Protected				0.985	0.992	
Satd. Flow (prot)	1805	0	0	1680	1575	0
Flt Permitted				0.985	0.992	
Satd. Flow (perm)	1805	0	0	1680	1575	0
Link Speed (mph)	55			55	35	
Link Distance (ft)	733			606	476	
Travel Time (s)	9.1			7.5	9.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	7%	10%	12%	7%	6%
Adj. Flow (vph)	614	48	99	220	52	263
Shared Lane Traffic (%)						
Lane Group Flow (vph)	662	0	0	319	315	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2037 Build Traffic Volumes
1: NYS Route 284 & US Route 6

AM Peak Hour
03/25/2025

Intersection						
Int Delay, s/veh	11.1					
Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	565	44	91	202	48	242
Future Vol, veh/h	565	44	91	202	48	242
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	92	92	92	92	92	92
Heavy Vehicles, %	4	7	10	12	7	6
Mvmt Flow	614	48	99	220	52	263
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	662	0	1055	638
Stage 1	-	-	-	-	638	-
Stage 2	-	-	-	-	417	-
Critical Hdwy	-	-	4.2	-	6.47	6.26
Critical Hdwy Stg 1	-	-	-	-	5.47	-
Critical Hdwy Stg 2	-	-	-	-	5.47	-
Follow-up Hdwy	-	-	2.29	-	3.563	3.354
Pot Cap-1 Maneuver	-	-	890	-	244	469
Stage 1	-	-	-	-	517	-
Stage 2	-	-	-	-	654	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	890	-	213	469
Mov Cap-2 Maneuver	-	-	-	-	213	-
Stage 1	-	-	-	-	517	-
Stage 2	-	-	-	-	571	-
Approach	EB	WB		NE		
HCM Ctrl Dly, s/v	0	2.97		42.78		
HCM LOS	E					
Minor Lane/Major Mvmt	NELn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	392	-	-	559	-	
HCM Lane V/C Ratio	0.805	-	-	0.111	-	
HCM Ctrl Dly (s/v)	42.8	-	-	9.6	0	
HCM Lane LOS	E	-	-	A	A	
HCM 95th %tile Q(veh)	7.1	-	-	0.4	-	

2037 Build Traffic Volumes
2: US Route 6 & Ridgebury Hill Rd

AM Peak Hour
03/25/2025



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	21	48	772	36	49	271
Future Volume (vph)	21	48	772	36	49	271
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		1%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.906		0.994			
Flt Protected	0.985					0.992
Satd. Flow (prot)	1623	0	1801	0	0	1703
Flt Permitted	0.985					0.992
Satd. Flow (perm)	1623	0	1801	0	0	1703
Link Speed (mph)	35		55			55
Link Distance (ft)	535		1495			1423
Travel Time (s)	10.4		18.5			17.6
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	10%	2%	4%	11%	9%	11%
Adj. Flow (vph)	23	52	830	39	53	291
Shared Lane Traffic (%)						
Lane Group Flow (vph)	75	0	869	0	0	344
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.01	1.01	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized

2037 Build Traffic Volumes
2: US Route 6 & Ridgebury Hill Rd

AM Peak Hour
03/25/2025

Intersection						
Int Delay, s/veh	1.8					
Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	21	48	772	36	49	271
Future Vol, veh/h	21	48	772	36	49	271
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	-	1	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	10	2	4	11	9	11
Mvmt Flow	23	52	830	39	53	291
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1246	849	0	0	869	0
Stage 1	849	-	-	-	-	-
Stage 2	397	-	-	-	-	-
Critical Hdwy	6.5	6.22	-	-	4.19	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.318	-	-	2.281	-
Pot Cap-1 Maneuver	185	361	-	-	747	-
Stage 1	406	-	-	-	-	-
Stage 2	662	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	169	361	-	-	747	-
Mov Cap-2 Maneuver	169	-	-	-	-	-
Stage 1	406	-	-	-	-	-
Stage 2	607	-	-	-	-	-
Approach	WB	NE		SW		
HCM Ctrl Dly, s/v	23.48	0		1.56		
HCM LOS	C					
Minor Lane/Major Mvmt	NET	NER	WBLn1	SWL	SWT	
Capacity (veh/h)	-	-	268	276	-	
HCM Lane V/C Ratio	-	-	0.277	0.071	-	
HCM Ctrl Dly (s/v)	-	-	23.5	10.2	0	
HCM Lane LOS	-	-	C	B	A	
HCM 95th %tile Q(veh)	-	-	1.1	0.2	-	

2037 Build Traffic Volumes
3: US Route 6 & McBride Rd

AM Peak Hour
03/25/2025

						
Lane Group	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	63	20	20	792	276	27
Future Volume (vph)	63	20	20	792	276	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	12	12
Grade (%)	2%			1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.968				0.988	
Flt Protected	0.963			0.999		
Satd. Flow (prot)	1485	0	0	1801	1629	0
Flt Permitted	0.963			0.999		
Satd. Flow (perm)	1485	0	0	1801	1629	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	266			1423	2064	
Travel Time (s)	6.0			17.6	25.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	10%	11%	0%	5%	12%	42%
Adj. Flow (vph)	70	22	22	880	307	30
Shared Lane Traffic (%)						
Lane Group Flow (vph)	92	0	0	902	337	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	10			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.01	1.01	1.01	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2037 Build Traffic Volumes
3: US Route 6 & McBride Rd

AM Peak Hour
03/25/2025

Intersection						
Int Delay, s/veh	2.9					
Movement	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	63	20	20	792	276	27
Future Vol, veh/h	63	20	20	792	276	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	1	1	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	10	11	0	5	12	42
Mvmt Flow	70	22	22	880	307	30

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1246	322	337	0	-	0
Stage 1	322	-	-	-	-	-
Stage 2	924	-	-	-	-	-
Critical Hdwy	6.9	6.51	4.1	-	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.59	3.399	2.2	-	-	-
Pot Cap-1 Maneuver	161	686	1234	-	-	-
Stage 1	692	-	-	-	-	-
Stage 2	337	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	155	686	1234	-	-	-
Mov Cap-2 Maneuver	155	-	-	-	-	-
Stage 1	668	-	-	-	-	-
Stage 2	337	-	-	-	-	-

Approach	EB	NE	SW
HCM Ctrl Dly, s/v	40.4	0.2	0
HCM LOS	E		

Minor Lane/Major Mvmt	NEL	NET EBLn1	SWT	SWR
Capacity (veh/h)	44	- 191	-	-
HCM Lane V/C Ratio	0.018	- 0.484	-	-
HCM Ctrl Dly (s/v)	8	0 40.4	-	-
HCM Lane LOS	A	A E	-	-
HCM 95th %tile Q(veh)	0.1	- 2.4	-	-

2037 Build Traffic Volumes
5: Creedon Hill Rd & US Route 6

AM Peak Hour
03/25/2025

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	807	1	3	291	0	4
Future Volume (vph)	807	1	3	291	0	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	11
Grade (%)	5%			-5%	8%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.865	
Flt Protected						
Satd. Flow (prot)	1748	0	0	1767	1525	0
Flt Permitted						
Satd. Flow (perm)	1748	0	0	1767	1525	0
Link Speed (mph)	55			55	30	
Link Distance (ft)	226			439	325	
Travel Time (s)	2.8			5.4	7.4	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	6%	0%	33%	10%	0%	0%
Adj. Flow (vph)	928	1	3	334	0	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	929	0	0	337	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	0.97	0.97	1.10	1.10
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

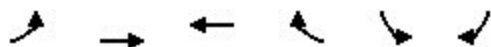
2037 Build Traffic Volumes
5: Creedon Hill Rd & US Route 6

AM Peak Hour
03/25/2025

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	807	1	3	291	0	4
Future Vol, veh/h	807	1	3	291	0	4
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, %	5	-	-	-5	8	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	6	0	33	10	0	0
Mvmt Flow	928	1	3	334	0	5
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	929	0	1270	928
Stage 1	-	-	-	-	928	-
Stage 2	-	-	-	-	341	-
Critical Hdwy	-	-	4.43	-	8	7
Critical Hdwy Stg 1	-	-	-	-	7	-
Critical Hdwy Stg 2	-	-	-	-	7	-
Follow-up Hdwy	-	-	2.497	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	624	-	107	267
Stage 1	-	-	-	-	257	-
Stage 2	-	-	-	-	622	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	624	-	106	267
Mov Cap-2 Maneuver	-	-	-	-	106	-
Stage 1	-	-	-	-	257	-
Stage 2	-	-	-	-	618	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		0.11		18.74	
HCM LOS	C					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	267	-	-	18	-	
HCM Lane V/C Ratio	0.017	-	-	0.006	-	
HCM Ctrl Dly (s/v)	18.7	-	-	10.8	0	
HCM Lane LOS	C	-	-	B	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

2037 Build Traffic Volumes
9: US Route 6 & Site Access

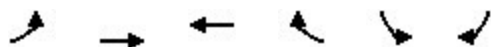
AM Peak Hour
03/25/2025



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	165	646	265	267	56	28
Future Volume (vph)	165	646	265	267	56	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		5%	0%		0%	
Storage Length (ft)	150			150	150	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1725	1748	1712	1482	1399	1524
Flt Permitted	0.425				0.950	
Satd. Flow (perm)	772	1748	1712	1482	1399	1524
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				290		30
Link Speed (mph)		45	45		30	
Link Distance (ft)		439	1697		451	
Travel Time (s)		6.7	25.7		10.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	6%	11%	9%	29%	6%
Adj. Flow (vph)	179	702	288	290	61	30
Shared Lane Traffic (%)						
Lane Group Flow (vph)	179	702	288	290	61	30
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2	2	2	2
Detector Template						
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm

2037 Build Traffic Volumes
9: US Route 6 & Site Access

AM Peak Hour
03/25/2025



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Protected Phases	7	4	8		6	
Permitted Phases	4			8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	24.0	66.0	42.0	42.0	24.0	24.0
Total Split (%)	26.7%	73.3%	46.7%	46.7%	26.7%	26.7%
Maximum Green (s)	18.0	60.0	36.0	36.0	18.0	18.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag		Lag	
Lead-Lag Optimize?	Yes		Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None
Walk Time (s)		7.0	7.0	7.0	7.0	7.0
Flash Don't Walk (s)		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0
v/c Ratio	0.24	0.52	0.37	0.35	0.20	0.08
Control Delay (s/veh)	5.0	7.3	15.5	3.7	21.8	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	5.0	7.3	15.5	3.7	21.8	9.9
Queue Length 50th (ft)	19	112	69	0	15	0
Queue Length 95th (ft)	45	238	147	44	50	19
Internal Link Dist (ft)		359	1617		371	
Turn Bay Length (ft)	150			150	150	
Base Capacity (vph)	1053	1733	1366	1241	721	800
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.41	0.21	0.23	0.08	0.04

Intersection Summary

Area Type: Other

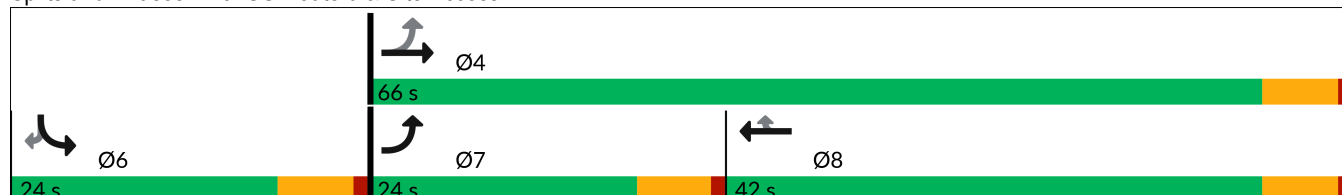
Cycle Length: 90

Actuated Cycle Length: 42.1

Natural Cycle: 60

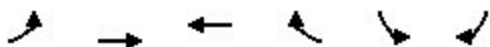
Control Type: Actuated-Uncoordinated

Splits and Phases: 9: US Route 6 & Site Access



2037 Build Traffic Volumes
9: US Route 6 & Site Access

AM Peak Hour
03/25/2025



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	↰	↑	↰	↰	↰	↰	
Traffic Volume (veh/h)	165	646	265	267	56	28	
Future Volume (veh/h)	165	646	265	267	56	28	
Initial Q (Qb), veh	0	0	0	0	0	0	
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	
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	1723	1664	1737	1767	1470	1811	
Adj Flow Rate, veh/h	179	702	288	290	61	30	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2	6	11	9	29	6	
Cap, veh/h	557	977	533	460	116	127	
Arrive On Green	0.11	0.59	0.31	0.31	0.08	0.08	
Sat Flow, veh/h	1641	1664	1737	1497	1400	1535	
Grp Volume(v), veh/h	179	702	288	290	61	30	
Grp Sat Flow(s),veh/h/ln	1641	1664	1737	1497	1400	1535	
Q Serve(g_s), s	2.3	11.0	5.0	6.1	1.5	0.7	
Cycle Q Clear(g_c), s	2.3	11.0	5.0	6.1	1.5	0.7	
Prop In Lane	1.00			1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	557	977	533	460	116	127	
V/C Ratio(X)	0.32	0.72	0.54	0.63	0.53	0.24	
Avail Cap(c_a), veh/h	1181	2747	1721	1483	694	760	
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	6.4	5.4	10.5	10.8	16.0	15.6	
Incr Delay (d2), s/veh	0.3	1.0	0.9	1.4	3.7	0.9	
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.4	1.0	1.3	1.4	0.5	0.0	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	6.7	6.4	11.3	12.3	19.7	16.5	
LnGrp LOS	A	A	B	B	B	B	
Approach Vol, veh/h		881	578		91		
Approach Delay, s/veh		6.4	11.8		18.6		
Approach LOS		A	B		B		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				27.3	9.0	10.2	17.2
Change Period (Y+Rc), s				6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s				60.0	18.0	18.0	36.0
Max Q Clear Time (g_c+I1), s				13.0	3.5	4.3	8.1
Green Ext Time (p_c), s				4.4	0.3	0.6	3.1
Intersection Summary							
HCM 7th Control Delay, s/veh			9.1				
HCM 7th LOS			A				

2037 Build Traffic Volumes
10: Seward Road & US Route 6

AM Peak Hour
03/25/2025

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰			↱	↰	↱
Traffic Volume (vph)	702	0	10	532	1	21
Future Volume (vph)	702	0	10	532	1	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	13	12	12
Grade (%)	-5%			2%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.870	
Flt Protected				0.999	0.998	
Satd. Flow (prot)	1803	0	0	1768	1650	0
Flt Permitted				0.999	0.998	
Satd. Flow (perm)	1803	0	0	1768	1650	0
Link Speed (mph)	55			55	35	
Link Distance (ft)	1697			872	363	
Travel Time (s)	21.0			10.8	7.1	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	8%	0%	0%	10%	0%	0%
Adj. Flow (vph)	789	0	11	598	1	24
Shared Lane Traffic (%)						
Lane Group Flow (vph)	789	0	0	609	25	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	0.97	0.97	0.97	1.00	1.00
Turning Speed (mph)		60	60		60	60
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2037 Build Traffic Volumes
10: Seward Road & US Route 6

AM Peak Hour
03/25/2025

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	702	0	10	532	1	21
Future Vol, veh/h	702	0	10	532	1	21
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, %	-5	-	-	2	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	8	0	0	10	0	0
Mvmt Flow	789	0	11	598	1	24
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	789	0	1409	789
Stage 1	-	-	-	-	789	-
Stage 2	-	-	-	-	620	-
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	-	-	840	-	154	394
Stage 1	-	-	-	-	451	-
Stage 2	-	-	-	-	540	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	840	-	151	394
Mov Cap-2 Maneuver	-	-	-	-	151	-
Stage 1	-	-	-	-	451	-
Stage 2	-	-	-	-	529	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		0.17		15.51	
HCM LOS					C	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	367	-	-	33	-	
HCM Lane V/C Ratio	0.067	-	-	0.013	-	
HCM Ctrl Dly (s/v)	15.5	-	-	9.3	0	
HCM Lane LOS	C	-	-	A	A	
HCM 95th %tile Q(veh)	0.2	-	-	0	-	

2037 Build Traffic Volumes w/ Improvements
6: US Route 6 & CR 56

AM Peak Hour
03/25/2025

						
Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	62	19	511	212	59	480
Future Volume (vph)	62	19	511	212	59	480
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	13
Grade (%)	-2%		-2%			1%
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.968		0.960			
Flt Protected	0.963				0.950	
Satd. Flow (prot)	1456	0	1656	0	1727	1744
Flt Permitted	0.963				0.262	
Satd. Flow (perm)	1456	0	1656	0	476	1744
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	21		83			
Link Speed (mph)	55		55			55
Link Distance (ft)	2121		872			1130
Travel Time (s)	26.3		10.8			14.0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	23%	5%	13%	7%	4%	12%
Adj. Flow (vph)	71	22	587	244	68	552
Shared Lane Traffic (%)						
Lane Group Flow (vph)	93	0	831	0	68	552
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	0.99	0.99	1.01	0.96
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template						
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0

2037 Build Traffic Volumes w/ Improvements
6: US Route 6 & CR 56

AM Peak Hour
03/25/2025



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	11.0		11.0		11.0	11.0
Total Split (s)	12.0		48.0		48.0	48.0
Total Split (%)	20.0%		80.0%		80.0%	80.0%
Maximum Green (s)	6.0		42.0		42.0	42.0
Yellow Time (s)	5.0		5.0		5.0	5.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.0		6.0		6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		None		None	None
v/c Ratio	0.32		0.63		0.18	0.40
Control Delay (s/veh)	22.7		7.1		4.8	4.7
Queue Delay	0.0		0.0		0.0	0.0
Total Delay (s/veh)	22.7		7.1		4.8	4.7
Queue Length 50th (ft)	17		119		7	68
Queue Length 95th (ft)	#75		207		19	108
Internal Link Dist (ft)	2041		792			1050
Turn Bay Length (ft)					200	
Base Capacity (vph)	300		1494		427	1564
Starvation Cap Reductn	0		0		0	0
Spillback Cap Reductn	0		0		0	0
Storage Cap Reductn	0		0		0	0
Reduced v/c Ratio	0.31		0.56		0.16	0.35

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 39.2

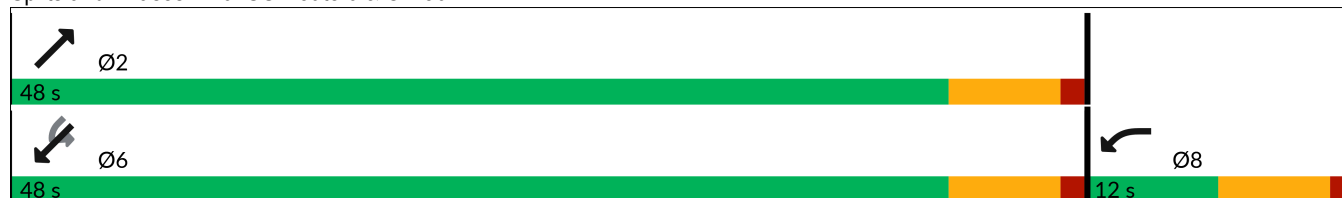
Natural Cycle: 60

Control Type: Actuated-Uncoordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 6: US Route 6 & CR 56



2037 Build Traffic Volumes w/ Improvements
6: US Route 6 & CR 56

AM Peak Hour
03/25/2025

						
Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	62	19	511	212	59	480
Future Volume (veh/h)	62	19	511	212	59	480
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.04
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	1633	1904	1784	1874	1835	1785
Adj Flow Rate, veh/h	71	22	587	0	68	552
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	23	5	13	7	4	12
Cap, veh/h	104	32	899		455	899
Arrive On Green	0.09	0.09	0.50	0.00	0.50	0.50
Sat Flow, veh/h	1142	354	1784	0	813	1785
Grp Volume(v), veh/h	94	0	587	0	68	552
Grp Sat Flow(s),veh/h/ln	1513	0	1784	0	813	1785
Q Serve(g_s), s	1.8	0.0	7.2	0.0	2.0	6.6
Cycle Q Clear(g_c), s	1.8	0.0	7.2	0.0	9.2	6.6
Prop In Lane	0.76	0.23		0.00	1.00	
Lane Grp Cap(c), veh/h	138	0	899		455	899
V/C Ratio(X)	0.68	0.00	0.65		0.15	0.61
Avail Cap(c_a), veh/h	306	0	2529		1198	2531
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	13.0	0.0	5.4	0.0	8.8	5.3
Incr Delay (d2), s/veh	5.9	0.0	0.8	0.0	0.2	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.3	0.0	0.2	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	18.9	0.0	6.2	0.0	9.0	6.0
LnGrp LOS	B		A		A	A
Approach Vol, veh/h	94		587			620
Approach Delay, s/veh	18.9		6.2			6.3
Approach LOS	B		A			A
Timer - Assigned Phs	2				6	8
Phs Duration (G+Y+Rc), s	20.9				20.9	8.7
Change Period (Y+Rc), s	6.0				6.0	6.0
Max Green Setting (Gmax), s	42.0				42.0	6.0
Max Q Clear Time (g_c+l1), s	9.2				11.2	3.8
Green Ext Time (p_c), s	3.5				3.7	0.0
Intersection Summary						
HCM 7th Control Delay, s/veh			7.2			
HCM 7th LOS			A			
Notes						
User approved volume balancing among the lanes for turning movement.						
Unsignalized Delay for [NER] is excluded from calculations of the approach delay and intersection delay.						

2037 Build Traffic Volumes w/ Improvements
7: NYS Route 17M & US Route 6/Sunrise Park Rd

AM Peak Hour
03/25/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	300	14	443	9	7	10	444	1260	43	28	1003	322
Future Volume (vph)	300	14	443	9	7	10	444	1260	43	28	1003	322
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			4%			-1%			0%	
Storage Length (ft)	310		250	0		0	475		0	100		0
Storage Lanes	1		1	0		0	1		0	1		1
Taper Length (ft)	50			25			50			50		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.97	0.95	0.95	1.00	0.95	1.00
Frt			0.850		0.949			0.995				0.850
Flt Protected	0.950	0.957			0.983		0.950			0.950		
Satd. Flow (prot)	1603	1624	1442	0	1372	0	3060	3441	0	1570	3438	1568
Flt Permitted	0.950	0.957			0.983		0.950			0.950		
Satd. Flow (perm)	1603	1624	1442	0	1372	0	3060	3441	0	1570	3438	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			492		11			5				211
Link Speed (mph)		55			45			45			45	
Link Distance (ft)		395			504			775			940	
Travel Time (s)		4.9			7.6			11.7			14.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	7%	0%	12%	11%	14%	50%	15%	5%	2%	15%	5%	3%
Adj. Flow (vph)	333	16	492	10	8	11	493	1400	48	31	1114	358
Shared Lane Traffic (%)	48%											
Lane Group Flow (vph)	173	176	492	0	29	0	493	1448	0	31	1114	358
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			30			45			25	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.03	1.03	1.03	0.99	0.99	0.99	1.00	1.00	1.00
Turning Speed (mph)	15		25	15		9	15		9	15		15
Number of Detectors	2	2	2	2	2		2	2		1	2	2
Detector Template				Left								
Leading Detector (ft)	83	83	83	83	83		83	83		15	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5		-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5		-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40		40	40		20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43		43	43			43	43
Detector 2 Size(ft)	40	40	40	40	40		40	40			40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	0.0
Turn Type	Split	NA	Free	Split	NA		Prot	NA		Prot	NA	pt+ov

2037 Build Traffic Volumes w/ Improvements
7: NYS Route 17M & US Route 6/Sunrise Park Rd

AM Peak Hour
03/25/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	6 4
Permitted Phases			Free									
Detector Phase	4	4		8	8		5	2		1	6	6 4
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	11.0	11.0		11.0	11.0		9.0	16.0		9.0	16.0	
Total Split (s)	21.0	21.0		11.0	11.0		25.0	59.0		9.0	43.0	
Total Split (%)	21.0%	21.0%		11.0%	11.0%		25.0%	59.0%		9.0%	43.0%	
Maximum Green (s)	15.0	15.0		5.0	5.0		19.0	53.0		3.0	37.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lag	Lag		Lead	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		3.0	2.0	
Recall Mode	None	None		None	None		None	C-Min		None	Min	
v/c Ratio	0.80	0.80	0.34		0.37		0.88	0.67		0.45	0.74	0.35
Control Delay (s/veh)	68.3	68.4	0.6		46.2		51.7	12.9		69.4	29.3	3.9
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	68.3	68.4	0.6		46.2		51.7	12.9		69.4	29.3	3.9
Queue Length 50th (ft)	111	113	0		11		164	281		20	343	28
Queue Length 95th (ft)	#214	#216	0		41		#238	319		#71	#450	59
Internal Link Dist (ft)		315			424			695			860	
Turn Bay Length (ft)	310		250				475			100		
Base Capacity (vph)	240	243	1442		79		581	2152		69	1500	1006
Starvation Cap Reductn	0	0	0		0		0	0		0	0	0
Spillback Cap Reductn	0	0	0		0		0	0		0	0	0
Storage Cap Reductn	0	0	0		0		0	0		0	0	0
Reduced v/c Ratio	0.72	0.72	0.34		0.37		0.85	0.67		0.45	0.74	0.36

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 10 (10%), Referenced to phase 2:NBT, Start of Yellow

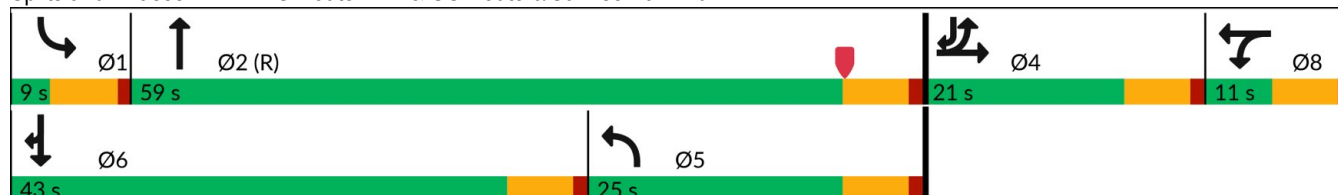
Natural Cycle: 80

Control Type: Actuated-Coordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 7: NYS Route 17M & US Route 6/Sunrise Park Rd



2037 Build Traffic Volumes w/ Improvements
7: NYS Route 17M & US Route 6/Sunrise Park Rd

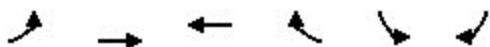
AM Peak Hour
03/25/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	300	14	443	9	7	10	444	1260	43	28	1003	322
Future Volume (veh/h)	300	14	443	9	7	10	444	1260	43	28	1003	322
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1796	1900	1722	1643	1598	1065	1714	1864	1909	1678	1826	1856
Adj Flow Rate, veh/h	344	0	0	10	8	11	493	1400	48	31	1114	358
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	7	0	12	11	14	50	15	5	2	15	5	3
Cap, veh/h	417	0		14	11	15	823	2054	70	36	1217	743
Arrive On Green	0.12	0.00	0.00	0.03	0.03	0.03	0.26	0.59	0.59	0.02	0.35	0.35
Sat Flow, veh/h	3421	0	1459	508	406	558	3167	3494	120	1598	3469	1572
Grp Volume(v), veh/h	344	0	0	29	0	0	493	709	739	31	1114	358
Grp Sat Flow(s),veh/h/ln	1711	0	1459	1472	0	0	1584	1771	1843	1598	1735	1572
Q Serve(g_s), s	9.8	0.0	0.0	2.0	0.0	0.0	13.6	27.5	27.6	1.9	30.7	15.6
Cycle Q Clear(g_c), s	9.8	0.0	0.0	2.0	0.0	0.0	13.6	27.5	27.6	1.9	30.7	15.6
Prop In Lane	1.00		1.00	0.34		0.38	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	417	0		41	0	0	823	1041	1083	36	1217	743
V/C Ratio(X)	0.83	0.00		0.71	0.00	0.00	0.60	0.68	0.68	0.85	0.92	0.48
Avail Cap(c_a), veh/h	513	0		74	0	0	823	1041	1083	48	1284	773
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.47	0.47	0.47
Uniform Delay (d), s/veh	42.9	0.0	0.0	48.2	0.0	0.0	32.4	14.2	14.2	48.7	31.1	18.0
Incr Delay (d2), s/veh	7.4	0.0	0.0	8.2	0.0	0.0	0.9	3.6	3.5	38.5	5.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	0.0	0.0	0.8	0.0	0.0	5.1	10.4	10.8	1.1	12.7	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	50.2	0.0	0.0	56.5	0.0	0.0	33.3	17.8	17.7	87.2	36.1	18.1
LnGrp LOS	D			E			C	B	B	F	D	B
Approach Vol, veh/h	344			29			1941			1503		
Approach Delay, s/veh	50.2			56.5			21.7			32.9		
Approach LOS	D			E			C			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.3	64.8		18.2	32.0	41.1		8.8				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	3.0	53.0		15.0	19.0	37.0		5.0				
Max Q Clear Time (g_c+I1), s	3.9	29.6		11.8	15.6	32.7		4.0				
Green Ext Time (p_c), s	0.0	5.3		0.4	0.6	2.4		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	28.9											
HCM 7th LOS	C											
Notes												
User approved pedestrian interval to be less than phase max green.												
User approved volume balancing among the lanes for turning movement.												

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

2037 Build Traffic Volumes w/ Improvements
9: US Route 6 & Slate Hill Commerce Center

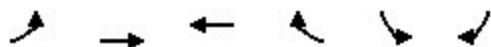
AM Peak Hour
03/25/2025



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	165	646	265	267	56	28
Future Volume (vph)	165	646	265	267	56	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		5%	0%		0%	
Storage Length (ft)	150			150	150	0
Storage Lanes	1			1	2	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.97	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1725	1748	1712	1482	2714	1524
Flt Permitted	0.407				0.950	
Satd. Flow (perm)	739	1748	1712	1482	2714	1524
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				290		30
Link Speed (mph)		55	55		30	
Link Distance (ft)		439	1697		451	
Travel Time (s)		5.4	21.0		10.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	6%	11%	9%	29%	6%
Adj. Flow (vph)	179	702	288	290	61	30
Shared Lane Traffic (%)						
Lane Group Flow (vph)	179	702	288	290	61	30
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		24	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	1.00	1.00	1.00	1.00
Turning Speed (mph)	60			60	60	60
Number of Detectors	2	2	2	2	2	2
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA	NA	pm+ov	Prot	pm+ov

2037 Build Traffic Volumes w/ Improvements
9: US Route 6 & Slate Hill Commerce Center

AM Peak Hour
03/25/2025



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Protected Phases	7	4	8	6	6	7
Permitted Phases	4			8		6
Detector Phase	7	4	8	6	6	7
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	16.0	40.0	24.0	20.0	20.0	16.0
Total Split (%)	26.7%	66.7%	40.0%	33.3%	33.3%	26.7%
Maximum Green (s)	10.0	34.0	18.0	14.0	14.0	10.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag		Lead	
Lead-Lag Optimize?	Yes		Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None
v/c Ratio	0.30	0.71	0.54	0.27	0.14	0.04
Control Delay (s/veh)	5.8	11.6	18.8	1.5	19.6	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	5.8	11.6	18.8	1.5	19.6	3.9
Queue Length 50th (ft)	17	102	65	0	7	0
Queue Length 95th (ft)	42	220	137	22	22	11
Internal Link Dist (ft)		359	1617		371	
Turn Bay Length (ft)	150			150	150	
Base Capacity (vph)	646	1345	722	1202	890	824
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.52	0.40	0.24	0.07	0.04

Intersection Summary

Area Type: Other

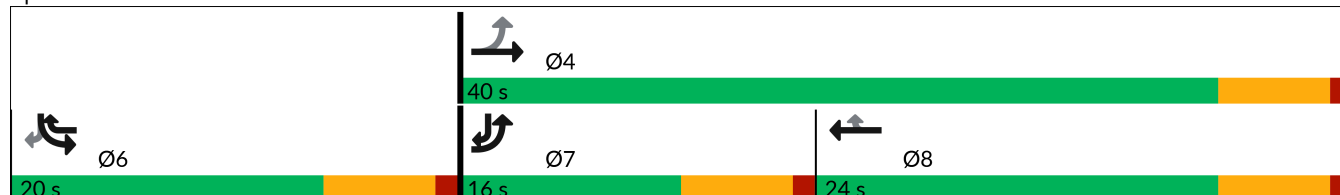
Cycle Length: 60

Actuated Cycle Length: 44.6

Natural Cycle: 45

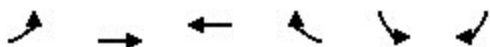
Control Type: Actuated-Uncoordinated

Splits and Phases: 9: US Route 6 & Slate Hill Commerce Center



2037 Build Traffic Volumes w/ Improvements
9: US Route 6 & Slate Hill Commerce Center

AM Peak Hour
03/25/2025



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	165	646	265	267	56	28
Future Volume (veh/h)	165	646	265	267	56	28
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
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	1723	1664	1737	1767	1470	1811
Adj Flow Rate, veh/h	179	702	288	290	61	30
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	6	11	9	29	6
Cap, veh/h	535	944	476	536	229	312
Arrive On Green	0.12	0.57	0.27	0.27	0.08	0.08
Sat Flow, veh/h	1641	1664	1737	1497	2716	1535
Grp Volume(v), veh/h	179	702	288	290	61	30
Grp Sat Flow(s),veh/h/ln	1641	1664	1737	1497	1358	1535
Q Serve(g_s), s	2.3	10.9	5.0	5.3	0.7	0.5
Cycle Q Clear(g_c), s	2.3	10.9	5.0	5.3	0.7	0.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	535	944	476	536	229	312
V/C Ratio(X)	0.33	0.74	0.61	0.54	0.27	0.10
Avail Cap(c_a), veh/h	816	1643	908	909	1105	807
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	6.7	5.6	10.9	8.8	14.8	11.1
Incr Delay (d2), s/veh	0.4	1.2	1.2	0.9	0.6	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.5	1.2	1.2	0.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	7.1	6.8	12.1	9.6	15.4	11.3
LnGrp LOS	A	A	B	A	B	B
Approach Vol, veh/h		881	578		91	
Approach Delay, s/veh		6.8	10.9		14.0	
Approach LOS		A	B		B	
Timer - Assigned Phs			4		6	7
Phs Duration (G+Y+Rc), s			25.5		8.9	10.1
Change Period (Y+Rc), s			6.0		6.0	6.0
Max Green Setting (Gmax), s			34.0		14.0	10.0
Max Q Clear Time (g_c+I1), s			12.9		2.7	4.3
Green Ext Time (p_c), s			3.7		0.3	0.3
Green Ext Time (p_c), s					0.3	2.1
Intersection Summary						
HCM 7th Control Delay, s/veh			8.8			
HCM 7th LOS			A			

2037 Build Traffic Volumes w/ Improvements
8: NYS Route 17M & WB Off Ramp

AM Peak Hour
03/25/2025

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↰↰	↱↱			
Traffic Volume (vph)	0	576	1171	0	0	0
Future Volume (vph)	0	576	1171	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	12	12
Lane Util. Factor	1.00	0.88	0.95	1.00	1.00	1.00
Frt		0.850				
Flt Protected						
Satd. Flow (prot)	0	2782	3374	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	2782	3374	0	0	0
Right Turn on Red		No		Yes		
Satd. Flow (RTOR)						
Link Speed (mph)	30		45			45
Link Distance (ft)	567		279			167
Travel Time (s)	12.9		4.2			2.5
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	9%	7%	0%	0%	0%
Adj. Flow (vph)	0	662	1346	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	662	1346	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	0.92	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors		2	2			
Detector Template						
Leading Detector (ft)		83	83			
Trailing Detector (ft)		-5	-5			
Detector 1 Position(ft)		-5	-5			
Detector 1 Size(ft)		40	40			
Detector 1 Type		Cl+Ex	Cl+Ex			
Detector 1 Channel						
Detector 1 Extend (s)		0.0	0.0			
Detector 1 Queue (s)		0.0	0.0			
Detector 1 Delay (s)		0.0	0.0			
Detector 2 Position(ft)		43	43			
Detector 2 Size(ft)		40	40			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type		Perm	NA			
Protected Phases			2			
Permitted Phases		8				
Detector Phase		8	2			

2037 Build Traffic Volumes w/ Improvements
8: NYS Route 17M & WB Off Ramp

AM Peak Hour
03/25/2025



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Switch Phase						
Minimum Initial (s)		5.0	5.0			
Minimum Split (s)		24.0	24.0			
Total Split (s)		50.0	50.0			
Total Split (%)		50.0%	50.0%			
Maximum Green (s)		44.0	44.0			
Yellow Time (s)		5.0	5.0			
All-Red Time (s)		1.0	1.0			
Lost Time Adjust (s)		0.0	0.0			
Total Lost Time (s)		6.0	6.0			
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)		3.0	3.0			
Recall Mode		None	C-Max			
Act Effect Green (s)		30.9	57.1			
Actuated g/C Ratio		0.31	0.57			
v/c Ratio		0.77	0.70			
Control Delay (s/veh)		37.3	19.0			
Queue Delay		0.0	0.0			
Total Delay (s/veh)		37.3	19.0			
LOS		D	B			
Approach Delay (s/veh)	37.3		19.0			
Approach LOS	D		B			
Queue Length 50th (ft)		216	302			
Queue Length 95th (ft)		243	435			
Internal Link Dist (ft)	487		199		87	
Turn Bay Length (ft)						
Base Capacity (vph)		1224	1926			
Starvation Cap Reductn		0	0			
Spillback Cap Reductn		0	0			
Storage Cap Reductn		0	0			
Reduced v/c Ratio		0.54	0.70			

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay (s/veh): 25.0

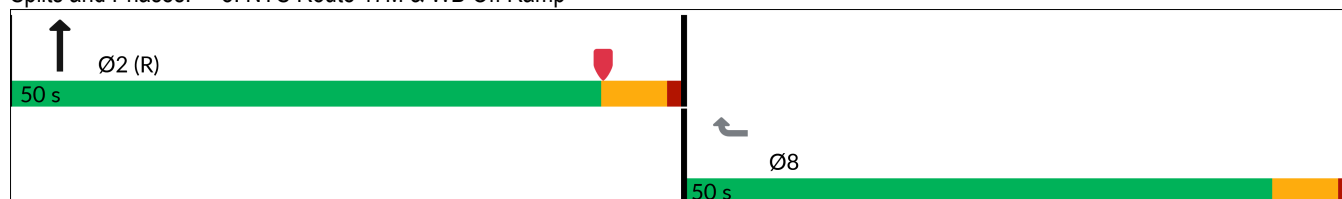
Intersection LOS: C

Intersection Capacity Utilization 62.5%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 8: NYS Route 17M & WB Off Ramp



2037 Build Traffic Volumes
1: NYS Route 284 & US Route 6

PM Peak Hour
03/25/2025

						
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	243	57	303	564	46	161
Future Volume (vph)	243	57	303	564	46	161
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.974				0.895	
Flt Protected				0.983	0.989	
Satd. Flow (prot)	1786	0	0	1819	1631	0
Flt Permitted				0.983	0.989	
Satd. Flow (perm)	1786	0	0	1819	1631	0
Link Speed (mph)	55			55	35	
Link Distance (ft)	733			606	476	
Travel Time (s)	9.1			7.5	9.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	2%	4%	2%	0%	4%
Adj. Flow (vph)	264	62	329	613	50	175
Shared Lane Traffic (%)						
Lane Group Flow (vph)	326	0	0	942	225	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2037 Build Traffic Volumes
1: NYS Route 284 & US Route 6

PM Peak Hour
03/25/2025

Intersection						
Int Delay, s/veh	14.3					
Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	243	57	303	564	46	161
Future Vol, veh/h	243	57	303	564	46	161
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	92	92	92	92	92	92
Heavy Vehicles, %	4	2	4	2	0	4
Mvmt Flow	264	62	329	613	50	175
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	326	0	1567	295
Stage 1	-	-	-	-	295	-
Stage 2	-	-	-	-	1272	-
Critical Hdwy	-	-	4.14	-	6.4	6.24
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.236	-	3.5	3.336
Pot Cap-1 Maneuver	-	-	1222	-	124	740
Stage 1	-	-	-	-	760	-
Stage 2	-	-	-	-	266	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1222	-	73	740
Mov Cap-2 Maneuver	-	-	-	-	73	-
Stage 1	-	-	-	-	760	-
Stage 2	-	-	-	-	157	-
Approach	EB	WB		NE		
HCM Ctrl Dly, s/v	0	3.15		81.98		
HCM LOS	F					
Minor Lane/Major Mvmt	NELn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	244	-	-	629	-	
HCM Lane V/C Ratio	0.921	-	-	0.269	-	
HCM Ctrl Dly (s/v)	82	-	-	9	0	
HCM Lane LOS	F	-	-	A	A	
HCM 95th %tile Q(veh)	8.1	-	-	1.1	-	

2037 Build Traffic Volumes
2: US Route 6 & Ridgebury Hill Rd

PM Peak Hour
03/25/2025



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	49	76	372	20	62	805
Future Volume (vph)	49	76	372	20	62	805
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		1%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.918		0.993			
Flt Protected	0.981					0.996
Satd. Flow (prot)	1672	0	1809	0	0	1835
Flt Permitted	0.981					0.996
Satd. Flow (perm)	1672	0	1809	0	0	1835
Link Speed (mph)	35		55			55
Link Distance (ft)	535		1495			1423
Travel Time (s)	10.4		18.5			17.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	6%	0%	4%	0%	5%	3%
Adj. Flow (vph)	53	83	404	22	67	875
Shared Lane Traffic (%)						
Lane Group Flow (vph)	136	0	426	0	0	942
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.01	1.01	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized

2037 Build Traffic Volumes
2: US Route 6 & Ridgebury Hill Rd

PM Peak Hour
03/25/2025

Intersection						
Int Delay, s/veh	3.5					
Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	49	76	372	20	62	805
Future Vol, veh/h	49	76	372	20	62	805
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	-	1	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	6	0	4	0	5	3
Mvmt Flow	53	83	404	22	67	875
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1425	415	0	0	426	0
Stage 1	415	-	-	-	-	-
Stage 2	1010	-	-	-	-	-
Critical Hdwy	6.46	6.2	-	-	4.15	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.3	-	-	2.245	-
Pot Cap-1 Maneuver	146	642	-	-	1117	-
Stage 1	658	-	-	-	-	-
Stage 2	346	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	129	642	-	-	1117	-
Mov Cap-2 Maneuver	129	-	-	-	-	-
Stage 1	658	-	-	-	-	-
Stage 2	305	-	-	-	-	-
Approach	WB	NE		SW		
HCM Ctrl Dly, s/v	35.05	0		0.6		
HCM LOS	E					
Minor Lane/Major Mvmt	NET	NER	WBLn1	SWL	SWT	
Capacity (veh/h)	-	-	251	129	-	
HCM Lane V/C Ratio	-	-	0.541	0.06	-	
HCM Ctrl Dly (s/v)	-	-	35.1	8.4	0	
HCM Lane LOS	-	-	E	A	A	
HCM 95th %tile Q(veh)	-	-	2.9	0.2	-	

2037 Build Traffic Volumes
3: US Route 6 & McBride Rd

PM Peak Hour
03/25/2025

						
Lane Group	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	31	27	27	399	798	61
Future Volume (vph)	31	27	27	399	798	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	12	12
Grade (%)	2%			1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.937				0.990	
Flt Protected	0.974			0.997		
Satd. Flow (prot)	1491	0	0	1817	1821	0
Flt Permitted	0.974			0.997		
Satd. Flow (perm)	1491	0	0	1817	1821	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	266			1423	2064	
Travel Time (s)	6.0			17.6	25.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	7%	8%	0%	4%	3%	0%
Adj. Flow (vph)	34	30	30	443	887	68
Shared Lane Traffic (%)						
Lane Group Flow (vph)	64	0	0	473	955	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	10			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.01	1.01	1.01	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2037 Build Traffic Volumes
3: US Route 6 & McBride Rd

PM Peak Hour
03/25/2025

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	31	27	27	399	798	61
Future Vol, veh/h	31	27	27	399	798	61
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	1	1	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	7	8	0	4	3	0
Mvmt Flow	34	30	30	443	887	68

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1424	921	954	0	-	0
Stage 1	921	-	-	-	-	-
Stage 2	503	-	-	-	-	-
Critical Hdwy	6.87	6.48	4.1	-	-	-
Critical Hdwy Stg 1	5.87	-	-	-	-	-
Critical Hdwy Stg 2	5.87	-	-	-	-	-
Follow-up Hdwy	3.563	3.372	2.2	-	-	-
Pot Cap-1 Maneuver	124	304	728	-	-	-
Stage 1	343	-	-	-	-	-
Stage 2	565	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	118	304	728	-	-	-
Mov Cap-2 Maneuver	118	-	-	-	-	-
Stage 1	324	-	-	-	-	-
Stage 2	565	-	-	-	-	-

Approach	EB	NE	SW
HCM Ctrl Dly, s/v	40.28	0.64	0
HCM LOS	E		

Minor Lane/Major Mvmt	NEL	NET EBLn1	SWT	SWR
Capacity (veh/h)	114	- 165	-	-
HCM Lane V/C Ratio	0.041	- 0.391	-	-
HCM Ctrl Dly (s/v)	10.2	0 40.3	-	-
HCM Lane LOS	B	A E	-	-
HCM 95th %tile Q(veh)	0.1	- 1.7	-	-

2037 Build Traffic Volumes
5: Creedon Hill Rd & US Route 6

PM Peak Hour
03/25/2025

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	479	0	11	814	0	11
Future Volume (vph)	479	0	11	814	0	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	11
Grade (%)	5%			-5%	8%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.865	
Flt Protected				0.999		
Satd. Flow (prot)	1764	0	0	1855	1121	0
Flt Permitted				0.999		
Satd. Flow (perm)	1764	0	0	1855	1121	0
Link Speed (mph)	55			55	30	
Link Distance (ft)	226			439	325	
Travel Time (s)	2.8			5.4	7.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	5%	0%	73%	4%	0%	36%
Adj. Flow (vph)	494	0	11	839	0	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	494	0	0	850	11	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	0.97	0.97	1.10	1.10
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

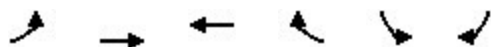
2037 Build Traffic Volumes
5: Creedon Hill Rd & US Route 6

PM Peak Hour
03/25/2025

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	479	0	11	814	0	11
Future Vol, veh/h	479	0	11	814	0	11
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, %	5	-	-	-5	8	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	5	0	73	4	0	36
Mvmt Flow	494	0	11	839	0	11
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	494	0	1356	494
Stage 1	-	-	-	-	494	-
Stage 2	-	-	-	-	862	-
Critical Hdwy	-	-	4.83	-	8	7.36
Critical Hdwy Stg 1	-	-	-	-	7	-
Critical Hdwy Stg 2	-	-	-	-	7	-
Follow-up Hdwy	-	-	2.857	-	3.5	3.624
Pot Cap-1 Maneuver	-	-	785	-	91	459
Stage 1	-	-	-	-	496	-
Stage 2	-	-	-	-	284	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	785	-	89	459
Mov Cap-2 Maneuver	-	-	-	-	89	-
Stage 1	-	-	-	-	496	-
Stage 2	-	-	-	-	277	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		0.13		13.04	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	459	-	-	24	-	
HCM Lane V/C Ratio	0.025	-	-	0.014	-	
HCM Ctrl Dly (s/v)	13	-	-	9.7	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

2037 Build Traffic Volumes
9: US Route 6 & Site Access

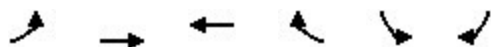
PM Peak Hour
03/25/2025



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	72	418	679	130	251	146
Future Volume (vph)	72	418	679	130	251	146
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		5%	0%		0%	
Storage Length (ft)	150			150	150	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1692	1748	1827	1357	1570	1568
Flt Permitted	0.221				0.950	
Satd. Flow (perm)	394	1748	1827	1357	1570	1568
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				141		79
Link Speed (mph)		45	45		30	
Link Distance (ft)		439	1697		451	
Travel Time (s)		6.7	25.7		10.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	6%	4%	19%	15%	3%
Adj. Flow (vph)	78	454	738	141	273	159
Shared Lane Traffic (%)						
Lane Group Flow (vph)	78	454	738	141	273	159
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2	2	2	2
Detector Template						
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	NA	NA	Perm	Prot	Perm

2037 Build Traffic Volumes
9: US Route 6 & Site Access

PM Peak Hour
03/25/2025



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Protected Phases		4	8		6	
Permitted Phases	4			8		6
Detector Phase	4	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Maximum Green (s)	18.0	18.0	18.0	18.0	18.0	18.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	Min	Min
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0
Flash Don't Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
v/c Ratio	0.47	0.61	0.95	0.21	0.59	0.31
Control Delay (s/veh)	24.6	15.7	41.1	3.5	18.4	8.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.6	15.7	41.1	3.5	18.4	8.0
Queue Length 50th (ft)	12	78	159	0	55	14
Queue Length 95th (ft)	#67	#199	#410	26	108	44
Internal Link Dist (ft)		359	1617		371	
Turn Bay Length (ft)	150			150	150	
Base Capacity (vph)	167	741	774	656	665	710
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.61	0.95	0.21	0.41	0.22

Intersection Summary

Area Type: Other

Cycle Length: 48

Actuated Cycle Length: 42.8

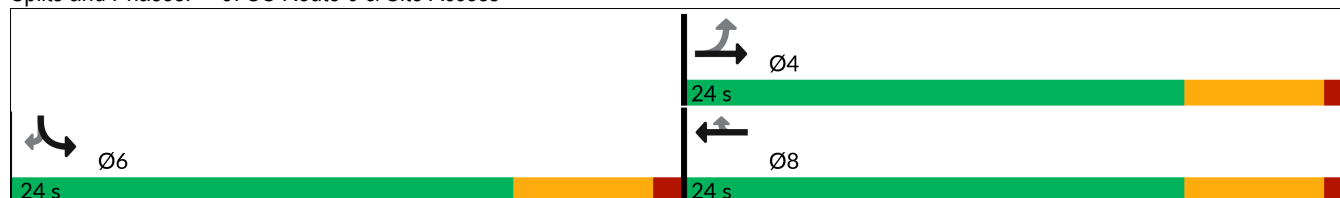
Natural Cycle: 60

Control Type: Actuated-Uncoordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

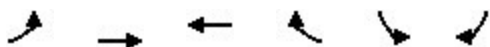
Splits and Phases: 9: US Route 6 & Site Access



21002112F - P.W.G.

2037 Build Traffic Volumes
9: US Route 6 & Site Access

PM Peak Hour
03/25/2025



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	72	418	679	130	251	146
Future Volume (veh/h)	72	418	679	130	251	146
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
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	1693	1664	1841	1618	1678	1856
Adj Flow Rate, veh/h	78	454	738	141	273	159
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	6	4	19	15	3
Cap, veh/h	235	751	831	619	396	390
Arrive On Green	0.45	0.45	0.45	0.45	0.25	0.25
Sat Flow, veh/h	652	1664	1841	1372	1598	1572
Grp Volume(v), veh/h	78	454	738	141	273	159
Grp Sat Flow(s),veh/h/ln	652	1664	1841	1372	1598	1572
Q Serve(g_s), s	3.3	8.2	14.7	2.5	6.2	3.4
Cycle Q Clear(g_c), s	18.0	8.2	14.7	2.5	6.2	3.4
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	235	751	831	619	396	390
V/C Ratio(X)	0.33	0.60	0.89	0.23	0.69	0.41
Avail Cap(c_a), veh/h	235	751	831	619	721	710
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	18.8	8.3	10.0	6.7	13.6	12.5
Incr Delay (d2), s/veh	0.8	1.4	11.6	0.2	2.1	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	1.9	5.8	0.4	2.0	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	19.6	9.6	21.6	6.9	15.7	13.2
LnGrp LOS	B	A	C	A	B	B
Approach Vol, veh/h		532	879		432	
Approach Delay, s/veh		11.1	19.2		14.8	
Approach LOS		B	B		B	
Timer - Assigned Phs				4	6	8
Phs Duration (G+Y+Rc), s				24.0	15.9	24.0
Change Period (Y+Rc), s				6.0	6.0	6.0
Max Green Setting (Gmax), s				18.0	18.0	18.0
Max Q Clear Time (g_c+I1), s				20.0	8.2	16.7
Green Ext Time (p_c), s				0.0	1.7	0.7
Intersection Summary						
HCM 7th Control Delay, s/veh			15.9			
HCM 7th LOS			B			

2037 Build Traffic Volumes
10: Seward Road & US Route 6

PM Peak Hour
03/25/2025

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	668	0	23	807	2	11
Future Volume (vph)	668	0	23	807	2	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	13	12	12
Grade (%)	-5%			2%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.884	
Flt Protected				0.999	0.993	
Satd. Flow (prot)	1770	0	0	1835	1668	0
Flt Permitted				0.999	0.993	
Satd. Flow (perm)	1770	0	0	1835	1668	0
Link Speed (mph)	55			55	35	
Link Distance (ft)	1697			872	363	
Travel Time (s)	21.0			10.8	7.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	0%	0%	6%	0%	0%
Adj. Flow (vph)	726	0	25	877	2	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	726	0	0	902	14	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	0.97	0.97	0.97	1.00	1.00
Turning Speed (mph)		60	60		60	60
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2037 Build Traffic Volumes
10: Seward Road & US Route 6

PM Peak Hour
03/25/2025

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	668	0	23	807	2	11
Future Vol, veh/h	668	0	23	807	2	11
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, %	-5	-	-	2	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	10	0	0	6	0	0
Mvmt Flow	726	0	25	877	2	12

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	726	0	1653
Stage 1	-	-	-	-	726
Stage 2	-	-	-	-	927
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	886	-	109
Stage 1	-	-	-	-	483
Stage 2	-	-	-	-	388
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	886	-	103
Mov Cap-2 Maneuver	-	-	-	-	103
Stage 1	-	-	-	-	483
Stage 2	-	-	-	-	367

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.25	18.12
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	289	-	-	50	-
HCM Lane V/C Ratio	0.049	-	-	0.028	-
HCM Ctrl Dly (s/v)	18.1	-	-	9.2	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

2037 Build Traffic Volumes w/ Improvements
6: US Route 6 & CR 56

PM Peak Hour
03/25/2025

						
Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	226	62	591	89	14	603
Future Volume (vph)	226	62	591	89	14	603
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	13
Grade (%)	-2%		-2%			1%
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.971		0.982			
Flt Protected	0.962				0.950	
Satd. Flow (prot)	1708	0	1733	0	1796	1843
Flt Permitted	0.962				0.239	
Satd. Flow (perm)	1708	0	1733	0	452	1843
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	20		23			
Link Speed (mph)	55		55			55
Link Distance (ft)	2121		872			1130
Travel Time (s)	26.3		10.8			14.0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	3%	9%	7%	0%	6%
Adj. Flow (vph)	238	65	622	94	15	635
Shared Lane Traffic (%)						
Lane Group Flow (vph)	303	0	716	0	15	635
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	0.99	0.99	1.01	0.96
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template						
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0

2037 Build Traffic Volumes w/ Improvements
6: US Route 6 & CR 56

PM Peak Hour
03/25/2025



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	11.0		11.0		11.0	11.0
Total Split (s)	18.0		42.0		42.0	42.0
Total Split (%)	30.0%		70.0%		70.0%	70.0%
Maximum Green (s)	12.0		36.0		36.0	36.0
Yellow Time (s)	5.0		5.0		5.0	5.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.0		6.0		6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		None		None	None
v/c Ratio	0.71		0.81		0.07	0.68
Control Delay (s/veh)	30.8		17.6		6.1	13.0
Queue Delay	0.0		0.0		0.0	0.0
Total Delay (s/veh)	30.8		17.6		6.1	13.0
Queue Length 50th (ft)	72		147		2	122
Queue Length 95th (ft)	#226		255		8	202
Internal Link Dist (ft)	2041		792			1050
Turn Bay Length (ft)					200	
Base Capacity (vph)	452		1327		344	1405
Starvation Cap Reductn	0		0		0	0
Spillback Cap Reductn	0		0		0	0
Storage Cap Reductn	0		0		0	0
Reduced v/c Ratio	0.67		0.54		0.04	0.45

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 48.5

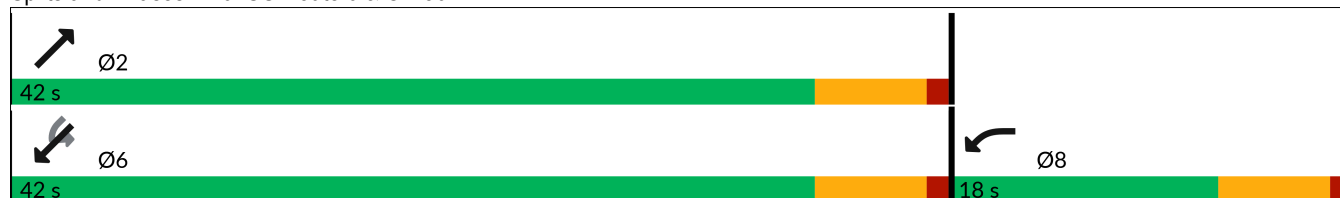
Natural Cycle: 60

Control Type: Actuated-Uncoordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 6: US Route 6 & CR 56



2037 Build Traffic Volumes w/ Improvements
6: US Route 6 & CR 56

PM Peak Hour
03/25/2025

						
Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	226	62	591	89	14	603
Future Volume (veh/h)	226	62	591	89	14	603
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.04
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	1964	1934	1844	1874	1894	1877
Adj Flow Rate, veh/h	238	65	622	0	15	635
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	3	9	7	0	6
Cap, veh/h	303	83	837		343	853
Arrive On Green	0.21	0.21	0.45	0.00	0.45	0.45
Sat Flow, veh/h	1427	390	1844	0	812	1877
Grp Volume(v), veh/h	304	0	622	0	15	635
Grp Sat Flow(s),veh/h/ln	1822	0	1844	0	812	1877
Q Serve(g_s), s	5.7	0.0	10.0	0.0	0.6	10.0
Cycle Q Clear(g_c), s	5.7	0.0	10.0	0.0	10.6	10.0
Prop In Lane	0.78	0.21		0.00	1.00	
Lane Grp Cap(c), veh/h	387	0	837		343	853
V/C Ratio(X)	0.78	0.00	0.74		0.04	0.74
Avail Cap(c_a), veh/h	607	0	1844		787	1877
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	13.4	0.0	8.1	0.0	12.4	8.1
Incr Delay (d2), s/veh	3.5	0.0	1.3	0.0	0.1	1.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	1.7	0.0	0.1	1.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	16.9	0.0	9.4	0.0	12.5	9.4
LnGrp LOS	B		A		B	A
Approach Vol, veh/h	304		622			650
Approach Delay, s/veh	16.9		9.4			9.5
Approach LOS	B		A			A
Timer - Assigned Phs	2		6		8	
Phs Duration (G+Y+Rc), s	22.3		22.3		13.7	
Change Period (Y+Rc), s	6.0		6.0		6.0	
Max Green Setting (Gmax), s	36.0		36.0		12.0	
Max Q Clear Time (g_c+I1), s	12.0		12.6		7.7	
Green Ext Time (p_c), s	3.6		3.8		0.4	
Intersection Summary						
HCM 7th Control Delay, s/veh			10.9			
HCM 7th LOS			B			
Notes						
User approved volume balancing among the lanes for turning movement.						
Unsignalized Delay for [NER] is excluded from calculations of the approach delay and intersection delay.						

2037 Build Traffic Volumes w/ Improvements
7: NYS Route 17M & US Route 6/Sunrise Park Rd

PM Peak Hour
03/25/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	411	7	486	37	10	37	446	1183	16	16	1147	410
Future Volume (vph)	411	7	486	37	10	37	446	1183	16	16	1147	410
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			4%			-1%			0%	
Storage Length (ft)	310		250	0		0	475		0	100		0
Storage Lanes	1		1	0		0	1		0	1		1
Taper Length (ft)	50			25			50			50		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.97	0.95	0.95	1.00	0.95	1.00
Frt			0.850		0.940			0.998				0.850
Flt Protected	0.950	0.954			0.978		0.950			0.950		
Satd. Flow (prot)	1665	1666	1455	0	1689	0	3229	3508	0	1805	3505	1568
Flt Permitted	0.950	0.954			0.978		0.950			0.950		
Satd. Flow (perm)	1665	1666	1455	0	1689	0	3229	3508	0	1805	3505	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			501		31			2				285
Link Speed (mph)		55			45			45			45	
Link Distance (ft)		395			504			775			940	
Travel Time (s)		4.9			7.6			11.7			14.2	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	14%	11%	0%	0%	3%	9%	3%	20%	0%	3%	3%
Adj. Flow (vph)	424	7	501	38	10	38	460	1220	16	16	1182	423
Shared Lane Traffic (%)	49%											
Lane Group Flow (vph)	216	215	501	0	86	0	460	1236	0	16	1182	423
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			30			45			25	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.03	1.03	1.03	0.99	0.99	0.99	1.00	1.00	1.00
Turning Speed (mph)	15		25	15		9	15		9	15		15
Number of Detectors	2	2	2	2	2		2	2		1	2	2
Detector Template				Left								
Leading Detector (ft)	83	83	83	83	83		83	83		15	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5		-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5		-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40		40	40		20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43		43	43			43	43
Detector 2 Size(ft)	40	40	40	40	40		40	40			40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	0.0
Turn Type	Split	NA	Free	Split	NA		Prot	NA		Prot	NA	pt+ov

2037 Build Traffic Volumes w/ Improvements
7: NYS Route 17M & US Route 6/Sunrise Park Rd

PM Peak Hour
03/25/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	6 4
Permitted Phases			Free									
Detector Phase	4	4		8	8		5	2		1	6	6 4
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	11.0	11.0		11.0	11.0		9.0	16.0		9.0	16.0	
Total Split (s)	23.0	23.0		13.0	13.0		23.0	53.0		11.0	41.0	
Total Split (%)	23.0%	23.0%		13.0%	13.0%		23.0%	53.0%		11.0%	41.0%	
Maximum Green (s)	17.0	17.0		7.0	7.0		17.0	47.0		5.0	35.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lag	Lag		Lead	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		3.0	2.0	
Recall Mode	None	None		None	None		None	C-Min		None	Min	
v/c Ratio	0.84	0.83	0.34		0.63		0.87	0.61		0.17	0.85	0.42
Control Delay (s/veh)	68.1	67.6	0.6		51.0		55.1	14.6		49.8	36.2	3.7
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	68.1	67.6	0.6		51.0		55.1	14.6		49.8	36.2	3.7
Queue Length 50th (ft)	140	138	0		34		153	206		10	384	24
Queue Length 95th (ft)	#257	#255	0		#96		#230	355		32	#530	54
Internal Link Dist (ft)		315			424			695			860	
Turn Bay Length (ft)	310		250				475			100		
Base Capacity (vph)	283	283	1455		147		548	2031		95	1398	1015
Starvation Cap Reductn	0	0	0		0		0	0		0	0	0
Spillback Cap Reductn	0	0	0		0		0	0		0	0	0
Storage Cap Reductn	0	0	0		0		0	0		0	0	0
Reduced v/c Ratio	0.76	0.76	0.34		0.59		0.84	0.61		0.17	0.85	0.42

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow

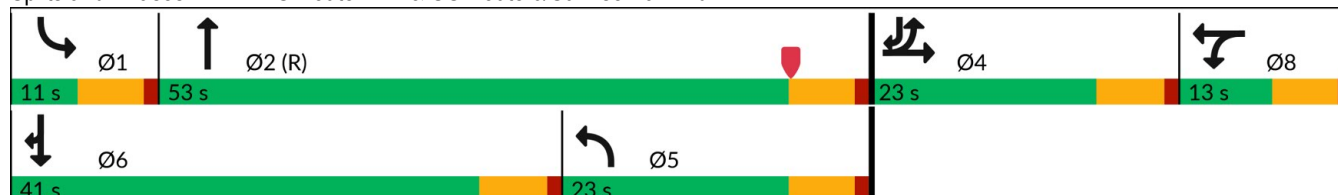
Natural Cycle: 90

Control Type: Actuated-Coordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 7: NYS Route 17M & US Route 6/Sunrise Park Rd



2037 Build Traffic Volumes w/ Improvements
7: NYS Route 17M & US Route 6/Sunrise Park Rd

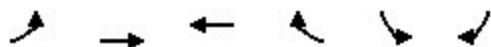
PM Peak Hour
03/25/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	411	7	486	37	10	37	446	1183	16	16	1147	410
Future Volume (veh/h)	411	7	486	37	10	37	446	1183	16	16	1147	410
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1856	1693	1737	1806	1806	1761	1804	1894	1639	1900	1856	1856
Adj Flow Rate, veh/h	429	0	0	38	10	38	460	1220	16	16	1182	423
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	14	11	0	0	3	9	3	20	0	3	3
Cap, veh/h	506	0		47	12	47	674	1968	26	19	1232	775
Arrive On Green	0.14	0.00	0.00	0.07	0.07	0.07	0.20	0.54	0.54	0.01	0.35	0.35
Sat Flow, veh/h	3534	0	1472	724	191	724	3334	3638	48	1810	3526	1572
Grp Volume(v), veh/h	429	0	0	86	0	0	460	603	633	16	1182	423
Grp Sat Flow(s),veh/h/ln	1767	0	1472	1639	0	0	1667	1800	1886	1810	1763	1572
Q Serve(g_s), s	11.8	0.0	0.0	5.2	0.0	0.0	12.8	23.2	23.2	0.9	32.8	18.7
Cycle Q Clear(g_c), s	11.8	0.0	0.0	5.2	0.0	0.0	12.8	23.2	23.2	0.9	32.8	18.7
Prop In Lane	1.00		1.00	0.44		0.44	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	506	0		107	0	0	674	973	1020	19	1232	775
V/C Ratio(X)	0.85	0.00		0.80	0.00	0.00	0.68	0.62	0.62	0.82	0.96	0.55
Avail Cap(c_a), veh/h	601	0		115	0	0	674	973	1020	90	1234	775
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.46	0.46	0.46
Uniform Delay (d), s/veh	41.8	0.0	0.0	46.1	0.0	0.0	36.9	15.9	15.9	49.4	31.8	17.6
Incr Delay (d2), s/veh	8.4	0.0	0.0	28.3	0.0	0.0	2.3	3.0	2.8	30.6	9.6	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	0.0	0.0	2.9	0.0	0.0	5.2	9.2	9.6	0.6	14.5	8.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	50.2	0.0	0.0	74.5	0.0	0.0	39.3	18.8	18.7	80.0	41.4	17.8
LnGrp LOS	D			E			D	B	B	E	D	B
Approach Vol, veh/h	429			86			1696			1621		
Approach Delay, s/veh	50.2			74.5			24.3			35.7		
Approach LOS	D			E			C			D		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.1	60.1		20.3	26.2	40.9		12.5				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	47.0		17.0	17.0	35.0		7.0				
Max Q Clear Time (g_c+I1), s	2.9	25.2		13.8	14.8	34.8		7.2				
Green Ext Time (p_c), s	0.0	4.1		0.5	0.4	0.1		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	33.1											
HCM 7th LOS	C											
Notes												
User approved pedestrian interval to be less than phase max green.												
User approved volume balancing among the lanes for turning movement.												

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

2037 Build Traffic Volumes w/ Improvements
9: US Route 6 & Slate Hill Commerce Center

PM Peak Hour
03/25/2025



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	72	418	679	130	251	146
Future Volume (vph)	72	418	679	130	251	146
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		5%	0%		0%	
Storage Length (ft)	150			150	150	0
Storage Lanes	1			1	2	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.97	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1692	1748	1827	1357	3045	1568
Flt Permitted	0.129				0.950	
Satd. Flow (perm)	230	1748	1827	1357	3045	1568
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				141		125
Link Speed (mph)		55	55		30	
Link Distance (ft)		439	1697		451	
Travel Time (s)		5.4	21.0		10.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	6%	4%	19%	15%	3%
Adj. Flow (vph)	78	454	738	141	273	159
Shared Lane Traffic (%)						
Lane Group Flow (vph)	78	454	738	141	273	159
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		24	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	1.00	1.00	1.00	1.00
Turning Speed (mph)	60			60	60	60
Number of Detectors	2	2	2	2	2	2
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA	NA	pm+ov	Prot	pm+ov

2037 Build Traffic Volumes w/ Improvements
9: US Route 6 & Slate Hill Commerce Center

PM Peak Hour
03/25/2025



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Protected Phases	7	4	8	6	6	7
Permitted Phases	4			8		6
Detector Phase	7	4	8	6	6	7
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	11.0	44.0	33.0	16.0	16.0	11.0
Total Split (%)	18.3%	73.3%	55.0%	26.7%	26.7%	18.3%
Maximum Green (s)	5.0	38.0	27.0	10.0	10.0	5.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	Min	Min	None
v/c Ratio	0.28	0.43	0.89	0.13	0.53	0.24
Control Delay (s/veh)	6.8	7.1	31.0	0.9	26.6	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	6.8	7.1	31.0	0.9	26.6	5.8
Queue Length 50th (ft)	9	68	232	0	47	8
Queue Length 95th (ft)	21	116	#440	10	79	42
Internal Link Dist (ft)		359	1617		371	
Turn Bay Length (ft)	150			150	150	
Base Capacity (vph)	277	1237	940	1063	580	674
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.37	0.79	0.13	0.47	0.24

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 54.9

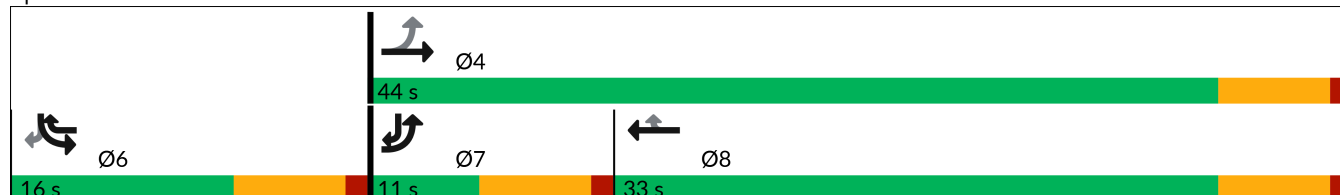
Natural Cycle: 60

Control Type: Actuated-Uncoordinated

95th percentile volume exceeds capacity, queue may be longer.

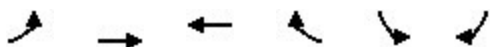
Queue shown is maximum after two cycles.

Splits and Phases: 9: US Route 6 & Slate Hill Commerce Center



2037 Build Traffic Volumes w/ Improvements
9: US Route 6 & Slate Hill Commerce Center

PM Peak Hour
03/25/2025



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	72	418	679	130	251	146
Future Volume (veh/h)	72	418	679	130	251	146
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
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	1693	1664	1841	1618	1678	1856
Adj Flow Rate, veh/h	78	454	738	141	273	159
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	6	4	19	15	3
Cap, veh/h	295	1047	829	813	442	326
Arrive On Green	0.06	0.63	0.45	0.45	0.14	0.14
Sat Flow, veh/h	1613	1664	1841	1372	3100	1572
Grp Volume(v), veh/h	78	454	738	141	273	159
Grp Sat Flow(s),veh/h/ln	1613	1664	1841	1372	1550	1572
Q Serve(g_s), s	1.2	7.3	19.3	2.5	4.4	4.7
Cycle Q Clear(g_c), s	1.2	7.3	19.3	2.5	4.4	4.7
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	295	1047	829	813	442	326
V/C Ratio(X)	0.26	0.43	0.89	0.17	0.62	0.49
Avail Cap(c_a), veh/h	344	1203	946	900	590	401
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	10.4	5.0	13.3	4.9	21.2	18.4
Incr Delay (d2), s/veh	0.5	0.3	9.7	0.1	1.4	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.0	7.2	0.6	1.5	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	10.9	5.3	22.9	5.0	22.6	19.5
LnGrp LOS	B	A	C	A	C	B
Approach Vol, veh/h		532	879		432	
Approach Delay, s/veh		6.1	20.1		21.5	
Approach LOS		A	C		C	
Timer - Assigned Phs			4		6	7
Phs Duration (G+Y+Rc), s			39.1		13.5	9.4
Change Period (Y+Rc), s			6.0		6.0	6.0
Max Green Setting (Gmax), s			38.0		10.0	5.0
Max Q Clear Time (g_c+I1), s			9.3		6.7	3.2
Green Ext Time (p_c), s			2.2		0.8	0.0
Intersection Summary						
HCM 7th Control Delay, s/veh			16.4			
HCM 7th LOS			B			

2037 Build Traffic Volumes w/ Improvements
8: NYS Route 17M & WB Off Ramp

PM Peak Hour
03/25/2025

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↰↰	↱↱			
Traffic Volume (vph)	0	592	1054	0	0	0
Future Volume (vph)	0	592	1054	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	12	12
Lane Util. Factor	1.00	0.88	0.95	1.00	1.00	1.00
Frt		0.850				
Flt Protected						
Satd. Flow (prot)	0	2834	3374	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	2834	3374	0	0	0
Right Turn on Red		No		Yes		
Satd. Flow (RTOR)						
Link Speed (mph)	30		45			45
Link Distance (ft)	567		279			167
Travel Time (s)	12.9		4.2			2.5
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	7%	7%	0%	0%	0%
Adj. Flow (vph)	0	610	1087	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	610	1087	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	0.92	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors		2	2			
Detector Template						
Leading Detector (ft)		83	83			
Trailing Detector (ft)		-5	-5			
Detector 1 Position(ft)		-5	-5			
Detector 1 Size(ft)		40	40			
Detector 1 Type		Cl+Ex	Cl+Ex			
Detector 1 Channel						
Detector 1 Extend (s)		0.0	0.0			
Detector 1 Queue (s)		0.0	0.0			
Detector 1 Delay (s)		0.0	0.0			
Detector 2 Position(ft)		43	43			
Detector 2 Size(ft)		40	40			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type		Perm	NA			
Protected Phases			2			
Permitted Phases		8				
Detector Phase		8	2			

2037 Build Traffic Volumes w/ Improvements
8: NYS Route 17M & WB Off Ramp

PM Peak Hour
03/25/2025



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Switch Phase						
Minimum Initial (s)		5.0	5.0			
Minimum Split (s)		24.0	24.0			
Total Split (s)		42.0	58.0			
Total Split (%)		42.0%	58.0%			
Maximum Green (s)		36.0	52.0			
Yellow Time (s)		5.0	5.0			
All-Red Time (s)		1.0	1.0			
Lost Time Adjust (s)		0.0	0.0			
Total Lost Time (s)		6.0	6.0			
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)		3.0	3.0			
Recall Mode		None	C-Max			
Act Effect Green (s)		27.8	60.2			
Actuated g/C Ratio		0.28	0.60			
v/c Ratio		0.77	0.54			
Control Delay (s/veh)		39.9	13.8			
Queue Delay		0.0	0.0			
Total Delay (s/veh)		39.9	13.8			
LOS		D	B			
Approach Delay (s/veh)	39.9		13.8			
Approach LOS	D		B			
Queue Length 50th (ft)		202	198			
Queue Length 95th (ft)		247	302			
Internal Link Dist (ft)	487		199		87	
Turn Bay Length (ft)						
Base Capacity (vph)		1020	2029			
Starvation Cap Reductn		0	0			
Spillback Cap Reductn		0	0			
Storage Cap Reductn		0	0			
Reduced v/c Ratio		0.60	0.54			

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay (s/veh): 23.2

Intersection LOS: C

Intersection Capacity Utilization 59.8%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 8: NYS Route 17M & WB Off Ramp



HCS7 Freeway Weaving Report

Project Information

Analyst	PWG	Date	3/25/2025
Agency		Analysis Year	2037
Jurisdiction	Rt 17 WB Weave	Time Period Analyzed	No-Build AM Peak Hour
Project Description	Job No. 21002112F	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (Ls), ft	805	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Rolling	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	0.33	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	871	349	0	83
Peak Hour Factor (PHF)	0.87	0.87	0.87	0.87
Total Trucks, %	8.00	11.00	0.00	18.00
Heavy Vehicle Adjustment Factor (fhv)	0.862	0.820	1.000	0.735
Flow Rate (vi), pc/h	1161	489	0	130
Weaving Flow Rate (vw), pc/h	619	Freeway Max Capacity (ciFL), pc/h/ln		2250
Non-Weaving Flow Rate (vNW), pc/h	1161	Density-Based Capacity (ciWL), pc/h/ln		1845
Total Flow Rate (v), pc/h	1780	Demand Flow-Based Capacity (ciW), pc/h		6897
Volume Ratio (VR)	0.348	Weaving Segment Capacity (cw), veh/h		4656
Minimum Lane Change Rate (LCMIN), lc/h	619	Adjusted Weaving Area Capacity, pc/h		5535
Maximum Weaving Length (LMAX), ft	6104	Volume-to-Capacity Ratio (v/c)		0.32

Speed and Density

Non-Weaving Vehicle Index (INW)	31	Average Weaving Speed (Sw), mi/h	47.6
Non-Weaving Lane Change Rate (LCNW), lc/h	98	Average Non-Weaving Speed (SNW), mi/h	47.7
Weaving Lane Change Rate (LCW), lc/h	718	Average Speed (S), mi/h	47.7
Weaving Lane Change Rate (LCAII), lc/h	816	Density (D), pc/mi/ln	12.4
Weaving Intensity Factor (W)	0.228	Level of Service (LOS)	B

HCS7 Freeway Diverge Report

Project Information

Analyst	PWG	Date	3/25/2025
Agency		Analysis Year	2037
Jurisdiction	I-84 EB On-Ramp from Rt 17M WB	Time Period Analyzed	No-Build AM Peak Hour
Project Description	Job No. 21002112F	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	55.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	1500	175
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	954	92
Peak Hour Factor (PHF)	0.87	0.87
Total Trucks, %	8.00	17.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.862	0.746
Flow Rate (vi),pc/h	1272	142
Capacity (c), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.28	0.07

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.441
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (VOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	49.3
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	60.3
Flow in Lanes 1 and 2 (v12), pc/h	1272	Ramp Junction Speed (S), mi/h	49.3
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	12.9
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	13.6

HCS7 Freeway Diverge Report

Project Information

Analyst	PWG	Date	3/25/2025
Agency		Analysis Year	2037
Jurisdiction	I-84 WB On Ramp from 17M EB	Time Period Analyzed	No-Build AM Peak Hour
Project Description	Job No. 21002112F	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	55.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	1500	490
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	1362	97
Peak Hour Factor (PHF)	0.87	0.87
Total Trucks, %	5.00	26.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.909	0.658
Flow Rate (vi),pc/h	1722	169
Capacity (c), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.38	0.08

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (Ds)	0.443
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	49.2
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (So), mi/h	60.3
Flow in Lanes 1 and 2 (v12), pc/h	1722	Ramp Junction Speed (S), mi/h	49.2
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	17.5
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	14.7

HCS7 Freeway Weaving Report

Project Information

Analyst	PWG	Date	3/25/2025
Agency		Analysis Year	2037
Jurisdiction	Rt 17 EB Weave	Time Period Analyzed	No-Build AM Peak Hour
Project Description	Job No. 21002112F	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (Ls), ft	760	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Rolling	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	0.33	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	698	120	0	664
Peak Hour Factor (PHF)	0.87	0.87	0.87	0.87
Total Trucks, %	6.00	7.00	0.00	6.00
Heavy Vehicle Adjustment Factor (fHV)	0.893	0.877	1.000	0.893
Flow Rate (vi), pc/h	898	157	0	855
Weaving Flow Rate (vw), pc/h	1012	Freeway Max Capacity (ciFL), pc/h/ln		2250
Non-Weaving Flow Rate (vNW), pc/h	898	Density-Based Capacity (ciWL), pc/h/ln		1682
Total Flow Rate (v), pc/h	1910	Demand Flow-Based Capacity (ciW), pc/h		4528
Volume Ratio (VR)	0.530	Weaving Segment Capacity (cw), veh/h		4038
Minimum Lane Change Rate (LCMIN), lc/h	1012	Adjusted Weaving Area Capacity, pc/h		4529
Maximum Weaving Length (LMAX), ft	8179	Volume-to-Capacity Ratio (v/c)		0.42

Speed and Density

Non-Weaving Vehicle Index (INW)	23	Average Weaving Speed (Sw), mi/h	45.6
Non-Weaving Lane Change Rate (LCNW), lc/h	19	Average Non-Weaving Speed (SNW), mi/h	44.7
Weaving Lane Change Rate (LCW), lc/h	1107	Average Speed (S), mi/h	45.2
Weaving Lane Change Rate (LCAII), lc/h	1126	Density (D), pc/mi/ln	14.1
Weaving Intensity Factor (W)	0.308	Level of Service (LOS)	B

HCS7 Freeway Merge Report

Project Information

Analyst	PWG	Date	3/25/2025
Agency		Analysis Year	2037
Jurisdiction	I-84 EB Off-Ramp to 17M EB	Time Period Analyzed	No-Build AM Peak Hour
Project Description	Job No. 21002112F	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	55.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1500	325
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	818	273
Peak Hour Factor (PHF)	0.87	0.87
Total Trucks, %	6.00	12.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.893	0.806
Flow Rate (vi),pc/h	1053	389
Capacity (c), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.32	0.19

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.315
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	50.9
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	55.0
Flow in Lanes 1 and 2 (v12), pc/h	1053	Ramp Junction Speed (S), mi/h	50.9
Flow Entering Ramp-Infl. Area (vR12), pc/h	1442	Average Density (D), pc/mi/ln	14.2
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	14.6

HCS7 Freeway Weaving Report

Project Information

Analyst	PWG	Date	3/25/2025
Agency		Analysis Year	2037
Jurisdiction	Rt 17 WB Weave	Time Period Analyzed	No-Build PM Peak Hour
Project Description	Job No. 21002112F	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (Ls), ft	805	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Rolling	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	0.33	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	888	157	0	260
Peak Hour Factor (PHF)	0.97	0.97	0.97	0.97
Total Trucks, %	7.00	16.00	0.00	5.00
Heavy Vehicle Adjustment Factor (fHV)	0.877	0.758	1.000	0.909
Flow Rate (vi), pc/h	1044	214	0	295
Weaving Flow Rate (vw), pc/h	509	Freeway Max Capacity (ciFL), pc/h/ln		2250
Non-Weaving Flow Rate (vNW), pc/h	1044	Density-Based Capacity (ciWL), pc/h/ln		1861
Total Flow Rate (v), pc/h	1553	Demand Flow-Based Capacity (ciW), pc/h		7317
Volume Ratio (VR)	0.328	Weaving Segment Capacity (cw), veh/h		4839
Minimum Lane Change Rate (LCMIN), lc/h	509	Adjusted Weaving Area Capacity, pc/h		5583
Maximum Weaving Length (LMAX), ft	5886	Volume-to-Capacity Ratio (v/c)		0.28

Speed and Density

Non-Weaving Vehicle Index (INW)	28	Average Weaving Speed (Sw), mi/h	48.4
Non-Weaving Lane Change Rate (LCNW), lc/h	74	Average Non-Weaving Speed (SNW), mi/h	48.9
Weaving Lane Change Rate (LCW), lc/h	608	Average Speed (S), mi/h	48.7
Weaving Lane Change Rate (LCAII), lc/h	682	Density (D), pc/mi/ln	10.6
Weaving Intensity Factor (W)	0.198	Level of Service (LOS)	B

HCS7 Freeway Diverge Report

Project Information

Analyst	PWG	Date	3/25/2025
Agency		Analysis Year	2037
Jurisdiction	I-84 EB On-Ramp from Rt 17M WB	Time Period Analyzed	No-Build PM Peak Hour
Project Description	Job No. 21002112F	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	55.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	1500	175
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	1149	140
Peak Hour Factor (PHF)	0.97	0.97
Total Trucks, %	5.00	7.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.909	0.877
Flow Rate (vi),pc/h	1303	165
Capacity (c), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.29	0.08

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.443
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	49.2
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	60.3
Flow in Lanes 1 and 2 (v12), pc/h	1303	Ramp Junction Speed (S), mi/h	49.2
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	13.2
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	13.9

HCS7 Freeway Diverge Report

Project Information

Analyst	PWG	Date	3/25/2025
Agency		Analysis Year	2037
Jurisdiction	I-84 WB On Ramp from 17M EB	Time Period Analyzed	No-Build PM Peak Hour
Project Description	Job No. 21002112F	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	55.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	1500	490
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	1426	310
Peak Hour Factor (PHF)	0.97	0.97
Total Trucks, %	7.00	15.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.877	0.769
Flow Rate (vi),pc/h	1676	416
Capacity (c), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.37	0.21

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (Ds)	0.465
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	49.0
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (So), mi/h	60.3
Flow in Lanes 1 and 2 (v12), pc/h	1676	Ramp Junction Speed (S), mi/h	49.0
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	17.1
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	14.3

HCS7 Freeway Weaving Report

Project Information

Analyst	PWG	Date	3/25/2025
Agency		Analysis Year	2037
Jurisdiction	Rt 17 EB Weave	Time Period Analyzed	No-Build PM Peak Hour
Project Description	Job No. 21002112F	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (Ls), ft	760	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Rolling	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	0.33	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	738	146	0	689
Peak Hour Factor (PHF)	0.97	0.97	0.97	0.97
Total Trucks, %	6.00	10.00	0.00	9.00
Heavy Vehicle Adjustment Factor (fhv)	0.893	0.833	1.000	0.847
Flow Rate (vi), pc/h	852	181	0	839
Weaving Flow Rate (vw), pc/h	1020	Freeway Max Capacity (ciFL), pc/h/ln		2250
Non-Weaving Flow Rate (vNW), pc/h	852	Density-Based Capacity (ciWL), pc/h/ln		1669
Total Flow Rate (v), pc/h	1872	Demand Flow-Based Capacity (ciW), pc/h		4404
Volume Ratio (VR)	0.545	Weaving Segment Capacity (cw), veh/h		3816
Minimum Lane Change Rate (LCMIN), lc/h	1020	Adjusted Weaving Area Capacity, pc/h		4403
Maximum Weaving Length (LMAX), ft	8357	Volume-to-Capacity Ratio (v/c)		0.43

Speed and Density

Non-Weaving Vehicle Index (INW)	22	Average Weaving Speed (Sw), mi/h	45.6
Non-Weaving Lane Change Rate (LCNW), lc/h	10	Average Non-Weaving Speed (SNW), mi/h	44.7
Weaving Lane Change Rate (LCW), lc/h	1115	Average Speed (S), mi/h	45.2
Weaving Lane Change Rate (LCAII), lc/h	1125	Density (D), pc/mi/ln	13.8
Weaving Intensity Factor (W)	0.308	Level of Service (LOS)	B

HCS7 Freeway Merge Report

Project Information

Analyst	PWG	Date	3/25/2025
Agency		Analysis Year	2037
Jurisdiction	I-84 EB Off-Ramp to 17M EB	Time Period Analyzed	No-Build PM Peak Hour
Project Description	Job No. 21002112F	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	55.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1500	325
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	884	120
Peak Hour Factor (PHF)	0.97	0.97
Total Trucks, %	6.00	14.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.893	0.781
Flow Rate (vi),pc/h	1021	158
Capacity (c), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.26	0.08

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.311
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (VOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	51.0
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	55.0
Flow in Lanes 1 and 2 (v12), pc/h	1021	Ramp Junction Speed (S), mi/h	51.0
Flow Entering Ramp-Infl. Area (vR12), pc/h	1179	Average Density (D), pc/mi/ln	11.6
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	12.6

HCS7 Freeway Weaving Report

Project Information

Analyst	PWG	Date	3/25/2025
Agency		Analysis Year	2037
Jurisdiction	Rt 17 WB Weave	Time Period Analyzed	Build AM Peak Hour
Project Description	Job No. 21002112F	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (Ls), ft	805	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Rolling	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	0.33	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	848	323	0	83
Peak Hour Factor (PHF)	0.87	0.87	0.87	0.87
Total Trucks, %	7.00	10.00	0.00	18.00
Heavy Vehicle Adjustment Factor (fhv)	0.877	0.833	1.000	0.735
Flow Rate (vi), pc/h	1111	446	0	130
Weaving Flow Rate (vw), pc/h	576	Freeway Max Capacity (ciFL), pc/h/ln		2250
Non-Weaving Flow Rate (vNW), pc/h	1111	Density-Based Capacity (ciWL), pc/h/ln		1850
Total Flow Rate (v), pc/h	1687	Demand Flow-Based Capacity (ciW), pc/h		7038
Volume Ratio (VR)	0.341	Weaving Segment Capacity (cw), veh/h		4742
Minimum Lane Change Rate (LCMIN), lc/h	576	Adjusted Weaving Area Capacity, pc/h		5550
Maximum Weaving Length (LMAX), ft	6028	Volume-to-Capacity Ratio (v/c)		0.30

Speed and Density

Non-Weaving Vehicle Index (INW)	30	Average Weaving Speed (Sw), mi/h	47.9
Non-Weaving Lane Change Rate (LCNW), lc/h	87	Average Non-Weaving Speed (SNW), mi/h	48.2
Weaving Lane Change Rate (LCW), lc/h	675	Average Speed (S), mi/h	48.1
Weaving Lane Change Rate (LCAII), lc/h	762	Density (D), pc/mi/ln	11.7
Weaving Intensity Factor (W)	0.216	Level of Service (LOS)	B

HCS7 Freeway Diverge Report

Project Information

Analyst	PWG	Date	3/25/2025
Agency		Analysis Year	2037
Jurisdiction	I-84 EB On-Ramp from Rt 17M WB	Time Period Analyzed	Build AM Peak Hour
Project Description	Job No. 21002112F	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	55.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	1500	175
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	931	92
Peak Hour Factor (PHF)	0.87	0.87
Total Trucks, %	8.00	17.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.862	0.746
Flow Rate (vi),pc/h	1241	142
Capacity (c), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.28	0.07

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.441
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (VOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	49.3
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	60.3
Flow in Lanes 1 and 2 (v12), pc/h	1241	Ramp Junction Speed (S), mi/h	49.3
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	12.6
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	13.3

HCS7 Freeway Diverge Report

Project Information

Analyst	PWG	Date	3/25/2025
Agency		Analysis Year	2037
Jurisdiction	I-84 WB On Ramp from 17M EB	Time Period Analyzed	Build AM Peak Hour
Project Description	Job No. 21002112F	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	55.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	1500	490
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	1360	95
Peak Hour Factor (PHF)	0.87	0.87
Total Trucks, %	5.00	26.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.909	0.658
Flow Rate (vi),pc/h	1720	166
Capacity (c), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.38	0.08

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (Ds)	0.443
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	49.2
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (So), mi/h	60.3
Flow in Lanes 1 and 2 (v12), pc/h	1720	Ramp Junction Speed (S), mi/h	49.2
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	17.5
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	14.6

HCS7 Freeway Weaving Report

Project Information

Analyst	PWG	Date	3/25/2025
Agency		Analysis Year	2037
Jurisdiction	Rt 17 EB Weave	Time Period Analyzed	Build AM Peak Hour
Project Description	Job No. 21002112F	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (Ls), ft	760	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Rolling	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	0.33	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	697	120	0	662
Peak Hour Factor (PHF)	0.87	0.87	0.87	0.87
Total Trucks, %	6.00	7.00	0.00	5.00
Heavy Vehicle Adjustment Factor (fhv)	0.893	0.877	1.000	0.909
Flow Rate (vi), pc/h	897	157	0	837
Weaving Flow Rate (vw), pc/h	994	Freeway Max Capacity (ciFL), pc/h/ln		2250
Non-Weaving Flow Rate (vNW), pc/h	897	Density-Based Capacity (ciWL), pc/h/ln		1686
Total Flow Rate (v), pc/h	1891	Demand Flow-Based Capacity (ciW), pc/h		4563
Volume Ratio (VR)	0.526	Weaving Segment Capacity (cw), veh/h		4101
Minimum Lane Change Rate (LCMIN), lc/h	994	Adjusted Weaving Area Capacity, pc/h		4563
Maximum Weaving Length (LMAX), ft	8132	Volume-to-Capacity Ratio (v/c)		0.41

Speed and Density

Non-Weaving Vehicle Index (INW)	23	Average Weaving Speed (Sw), mi/h	45.7
Non-Weaving Lane Change Rate (LCNW), lc/h	19	Average Non-Weaving Speed (SNW), mi/h	44.8
Weaving Lane Change Rate (LCW), lc/h	1089	Average Speed (S), mi/h	45.3
Weaving Lane Change Rate (LCAII), lc/h	1108	Density (D), pc/mi/ln	13.9
Weaving Intensity Factor (W)	0.304	Level of Service (LOS)	B

HCS7 Freeway Merge Report

Project Information

Analyst	PWG	Date	3/25/2025
Agency		Analysis Year	2037
Jurisdiction	I-84 EB Off-Ramp to 17M EB	Time Period Analyzed	Build AM Peak Hour
Project Description	Job No. 21002112F	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	55.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1500	325
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	817	273
Peak Hour Factor (PHF)	0.87	0.87
Total Trucks, %	6.00	12.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.893	0.806
Flow Rate (vi),pc/h	1052	389
Capacity (c), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.32	0.19

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.315
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (VOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	50.9
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	55.0
Flow in Lanes 1 and 2 (v12), pc/h	1052	Ramp Junction Speed (S), mi/h	50.9
Flow Entering Ramp-Infl. Area (vR12), pc/h	1441	Average Density (D), pc/mi/ln	14.2
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	14.6

HCS7 Freeway Weaving Report

Project Information

Analyst	PWG	Date	3/25/2025
Agency		Analysis Year	2037
Jurisdiction	Rt 17 WB Weave	Time Period Analyzed	Build PM Peak Hour
Project Description	Job No. 21002112F	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (Ls), ft	805	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Rolling	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	0.33	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	894	160	0	260
Peak Hour Factor (PHF)	0.97	0.97	0.97	0.97
Total Trucks, %	7.00	14.00	0.00	5.00
Heavy Vehicle Adjustment Factor (fhv)	0.877	0.781	1.000	0.909
Flow Rate (vi), pc/h	1051	211	0	295
Weaving Flow Rate (vw), pc/h	506	Freeway Max Capacity (ciFL), pc/h/ln		2250
Non-Weaving Flow Rate (vNW), pc/h	1051	Density-Based Capacity (ciWL), pc/h/ln		1864
Total Flow Rate (v), pc/h	1557	Demand Flow-Based Capacity (ciW), pc/h		7385
Volume Ratio (VR)	0.325	Weaving Segment Capacity (cw), veh/h		4865
Minimum Lane Change Rate (LCMIN), lc/h	506	Adjusted Weaving Area Capacity, pc/h		5592
Maximum Weaving Length (LMAX), ft	5854	Volume-to-Capacity Ratio (v/c)		0.28

Speed and Density

Non-Weaving Vehicle Index (INW)	28	Average Weaving Speed (Sw), mi/h	48.4
Non-Weaving Lane Change Rate (LCNW), lc/h	75	Average Non-Weaving Speed (SNW), mi/h	48.9
Weaving Lane Change Rate (LCW), lc/h	605	Average Speed (S), mi/h	48.7
Weaving Lane Change Rate (LCAII), lc/h	680	Density (D), pc/mi/ln	10.7
Weaving Intensity Factor (W)	0.198	Level of Service (LOS)	B

HCS7 Freeway Diverge Report

Project Information

Analyst	PWG	Date	3/25/2025
Agency		Analysis Year	2037
Jurisdiction	I-84 EB On-Ramp from Rt 17M WB	Time Period Analyzed	Build PM Peak Hour
Project Description	Job No. 21002112F	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	55.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	1500	175
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	1154	140
Peak Hour Factor (PHF)	0.97	0.97
Total Trucks, %	5.00	7.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.909	0.877
Flow Rate (vi),pc/h	1309	165
Capacity (c), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.29	0.08

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.443
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (VOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	49.2
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	60.3
Flow in Lanes 1 and 2 (v12), pc/h	1309	Ramp Junction Speed (S), mi/h	49.2
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	13.3
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	13.9

HCS7 Freeway Diverge Report

Project Information

Analyst	PWG	Date	3/25/2025
Agency		Analysis Year	2037
Jurisdiction	I-84 WB On Ramp from 17M EB	Time Period Analyzed	Build PM Peak Hour
Project Description	Job No. 21002112F	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	55.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	1500	490
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	1384	286
Peak Hour Factor (PHF)	0.97	0.97
Total Trucks, %	7.00	14.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.877	0.781
Flow Rate (vi),pc/h	1627	378
Capacity (c), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.36	0.19

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (Ds)	0.462
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	49.0
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (So), mi/h	60.3
Flow in Lanes 1 and 2 (v12), pc/h	1627	Ramp Junction Speed (S), mi/h	49.0
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	16.6
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	13.8

HCS7 Freeway Weaving Report

Project Information

Analyst	PWG	Date	3/25/2025
Agency		Analysis Year	2037
Jurisdiction	Rt 17 EB Weave	Time Period Analyzed	Build PM Peak Hour
Project Description	Job No. 21002112F	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (Ls), ft	760	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Rolling	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	0.33	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	719	146	0	665
Peak Hour Factor (PHF)	0.97	0.97	0.97	0.97
Total Trucks, %	6.00	10.00	0.00	9.00
Heavy Vehicle Adjustment Factor (fhv)	0.893	0.833	1.000	0.847
Flow Rate (vi), pc/h	830	181	0	809
Weaving Flow Rate (vw), pc/h	990	Freeway Max Capacity (ciFL), pc/h/ln		2250
Non-Weaving Flow Rate (vNW), pc/h	830	Density-Based Capacity (ciWL), pc/h/ln		1670
Total Flow Rate (v), pc/h	1820	Demand Flow-Based Capacity (ciW), pc/h		4412
Volume Ratio (VR)	0.544	Weaving Segment Capacity (cw), veh/h		3823
Minimum Lane Change Rate (LCMIN), lc/h	990	Adjusted Weaving Area Capacity, pc/h		4412
Maximum Weaving Length (LMAX), ft	8345	Volume-to-Capacity Ratio (v/c)		0.41

Speed and Density

Non-Weaving Vehicle Index (INW)	21	Average Weaving Speed (Sw), mi/h	45.8
Non-Weaving Lane Change Rate (LCNW), lc/h	5	Average Non-Weaving Speed (SNW), mi/h	45.0
Weaving Lane Change Rate (LCW), lc/h	1085	Average Speed (S), mi/h	45.4
Weaving Lane Change Rate (LCAII), lc/h	1090	Density (D), pc/mi/ln	13.4
Weaving Intensity Factor (W)	0.300	Level of Service (LOS)	B

HCS7 Freeway Merge Report

Project Information

Analyst	PWG	Date	3/25/2025
Agency		Analysis Year	2037
Jurisdiction	I-84 EB Off-Ramp to 17M EB	Time Period Analyzed	Build PM Peak Hour
Project Description	Job No. 21002112F	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	55.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1500	325
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	865	120
Peak Hour Factor (PHF)	0.97	0.97
Total Trucks, %	6.00	14.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.893	0.781
Flow Rate (vi),pc/h	999	158
Capacity (c), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.26	0.08

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.311
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (VOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	51.0
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	55.0
Flow in Lanes 1 and 2 (v12), pc/h	999	Ramp Junction Speed (S), mi/h	51.0
Flow Entering Ramp-Infl. Area (vR12), pc/h	1157	Average Density (D), pc/mi/ln	11.3
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	12.5

Table No. 2
Level of Service Summary Table
Weekday Peak AM Hour

				2037 No-Build			2037 Build			Change in Delay 2037 No-Build to 2037 Build
				v/c	LOS	Delay	v/c	LOS	Delay	
11	NYS Route 17M & Dolsontown Road/James P. Kelly Way	Signalized								
	DOLSONTOWN GEIS IMPROVEMENTS With Additional WB Through Lane & Additional NB Left Turn Lane Additional NB Right Turn Lane									
	James P. Kelly Way	EB	L	0.13	C	31.9	0.13	C	31.9	0.0
			T	0.78	D	43.1	0.78	D	43.2	0.1
			R	0.89	B	18.8	0.84	B	14.4	-4.4
			EB Overall	-	C	26.4	-	C	23.6	-2.8
	Dolsontown Road	WB	L	0.69	C	34.9	0.66	C	33.3	-1.6
			T, TR	0.27	C	28.9	0.27	C	28.9	0.0
			WB Overall	-	C	31.7	-	C	30.9	-0.8
	NYS Route 17M	NB	L, L	0.61	D	36.0	0.57	C	34.2	-1.8
			T, T	0.76	D	35.3	0.76	D	35.2	-0.1
			R	0.67	C	28.5	0.67	C	28.5	0.0
			NB Overall	-	C	33.9	-	C	33.3	-0.6
	NYS Route 17M	SB	L	0.72	D	44.8	0.72	D	46.0	1.2
			T, TR	0.87	D	47.5	0.86	D	45.8	-1.7
			SB Overall	-	D	46.7	-	D	45.8	-0.9
			Overall	-	C	34.9	-	C	33.6	-1.3

NOTES:

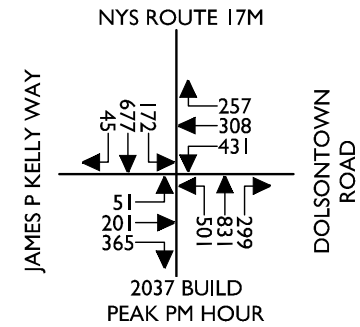
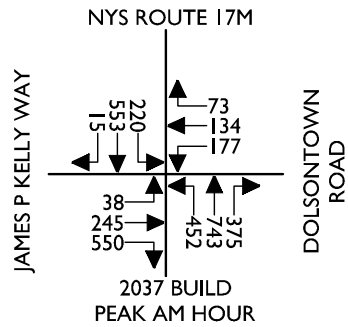
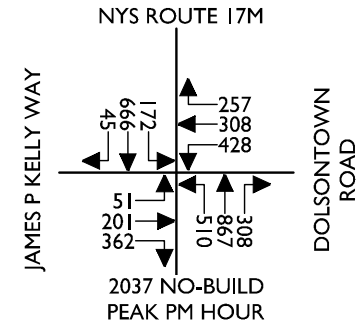
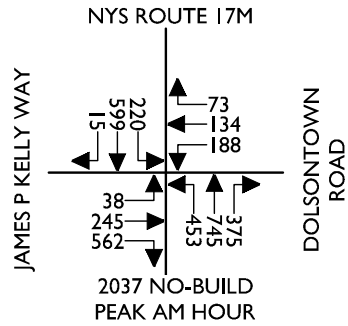
- 1) THE ABOVE REPRESENTS THE LEVEL OF SERVICE AND VEHICLE DELAY IN SECONDS, C [16.2], FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS. SEE APPENDIX "C" FOR A

Table No. 2
Level of Service Summary Table
Weekday Peak PM Hour

				2037 No-Build			2037 Build			Change in Delay 2037 No-Build to 2037 Build
				v/c	LOS	Delay	v/c	LOS	Delay	
11	NYS Route 17M & Dolsontown Road/James P. Kelly Way	Signalized								
	DOLSONTOWN GEIS IMPROVEMENTS With Additional WB Through Lane & Additional NB Left Turn Lane Additional NB Right Turn Lane									
	James P. Kelly Way	EB	L	0.22	D	38.7	0.22	D	38.8	0.1
			T	0.89	E	76.4	0.89	E	76.8	0.4
			R	0.71	B	14.9	0.72	B	15.6	0.7
			EB Overall	-	D	37.0	-	D	37.5	0.5
	Dolsontown Road	WB	L	0.89	D	46.7	0.90	D	47.2	0.5
			T, TR	0.54	C	29.7	0.54	C	29.6	-0.1
			WB Overall	-	D	36.9	-	D	37.2	0.3
	NYS Route 17M	NB	L, L	0.78	D	48.9	0.78	D	49.3	0.4
			T, T	0.76	D	35.7	0.73	C	34.7	-1.0
			R	0.37	B	13.6	0.36	B	13.4	-0.2
			NB Overall	-	D	35.6	-	D	35.3	-0.3
	NYS Route 17M	SB	L	0.78	D	53.3	0.78	D	53.3	0.0
			T, TR	0.88	D	50.7	0.88	D	51.2	0.5
			SB Overall	-	D	51.2	-	D	51.6	0.4
			Overall	-	D	39.4	-	D	39.6	0.2

NOTES:

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



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REV	DATE	DRAWN BY	DESCRIPTION

TRAFFIC IMPACT STUDY
FOR
PROJECT BLUEBIRD

(FOR AIR QUALITY ONLY)

TOWN OF WAWAYANDA
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TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	3/25/25	P.W.G.	P.J.G.
PROJECT NUMBER:	21002112F	DRAWING NAME:	250325PWG_FIGURE WITH DOLSONTOWN

SHEET TITLE:
NYS 17M &
DOLSONTOWN ROAD/
JAMES P KELLY

SHEET NUMBER:

2037 No-Build Traffic Volumes w/ Improvements
11: NYS Route 17M & Dolsontown Road

AM Peak Hour
03/25/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	245	562	188	134	73	453	745	375	220	599	15
Future Volume (vph)	38	245	562	188	134	73	453	745	375	220	599	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	12	12	12
Grade (%)		-3%			0%			1%			-1%	
Storage Length (ft)	0		0	530		190	440		0	125		0
Storage Lanes	1		1	1		1	2		1	2		0
Taper Length (ft)	25			86			86			60		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00	1.00	0.95	0.95
Frt			0.850		0.947				0.850		0.996	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1687	1810	1524	1572	3153	0	3318	3487	1448	1744	3478	0
Flt Permitted	0.607			0.275			0.950			0.435		
Satd. Flow (perm)	1078	1810	1524	455	3153	0	3318	3487	1448	799	3478	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			157		82				217		2	
Link Speed (mph)		30			45			45			45	
Link Distance (ft)		628			2027			940			503	
Travel Time (s)		14.3			30.7			14.2			7.6	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	5%	3%	4%	11%	2%	10%	5%	3%	11%	4%	4%	0%
Adj. Flow (vph)	43	275	631	211	151	82	509	837	421	247	673	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	43	275	631	211	233	0	509	837	421	247	690	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes						Yes	
Headway Factor	1.02	1.02	1.02	1.04	1.04	1.04	1.01	1.01	1.01	0.99	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2		2	2	1	2	2	
Detector Template									Right			
Leading Detector (ft)	83	83	83	83	83		83	83	20	83	83	
Trailing Detector (ft)	-5	-5	-5	-5	-5		-5	-5	0	-5	-5	
Detector 1 Position(ft)	-5	-5	-5	-5	-5		-5	-5	0	-5	-5	
Detector 1 Size(ft)	40	40	40	40	40		40	40	20	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43	43	43	43		43	43		43	43	
Detector 2 Size(ft)	40	40	40	40	40		40	40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	

2037 No-Build Traffic Volumes w/ Improvements
11: NYS Route 17M & Dolsontown Road

AM Peak Hour
03/25/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Prot	NA	pm+ov	pm+pt	NA	
Protected Phases	3	8	5	7	4		5	2	7	1	6	
Permitted Phases	8		8	4					2	6		
Detector Phase	3	8	5	7	4		5	2	7	1	6	
Switch Phase												
Minimum Initial (s)	3.0	3.0	10.0	4.0	4.0		10.0	10.0	4.0	3.0	10.0	
Minimum Split (s)	9.0	9.0	16.0	10.0	10.0		16.0	16.0	10.0	9.0	16.0	
Total Split (s)	17.0	29.0	24.0	17.0	29.0		24.0	37.0	17.0	21.0	34.0	
Total Split (%)	16.3%	27.9%	23.1%	16.3%	27.9%		23.1%	35.6%	16.3%	20.2%	32.7%	
Maximum Green (s)	11.0	23.0	18.0	11.0	23.0		18.0	31.0	11.0	15.0	28.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	3.0	2.0		2.0	2.0	3.0	2.0	2.0	
Recall Mode	None	None	Max	None	None		Max	Max	None	None	None	
v/c Ratio	0.14	0.81	0.88	0.75	0.25		0.69	0.76	0.52	0.76	0.84	
Control Delay (s/veh)	22.2	57.7	29.1	42.1	19.6		43.2	36.8	11.1	50.1	46.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	22.2	57.7	29.1	42.1	19.6		43.2	36.8	11.1	50.1	46.0	
Queue Length 50th (ft)	18	169	158	98	40		156	255	80	141	221	
Queue Length 95th (ft)	40	257	#408	#160	74		#257	340	173	#220	282	
Internal Link Dist (ft)		548			1947			860			423	
Turn Bay Length (ft)				530			440			125		
Base Capacity (vph)	390	422	715	283	951		735	1097	816	332	990	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.11	0.65	0.88	0.75	0.25		0.69	0.76	0.52	0.74	0.70	

Intersection Summary

Area Type: Other

Cycle Length: 104

Actuated Cycle Length: 98.8

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 11: NYS Route 17M & Dolsontown Road

 Ø1	 Ø2	 Ø3	 Ø4
21 s	37 s	17 s	29 s
 Ø6	 Ø5	 Ø7	 Ø8
34 s	24 s	17 s	29 s

2037 No-Build Traffic Volumes w/ Improvements
11: NYS Route 17M & Dolsontown Road

AM Peak Hour
03/25/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	245	562	188	134	73	453	745	375	220	599	15
Future Volume (veh/h)	38	245	562	188	134	73	453	745	375	220	599	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1943	1973	1958	1737	1870	1752	1820	1850	1731	1879	1879	1939
Adj Flow Rate, veh/h	43	275	631	211	151	82	509	837	421	247	673	17
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	5	3	4	11	2	10	5	3	11	4	4	0
Cap, veh/h	337	353	710	305	596	307	838	1105	625	345	773	20
Arrive On Green	0.03	0.18	0.18	0.11	0.26	0.26	0.25	0.31	0.31	0.15	0.22	0.22
Sat Flow, veh/h	1850	1973	1659	1654	2268	1169	3363	3514	1467	1790	3559	90
Grp Volume(v), veh/h	43	275	631	211	117	116	509	837	421	247	338	352
Grp Sat Flow(s),veh/h/ln	1850	1973	1659	1654	1777	1660	1681	1757	1467	1790	1785	1863
Q Serve(g_s), s	1.9	13.1	10.4	9.9	5.1	5.5	13.2	21.1	22.8	13.0	18.0	18.0
Cycle Q Clear(g_c), s	1.9	13.1	10.4	9.9	5.1	5.5	13.2	21.1	22.8	13.0	18.0	18.0
Prop In Lane	1.00		1.00	1.00		0.70	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	337	353	710	305	467	437	838	1105	625	345	388	405
V/C Ratio(X)	0.13	0.78	0.89	0.69	0.25	0.27	0.61	0.76	0.67	0.72	0.87	0.87
Avail Cap(c_a), veh/h	493	460	800	305	467	437	838	1105	625	345	507	529
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.8	38.6	8.5	28.3	28.7	28.8	32.8	30.4	22.8	38.8	37.3	37.3
Incr Delay (d2), s/veh	0.1	4.5	10.3	6.6	0.1	0.1	3.3	4.9	5.7	6.0	10.2	9.9
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	0.8	6.7	6.8	4.3	2.1	2.1	5.5	9.1	8.6	6.0	8.5	8.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.9	43.1	18.8	34.9	28.8	28.9	36.0	35.3	28.5	44.8	47.5	47.2
LnGrp LOS	C	D	B	C	C	C	D	D	C	D	D	D
Approach Vol, veh/h	949			444			1767			937		
Approach Delay, s/veh	26.4			31.7			33.9			46.7		
Approach LOS	C			C			C			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.0	37.0	8.7	31.9	30.6	27.4	17.0	23.6				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	15.0	31.0	11.0	23.0	18.0	28.0	11.0	23.0				
Max Q Clear Time (g_c+l1), s	15.0	24.8	3.9	7.5	15.2	20.0	11.9	15.1				
Green Ext Time (p_c), s	0.0	2.3	0.0	0.5	0.6	1.4	0.0	2.5				
Intersection Summary												
HCM 7th Control Delay, s/veh	34.9											
HCM 7th LOS	C											

2037 No-Build Traffic Volumes w/ Improvements
11: NYS Route 17M & Dolsontown Road

PM Peak Hour
03/25/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	201	362	428	308	257	510	867	308	172	666	45
Future Volume (vph)	51	201	362	428	308	257	510	867	308	172	666	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	12	12	12
Grade (%)		-3%			0%			1%			-1%	
Storage Length (ft)	0		0	530		190	440		0	125		0
Storage Lanes	1		1	1		1	2		1	2		0
Taper Length (ft)	25			86			86			60		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00	1.00	0.95	0.95
Frt			0.850		0.932				0.850		0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1771	1828	1554	1616	3144	0	3416	3556	1488	1761	3558	0
Flt Permitted	0.435			0.242			0.950			0.250		
Satd. Flow (perm)	811	1828	1554	412	3144	0	3416	3556	1488	463	3558	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			220		211				146		7	
Link Speed (mph)		30			45			45			45	
Link Distance (ft)		628			2027			940			498	
Travel Time (s)		14.3			30.7			14.2			7.5	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	2%	2%	8%	3%	4%	2%	1%	8%	3%	1%	0%
Adj. Flow (vph)	52	205	369	437	314	262	520	885	314	176	680	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	52	205	369	437	576	0	520	885	314	176	726	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes						Yes	
Headway Factor	1.02	1.02	1.02	1.04	1.04	1.04	1.01	1.01	1.01	0.99	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2		2	2	1	2	2	
Detector Template									Right			
Leading Detector (ft)	83	83	83	83	83		83	83	20	83	83	
Trailing Detector (ft)	-5	-5	-5	-5	-5		-5	-5	0	-5	-5	
Detector 1 Position(ft)	-5	-5	-5	-5	-5		-5	-5	0	-5	-5	
Detector 1 Size(ft)	40	40	40	40	40		40	40	20	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43	43	43	43		43	43		43	43	
Detector 2 Size(ft)	40	40	40	40	40		40	40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	

2037 No-Build Traffic Volumes w/ Improvements
11: NYS Route 17M & Dolsontown Road

PM Peak Hour
03/25/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Prot	NA	pm+ov	pm+pt	NA	
Protected Phases	3	8	5	7	4		5	2	7	1	6	
Permitted Phases	8		8	4					2	6		
Detector Phase	3	8	5	7	4		5	2	7	1	6	
Switch Phase												
Minimum Initial (s)	3.0	3.0	10.0	4.0	4.0		10.0	10.0	4.0	3.0	10.0	
Minimum Split (s)	9.0	9.0	16.0	10.0	10.0		16.0	16.0	10.0	9.0	16.0	
Total Split (s)	11.0	18.0	20.0	31.0	38.0		20.0	40.0	31.0	15.0	35.0	
Total Split (%)	10.6%	17.3%	19.2%	29.8%	36.5%		19.2%	38.5%	29.8%	14.4%	33.7%	
Maximum Green (s)	5.0	12.0	14.0	25.0	32.0		14.0	34.0	25.0	9.0	29.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	3.0	2.0		2.0	2.0	3.0	2.0	2.0	
Recall Mode	None	None	Max	None	None		Max	Max	None	None	None	
v/c Ratio	0.29	0.98	0.61	0.95	0.49		0.88	0.76	0.32	0.79	0.84	
Control Delay (s/veh)	26.5	103.6	11.4	59.5	19.3		61.2	36.5	5.5	58.1	46.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	26.5	103.6	11.4	59.5	19.3		61.2	36.5	5.5	58.1	46.8	
Queue Length 50th (ft)	21	138	36	233	102		176	275	43	99	239	
Queue Length 95th (ft)	45	#284	87	#431	155		#312	351	86	#181	295	
Internal Link Dist (ft)		548			1947			860			418	
Turn Bay Length (ft)				530			440			125		
Base Capacity (vph)	178	210	604	459	1175		589	1162	984	223	997	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.29	0.98	0.61	0.95	0.49		0.88	0.76	0.32	0.79	0.73	

Intersection Summary

Area Type: Other

Cycle Length: 104

Actuated Cycle Length: 104

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 11: NYS Route 17M & Dolsontown Road

 Ø1	 Ø2	 Ø3	 Ø4
15 s	40 s	11 s	38 s
 Ø6	 Ø5	 Ø7	 Ø8
35 s	20 s	31 s	18 s

2037 No-Build Traffic Volumes w/ Improvements
11: NYS Route 17M & Dolsontown Road

PM Peak Hour
03/25/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	201	362	428	308	257	510	867	308	172	666	45
Future Volume (veh/h)	51	201	362	428	308	257	510	867	308	172	666	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	2018	1988	1988	1781	1856	1841	1864	1879	1776	1894	1924	1939
Adj Flow Rate, veh/h	52	205	369	437	314	262	520	885	314	176	680	46
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	2	2	8	3	4	2	1	8	3	1	0
Cap, veh/h	238	230	519	489	591	482	663	1171	852	226	773	52
Arrive On Green	0.03	0.12	0.12	0.24	0.32	0.32	0.19	0.33	0.33	0.09	0.22	0.22
Sat Flow, veh/h	1922	1988	1685	1697	1844	1503	3445	3571	1505	1804	3475	235
Grp Volume(v), veh/h	52	205	369	437	300	276	520	885	314	176	357	369
Grp Sat Flow(s),veh/h/ln	1922	1988	1685	1697	1763	1585	1722	1785	1505	1804	1828	1882
Q Serve(g_s), s	2.5	10.5	8.6	22.6	14.4	14.9	14.9	23.0	11.9	9.0	19.6	19.6
Cycle Q Clear(g_c), s	2.5	10.5	8.6	22.6	14.4	14.9	14.9	23.0	11.9	9.0	19.6	19.6
Prop In Lane	1.00		1.00	1.00		0.95	1.00		1.00	1.00		0.12
Lane Grp Cap(c), veh/h	238	230	519	489	565	508	663	1171	852	226	407	419
V/C Ratio(X)	0.22	0.89	0.71	0.89	0.53	0.54	0.78	0.76	0.37	0.78	0.88	0.88
Avail Cap(c_a), veh/h	267	230	519	494	565	508	663	1171	852	226	511	526
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.6	45.2	11.0	28.4	28.9	29.0	39.8	31.1	12.3	38.9	39.0	39.0
Incr Delay (d2), s/veh	0.2	31.2	3.9	18.3	0.5	0.7	9.1	4.6	1.2	14.5	11.8	11.6
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	7.2	3.2	11.0	5.9	5.4	6.9	10.0	4.1	4.8	9.7	10.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.7	76.4	14.9	46.7	29.3	29.7	48.9	35.7	13.6	53.3	50.7	50.6
LnGrp LOS	D	E	B	D	C	C	D	D	B	D	D	D
Approach Vol, veh/h	626		1013			1719			902			
Approach Delay, s/veh	37.0		36.9			35.6			51.2			
Approach LOS	D		D			D			D			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	40.0	9.5	39.2	25.9	29.1	30.7	18.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	9.0	34.0	5.0	32.0	14.0	29.0	25.0	12.0				
Max Q Clear Time (g_c+I1), s	11.0	25.0	4.5	16.9	16.9	21.6	24.6	12.5				
Green Ext Time (p_c), s	0.0	2.8	0.0	1.6	0.0	1.4	0.1	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			39.4									
HCM 7th LOS			D									

2037 Build Traffic Volumes w/ Improvements
11: NYS Route 17M & Dolsontown Road

AM Peak Hour
03/25/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	245	550	177	134	73	452	743	375	220	553	15
Future Volume (vph)	38	245	550	177	134	73	452	743	375	220	553	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	12	12	12
Grade (%)		-3%			0%			1%			-1%	
Storage Length (ft)	0		0	530		190	440		0	125		0
Storage Lanes	1		1	1		1	2		1	2		0
Taper Length (ft)	25			86			86			60		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00	1.00	0.95	0.95
Frt			0.850		0.947				0.850		0.996	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1687	1810	1524	1558	3153	0	3318	3487	1448	1744	3478	0
Flt Permitted	0.607			0.274			0.950			0.500		
Satd. Flow (perm)	1078	1810	1524	449	3153	0	3318	3487	1448	918	3478	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			157		82				223		3	
Link Speed (mph)		30			45			45			45	
Link Distance (ft)		628			2027			940			503	
Travel Time (s)		14.3			30.7			14.2			7.6	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	5%	3%	4%	12%	2%	10%	5%	3%	11%	4%	4%	0%
Adj. Flow (vph)	43	275	618	199	151	82	508	835	421	247	621	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	43	275	618	199	233	0	508	835	421	247	638	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes						Yes	
Headway Factor	1.02	1.02	1.02	1.04	1.04	1.04	1.01	1.01	1.01	0.99	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2		2	2	1	2	2	
Detector Template									Right			
Leading Detector (ft)	83	83	83	83	83		83	83	20	83	83	
Trailing Detector (ft)	-5	-5	-5	-5	-5		-5	-5	0	-5	-5	
Detector 1 Position(ft)	-5	-5	-5	-5	-5		-5	-5	0	-5	-5	
Detector 1 Size(ft)	40	40	40	40	40		40	40	20	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43	43	43	43		43	43		43	43	
Detector 2 Size(ft)	40	40	40	40	40		40	40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	

2037 Build Traffic Volumes w/ Improvements
11: NYS Route 17M & Dolsontown Road

AM Peak Hour
03/25/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Prot	NA	pm+ov	pm+pt	NA	
Protected Phases	3	8	5	7	4		5	2	7	1	6	
Permitted Phases	8		8	4					2	6		
Detector Phase	3	8	5	7	4		5	2	7	1	6	
Switch Phase												
Minimum Initial (s)	3.0	3.0	10.0	4.0	4.0		10.0	10.0	4.0	3.0	10.0	
Minimum Split (s)	9.0	9.0	16.0	10.0	10.0		16.0	16.0	10.0	9.0	16.0	
Total Split (s)	17.0	29.0	24.0	17.0	29.0		24.0	37.0	17.0	21.0	34.0	
Total Split (%)	16.3%	27.9%	23.1%	16.3%	27.9%		23.1%	35.6%	16.3%	20.2%	32.7%	
Maximum Green (s)	11.0	23.0	18.0	11.0	23.0		18.0	31.0	11.0	15.0	28.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	3.0	2.0		2.0	2.0	3.0	2.0	2.0	
Recall Mode	None	None	Max	None	None		Max	Max	None	None	None	
v/c Ratio	0.14	0.81	0.84	0.71	0.25		0.65	0.76	0.51	0.76	0.82	
Control Delay (s/veh)	22.2	57.8	24.4	39.7	19.6		41.0	36.7	10.8	51.0	45.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	22.2	57.8	24.4	39.7	19.6		41.0	36.7	10.8	51.0	45.7	
Queue Length 50th (ft)	18	169	143	92	40		152	254	77	144	204	
Queue Length 95th (ft)	40	257	#376	#168	74		#257	339	170	217	258	
Internal Link Dist (ft)		548			1947			860			423	
Turn Bay Length (ft)				530			440			125		
Base Capacity (vph)	390	423	733	279	949		778	1098	820	331	992	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.11	0.65	0.84	0.71	0.25		0.65	0.76	0.51	0.75	0.64	

Intersection Summary

Area Type: Other

Cycle Length: 104

Actuated Cycle Length: 98.8

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 11: NYS Route 17M & Dolsontown Road

 Ø1	 Ø2	 Ø3	 Ø4
21 s	37 s	17 s	29 s
 Ø6	 Ø5	 Ø7	 Ø8
34 s	24 s	17 s	29 s

2037 Build Traffic Volumes w/ Improvements
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AM Peak Hour
03/25/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	245	550	177	134	73	452	743	375	220	553	15
Future Volume (veh/h)	38	245	550	177	134	73	452	743	375	220	553	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1943	1973	1958	1722	1870	1752	1820	1850	1731	1879	1879	1939
Adj Flow Rate, veh/h	43	275	618	199	151	82	508	835	421	247	621	17
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	5	3	4	12	2	10	5	3	11	4	4	0
Cap, veh/h	336	352	733	302	596	307	885	1105	625	345	722	20
Arrive On Green	0.03	0.18	0.18	0.11	0.26	0.26	0.26	0.31	0.31	0.15	0.20	0.20
Sat Flow, veh/h	1850	1973	1659	1640	2268	1169	3363	3514	1467	1790	3550	97
Grp Volume(v), veh/h	43	275	618	199	117	116	508	835	421	247	312	326
Grp Sat Flow(s),veh/h/ln	1850	1973	1659	1640	1777	1660	1681	1757	1467	1790	1785	1862
Q Serve(g_s), s	1.9	13.1	10.1	9.4	5.1	5.5	12.9	21.1	22.8	13.2	16.6	16.7
Cycle Q Clear(g_c), s	1.9	13.1	10.1	9.4	5.1	5.5	12.9	21.1	22.8	13.2	16.6	16.7
Prop In Lane	1.00		1.00	1.00		0.70	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	336	352	733	302	467	436	885	1105	625	345	363	379
V/C Ratio(X)	0.13	0.78	0.84	0.66	0.25	0.27	0.57	0.76	0.67	0.72	0.86	0.86
Avail Cap(c_a), veh/h	492	460	824	302	467	436	885	1105	625	345	507	529
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.8	38.7	7.8	28.1	28.7	28.8	31.5	30.4	22.8	40.1	37.9	37.9
Incr Delay (d2), s/veh	0.1	4.5	6.5	5.2	0.1	0.1	2.7	4.8	5.7	6.0	7.9	7.7
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	0.8	6.7	5.6	3.9	2.1	2.1	5.3	9.1	8.6	6.1	7.7	8.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.9	43.2	14.4	33.3	28.8	28.9	34.2	35.2	28.5	46.0	45.8	45.6
LnGrp LOS	C	D	B	C	C	C	C	D	C	D	D	D
Approach Vol, veh/h	936					432		1764		885		
Approach Delay, s/veh	23.6					30.9		33.3		45.8		
Approach LOS	C					C		C		D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.0	37.0	8.7	31.9	32.0	26.0	17.0	23.6				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	15.0	31.0	11.0	23.0	18.0	28.0	11.0	23.0				
Max Q Clear Time (g_c+I1), s	15.2	24.8	3.9	7.5	14.9	18.7	11.4	15.1				
Green Ext Time (p_c), s	0.0	2.3	0.0	0.5	0.6	1.4	0.0	2.5				
Intersection Summary												
HCM 7th Control Delay, s/veh			33.6									
HCM 7th LOS			C									

2037 Build Traffic Volumes w/ Improvements
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PM Peak Hour
03/25/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	201	365	431	308	257	501	831	299	172	677	45
Future Volume (vph)	51	201	365	431	308	257	501	831	299	172	677	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	12	12	12
Grade (%)		-3%			0%			1%			-1%	
Storage Length (ft)	0		0	530		190	440		0	125		0
Storage Lanes	1		1	1		1	2		1	2		0
Taper Length (ft)	25			86			86			60		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00	1.00	0.95	0.95
Frt			0.850		0.932				0.850		0.991	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1771	1828	1554	1616	3144	0	3416	3556	1488	1761	3562	0
Flt Permitted	0.435			0.242			0.950			0.245		
Satd. Flow (perm)	811	1828	1554	412	3144	0	3416	3556	1488	454	3562	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			220		211				144		6	
Link Speed (mph)		30			45			45			45	
Link Distance (ft)		628			2027			940			498	
Travel Time (s)		14.3			30.7			14.2			7.5	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	2%	2%	8%	3%	4%	2%	1%	8%	3%	1%	0%
Adj. Flow (vph)	52	205	372	440	314	262	511	848	305	176	691	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	52	205	372	440	576	0	511	848	305	176	737	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes						Yes	
Headway Factor	1.02	1.02	1.02	1.04	1.04	1.04	1.01	1.01	1.01	0.99	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2		2	2	1	2	2	
Detector Template									Right			
Leading Detector (ft)	83	83	83	83	83		83	83	20	83	83	
Trailing Detector (ft)	-5	-5	-5	-5	-5		-5	-5	0	-5	-5	
Detector 1 Position(ft)	-5	-5	-5	-5	-5		-5	-5	0	-5	-5	
Detector 1 Size(ft)	40	40	40	40	40		40	40	20	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43	43	43	43		43	43		43	43	
Detector 2 Size(ft)	40	40	40	40	40		40	40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	

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PM Peak Hour
03/25/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Prot	NA	pm+ov	pm+pt	NA	
Protected Phases	3	8	5	7	4		5	2	7	1	6	
Permitted Phases	8		8	4					2	6		
Detector Phase	3	8	5	7	4		5	2	7	1	6	
Switch Phase												
Minimum Initial (s)	3.0	3.0	10.0	4.0	4.0		10.0	10.0	4.0	3.0	10.0	
Minimum Split (s)	9.0	9.0	16.0	10.0	10.0		16.0	16.0	10.0	9.0	16.0	
Total Split (s)	11.0	18.0	20.0	31.0	38.0		20.0	40.0	31.0	15.0	35.0	
Total Split (%)	10.6%	17.3%	19.2%	29.8%	36.5%		19.2%	38.5%	29.8%	14.4%	33.7%	
Maximum Green (s)	5.0	12.0	14.0	25.0	32.0		14.0	34.0	25.0	9.0	29.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	3.0	2.0		2.0	2.0	3.0	2.0	2.0	
Recall Mode	None	None	Max	None	None		Max	Max	None	None	None	
v/c Ratio	0.29	0.98	0.62	0.96	0.49		0.88	0.73	0.31	0.79	0.85	
Control Delay (s/veh)	26.5	103.6	11.7	60.9	19.3		61.1	35.4	5.4	58.2	47.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	26.5	103.6	11.7	60.9	19.3		61.1	35.4	5.4	58.2	47.0	
Queue Length 50th (ft)	21	138	37	236	102		173	260	41	98	243	
Queue Length 95th (ft)	45	#284	88	#437	155		#305	333	83	#183	301	
Internal Link Dist (ft)		548			1947			860			418	
Turn Bay Length (ft)				530			440			125		
Base Capacity (vph)	178	210	601	459	1175		582	1162	984	223	997	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.29	0.98	0.62	0.96	0.49		0.88	0.73	0.31	0.79	0.74	

Intersection Summary

Area Type: Other

Cycle Length: 104

Actuated Cycle Length: 104

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 11: NYS Route 17M & Dolsontown Road

 Ø1	 Ø2	 Ø3	 Ø4
15 s	40 s	11 s	38 s
 Ø6	 Ø5	 Ø7	 Ø8
35 s	20 s	31 s	18 s

2037 Build Traffic Volumes w/ Improvements
11: NYS Route 17M & Dolsontown Road

PM Peak Hour
03/25/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	201	365	431	308	257	501	831	299	172	677	45
Future Volume (veh/h)	51	201	365	431	308	257	501	831	299	172	677	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	2018	1988	1988	1781	1856	1841	1864	1879	1776	1894	1924	1939
Adj Flow Rate, veh/h	52	205	372	440	314	262	511	848	305	176	691	46
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	2	2	8	3	4	2	1	8	3	1	0
Cap, veh/h	238	230	513	491	593	483	651	1169	853	226	783	52
Arrive On Green	0.03	0.12	0.12	0.24	0.32	0.32	0.19	0.33	0.33	0.09	0.23	0.23
Sat Flow, veh/h	1922	1988	1685	1697	1844	1503	3445	3571	1505	1804	3479	231
Grp Volume(v), veh/h	52	205	372	440	300	276	511	848	305	176	363	374
Grp Sat Flow(s),veh/h/ln	1922	1988	1685	1697	1763	1585	1722	1785	1505	1804	1828	1883
Q Serve(g_s), s	2.5	10.6	8.7	22.8	14.4	14.9	14.7	21.7	11.4	9.0	19.9	20.0
Cycle Q Clear(g_c), s	2.5	10.6	8.7	22.8	14.4	14.9	14.7	21.7	11.4	9.0	19.9	20.0
Prop In Lane	1.00		1.00	1.00		0.95	1.00		1.00	1.00		0.12
Lane Grp Cap(c), veh/h	238	230	513	491	566	509	651	1169	853	226	412	424
V/C Ratio(X)	0.22	0.89	0.72	0.90	0.53	0.54	0.78	0.73	0.36	0.78	0.88	0.88
Avail Cap(c_a), veh/h	266	230	513	493	566	509	651	1169	853	226	511	526
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.6	45.3	11.2	28.4	28.8	29.0	40.1	30.8	12.2	38.7	38.9	38.9
Incr Delay (d2), s/veh	0.2	31.5	4.4	18.8	0.5	0.7	9.2	3.9	1.2	14.6	12.3	12.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	7.2	3.3	11.2	5.9	5.4	6.8	9.4	3.9	4.8	9.9	10.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.8	76.8	15.6	47.2	29.3	29.6	49.3	34.7	13.4	53.3	51.2	51.1
LnGrp LOS	D	E	B	D	C	C	D	C	B	D	D	D
Approach Vol, veh/h	629					1016		1664		913		
Approach Delay, s/veh	37.5					37.2		35.3		51.6		
Approach LOS	D					D		D		D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	40.0	9.5	39.4	25.6	29.4	30.8	18.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	9.0	34.0	5.0	32.0	14.0	29.0	25.0	12.0				
Max Q Clear Time (g_c+I1), s	11.0	23.7	4.5	16.9	16.7	22.0	24.8	12.6				
Green Ext Time (p_c), s	0.0	2.9	0.0	1.6	0.0	1.4	0.1	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			39.6									
HCM 7th LOS			D									

Attachment B:

Traffic Study for ETC+20 (2047)

Memorandum

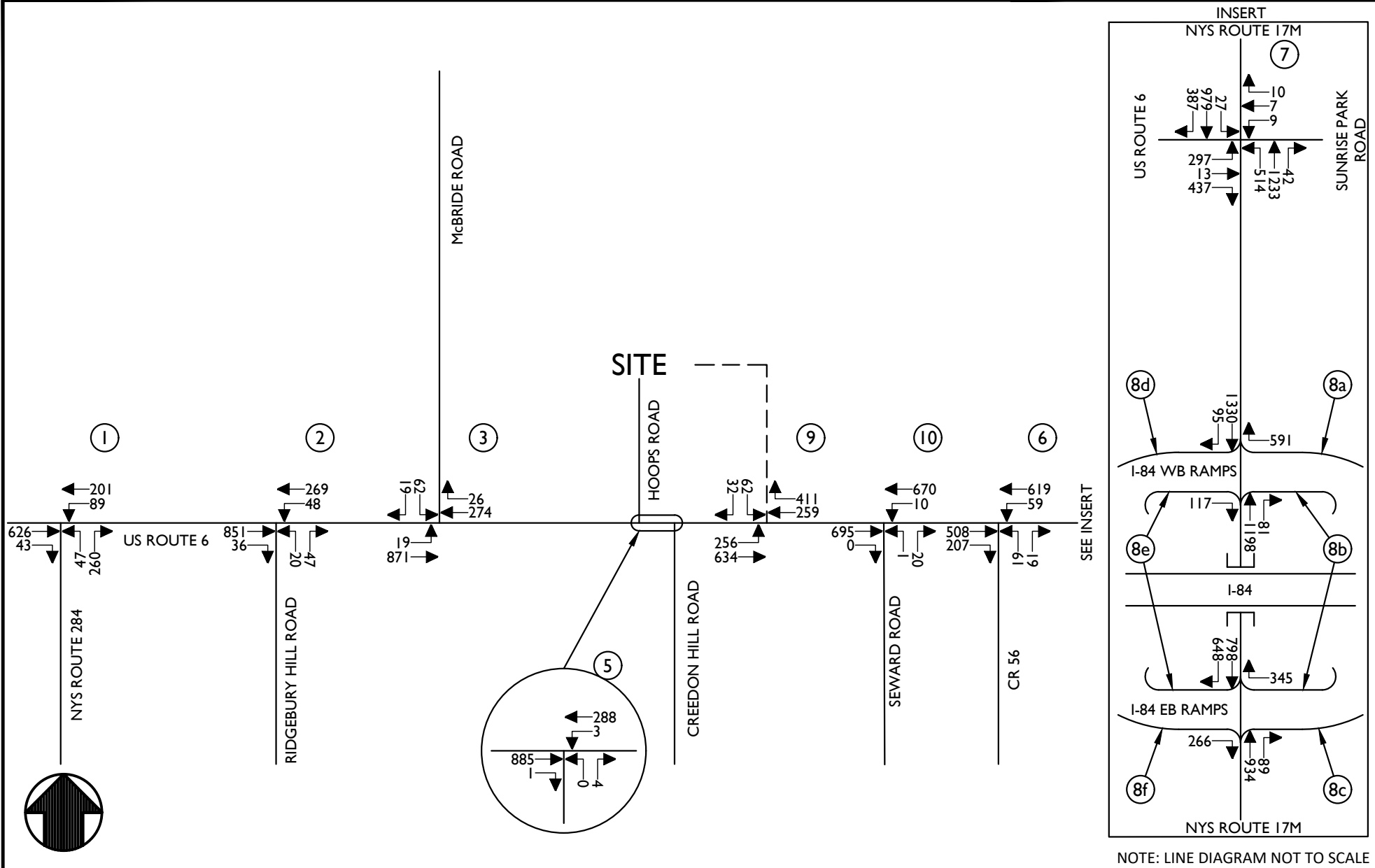
To: Jason Brenner, NYSDOT
Copy: Matt Boone, P.E.
From: A. Peter Russillo, P.E., PTOE
Date: January 24, 2025
Subject: Project Bluebird
ETC + 20 Year Analysis
Project No.: 21002112F

As requested, Colliers Engineering & Design has completed our evaluation of the Estimated Time of Completion + 20 Year analysis associated with the Project Bluebird development. For ease of review, we have attached the Year 2027 No-Build and Year 2027 Build Traffic Volumes and corresponding Levels of Service Summary Tables as contained in the Traffic Impact Study dated December 9, 2024 (Attachment A).

In order to develop the ETC + 20 Year Conditions (Year 2047), the Year 2027 No-Build Traffic Volumes were increased by a long-term traffic growth factor of 0.25% per year (5% additional background growth). The resulting Year 2047 No-Build and Year 2047 Traffic Volumes, Levels of Service Summary Tables and capacity analysis are contained in Attachment B.

Attachment A – From TIS Dated December 9, 2024

- Year 2027 No-Build & 2027 Build Traffic Volumes
- Level of Service Summary Tables



NOTE: LINE DIAGRAM NOT TO SCALE



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2	12/2/24	PJG	12/2/24
3	12/2/24	PJG	12/2/24
4	12/2/24	PJG	12/2/24
5	12/2/24	PJG	12/2/24
6	12/2/24	PJG	12/2/24
7	12/2/24	PJG	12/2/24
8	12/2/24	PJG	12/2/24
9	12/2/24	PJG	12/2/24
10	12/2/24	PJG	12/2/24

TRAFFIC IMPACT STUDY FOR PROJECT BLUEBIRD

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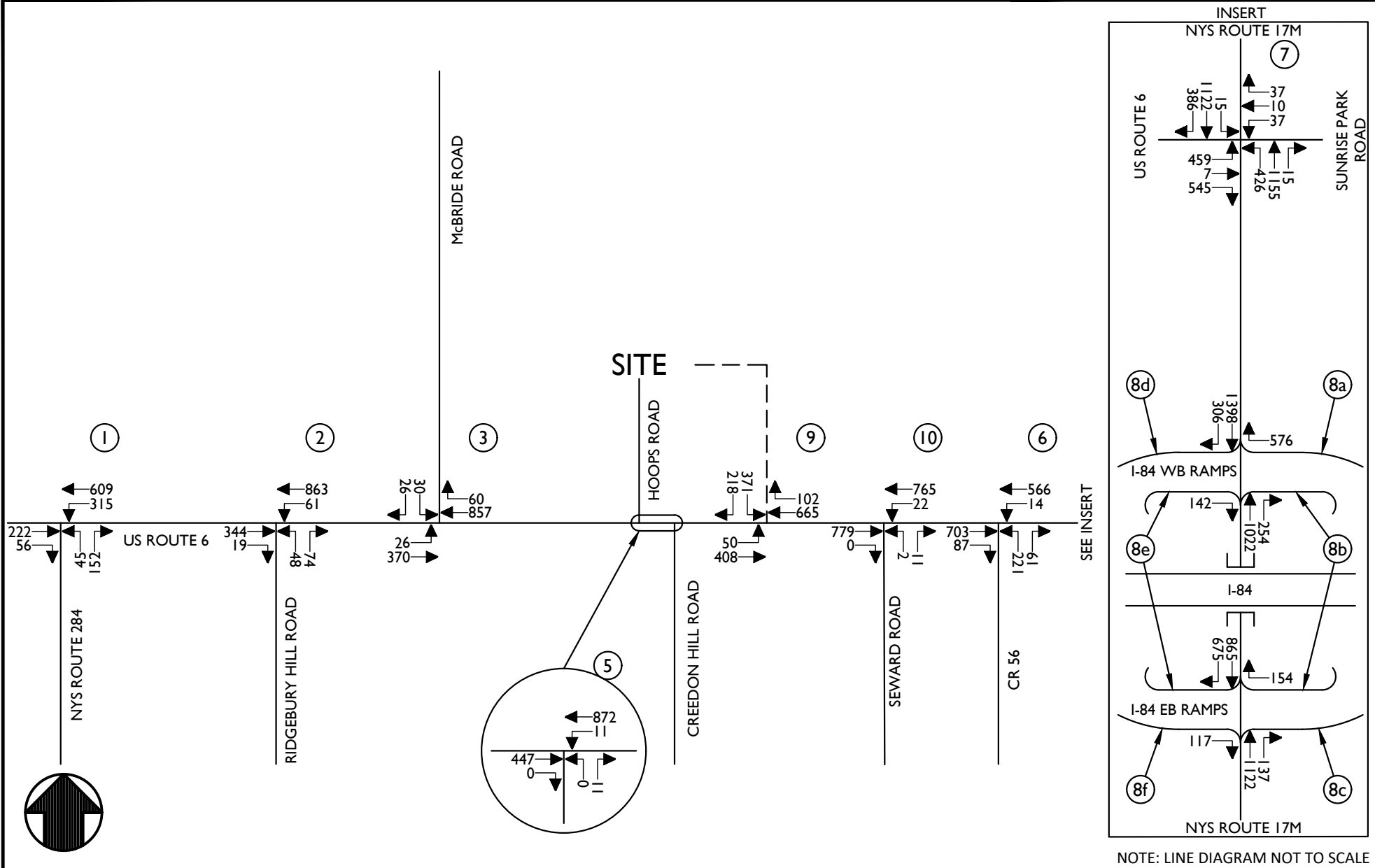
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SHEET TITLE:
**2027 NO-BUILD
TRAFFIC VOLUMES
PEAK AM HOUR**

SHEET NUMBER:
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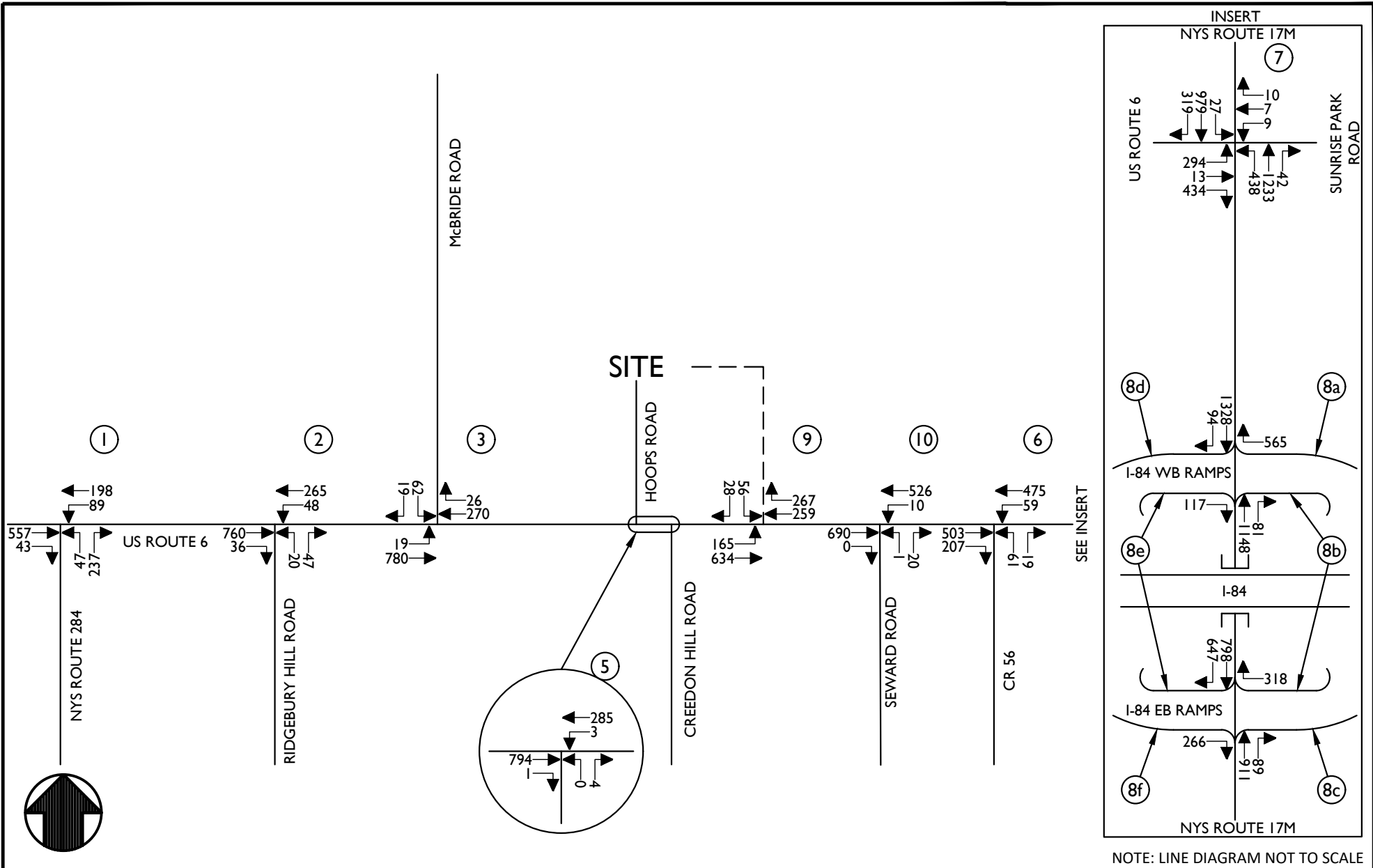
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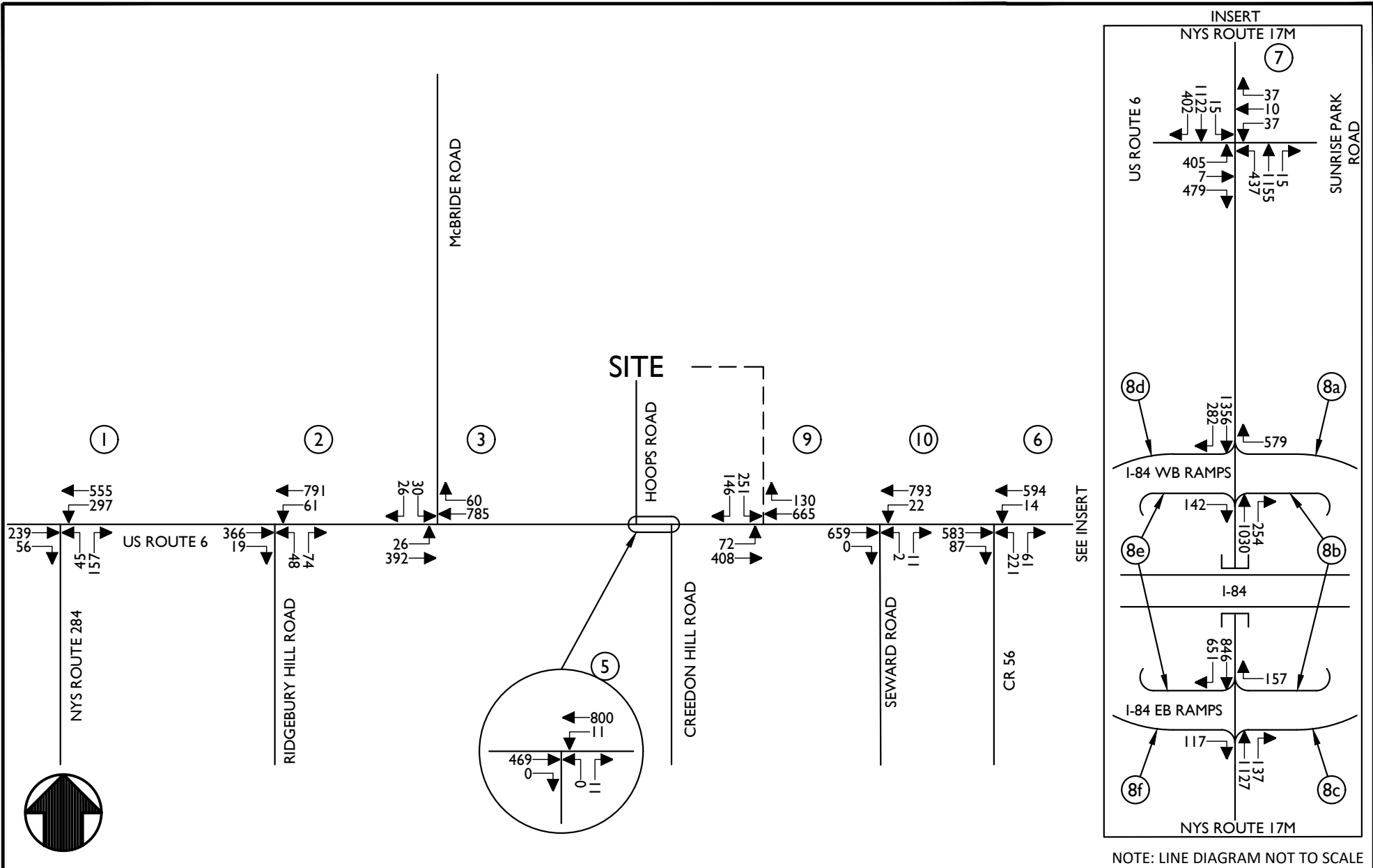
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21002112F	241202PWG_FIGURE		

SHEET TITLE:
**2027 BUILD
TRAFFIC VOLUMES
PEAK PM HOUR**

SHEET NUMBER:
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Table No. 2
Level of Service Summary Table
Weekday Peak AM Hour

				2024 Existing			2027 No-Build			2027 Build			Route 6 Logistics 2026 Build (2)			Change in Delay 2027 No-Build to 2027 Build
				v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	
1	U.S. Route 6 & NYS Route 284	Unsignalized														
	U.S. Route 6	WB	LT	0.075	A	8.5	0.115	A	9.8	0.108	A	9.5	0.121	B	10.2	-0.3
	NYS Route 284	NB	LR	0.416	C	16.0	0.916	F	62.5	0.775	E	38.9	1.334	F	202.7	-23.6
2	U.S. Route 6 & Ridgebury Hill Road	Unsignalized														
	U.S. Route 6	SB	LT	0.050	A	8.8	0.074	B	10.6	0.068	B	10.1	0.065	B	10.8	-0.5
	Ridgebury Hill Road	WB	LR	0.159	B	14.6	0.300	D	26.3	0.261	C	22.6	0.525	E	39.2	-3.7
3	U.S. Route 6 & McBride Road	Unsignalized														
	U.S. Route 6	NEB	LT	0.016	A	7.8	0.017	A	8.0	0.017	A	7.9	0.015	A	7.9	-0.1
	McBride Road	SEB	LR	0.261	C	19.2	0.535	E	48.7	0.458	E	38.0	0.604	F	61.6	-10.7
4	U.S. Route 6 & Former Hoops Road	Unsignalized														
	U.S. Route 6	EB	LT	0.000	A	0.0	-	-	-	-	-	-	-	-	-	-
	Hoops Road	SB	LR	0.007	C	15.2	-	-	-	-	-	-	-	-	-	-
5	U.S. Route 6 & Creedon Hill Road	Unsignalized														
	U.S. Route 6	WB	LT	0.004	A	9.2	0.006	B	11.1	0.005	B	10.7	0.006	B	11.6	-0.4
	Creedon Hill Road	NB	LR	0.011	B	12.8	0.019	C	20.0	0.017	C	18.4	0.021	C	22.1	-1.6
6	U.S. Route 6 & C.R. 56	Unsignalized														
	U.S. Route 6	SWB	L	0.009	A	8.4	0.069	A	8.9	-	-	-	-	-	-	-
	C.R. 56	WB	LR	0.189	C	15.9	0.615	F	61.4	-	-	-	-	-	-	-
	With Potential Traffic Signal	Signalized														
	U.S. Route 6	NEB	T	-	-	-	0.62	A	5.8	0.65	A	6.2	0.63	A	5.0	-
			R	-	-	-	0.00	A	0.0	0.00	A	0.0	0.00	A	0.0	-
		NEB Overall		-	-	-	-	A	5.8	-	A	6.2	-	A	5.0	-
	U.S. Route 6	SWB	L	-	-	-	0.14	A	8.5	0.15	A	8.9	0.13	A	7.3	-
			T	-	-	-	0.74	A	6.9	0.61	A	6.0	0.69	A	5.5	-
		SWB Overall		-	-	-	-	A	7.0	-	A	6.3	-	A	5.7	-
	C.R. 56	WB	LR	-	-	-	0.70	C	20.3	0.68	B	18.7	0.58	B	14.9	-
		Overall		-	-	-	-	A	7.4	-	A	7.2	-	A	6.0	-

Table No. 2
Level of Service Summary Table
Weekday Peak AM Hour

			2024 Existing			2027 No-Build			2027 Build			Route 6 Logistics 2026 Build (2)			Change in Delay
			v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	2027 No-Build to 2027 Build
7	U.S. Route 6 & NYS Route 17M	Signalized													
		U.S. Route 6 EB LT R	0.67	C	33.3	0.76	D	37.5	-	-	-	-	-	-	-
			0.00	A	0.0	0.00	A	0.0	-	-	-	-	-	-	-
			-	C	33.3	-	D	37.5	-	-	-	-	-	-	-
		Sunrise Park Road WB LTR	0.08	C	26.7	0.06	C	24.7	-	-	-	-	-	-	-
			0.63	B	13.9	1.44	F	232.2	-	-	-	-	-	-	-
			0.52	A	9.0	0.65	B	14.2	-	-	-	-	-	-	-
		NYS Route 17M NB L T, TR	-	A	9.8	-	B	76.8	-	-	-	-	-	-	-
			0.11	B	12.8	0.15	C	21.8	-	-	-	-	-	-	-
			0.62	B	17.4	0.86	C	33.4	-	-	-	-	-	-	-
		NYS Route 17M SB L T, T R	0.00	A	0.0	0.00	A	0.0	-	-	-	-	-	-	-
			-	B	17.3	-	C	33.0	-	-	-	-	-	-	-
			-	B	17.3	-	C	33.0	-	-	-	-	-	-	-
		Overall	-	B	14.9	-	E	58.4	-	-	-	-	-	-	-
	With Additional NB Left Turn Lane With Additional EB Left Turn Lane With Signal Timing Changes	U.S. Route 6 EB L, LT R	-	-	-	0.82	D	50.0	0.82	D	49.8	0.83	D	50.3	12.3
			-	-	-	0.00	A	0.0	0.00	A	0.0	-	A	0.0	0.0
			-	-	-	-	D	50.0	-	D	49.8	-	D	50.3	12.3
		Sunrise Park Road WB LTR	-	-	-	0.71	E	56.5	0.71	E	56.5	0.55	D	54.3	31.8
			-	-	-	0.68	C	34.8	0.58	C	32.4	0.71	D	36.2	-199.8
			-	-	-	0.67	B	17.2	0.66	B	17.1	0.73	B	18.0	2.9
		NYS Route 17M NB L, L T, TR	-	-	-	-	C	22.2	-	C	21.0	-	C	22.8	-55.8
			-	-	-	0.86	F	85.4	0.86	F	88.4	0.84	F	80.2	66.6
			-	-	-	0.91	D	35.3	0.91	D	36.0	0.94	D	37.6	2.6
		NYS Route 17M SB L T, T R	-	-	-	0.58	B	19.8	0.48	B	18.5	0.61	B	19.3	18.5
			-	-	-	-	C	32.0	-	C	32.9	-	C	32.9	-0.1
			-	-	-	-	C	28.7	-	C	28.5	-	C	29.2	-29.9

			2024 Existing			2027 No-Build			2027 Build			Route 6 Logistics 2026 Build (2)			Change in Delay
			v/c	LOS	Density	v/c	LOS	Density	v/c	LOS	Density	v/c	LOS	Density	2027 No-Build to 2027 Build
	NYS Route 17M & I-84 Interchange (3)	Ramps													
8b	I-84 EB Off-Ramp to NYS 17M WB & I-84 WB On-Ramp from NYS 17M WB	Weave	0.23	A	8.6	0.32	B	12.2	0.30	B	11.4	0.33	B	12.6	-0.8
8c	I-84 EB On-Ramp from NYS Route 17M WB	Diverge	0.07	B	11.9	0.07	B	13.4	0.07	B	13.1	0.07	B	13.6	-0.3
8d	I-84 WB On-Ramp from NYS 17M EB	Diverge	0.05	B	15.9	0.08	B	17.1	0.08	B	17.1	0.08	B	16.7	0.0
8e	I-84 WB Off-Ramp to NYS 17M EB & I-84 EB On-Ramp from NYS 17M EB	Weave	0.38	B	12.7	0.41	B	13.7	0.41	B	13.7	0.41	B	13.3	0.0
8f	I-84 EB Off-Ramp to NYS 17M EB	Merge	0.19	B	14.0	0.19	B	14.3	0.19	B	14.3	0.19	B	14.3	0.0

Table No. 2
Level of Service Summary Table
Weekday Peak AM Hour

				2024 Existing			2027 No-Build			2027 Build			Route 6 Logistics 2026 Build (2)			Change in Delay
				v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	2027 No-Build to 2027 Build
9	U.S. Route 6 & Project Bluebird/Project Liberty Driveway			Unsignalized												
	U.S. Route 6 EB L			-	-	-	0.316	B	11.0	-	-	-	-	-	-	-
	Proposed Driveway SB LR			-	-	-	1.278	F	285.2	-	-	-	-	-	-	-
	With Proposed Traffic Signal			Signalized												
	U.S. Route 6 EB L			-	-	-	0.42	A	6.3	0.32	A	6.7	0.42	A	5.2	-
				-	-	-	0.63	A	5.1	0.71	A	6.2	0.69	A	4.9	-
	EB Overall			-	-	-	-	A	5.5	-	A	6.3	-	A	4.9	-
	U.S. Route 6 WB T			-	-	-	0.42	B	10.8	0.53	B	11.2	0.41	A	9.3	-
				-	-	-	0.77	B	14.6	0.63	B	12.3	0.77	B	12.8	-
	WB Overall			-	-	-	-	B	13.2	-	B	11.8	-	B	11.4	-
	Proposed Driveway SB L			-	-	-	0.60	C	25.5	0.53	B	19.6	0.60	C	23.7	-
				-	-	-	0.29	C	21.3	0.24	B	16.5	0.28	B	19.6	-
	SB Overall			-	-	-	-	C	24.1	-	B	18.6	-	C	22.3	-
	Overall			-	-	-	-	A	9.6	-	A	9.1	-	A	8.5	-
	With Proposed Traffic Signal & Additional SB Left Turn Lane			Signalized												
	U.S. Route 6 EB L			-	-	-	-	-	-	0.33	A	7.0	-	-	-	-
				-	-	-	-	-	-	0.73	A	6.6	-	-	-	-
	EB Overall			-	-	-	-	-	-	-	A	6.7	-	-	-	-
	U.S. Route 6 WB T			-	-	-	-	-	-	0.59	B	12.0	-	-	-	-
				-	-	-	-	-	-	0.54	A	9.7	-	-	-	-
	WB Overall			-	-	-	-	-	-	-	B	10.8	-	-	-	-
	Proposed Driveway SB L, L			-	-	-	-	-	-	0.27	B	15.4	-	-	-	-
				-	-	-	-	-	-	0.10	B	11.3	-	-	-	-
	SB Overall			-	-	-	-	-	-	-	B	14.0	-	-	-	-
	Overall			-	-	-	-	-	-	-	A	8.7	-	-	-	-
10	U.S. Route 6 & Seward Road			Unsignalized												
	U.S. Route 6 WB LT			0.011	A	8.6	0.013	A	9.3	0.013	A	9.3	0.012	A	9.5	0.0
	Seward Road NB LR			0.046	B	12.3	0.066	C	15.7	0.063	C	15.3	0.076	C	16.4	-0.4

NOTES:

- 1) THE ABOVE REPRESENTS THE LEVEL OF SERVICE AND VEHICLE DELAY IN SECONDS, C [16.2], FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.
- 2) THE 2026 BUILD CONDITION REPRESENTS THE TRAFFIC VOLUMES AND MITIGATION MEASURES AS APPROVED BY NYSDOT FOR SLATE HILL COMMERCE CENTER, PROJECT LIBERTY AND ROUTE 6 LOGISTICS.
- 3) INTERSECTION 8B-F ARE MERGE/DIVERGE RAMP AND WEAVING SEGMENT TYPE INTERSECTIONS. ANALYSIS FOR THESE INTERSECTIONS WAS CONDUCTED UTILIZING THE HIGHWAY CAPACITY MANUAL (6TH EDITION) METHODOLOGY WITH THE HCS 7 ANALYSIS SOFTWARE. LEVEL OF SERVICE FOR RAMP AND WEAVING SEGMENT TYPE INTERSECTIONS IS DETERMINED BY THE DENSITY MEASURED IN UNITS OF PASSENGER CARS PER MILE PER LANE, WHICH ARE THE VALUES SUMMARIZED ABOVE. APPENDIX "C" CONTAINS A DESCRIPTION OF THE LEVELS OF SERVICE FOR RAMP AND WEAVING SEGMENTS.

Table No. 2
Level of Service Summary Table
Weekday Peak PM Hour

				2024 Existing			2027 No-Build			2027 Build			Route 6 Logistics 2026 Build (2)			Change in Delay 2027 No-Build to 2027 Build
				v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	
1	U.S. Route 6 & NYS Route 284	Unsignalized														
	U.S. Route 6	WB	LT	0.193	A	8.4	0.274	A	9.0	0.263	A	9.0	0.283	A	9.1	0.0
	NYS Route 284	NB	LR	0.441	C	19.6	0.969	F	98.9	0.859	F	67.6	1.098	F	136.9	-31.3
2	U.S. Route 6 & Ridgebury Hill Road	Unsignalized														
	U.S. Route 6	SB	LT	0.053	A	8.1	0.058	A	8.3	0.059	A	8.4	0.069	A	8.7	0.1
	Ridgebury Hill Road	WB	LR	0.316	C	17.7	0.543	E	36.0	0.513	D	32.7	0.569	E	46.5	-3.3
3	U.S. Route 6 & McBride Road	Unsignalized														
	U.S. Route 6	NEB	LT	0.030	A	8.9	0.042	B	10.5	0.039	B	10.1	0.044	B	10.4	-0.4
	McBride Road	SEB	LR	0.207	C	20.1	0.401	E	42.9	0.365	E	37.8	0.388	E	41.3	-5.1
4	U.S. Route 6 & Former Hoops Road	Unsignalized														
	U.S. Route 6	EB	LT	0.001	A	8.5	-	-	-	-	-	-	-	-	-	-
	Hoops Road	SB	LR	0.007	C	17.3	-	-	-	-	-	-	-	-	-	-
5	U.S. Route 6 & Creedon Hill Road	Unsignalized														
	U.S. Route 6	WB	LT	0.013	A	9.2	0.014	A	9.5	0.014	A	9.6	0.015	A	9.4	0.1
	Creedon Hill Road	NB	LR	0.021	B	11.7	0.023	B	12.6	0.024	B	12.9	0.024	B	12.7	0.3
6	U.S. Route 6 & C.R. 56	Unsignalized														
	U.S. Route 6	SWB	L	0.007	A	7.9	0.017	A	9.2	-	-	-	-	-	-	-
	C.R. 56	WB	LR	0.552	C	23.8	1.479	F	284.0	-	-	-	-	-	-	-
	With Potential Traffic Signal	Signalized														
	U.S. Route 6	NEB	T	-	-	-	0.81	B	10.3	0.74	A	9.3	0.80	A	9.0	-
			R	-	-	-	0.00	A	0.0	0.00	A	0.0	0.00	A	0.0	-
		NEB Overall		-	-	-	-	B	10.3	-	A	9.3	-	A	9.0	-
	U.S. Route 6	SWB	L	-	-	-	0.05	B	14.7	0.04	B	12.3	0.07	B	13.1	-
			T	-	-	-	0.65	A	8.3	0.74	A	9.3	0.71	A	7.7	-
		SWB Overall		-	-	-	-	A	8.4	-	A	9.3	-	A	7.8	-
	C.R. 56	WB	LR	-	-	-	0.80	C	20.7	0.78	B	16.7	0.76	B	17.3	-
		Overall		-	-	-	-	B	11.5	-	B	10.7	-	A	9.9	-

Table No. 2
Level of Service Summary Table
Weekday Peak PM Hour

					2024 Existing			2027 No-Build			2027 Build			Route 6 Logistics 2026 Build (2)			Change in Delay
					v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	2027 No-Build to 2027 Build
7	U.S. Route 6 & NYS Route 17M		Signalized														
	U.S. Route 6	EB	LT	0.67	C	33.5	1.10	F	107.2	-	-	-	-	-	-	-	
			R	0.00	A	0.0	0.00	A	0.0	-	-	-	-	-	-	-	
			EB Overall	-	C	33.5	-	F	107.2	-	-	-	-	-	-	-	
	Sunrise Park Road	WB	LTR	0.20	C	27.2	0.16	C	24.9	-	-	-	-	-	-	-	
	NYS Route 17M	NB	L	0.77	B	19.4	1.15	F	117.1	-	-	-	-	-	-	-	
			T, TR	0.48	A	9.0	0.56	B	13.4	-	-	-	-	-	-	-	
			NB Overall	-	B	11.4	-	D	41.0	-	-	-	-	-	-	-	
	NYS Route 17M	SB	L	0.05	B	13.6	0.06	B	19.8	-	-	-	-	-	-	-	
			T, T	0.63	B	19.8	0.92	D	40.4	-	-	-	-	-	-	-	
			R	0.00	A	0.0	0.00	A	0.0	-	-	-	-	-	-	-	
			SB Overall	-	B	19.7	-	D	40.2	-	-	-	-	-	-	-	
			Overall	-	B	16.7	-	D	49.7	-	-	-	-	-	-	-	
	With Additional NB Left Turn Lane																
	With Additional EB Left Turn Lane																
	With Signal Timing Changes																
		U.S. Route 6	EB	L, LT	-	-	-	0.87	D	52.7	0.85	D	49.9	0.88	D	54.3	-57.3
				R	-	-	-	0.00	A	0.0	0.00	A	0.0	0.00	A	0.0	0.0
				EB Overall	-	-	-	-	D	52.7	-	D	49.9	-	D	54.3	-57.3
		Sunrise Park Road	WB	LTR	-	-	-	0.80	E	74.5	0.80	E	74.5	0.80	E	73.1	49.6
		NYS Route 17M	NB	L, L	-	-	-	0.69	D	40.2	0.65	D	38.2	0.77	D	44.3	-78.9
				T, TR	-	-	-	0.62	B	19.5	0.60	B	18.3	0.63	C	20.4	4.9
				NB Overall	-	-	-	-	C	25.0	-	C	23.6	-	C	26.8	-17.4
		NYS Route 17M	SB	L	-	-	-	0.81	F	81.5	0.81	F	81.0	0.86	E	77.0	61.2
				T, T	-	-	-	0.95	D	40.3	0.95	D	40.1	0.98	D	43.2	-0.3
				R	-	-	-	0.50	B	16.7	0.54	B	18.0	0.55	B	16.7	18.0
				SB Overall	-	-	-	-	C	34.7	-	C	34.7	-	D	36.6	-5.5
				Overall	-	-	-	-	C	33.6	-	C	32.4	-	D	35.5	-17.3
8a	NYS Route 17M & I-84 Interchange		Unsignalized														
	I-84 WB Off-Ramp to NYS 17M WB	WB	R	1.027	F	74.5	1.236	F	149.1	-	-	-	-	-	-	-	
	W/ Two Lane Off Ramp		Signalized														
	I-84 WB Off Ramp	WB	R, R	-	-	-	0.77	D	40.4	0.77	D	40.0	0.77	D	40.0	-	
	NYS Route 17M	NB	T, T	-	-	-	0.52	B	13.2	0.52	B	13.3	0.51	B	13.3	-	
			Overall	-	-	-	-	C	23.0	-	C	22.9	-	C	22.9	-	

			2024 Existing			2027 No-Build			2027 Build			Route 6 Logistics 2026 Build (2)			Change in Delay 2027 No-Build to 2027 Build
			v/c	LOS	Density	v/c	LOS	Density	v/c	LOS	Density	v/c	LOS	Density	
	NYS Route 17M & I-84 Interchange (3)	Ramps													
8b	I-84 EB Off-Ramp to NYS 17M WB & I-84 WB On-Ramp from NYS 17M WB	Weave	0.24	A	9.0	0.27	B	10.4	0.27	B	10.4	0.27	B	10.1	0.0
8c	I-84 EB On-Ramp from NYS Route 17M WB	Diverge	0.08	B	13.2	0.08	B	13.6	0.08	B	13.7	0.08	B	13.7	0.1
8d	I-84 WB On-Ramp from NYS 17M EB	Diverge	0.09	B	12.9	0.21	B	16.8	0.19	B	16.3	0.21	B	16.6	-0.5
8e	I-84 WB Off-Ramp to NYS 17M EB & I-84 EB On-Ramp from NYS 17M EB	Weave	0.32	B	10.3	0.42	B	13.5	0.40	B	13.0	0.42	B	13.5	-0.5
8f	I-84 EB Off-Ramp to NYS 17M EB	Merge	0.08	B	11.3	0.08	B	12.4	0.08	B	12.3	0.08	B	12.2	-0.1

Table No. 2
Level of Service Summary Table
Weekday Peak PM Hour

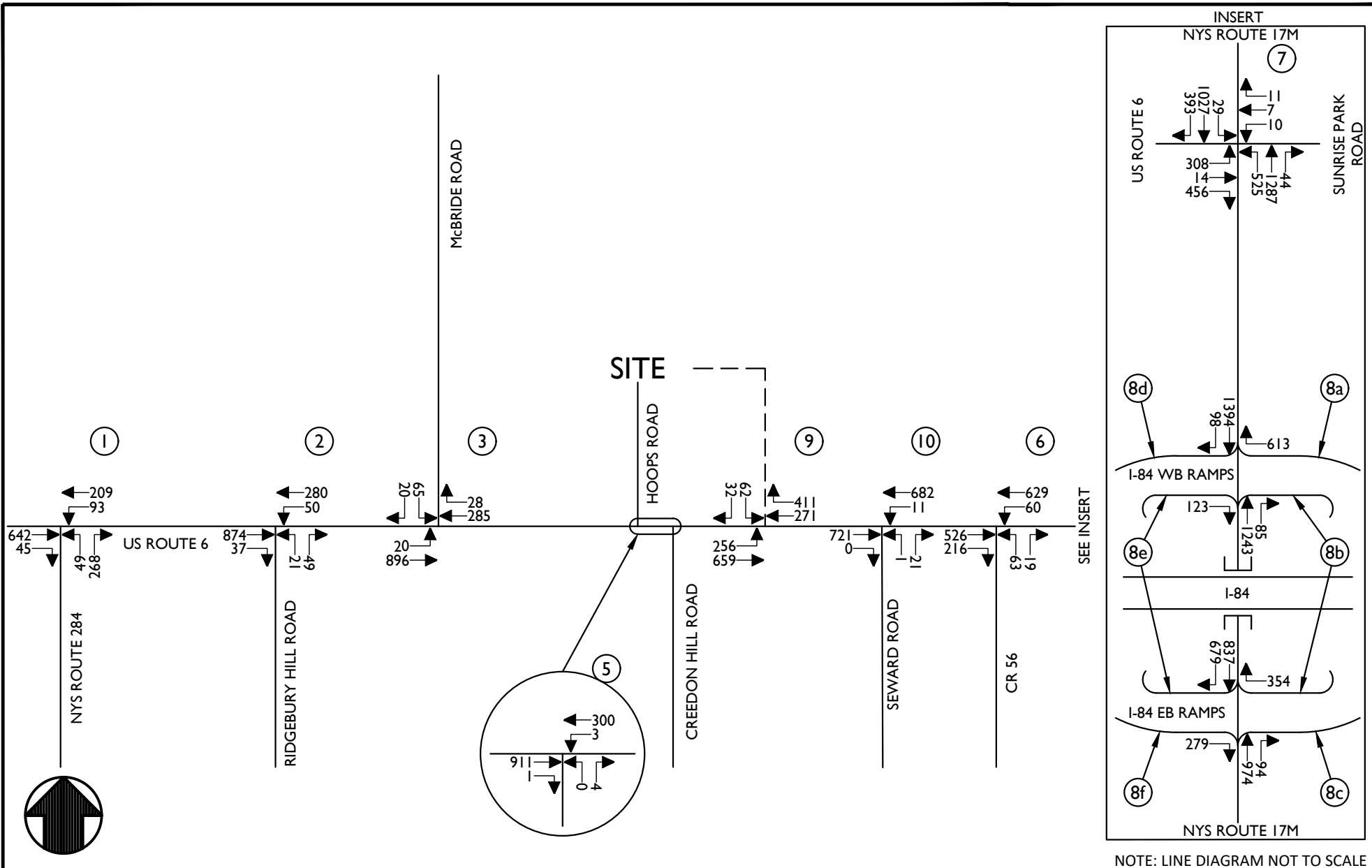
				2024 Existing			2027 No-Build			2027 Build			Route 6 Logistics 2026 Build (2)			Change in Delay
				v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	2027 No-Build to 2027 Build
9	U.S. Route 6 & Project Bluebird/Project Liberty Driveway			Unsignalized												
	U.S. Route 6 Proposed Driveway	EB SB	L LR	- -	- -	- -	0.070 3.297	A F	10.0 1083.3	- -	- -	- -	- -	- -	- -	- -
	With Proposed Traffic Signal			Signalized												
	U.S. Route 6	EB	L	-	-	-	0.30	C	22.7	0.32	B	19.1	0.27	C	22.0	-
			T	-	-	-	0.65	B	12.6	0.59	A	9.4	0.62	B	11.6	-
		EB Overall		-	-	-	-	B	13.7	-	B	10.9	-	B	12.7	-
	U.S. Route 6	WB	T	-	-	-	0.96	D	35.7	0.87	B	19.8	0.94	C	31.6	-
			R	-	-	-	0.22	A	8.6	0.23	A	6.9	0.21	A	8.3	-
		WB Overall		-	-	-	-	C	32.1	-	B	17.7	-	C	28.7	-
	Proposed Driveway	SB	L	-	-	-	0.79	B	18.5	0.69	B	15.7	0.77	B	17.5	-
			R	-	-	-	0.48	B	12.8	0.41	B	13.2	0.47	B	12.8	-
		SB Overall		-	-	-	-	B	16.4	-	B	14.8	-	B	15.8	-
		Overall		-	-	-	-	C	22.4	-	B	15.1	-	C	20.6	-
	With Proposed Traffic Signal & Additional SB Left Turn Lane			Signalized												
	U.S. Route 6	EB	L	-	-	-	-	-	-	0.26	B	10.7	-	-	-	-
			T	-	-	-	-	-	-	0.43	A	5.2	-	-	-	-
		EB Overall		-	-	-	-	-	-	-	A	6.0	-	-	-	-
	U.S. Route 6	WB	T	-	-	-	-	-	-	0.88	C	21.9	-	-	-	-
			R	-	-	-	-	-	-	0.17	A	5.0	-	-	-	-
		WB Overall		-	-	-	-	-	-	-	B	19.1	-	-	-	-
Proposed Driveway	SB	L, L	-	-	-	-	-	-	0.61	C	22.3	-	-	-	-	
		R	-	-	-	-	-	-	0.49	B	19.2	-	-	-	-	
	SB Overall		-	-	-	-	-	-	-	C	21.2	-	-	-	-	
	Overall		-	-	-	-	-	-	-	B	15.9	-	-	-	-	
10	U.S. Route 6 & Seward Road			Unsignalized												
	U.S. Route 6	WB	LT	0.021	A	8.2	0.030	A	9.6	0.027	A	9.1	0.034	A	9.7	-0.5
	Seward Road	NB	LR	0.027	B	12.2	0.056	C	20.1	0.048	C	17.8	0.059	C	20.9	-2.3

NOTES:

- 1) THE ABOVE REPRESENTS THE LEVEL OF SERVICE AND VEHICLE DELAY IN SECONDS, C [16.2], FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.
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- 3) INTERSECTION 8B-F ARE MERGE/DIVERGE RAMP AND WEAVING SEGMENT TYPE INTERSECTIONS. ANALYSIS FOR THESE INTERSECTIONS WAS CONDUCTED UTILIZING THE HIGHWAY CAPACITY MANUAL (6TH EDITION) METHODOLOGY WITH THE HCS 7 ANALYSIS SOFTWARE. LEVEL OF SERVICE FOR RAMP AND WEAVING SEGMENT TYPE INTERSECTIONS IS DETERMINED BY THE DENSITY MEASURED IN UNITS OF PASSENGER CARS PER MILE PER LANE, WHICH ARE THE VALUES SUMMARIZED ABOVE. APPENDIX "C" CONTAINS A DESCRIPTION OF THE LEVELS OF SERVICE FOR RAMP AND WEAVING SEGMENTS.

Attachment B – ETC + 20 Year Analysis

- Year 2047 No-Build & 2047 Build Traffic Volumes
- Level of Service Summary Tables
- Capacity Analysis



NOTE: LINE DIAGRAM NOT TO SCALE



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2	1/20/25	P.W.G.	DRAWING NAME: 250120PWG_FIGURE
3	1/20/25	P.W.G.	SHEET TITLE: 2047 NO-BUILD TRAFFIC VOLUMES PEAK AM HOUR
4	1/20/25	P.W.G.	SHEET NUMBER: 8 of 19

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FOR
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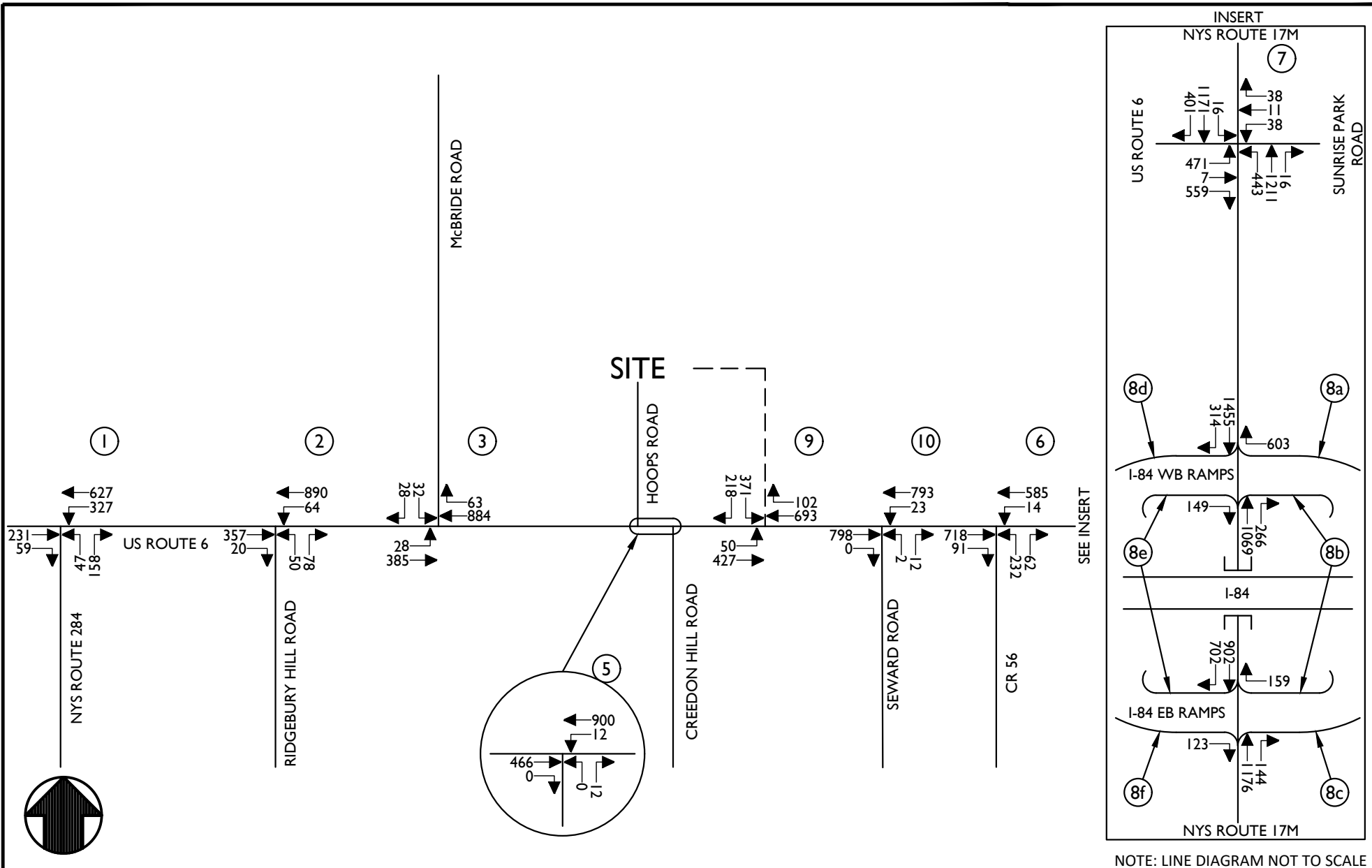
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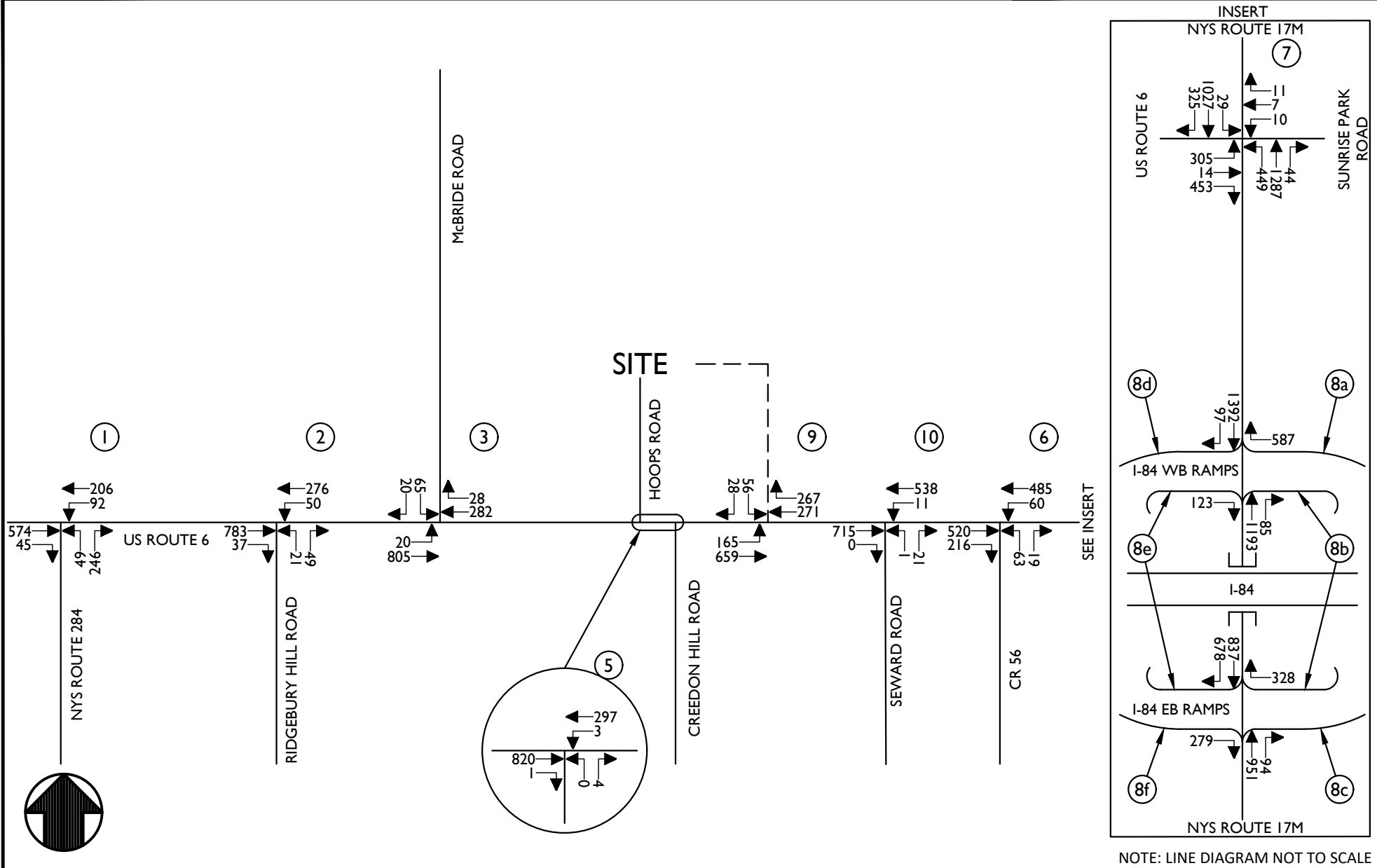
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PROJECT NUMBER:	21002112F	DRAWING NAME:	250120PWG_FIGURE

SHEET TITLE:
2047 NO-BUILD
TRAFFIC VOLUMES
PEAK PM HOUR

SHEET NUMBER:
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2	1/20/25	P.J.G.	250120PWG_FIGURE
3	1/20/25	P.J.G.	250120PWG_FIGURE
4	1/20/25	P.J.G.	250120PWG_FIGURE
5	1/20/25	P.J.G.	250120PWG_FIGURE
6	1/20/25	P.J.G.	250120PWG_FIGURE
7	1/20/25	P.J.G.	250120PWG_FIGURE
8	1/20/25	P.J.G.	250120PWG_FIGURE
9	1/20/25	P.J.G.	250120PWG_FIGURE
10	1/20/25	P.J.G.	250120PWG_FIGURE

TRAFFIC IMPACT STUDY
FOR
PROJECT BLUEBIRD

TOWN OF WAWAYANDA
ORANGE COUNTY
NEW YORK



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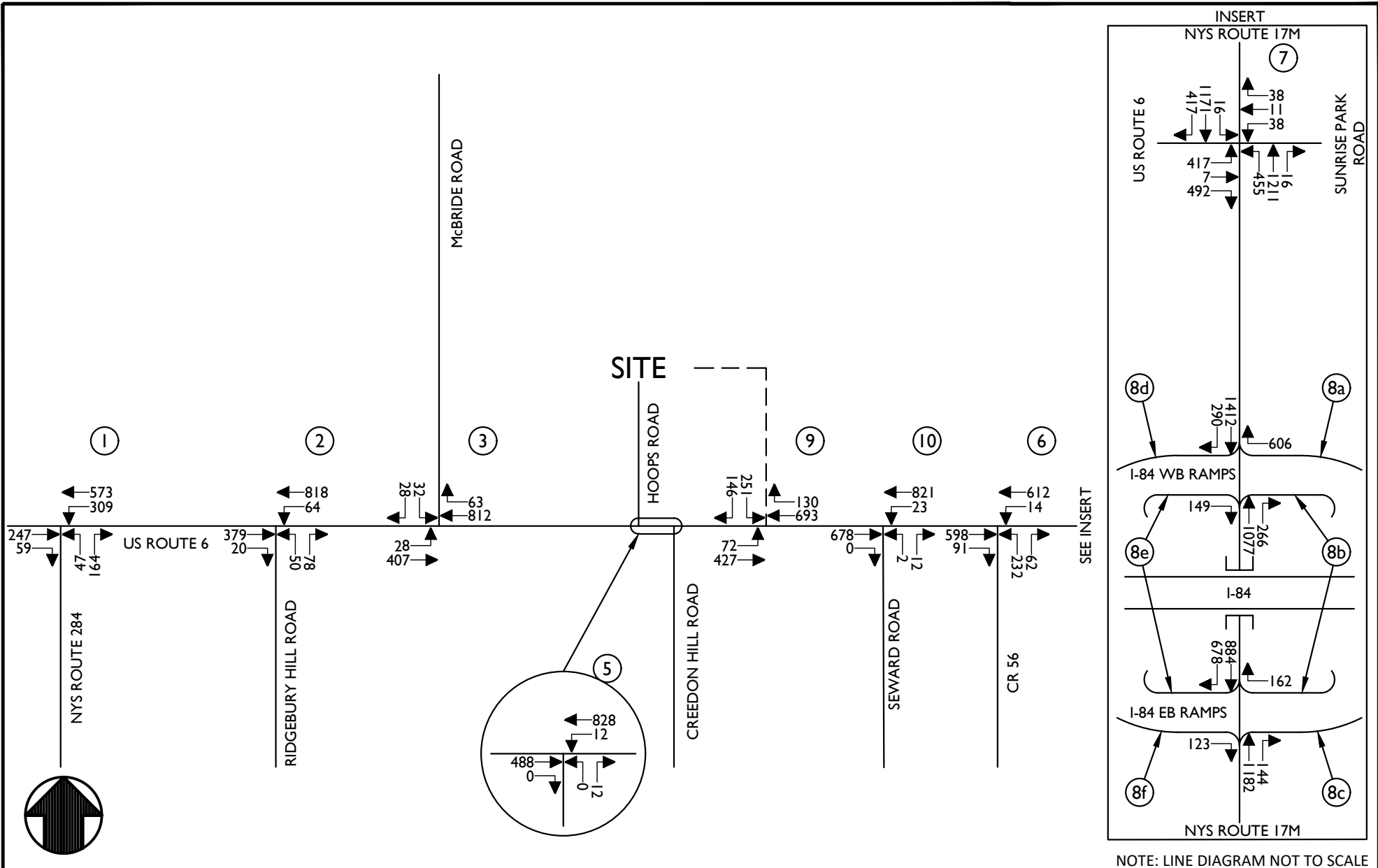
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SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	1/20/25	P.W.G.	P.J.G.
PROJECT NUMBER:	DRAWING NAME:		
21002112F	250120PWG_FIGURE		

SHEET TITLE:
**2047 BUILD
TRAFFIC VOLUMES
PEAK AM HOUR**

SHEET NUMBER:
18 of 19



NOTE: LINE DIAGRAM NOT TO SCALE



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SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	1/20/25	P.W.G.	P.J.G.
PROJECT NUMBER:	DRAWING NAME:		
21002112F	250120PWG_FIGURE		

SHEET TITLE:
2047 BUILD
TRAFFIC VOLUMES
PEAK PM HOUR

SHEET NUMBER:
19 of 19

Table No. 2
Level of Service Summary Table
Weekday Peak AM Hour

			2047 No-Build			2047 Build			Change in Delay 2047 No-Build to 2047 Build
			v/c	LOS	Delay	v/c	LOS	Delay	
1	U.S. Route 6 & NYS Route 284	Unsignalized							
	U.S. Route 6 WB LT		0.122	A	10.0	0.113	A	9.6	-0.4
	NYS Route 284 NB LR		0.981	F	78.3	0.834	E	47.0	-31.3
2	U.S. Route 6 & Ridgebury Hill Road	Unsignalized							
	U.S. Route 6 SB LT		0.079	B	10.8	0.073	B	10.3	-0.5
	Ridgebury Hill Road WB LR		0.330	D	28.3	0.286	C	24.1	-4.2
3	U.S. Route 6 & McBride Road	Unsignalized							
	U.S. Route 6 NEB LT		0.018	A	8.0	0.018	A	8.0	0.0
	McBride Road SEB LR		0.600	F	57.4	0.514	E	43.7	-13.7
4	U.S. Route 6 & Former Hoops Road	Unsignalized							
	U.S. Route 6 EB LT		-	-	-	-	-	-	-
	Hoops Road SB LR		-	-	-	-	-	-	-
5	U.S. Route 6 & Creedon Hill Road	Unsignalized							
	U.S. Route 6 WB LT		0.006	B	11.5	0.006	B	10.9	-0.6
	Creedon Hill Road NB LR		0.021	C	21.6	0.018	C	19.1	-2.5
6	U.S. Route 6 & C.R. 56	Unsignalized							
	U.S. Route 6 SWB L		0.071	A	9.0	-	-	-	-
	C.R. 56 WB LR		0.699	F	71.1	-	-	-	-
	With Potential Traffic Signal	Signalized							
	U.S. Route 6 NEB T		0.63	A	5.9	0.66	A	6.3	-
		R	0.00	A	0.0	0.00	A	0.0	-
		NEB Overall	-	A	5.9	-	A	6.3	-
	U.S. Route 6 SWB L		0.15	A	8.8	0.15	A	9.1	-
		T	0.75	A	6.9	0.61	A	5.9	-
		SWB Overall	-	A	7.1	-	A	6.3	-
	C.R. 56 WB LR		0.71	C	20.8	0.69	B	19.2	-
		Overall	-	A	7.5	-	A	7.2	-

Table No. 2
Level of Service Summary Table
Weekday Peak AM Hour

				2047 No-Build			2047 Build			Change in Delay 2047 No-Build to 2047 Build	
				v/c	LOS	Delay	v/c	LOS	Delay		
7	U.S. Route 6 & NYS Route 17M			Signalized							
	U.S. Route 6	EB	LT	0.77	D	38.5	-	-	-	-	
			R	0.00	A	0.0	-	-	-	-	
	EB Overall		-	D	38.5	-	-	-	-		
	Sunrise Park Road	WB	LTR	0.07	C	24.4	-	-	-	-	
			L	1.53	F	277.1	-	-	-	-	
	NYS Route 17M	NB	T, TR	0.68	B	15.6	-	-	-	-	
			NB Overall	-	F	89.5	-	-	-	-	
	NYS Route 17M	SB	L	0.17	C	24.8	-	-	-	-	
			T, T	0.91	D	38.2	-	-	-	-	
	R	A	0.00	A	0.0	-	-	-	-		
		SB Overall	-	D	37.8	-	-	-	-		
	Overall			-	E	67.2	-	-	-	-	
	With Additional NB Left Turn Lane										
	With Additional EB Left Turn Lane										
	With Signal Timing Changes										
	U.S. Route 6	EB	L, LT	0.83	D	50.8	0.83	D	50.6	12.1	
			R	0.00	A	0.0	0.00	A	0.0	0.0	
	EB Overall		-	D	50.8	-	D	50.6	12.1		
	Sunrise Park Road	WB	LTR	0.73	E	56.8	0.73	E	56.8	32.4	
			L, L	0.73	D	37.6	0.63	C	34.4	-242.7	
	NYS Route 17M	NB	T, TR	0.70	B	18.6	0.70	B	18.6	3.0	
			NB Overall	-	C	24.0	-	C	22.5	-67.0	
	NYS Route 17M	SB	L	0.85	F	86.4	0.85	F	89.4	64.6	
T, T			0.92	D	36.3	0.92	D	37.0	-1.2		
R	B	18.9	0.48	B	17.7	17.7					
	SB Overall	-	C	32.5	-	C	33.5	-4.3			
Overall			-	C	29.9	-	C	29.6	-37.6		
8a	NYS Route 17M & I-84 Interchange			Unsignalized							
	I-84 WB Off-Ramp to NYS 17M WB		WB R	1.980	F	475.7	-	-	-	-	
	W/ Two Lane Off Ramp			Signalized							
	I-84 WB Off Ramp		WB R, R	0.78	D	36.2	0.77	D	36.9	-	
	NYS Route 17M		NB T, T	0.78	C	22.8	0.72	B	19.9	-	
Overall			-	C	27.2	-	C	25.5	-		

				2047 No-Build			2047 Build			Change in Delay 2047 No-Build to 2047 Build
				v/c	LOS	Density	v/c	LOS	Density	
	NYS Route 17M & I-84 Interchange (3)		Ramps							
8b	I-84 EB Off-Ramp to NYS 17M WB & I-84 WB On-Ramp from NYS 17M WB		Weave	0.33	B	12.7	0.31	B	12.0	-0.7
8c	I-84 EB On-Ramp from NYS Route 17M WB		Diverge	0.07	B	13.8	0.07	B	13.6	-0.2
8d	I-84 WB On-Ramp from NYS 17M EB		Diverge	0.09	B	17.9	0.08	B	17.9	0.0
8e	I-84 WB Off-Ramp to NYS 17M EB & I-84 EB On-Ramp from NYS 17M EB		Weave	0.43	B	14.5	0.43	B	14.5	0.0
8f	I-84 EB Off-Ramp to NYS 17M EB		Merge	0.20	B	14.8	0.20	B	14.8	0.0

Table No. 2
Level of Service Summary Table
Weekday Peak AM Hour

					2047 No-Build			2047 Build			Change in Delay 2047 No-Build to 2047 Build
					v/c	LOS	Delay	v/c	LOS	Delay	
9	U.S. Route 6 & Project Bluebird/Project Liberty Driveway				Unsignalized						
	U.S. Route 6	EB	L		0.320	B	11.1	-	-	-	-
	Proposed Driveway	SB	LR		1.361	F	323.6	-	-	-	-
	With Proposed Traffic Signal				Signalized						
	U.S. Route 6	EB	L		0.42	A	6.4	0.32	A	6.8	-
			T		0.65	A	5.3	0.73	A	6.5	-
		EB Overall			-	A	5.6	-	A	6.6	-
	U.S. Route 6	WB	T		0.44	B	11.0	0.55	B	11.4	-
			R		0.77	B	14.6	0.63	B	12.2	-
		WB Overall			-	B	13.1	-	B	11.8	-
	Proposed Driveway	SB	L		0.60	C	25.6	0.53	B	19.7	-
			R		0.29	C	21.3	0.24	B	16.6	-
		SB Overall			-	C	24.1	-	B	18.7	-
		Overall			-	A	9.7	-	A	9.2	-
	With Proposed Traffic Signal & Additional SB Left Turn Lane				Signalized						
	U.S. Route 6	EB	L		-	-	-	0.34	A	7.1	-
			T		-	-	-	0.76	A	6.9	-
		EB Overall			-	-	-	-	A	7.0	-
	U.S. Route 6	WB	T		-	-	-	0.62	B	12.2	-
			R		-	-	-	0.54	A	9.6	-
		WB Overall			-	-	-	-	B	11.0	-
	Proposed Driveway	SB	L, L		-	-	-	0.27	B	15.4	-
			R		-	-	-	0.10	B	11.3	-
		SB Overall			-	-	-	-	B	14.0	-
		Overall			-	-	-	-	A	8.9	-
10	U.S. Route 6 & Seward Road				Unsignalized						
	U.S. Route 6	WB	LT		0.015	A	9.4	0.015	A	9.4	0.0
	Seward Road	NB	LR		0.071	C	16.2	0.069	C	15.8	-0.4

NOTES:

- 1) THE ABOVE REPRESENTS THE LEVEL OF SERVICE AND VEHICLE DELAY IN SECONDS, C [16.2], FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.
- 2) THE 2026 BUILD CONDITION REPRESENTS THE TRAFFIC VOLUMES AND MITIGATION MEASURES AS APPROVED BY NYSDOT FOR SLATE HILL COMMERCE CENTER, PROJECT LIBERTY AND ROUTE 6 LOGISTICS.
- 3) INTERSECTION 8B-F ARE MERGE/DIVERGE RAMP AND WEAVING SEGMENT TYPE INTERSECTIONS. ANALYSIS FOR THESE INTERSECTIONS WAS CONDUCTED UTILIZING THE HIGHWAY CAPACITY MANUAL (6TH EDITION) METHODOLOGY WITH THE HCS 7 ANALYSIS SOFTWARE. LEVEL OF SERVICE FOR RAMP AND WEAVING SEGMENT TYPE INTERSECTIONS IS DETERMINED BY THE DENSITY MEASURED IN UNITS OF PASSENGER CARS PER MILE PER LANE, WHICH ARE THE VALUES SUMMARIZED ABOVE. APPENDIX "C" CONTAINS A DESCRIPTION OF THE LEVELS OF SERVICE FOR RAMP AND WEAVING SEGMENTS.

Table No. 2
Level of Service Summary Table
Weekday Peak PM Hour

			2047 No-Build			2047 Build			Change in Delay 2047 No-Build to 2047 Build
			v/c	LOS	Delay	v/c	LOS	Delay	
1	U.S. Route 6 & NYS Route 284	Unsignalized							
	U.S. Route 6 WB LT		0.288	A	9.1	0.276	A	9.1	0.0
	NYS Route 284 NB LR		1.127	F	152.1	0.987	F	100.7	-51.4
2	U.S. Route 6 & Ridgebury Hill Road	Unsignalized							
	U.S. Route 6 SB LT		0.061	A	8.4	0.063	A	8.5	0.1
	Ridgebury Hill Road WB LR		0.609	E	42.6	0.573	E	38.0	-4.6
3	U.S. Route 6 & McBride Road	Unsignalized							
	U.S. Route 6 NEB LT		0.046	B	10.6	0.043	B	10.2	-0.4
	McBride Road SEB LR		0.463	E	49.9	0.421	E	43.4	-6.5
4	U.S. Route 6 & Former Hoops Road	Unsignalized							
	U.S. Route 6 EB LT		-	-	-	-	-	-	-
	Hoops Road SB LR		-	-	-	-	-	-	-
5	U.S. Route 6 & Creedon Hill Road	Unsignalized							
	U.S. Route 6 WB LT		0.016	A	9.6	0.016	A	9.7	0.1
	Creedon Hill Road NB LR		0.026	B	12.9	0.027	B	13.2	0.3
6	U.S. Route 6 & C.R. 56	Unsignalized							
	U.S. Route 6 SWB L		0.017	A	9.2	-	-	-	-
	C.R. 56 WB LR		1.621	F	345.8	-	-	-	-
	With Potential Traffic Signal	Signalized							
	U.S. Route 6 NEB T		0.82	B	10.7	0.75	A	9.5	-
		R	0.00	A	0.0	0.00	A	0.0	-
	NEB Overall		-	B	10.7	-	A	9.5	-
	U.S. Route 6 SWB L		0.05	B	15.4	0.04	B	12.7	-
		T	0.66	A	8.6	0.75	A	9.6	-
	SWB Overall		-	A	8.7	-	A	9.6	-
	C.R. 56 WB LR		0.81	C	22.5	0.79	B	17.6	-
	Overall		-	B	12.1	-	B	11.2	-

Table No. 2
Level of Service Summary Table
Weekday Peak PM Hour

				2047 No-Build			2047 Build			Change in Delay	
				v/c	LOS	Delay	v/c	LOS	Delay	2047 No-Build to 2047 Build	
7	U.S. Route 6 & NYS Route 17M			Signalized							
	U.S. Route 6	EB	LT	1.13	F	117.7	-	-	-	-	
			R	0.00	A	0.0	-	-	-	-	
	EB Overall		-	F	117.7	-	-	-	-		
	Sunrise Park Road	WB	LTR	0.16	C	24.9	-	-	-	-	
			L	1.23	F	149.0	-	-	-	-	
	NYS Route 17M	NB	T, TR	0.58	B	13.9	-	-	-	-	
			NB Overall	-	D	49.8	-	-	-	-	
	NYS Route 17M	SB	L	0.07	B	19.9	-	-	-	-	
			T, T	0.96	D	46.4	-	-	-	-	
	R	A	0.00	A	0.0	-	-	-	-		
		SB Overall	-	D	46.0	-	-	-	-		
	Overall		-	E	57.3	-	-	-	-		
	With Additional NB Left Turn Lane										
	With Additional EB Left Turn Lane										
	With Signal Timing Changes										
	U.S. Route 6	EB	L, LT	0.88	D	53.4	0.85	D	50.4	-67.3	
			R	0.00	A	0.0	0.00	A	0.0	0.0	
	EB Overall		-	D	53.4	-	D	50.4	-67.3		
	Sunrise Park Road	WB	LTR	0.81	E	75.6	0.81	E	75.6	50.7	
			L, L	0.75	D	43.3	0.71	D	40.5	-108.5	
	NYS Route 17M	NB	T, TR	0.66	C	20.8	0.64	B	19.5	5.6	
			NB Overall	-	C	26.7	-	C	25.1	-24.7	
	NYS Route 17M	SB	L	0.82	F	81.5	0.82	F	81.0	61.1	
			T, T	0.98	D	45.3	0.98	D	45.1	-1.3	
	R	B	0.52	B	16.5	0.55	B	17.8	17.8		
SB Overall		-	D	38.4	-	C	38.3	-7.7			
Overall		-	D	36.0	-	C	34.7	-22.6			
8a	NYS Route 17M & I-84 Interchange			Unsignalized							
	I-84 WB Off-Ramp to NYS 17M WB		WB	R	1.343	F	193.0	-	-	-	
	W/ Two Lane Off Ramp			Signalized							
	I-84 WB Off Ramp		WB	R, R	0.78	D	39.8	0.78	D	39.7	
	NYS Route 17M		NB	T, T	0.55	B	14.3	0.55	B	14.3	
	Overall		-	C	23.5	-	C	23.5	-		

			2047 No-Build			2047 Build			Change in Delay
			v/c	LOS	Density	v/c	LOS	Density	2047 No-Build to 2047 Build
	NYS Route 17M & I-84 Interchange (3)	Ramps							
8b	I-84 EB Off-Ramp to NYS 17M WB & I-84 WB On-Ramp from NYS 17M WB	Weave	0.28	B	10.9	0.28	B	10.9	0.0
8c	I-84 EB On-Ramp from NYS Route 17M WB	Diverge	0.08	B	14.1	0.08	B	14.2	0.1
8d	I-84 WB On-Ramp from NYS 17M EB	Diverge	0.21	B	17.5	0.19	B	14.1	-3.4
8e	I-84 WB Off-Ramp to NYS 17M EB & I-84 EB On-Ramp from NYS 17M EB	Weave	0.43	B	14.1	0.42	B	13.7	-0.4
8f	I-84 EB Off-Ramp to NYS 17M EB	Merge	0.08	B	12.8	0.08	B	12.7	-0.1

Table No. 2
Level of Service Summary Table
Weekday Peak PM Hour

					2047 No-Build			2047 Build			Change in Delay	
					v/c	LOS	Delay	v/c	LOS	Delay	2047 No-Build to 2047 Build	
9	U.S. Route 6 & Project Bluebird/Project Liberty Driveway				Unsignalized							
	U.S. Route 6	EB	L		0.072	B	10.1	-	-	-	-	
	Proposed Driveway	SB	LR		3.531	F	1191.1	-	-	-	-	
	With Proposed Traffic Signal				Signalized							
	U.S. Route 6	EB	L		0.33	C	23.1	0.34	C	20.0	-	
			T		0.68	B	13.4	0.62	A	9.9	-	
		EB Overall			-	B	14.4	-	B	11.3	-	
	U.S. Route 6	WB	T		1.00	D	45.4	0.91	C	23.7	-	
			R		0.22	A	8.6	0.23	A	6.9	-	
		WB Overall			-	D	40.6	-	C	21.1	-	
	Proposed Driveway	SB	L		0.79	B	18.5	0.69	B	15.7	-	
			R		0.48	B	12.8	0.41	B	13.2	-	
		SB Overall			-	B	16.4	-	B	14.8	-	
		Overall			-	C	26.2	-	B	16.8	-	
	With Proposed Traffic Signal & Additional SB Left Turn Lane				Signalized							
	U.S. Route 6	EB	L		-	-	-	0.27	B	11.2	-	
			T		-	-	-	0.44	A	5.3	-	
		EB Overall			-	-	-	-	A	6.1	-	
	U.S. Route 6	WB	T		-	-	-	0.90	C	24.1	-	
			R		-	-	-	0.17	A	4.9	-	
		WB Overall			-	-	-	-	C	21.1	-	
	Proposed Driveway	SB	L, L		-	-	-	0.62	C	22.9	-	
			R		-	-	-	0.49	B	19.8	-	
		SB Overall			-	-	-	-	C	21.7	-	
		Overall			-	-	-	-	B	16.9	-	
10	U.S. Route 6 & Seward Road				Unsignalized							
	U.S. Route 6	WB	LT		0.032	A	9.7	0.028	A	9.2	-0.5	
	Seward Road	NB	LR		0.062	C	20.6	0.053	C	18.2	-2.4	

NOTES:

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Level of Service Standards

Level of Service for Signalized Intersections

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

- **LOS A** describes operations with a control delay of 10 s/veh or less and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.
- **LOS B** describes operations with control delay between 10 and 20 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.
- **LOS C** describes operations with control delay between 20 and 35 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate.
- **LOS D** describes operations with control delay between 35 and 55 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long.
- **LOS E** describes operations with control delay between 55 and 80 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long.
- **LOS F** describes operations with control delay exceeding 80 s/veh or a volume-to-capacity ratio greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long.

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

The Level of Service Criteria for signalized intersections are given in Exhibit 19-8 from the *Highway Capacity Manual, 7th Edition* published by the Transportation Research Board.

Exhibit 19-8 LOS by Volume-to-Capacity Ratio

Control Delay (s/veh)	$v/c \leq 1.0$	$v/c \geq 1.0$
≤ 10	A	F
>10-20	B	F
>20-35	C	F
>35-55	D	F
>55-80	E	F
>80	F	F

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

Level of Service Criteria For Two-Way Stop-Controlled (TWSC) Unsignalized Intersections

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

The Level of Service Criteria for TWSC unsignalized intersections are given in Exhibit 20-2 from the Highway Capacity Manual, 7th Edition published by the Transportation Research Board.

Exhibit 20-2 LOS by Volume-to-Capacity Ratio

Control Delay (s/veh)	$v/c \leq 1.0$	$v/c \geq 1.0$
0-10	A	F
>10-15	B	F
>15-25	C	F
>25-35	D	F
>35-50	E	F
>50	F	F

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

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

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

Level of Service Criteria For All-Way Stop-Controlled (AWSC) Unsignalized Intersections

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

The Level of Service Criteria for AWSC unsignalized intersections are given in Exhibit 21-8 from the *Highway Capacity Manual, 7th Edition* published by the Transportation Research Board.

Exhibit 21-8 LOS by Volume-to-Capacity Ratio

Control Delay (s/veh)	$v/c \leq 1.0$	$v/c \geq 1.0$
0-10	A	F
>10-15	B	F
>15-25	C	F
>25-35	D	F
>35-50	E	F
>50	F	F

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

2047 No-Build Traffic Volumes
1: NYS Route 284 & US Route 6

AM Peak Hour
01/21/2025

						
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	642	45	93	209	49	268
Future Volume (vph)	642	45	93	209	49	268
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.991				0.886	
Flt Protected				0.985	0.992	
Satd. Flow (prot)	1807	0	0	1680	1586	0
Flt Permitted				0.985	0.992	
Satd. Flow (perm)	1807	0	0	1680	1586	0
Link Speed (mph)	55			55	35	
Link Distance (ft)	733			606	476	
Travel Time (s)	9.1			7.5	9.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	7%	10%	12%	7%	5%
Adj. Flow (vph)	698	49	101	227	53	291
Shared Lane Traffic (%)						
Lane Group Flow (vph)	747	0	0	328	344	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2047 No-Build Traffic Volumes
1: NYS Route 284 & US Route 6

AM Peak Hour
01/21/2025

Intersection						
Int Delay, s/veh	19.7					
Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	642	45	93	209	49	268
Future Vol, veh/h	642	45	93	209	49	268
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	92	92	92	92	92	92
Heavy Vehicles, %	4	7	10	12	7	5
Mvmt Flow	698	49	101	227	53	291
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	747	0	1152	722
Stage 1	-	-	-	-	722	-
Stage 2	-	-	-	-	429	-
Critical Hdwy	-	-	4.2	-	6.47	6.25
Critical Hdwy Stg 1	-	-	-	-	5.47	-
Critical Hdwy Stg 2	-	-	-	-	5.47	-
Follow-up Hdwy	-	-	2.29	-	3.563	3.345
Pot Cap-1 Maneuver	-	-	826	-	214	422
Stage 1	-	-	-	-	472	-
Stage 2	-	-	-	-	646	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	826	-	184	422
Mov Cap-2 Maneuver	-	-	-	-	184	-
Stage 1	-	-	-	-	472	-
Stage 2	-	-	-	-	555	-
Approach	EB	WB		NE		
HCM Ctrl Dly, s/v	0	3.07		78.28		
HCM LOS				F		
Minor Lane/Major Mvmt	NELn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	351	-	-	554	-	
HCM Lane V/C Ratio	0.981	-	-	0.122	-	
HCM Ctrl Dly (s/v)	78.3	-	-	10	0	
HCM Lane LOS	F	-	-	A	A	
HCM 95th %tile Q(veh)	11	-	-	0.4	-	

2047 No-Build Traffic Volumes
2: US Route 6 & Ridgebury Hill Rd

AM Peak Hour
01/21/2025



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	21	49	874	37	50	280
Future Volume (vph)	21	49	874	37	50	280
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		1%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.906		0.994			
Flt Protected	0.985					0.992
Satd. Flow (prot)	1624	0	1802	0	0	1703
Flt Permitted	0.985					0.992
Satd. Flow (perm)	1624	0	1802	0	0	1703
Link Speed (mph)	35		55			55
Link Distance (ft)	535		1495			1423
Travel Time (s)	10.4		18.5			17.6
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	10%	2%	4%	11%	9%	11%
Adj. Flow (vph)	23	53	940	40	54	301
Shared Lane Traffic (%)						
Lane Group Flow (vph)	76	0	980	0	0	355
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.01	1.01	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized

2047 No-Build Traffic Volumes
2: US Route 6 & Ridgebury Hill Rd

AM Peak Hour
01/21/2025

Intersection						
Int Delay, s/veh	1.9					
Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	21	49	874	37	50	280
Future Vol, veh/h	21	49	874	37	50	280
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	-	1	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	10	2	4	11	9	11
Mvmt Flow	23	53	940	40	54	301

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1368	960	0
Stage 1	960	-	-
Stage 2	409	-	-
Critical Hdwy	6.5	6.22	-
Critical Hdwy Stg 1	5.5	-	-
Critical Hdwy Stg 2	5.5	-	-
Follow-up Hdwy	3.59	3.318	-
Pot Cap-1 Maneuver	155	311	-
Stage 1	360	-	-
Stage 2	654	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	141	311	-
Mov Cap-2 Maneuver	141	-	-
Stage 1	360	-	-
Stage 2	592	-	-

Approach	WB	NE	SW
HCM Ctrl Dly, s/v	28.35	0	1.63
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NERWBLn1	SWL	SWT
Capacity (veh/h)	-	-	228	273
HCM Lane V/C Ratio	-	-	0.33	0.079
HCM Ctrl Dly (s/v)	-	-	28.3	10.8
HCM Lane LOS	-	-	D	B
HCM 95th %tile Q(veh)	-	-	1.4	0.3

2047 No-Build Traffic Volumes
3: US Route 6 & McBride Rd

AM Peak Hour
01/21/2025

						
Lane Group	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	65	20	20	896	285	28
Future Volume (vph)	65	20	20	896	285	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	12	12
Grade (%)	2%			1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.968				0.988	
Flt Protected	0.963			0.999		
Satd. Flow (prot)	1485	0	0	1817	1629	0
Flt Permitted	0.963			0.999		
Satd. Flow (perm)	1485	0	0	1817	1629	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	266			1423	2064	
Travel Time (s)	6.0			17.6	25.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	10%	11%	0%	4%	12%	42%
Adj. Flow (vph)	72	22	22	996	317	31
Shared Lane Traffic (%)						
Lane Group Flow (vph)	94	0	0	1018	348	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	10			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.01	1.01	1.01	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2047 No-Build Traffic Volumes
3: US Route 6 & McBride Rd

AM Peak Hour
01/21/2025

Intersection						
Int Delay, s/veh	3.8					
Movement	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	65	20	20	896	285	28
Future Vol, veh/h	65	20	20	896	285	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	1	1	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	10	11	0	4	12	42
Mvmt Flow	72	22	22	996	317	31

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1372	332	348	0	-	0
Stage 1	332	-	-	-	-	-
Stage 2	1040	-	-	-	-	-
Critical Hdwy	6.9	6.51	4.1	-	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.59	3.399	2.2	-	-	-
Pot Cap-1 Maneuver	133	677	1222	-	-	-
Stage 1	683	-	-	-	-	-
Stage 2	293	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	127	677	1222	-	-	-
Mov Cap-2 Maneuver	127	-	-	-	-	-
Stage 1	656	-	-	-	-	-
Stage 2	293	-	-	-	-	-

Approach	EB	NE	SW
HCM Ctrl Dly, s/v	57.41	0.17	0
HCM LOS	F		

Minor Lane/Major Mvmt	NEL	NET EBLn1	SWT	SWR
Capacity (veh/h)	39	-	157	-
HCM Lane V/C Ratio	0.018	-	0.6	-
HCM Ctrl Dly (s/v)	8	0	57.4	-
HCM Lane LOS	A	A	F	-
HCM 95th %tile Q(veh)	0.1	-	3.2	-

2047 No-Build Traffic Volumes
5: Creedon Hill Rd & US Route 6

AM Peak Hour
01/21/2025

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	911	1	3	300	0	4
Future Volume (vph)	911	1	3	300	0	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	11
Grade (%)	5%			-5%	8%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.865	
Flt Protected						
Satd. Flow (prot)	1764	0	0	1767	1525	0
Flt Permitted						
Satd. Flow (perm)	1764	0	0	1767	1525	0
Link Speed (mph)	55			55	30	
Link Distance (ft)	226			439	325	
Travel Time (s)	2.8			5.4	7.4	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	5%	0%	33%	10%	0%	0%
Adj. Flow (vph)	1047	1	3	345	0	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1048	0	0	348	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	0.97	0.97	1.10	1.10
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2047 No-Build Traffic Volumes
5: Creedon Hill Rd & US Route 6

AM Peak Hour
01/21/2025

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	911	1	3	300	0	4
Future Vol, veh/h	911	1	3	300	0	4
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, %	5	-	-	-5	8	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	5	0	33	10	0	0
Mvmt Flow	1047	1	3	345	0	5
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1048	0	1399	1048
Stage 1	-	-	-	-	1048	-
Stage 2	-	-	-	-	352	-
Critical Hdwy	-	-	4.43	-	8	7
Critical Hdwy Stg 1	-	-	-	-	7	-
Critical Hdwy Stg 2	-	-	-	-	7	-
Follow-up Hdwy	-	-	2.497	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	558	-	84	221
Stage 1	-	-	-	-	214	-
Stage 2	-	-	-	-	613	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	558	-	83	221
Mov Cap-2 Maneuver	-	-	-	-	83	-
Stage 1	-	-	-	-	214	-
Stage 2	-	-	-	-	608	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		0.11		21.61	
HCM LOS					C	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	221	-	-	18	-	
HCM Lane V/C Ratio	0.021	-	-	0.006	-	
HCM Ctrl Dly (s/v)	21.6	-	-	11.5	0	
HCM Lane LOS	C	-	-	B	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

2047 No-Build Traffic Volumes
6: US Route 6 & CR 56

AM Peak Hour
01/21/2025

						
Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	63	19	526	216	60	629
Future Volume (vph)	63	19	526	216	60	629
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	13
Grade (%)	-2%		-2%			1%
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.968		0.961			
Flt Protected	0.963				0.950	
Satd. Flow (prot)	1456	0	1658	0	1744	1760
Flt Permitted	0.963				0.950	
Satd. Flow (perm)	1456	0	1658	0	1744	1760
Link Speed (mph)	55		55			55
Link Distance (ft)	2121		872			1130
Travel Time (s)	26.3		10.8			14.0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	23%	5%	13%	7%	3%	11%
Adj. Flow (vph)	72	22	605	248	69	723
Shared Lane Traffic (%)						
Lane Group Flow (vph)	94	0	853	0	69	723
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	0.99	0.99	1.01	0.96
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2047 No-Build Traffic Volumes
6: US Route 6 & CR 56

AM Peak Hour
01/21/2025

Intersection						
Int Delay, s/veh	4.2					
Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	63	19	526	216	60	629
Future Vol, veh/h	63	19	526	216	60	629
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	None
Storage Length	0	-	-	-	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-2	-	-2	-	-	1
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	23	5	13	7	3	11
Mvmt Flow	72	22	605	248	69	723
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1590	729	0	0	605	0
Stage 1	729	-	-	-	-	-
Stage 2	861	-	-	-	-	-
Critical Hdwy	6.23	6.05	-	-	4.13	-
Critical Hdwy Stg 1	5.23	-	-	-	-	-
Critical Hdwy Stg 2	5.23	-	-	-	-	-
Follow-up Hdwy	3.707	3.345	-	-	2.227	-
Pot Cap-1 Maneuver	126	435	-	-	968	-
Stage 1	479	-	-	-	-	-
Stage 2	419	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	117	435	-	-	968	-
Mov Cap-2 Maneuver	117	-	-	-	-	-
Stage 1	479	-	-	-	-	-
Stage 2	389	-	-	-	-	-
Approach	WB	NE	SW			
HCM Ctrl Dly, s/v	71.07	0	0.78			
HCM LOS	F					
Minor Lane/Major Mvmt	NET	NERWBLn1	SWL	SWT		
Capacity (veh/h)	-	-	141	968	-	
HCM Lane V/C Ratio	-	-	0.669	0.071	-	
HCM Ctrl Dly (s/v)	-	-	71.1	9	-	
HCM Lane LOS	-	-	F	A	-	
HCM 95th %tile Q(veh)	-	-	3.7	0.2	-	

2047 No-Build Traffic Volumes
7: NYS Route 17M & US Route 6/Sunrise Park Rd

AM Peak Hour
01/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↗	↕↗		↗	↕↗	↗
Traffic Volume (vph)	308	14	456	10	7	11	525	1287	44	29	1027	393
Future Volume (vph)	308	14	456	10	7	11	525	1287	44	29	1027	393
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			4%			-1%			0%	
Storage Length (ft)	0		0	0		0	525		0	100		300
Storage Lanes	0		1	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt			0.850		0.948			0.995				0.850
Flt Protected		0.954			0.983		0.950			0.950		
Satd. Flow (prot)	0	1699	1429	0	1368	0	1577	3441	0	1570	3438	1583
Flt Permitted		0.713			0.855		0.105			0.171		
Satd. Flow (perm)	0	1270	1429	0	1190	0	174	3441	0	283	3438	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			357		12			7				437
Link Speed (mph)		55			55			45			45	
Link Distance (ft)		319			392			755			940	
Travel Time (s)		4.0			4.9			11.4			14.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	7%	0%	13%	11%	14%	50%	15%	5%	2%	15%	5%	2%
Adj. Flow (vph)	342	16	507	11	8	12	583	1430	49	32	1141	437
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	358	507	0	31	0	583	1479	0	32	1141	437
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.03	1.03	1.03	0.99	0.99	0.99	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	2	1	2		2	2		2	2	2
Detector Template	Left			Left								
Leading Detector (ft)	20	83	83	20	83		83	83		83	83	83
Trailing Detector (ft)	0	-5	-5	0	-5		-5	-5		-5	-5	-5
Detector 1 Position(ft)	0	-5	-5	0	-5		-5	-5		-5	-5	-5
Detector 1 Size(ft)	20	40	40	20	40		40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		43	43		43		43	43		43	43	43
Detector 2 Size(ft)		40	40		40		40	40		40	40	40
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm

2047 No-Build Traffic Volumes
7: NYS Route 17M & US Route 6/Sunrise Park Rd

AM Peak Hour
01/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		6
Detector Phase	4	4	4	8	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0		11.0	24.0		24.0	24.0	24.0
Total Split (s)	31.0	31.0	31.0	31.0	31.0		21.0	59.0		38.0	38.0	38.0
Total Split (%)	34.4%	34.4%	34.4%	34.4%	34.4%		23.3%	65.6%		42.2%	42.2%	42.2%
Maximum Green (s)	25.0	25.0	25.0	25.0	25.0		15.0	53.0		32.0	32.0	32.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	Max		Max	Max	Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0		7.0	7.0	7.0
Flash Don't Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0		0	0	0
v/c Ratio		1.02	0.78		0.09		1.74	0.73		0.32	0.93	0.52
Control Delay (s/veh)		87.0	18.4		18.1		365.5	16.0		31.8	43.1	4.6
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)		87.0	18.4		18.1		365.5	16.0		31.8	43.1	4.6
Queue Length 50th (ft)		~209	73		8		~457	292		13	324	0
Queue Length 95th (ft)		#387	#225		30		#662	375		42	#460	61
Internal Link Dist (ft)		239			312			675			860	
Turn Bay Length (ft)							525			100		300
Base Capacity (vph)		352	654		339		336	2029		100	1222	844
Starvation Cap Reductn		0	0		0		0	0		0	0	0
Spillback Cap Reductn		0	0		0		0	0		0	0	0
Storage Cap Reductn		0	0		0		0	0		0	0	0
Reduced v/c Ratio		1.02	0.78		0.09		1.74	0.73		0.32	0.93	0.52

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Natural Cycle: 110

Control Type: Actuated-Uncoordinated

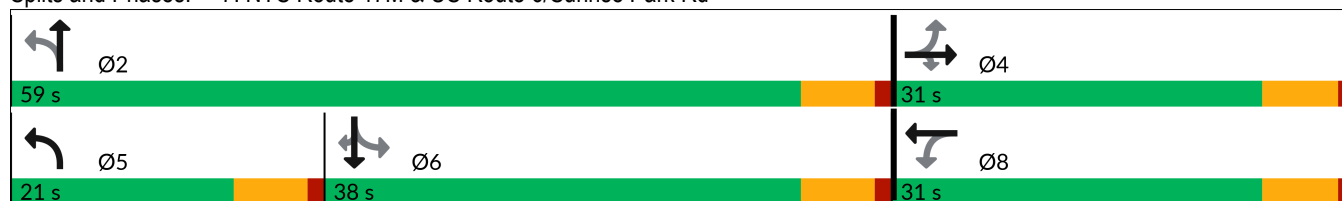
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 7: NYS Route 17M & US Route 6/Sunrise Park Rd



2047 No-Build Traffic Volumes
7: NYS Route 17M & US Route 6/Sunrise Park Rd

AM Peak Hour
01/21/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	308	14	456	10	7	11	525	1287	44	29	1027	393
Future Volume (veh/h)	308	14	456	10	7	11	525	1287	44	29	1027	393
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1796	1900	1707	1643	1598	1065	1714	1864	1909	1678	1826	1870
Adj Flow Rate, veh/h	342	16	0	11	8	12	583	1430	49	32	1141	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	7	0	13	11	14	50	15	5	2	15	5	2
Cap, veh/h	448	17		178	127	158	380	2092	72	184	1254	
Arrive On Green	0.27	0.27	0.00	0.27	0.27	0.27	0.17	0.60	0.60	0.36	0.36	0.00
Sat Flow, veh/h	1388	65	1447	464	478	595	1633	3494	120	320	3469	1585
Grp Volume(v), veh/h	358	0	0	31	0	0	583	724	755	32	1141	0
Grp Sat Flow(s),veh/h/ln	1453	0	1447	1536	0	0	1633	1771	1843	320	1735	1585
Q Serve(g_s), s	19.8	0.0	0.0	0.0	0.0	0.0	15.0	24.5	24.7	6.7	27.7	0.0
Cycle Q Clear(g_c), s	21.2	0.0	0.0	1.4	0.0	0.0	15.0	24.5	24.7	10.3	27.7	0.0
Prop In Lane	0.96		1.00	0.35		0.39	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	465	0		463	0	0	380	1061	1103	184	1254	
V/C Ratio(X)	0.77	0.00		0.07	0.00	0.00	1.53	0.68	0.68	0.17	0.91	
Avail Cap(c_a), veh/h	490	0		486	0	0	380	1061	1103	184	1254	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	31.5	0.0	0.0	24.4	0.0	0.0	23.8	12.0	12.1	22.7	26.9	0.0
Incr Delay (d2), s/veh	7.0	0.0	0.0	0.1	0.0	0.0	253.3	3.6	3.5	2.1	11.3	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.5	0.0	0.0	0.5	0.0	0.0	30.4	8.8	9.1	0.6	12.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.5	0.0	0.0	24.4	0.0	0.0	277.1	15.6	15.5	24.8	38.2	0.0
LnGrp LOS	D			C			F	B	B	C	D	
Approach Vol, veh/h	358		31			2062			1173			
Approach Delay, s/veh	38.5		24.4			89.5			37.8			
Approach LOS	D		C			F			D			
Timer - Assigned Phs	2		4		5	6		8				
Phs Duration (G+Y+Rc), s	59.0		29.5		21.0	38.0		29.5				
Change Period (Y+Rc), s	6.0		6.0		6.0	6.0		6.0				
Max Green Setting (Gmax), s	53.0		25.0		15.0	32.0		25.0				
Max Q Clear Time (g_c+I1), s	26.7		23.2		17.0	29.7		3.4				
Green Ext Time (p_c), s	10.0		0.3		0.0	1.5		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh	67.2											
HCM 7th LOS	E											
Notes												
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

2047 No-Build Traffic Volumes
8: WB On Ramp & NYS Route 17M & WB Off Ramp

AM Peak Hour
01/21/2025

										
Lane Group	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations										
Traffic Volume (vph)	0	613	0	1243	0	0	1394	98	0	0
Future Volume (vph)	0	613	0	1243	0	0	1394	98	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00
Frt		0.865					0.990			
Flt Protected										
Satd. Flow (prot)	0	1594	0	3343	0	0	3359	0	0	0
Flt Permitted										
Satd. Flow (perm)	0	1594	0	3343	0	0	3359	0	0	0
Link Speed (mph)	30			45			45		30	
Link Distance (ft)	567			429			228		250	
Travel Time (s)	12.9			6.5			3.5		5.7	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	10%	0%	8%	0%	0%	5%	26%	0%	0%
Adj. Flow (vph)	0	705	0	1429	0	0	1602	113	0	0
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	705	0	1429	0	0	1715	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)	0			0			0		0	
Link Offset(ft)	0			0			0		0	
Crosswalk Width(ft)	16			16			16		16	
Two way Left Turn Lane										
Headway Factor	1.00	0.92	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15		9	15		9	15	9
Sign Control	Stop			Free			Free		Free	
Intersection Summary										
Area Type:	Other									
Control Type:	Unsignalized									

2047 No-Build Traffic Volumes
8: WB On Ramp & NYS Route 17M & WB Off Ramp

AM Peak Hour
01/21/2025

Intersection										
Int Delay, s/veh	87.1									
Movement	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations										
Traffic Vol, veh/h	0	613	0	1243	0	0	1394	98	0	0
Future Vol, veh/h	0	613	0	1243	0	0	1394	98	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None	-	-
Storage Length	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	-	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	10	0	8	0	0	5	26	0	0
Mvmt Flow	0	705	0	1429	0	0	1602	113	0	0

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	714	- 0 - - - 0
Stage 1	-	-	- - - - -
Stage 2	-	-	- - - - -
Critical Hdwy	-	7.1	- - - - -
Critical Hdwy Stg 1	-	-	- - - - -
Critical Hdwy Stg 2	-	-	- - - - -
Follow-up Hdwy	-	3.4	- - - - -
Pot Cap-1 Maneuver	0 ~ 356	0	- 0 0 - -
Stage 1	0	- 0	- 0 0 - -
Stage 2	0	- 0	- 0 0 - -
Platoon blocked, %			- - -
Mov Cap-1 Maneuver	- ~ 356	-	- - - - -
Mov Cap-2 Maneuver	-	-	- - - - -
Stage 1	-	-	- - - - -
Stage 2	-	-	- - - - -

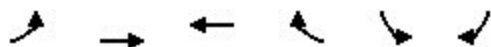
Approach	WB	NB	SB
HCM Ctrl Dly, s/v	\$ 475.74	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBTWBLn1	SBT	SBR
Capacity (veh/h)	- 356	-	-
HCM Lane V/C Ratio	- 1.98	-	-
HCM Ctrl Dly (s/v)	\$ 475.7	-	-
HCM Lane LOS	- F	-	-
HCM 95th %tile Q(veh)	- 49	-	-

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

2047 No-Build Traffic Volumes
9: US Route 6 & Site Access

AM Peak Hour
01/21/2025



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	256	659	271	411	62	32
Future Volume (vph)	256	659	271	411	62	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		5%	0%		0%	
Storage Length (ft)	150			150	150	0
Storage Lanes	1			0	0	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.919		0.954	
Flt Protected	0.950				0.968	
Satd. Flow (prot)	1742	1748	1599	0	1457	0
Flt Permitted	0.950				0.968	
Satd. Flow (perm)	1742	1748	1599	0	1457	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		439	1697		451	
Travel Time (s)		6.7	25.7		10.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	6%	11%	8%	28%	6%
Adj. Flow (vph)	278	716	295	447	67	35
Shared Lane Traffic (%)						
Lane Group Flow (vph)	278	716	742	0	102	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2047 No-Build Traffic Volumes
9: US Route 6 & Site Access

AM Peak Hour
01/21/2025

Intersection						
Int Delay, s/veh	19.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	256	659	271	411	62	32
Future Vol, veh/h	256	659	271	411	62	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	5	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	6	11	8	28	6
Mvmt Flow	278	716	295	447	67	35

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	741	0	-	0	1791
Stage 1	-	-	-	-	518
Stage 2	-	-	-	-	1273
Critical Hdwy	4.11	-	-	-	6.68
Critical Hdwy Stg 1	-	-	-	-	5.68
Critical Hdwy Stg 2	-	-	-	-	5.68
Follow-up Hdwy	2.209	-	-	-	3.752
Pot Cap-1 Maneuver	870	-	-	-	76
Stage 1	-	-	-	-	548
Stage 2	-	-	-	-	233
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	870	-	-	-	~ 52
Mov Cap-2 Maneuver	-	-	-	-	~ 52
Stage 1	-	-	-	-	373
Stage 2	-	-	-	-	233

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	3.1	0	\$ 323.62
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	870	-	-	-	75
HCM Lane V/C Ratio	0.32	-	-	-	1.361
HCM Ctrl Dly (s/v)	11.1	-	-	-	\$ 323.6
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	1.4	-	-	-	8.1

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

2047 No-Build Traffic Volumes
10: Seward Road & US Route 6

AM Peak Hour
01/21/2025

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	721	0	11	682	1	21
Future Volume (vph)	721	0	11	682	1	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	13	12	12
Grade (%)	-5%			2%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.870	
Flt Protected				0.999	0.998	
Satd. Flow (prot)	1803	0	0	1784	1650	0
Flt Permitted				0.999	0.998	
Satd. Flow (perm)	1803	0	0	1784	1650	0
Link Speed (mph)	55			55	35	
Link Distance (ft)	1697			872	363	
Travel Time (s)	21.0			10.8	7.1	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	8%	0%	0%	9%	0%	0%
Adj. Flow (vph)	810	0	12	766	1	24
Shared Lane Traffic (%)						
Lane Group Flow (vph)	810	0	0	778	25	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	0.97	0.97	0.97	1.00	1.00
Turning Speed (mph)		60	60		60	60
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2047 No-Build Traffic Volumes
10: Seward Road & US Route 6

AM Peak Hour
01/21/2025

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	721	0	11	682	1	21
Future Vol, veh/h	721	0	11	682	1	21
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, %	-5	-	-	2	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	8	0	0	9	0	0
Mvmt Flow	810	0	12	766	1	24

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	810	0	1601
Stage 1	-	-	-	-	810
Stage 2	-	-	-	-	791
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	825	-	118
Stage 1	-	-	-	-	441
Stage 2	-	-	-	-	450
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	825	-	115
Mov Cap-2 Maneuver	-	-	-	-	115
Stage 1	-	-	-	-	441
Stage 2	-	-	-	-	438

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.15	16.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	346	-	-	29	-
HCM Lane V/C Ratio	0.071	-	-	0.015	-
HCM Ctrl Dly (s/v)	16.2	-	-	9.4	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

2047 No-Build Traffic Volumes w/ Improvements
6: US Route 6 & CR 56

AM Peak Hour
01/21/2025

						
Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	63	19	526	216	60	629
Future Volume (vph)	63	19	526	216	60	629
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	13
Grade (%)	-2%		-2%			1%
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.968		0.961			
Flt Protected	0.963				0.950	
Satd. Flow (prot)	1456	0	1658	0	1744	1760
Flt Permitted	0.963				0.251	
Satd. Flow (perm)	1456	0	1658	0	461	1760
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	20		82			
Link Speed (mph)	55		55			55
Link Distance (ft)	2121		872			1130
Travel Time (s)	26.3		10.8			14.0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	23%	5%	13%	7%	3%	11%
Adj. Flow (vph)	72	22	605	248	69	723
Shared Lane Traffic (%)						
Lane Group Flow (vph)	94	0	853	0	69	723
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	0.99	0.99	1.01	0.96
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template						
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0

2047 No-Build Traffic Volumes w/ Improvements
6: US Route 6 & CR 56

AM Peak Hour
01/21/2025



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	11.0		11.0		11.0	11.0
Total Split (s)	12.0		48.0		48.0	48.0
Total Split (%)	20.0%		80.0%		80.0%	80.0%
Maximum Green (s)	6.0		42.0		42.0	42.0
Yellow Time (s)	5.0		5.0		5.0	5.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.0		6.0		6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		None		None	None
v/c Ratio	0.33		0.64		0.19	0.52
Control Delay (s/veh)	23.5		7.3		4.9	5.8
Queue Delay	0.0		0.0		0.0	0.0
Total Delay (s/veh)	23.5		7.3		4.9	5.8
Queue Length 50th (ft)	18		126		7	103
Queue Length 95th (ft)	#77		222		19	164
Internal Link Dist (ft)	2041		792			1050
Turn Bay Length (ft)					200	
Base Capacity (vph)	294		1481		409	1562
Starvation Cap Reductn	0		0		0	0
Spillback Cap Reductn	0		0		0	0
Storage Cap Reductn	0		0		0	0
Reduced v/c Ratio	0.32		0.58		0.17	0.46

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 39.9

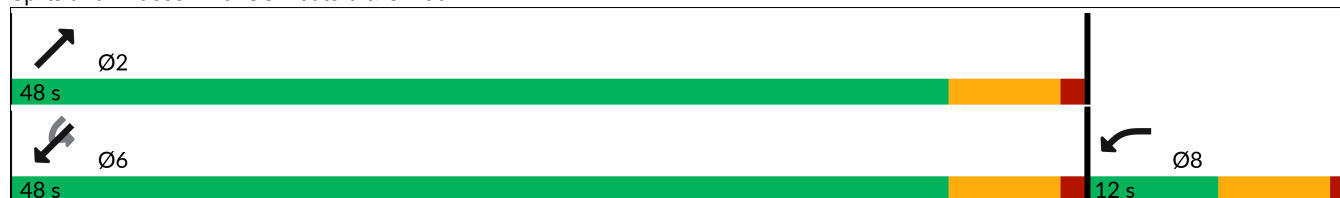
Natural Cycle: 60

Control Type: Actuated-Uncoordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 6: US Route 6 & CR 56



2047 No-Build Traffic Volumes w/ Improvements
6: US Route 6 & CR 56

AM Peak Hour
01/21/2025



Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	63	19	526	216	60	629
Future Volume (veh/h)	63	19	526	216	60	629
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.04
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	1633	1904	1784	1874	1850	1800
Adj Flow Rate, veh/h	72	22	605	0	69	723
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	23	5	13	7	3	11
Cap, veh/h	102	31	957		465	966
Arrive On Green	0.09	0.09	0.54	0.00	0.54	0.54
Sat Flow, veh/h	1147	350	1784	0	806	1800
Grp Volume(v), veh/h	95	0	605	0	69	723
Grp Sat Flow(s),veh/h/ln	1513	0	1784	0	806	1800
Q Serve(g_s), s	2.0	0.0	7.6	0.0	2.1	10.0
Cycle Q Clear(g_c), s	2.0	0.0	7.6	0.0	9.7	10.0
Prop In Lane	0.76	0.23		0.00	1.00	
Lane Grp Cap(c), veh/h	135	0	957		465	966
V/C Ratio(X)	0.71	0.00	0.63		0.15	0.75
Avail Cap(c_a), veh/h	283	0	2337		1089	2359
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	14.2	0.0	5.2	0.0	8.6	5.8
Incr Delay (d2), s/veh	6.6	0.0	0.7	0.0	0.1	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.3	0.0	0.2	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	20.8	0.0	5.9	0.0	8.8	6.9
LnGrp LOS	C		A		A	A
Approach Vol, veh/h	95		605			792
Approach Delay, s/veh	20.8		5.9			7.1
Approach LOS	C		A			A
Timer - Assigned Phs	2				6	8
Phs Duration (G+Y+Rc), s	23.2				23.2	8.9
Change Period (Y+Rc), s	6.0				6.0	6.0
Max Green Setting (Gmax), s	42.0				42.0	6.0
Max Q Clear Time (g_c+l1), s	9.6				12.0	4.0
Green Ext Time (p_c), s	3.7				5.2	0.0
Intersection Summary						
HCM 7th Control Delay, s/veh			7.5			
HCM 7th LOS			A			
Notes						
User approved volume balancing among the lanes for turning movement.						
Unsignalized Delay for [NER] is excluded from calculations of the approach delay and intersection delay.						

2047 No-Build Traffic Volumes w/ Improvements
7: NYS Route 17M & US Route 6/Sunrise Park Rd

AM Peak Hour
01/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	308	14	456	10	7	11	525	1287	44	29	1027	393
Future Volume (vph)	308	14	456	10	7	11	525	1287	44	29	1027	393
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			4%			-1%			0%	
Storage Length (ft)	310		250	0		0	475		0	100		0
Storage Lanes	1		1	0		0	2		0	1		1
Taper Length (ft)	50			25			50			50		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.97	0.95	0.95	1.00	0.95	1.00
Frt			0.850		0.948			0.995				0.850
Flt Protected	0.950	0.956			0.983		0.950			0.950		
Satd. Flow (prot)	1603	1622	1429	0	1368	0	3060	3441	0	1570	3438	1583
Flt Permitted	0.950	0.956			0.983		0.950			0.950		
Satd. Flow (perm)	1603	1622	1429	0	1368	0	3060	3441	0	1570	3438	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			507		12			5				198
Link Speed (mph)		55			45			45			45	
Link Distance (ft)		517			504			775			940	
Travel Time (s)		6.4			7.6			11.7			14.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	7%	0%	13%	11%	14%	50%	15%	5%	2%	15%	5%	2%
Adj. Flow (vph)	342	16	507	11	8	12	583	1430	49	32	1141	437
Shared Lane Traffic (%)	48%											
Lane Group Flow (vph)	178	180	507	0	31	0	583	1479	0	32	1141	437
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			30			45			25	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.03	1.03	1.03	0.99	0.99	0.99	1.00	1.00	1.00
Turning Speed (mph)	15		25	15		9	15		9	15		15
Number of Detectors	2	2	2	2	2		2	2		1	2	2
Detector Template				Left								
Leading Detector (ft)	83	83	83	83	83		83	83		15	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5		-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5		-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40		40	40		20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43		43	43			43	43
Detector 2 Size(ft)	40	40	40	40	40		40	40			40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	0.0
Turn Type	Split	NA	Free	Split	NA		Prot	NA		Prot	NA	pt+ov

2047 No-Build Traffic Volumes w/ Improvements
7: NYS Route 17M & US Route 6/Sunrise Park Rd

AM Peak Hour
01/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	6 4
Permitted Phases			Free									
Detector Phase	4	4		8	8		5	2		1	6	6 4
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	11.0	11.0		11.0	11.0		9.0	16.0		9.0	16.0	
Total Split (s)	21.0	21.0		11.0	11.0		25.0	59.0		9.0	43.0	
Total Split (%)	21.0%	21.0%		11.0%	11.0%		25.0%	59.0%		9.0%	43.0%	
Maximum Green (s)	15.0	15.0		5.0	5.0		19.0	53.0		3.0	37.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lag	Lag		Lead	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		3.0	2.0	
Recall Mode	None	None		None	None		None	C-Min		None	Min	
v/c Ratio	0.82	0.81	0.35		0.39		0.91	0.69		0.46	0.81	0.44
Control Delay (s/veh)	70.2	69.7	0.7		47.3		51.4	12.5		70.3	33.1	5.8
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	70.2	69.7	0.7		47.3		51.4	12.5		70.3	33.1	5.8
Queue Length 50th (ft)	115	116	0		12		~200	281		21	355	49
Queue Length 95th (ft)	#223	#224	0		42		#306	324		#74	#485	91
Internal Link Dist (ft)		437			424			695			860	
Turn Bay Length (ft)	310		250				475			100		
Base Capacity (vph)	240	243	1429		79		641	2148		70	1403	971
Starvation Cap Reductn	0	0	0		0		0	0		0	0	0
Spillback Cap Reductn	0	0	0		0		0	0		0	0	0
Storage Cap Reductn	0	0	0		0		0	0		0	0	0
Reduced v/c Ratio	0.74	0.74	0.35		0.39		0.91	0.69		0.46	0.81	0.45

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 10 (10%), Referenced to phase 2:NBT, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

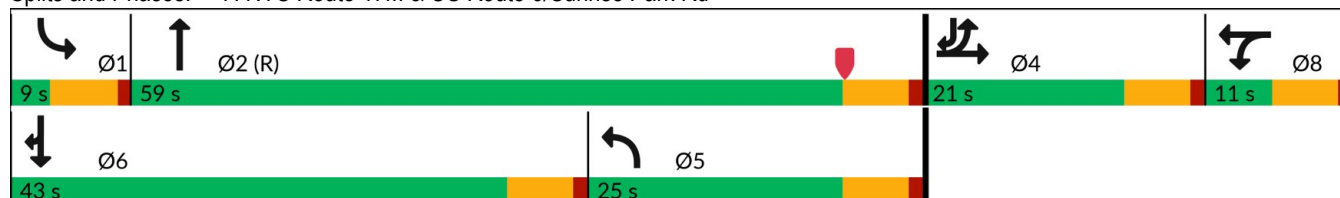
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 7: NYS Route 17M & US Route 6/Sunrise Park Rd



21002112F - P.W.G.

Synchro 12 Report
Page 5

2047 No-Build Traffic Volumes w/ Improvements
7: NYS Route 17M & US Route 6/Sunrise Park Rd

AM Peak Hour
01/21/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	308	14	456	10	7	11	525	1287	44	29	1027	393
Future Volume (veh/h)	308	14	456	10	7	11	525	1287	44	29	1027	393
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1796	1900	1707	1643	1598	1065	1714	1864	1909	1678	1826	1870
Adj Flow Rate, veh/h	353	0	0	11	8	12	583	1430	49	32	1141	437
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	7	0	13	11	14	50	15	5	2	15	5	2
Cap, veh/h	425	0		15	11	16	793	2038	70	38	1236	762
Arrive On Green	0.12	0.00	0.00	0.03	0.03	0.03	0.25	0.58	0.58	0.02	0.36	0.36
Sat Flow, veh/h	3421	0	1447	522	379	569	3167	3494	120	1598	3469	1585
Grp Volume(v), veh/h	353	0	0	31	0	0	583	724	755	32	1141	437
Grp Sat Flow(s),veh/h/ln	1711	0	1447	1470	0	0	1584	1771	1843	1598	1735	1585
Q Serve(g_s), s	10.1	0.0	0.0	2.1	0.0	0.0	16.9	28.8	28.9	2.0	31.5	19.8
Cycle Q Clear(g_c), s	10.1	0.0	0.0	2.1	0.0	0.0	16.9	28.8	28.9	2.0	31.5	19.8
Prop In Lane	1.00		1.00	0.35		0.39	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	425	0		42	0	0	793	1033	1075	38	1236	762
V/C Ratio(X)	0.83	0.00		0.73	0.00	0.00	0.73	0.70	0.70	0.85	0.92	0.57
Avail Cap(c_a), veh/h	513	0		73	0	0	793	1033	1075	48	1284	783
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.45	0.45	0.45
Uniform Delay (d), s/veh	42.8	0.0	0.0	48.2	0.0	0.0	34.4	14.7	14.7	48.6	30.9	18.6
Incr Delay (d2), s/veh	8.0	0.0	0.0	8.6	0.0	0.0	3.1	4.0	3.8	37.7	5.4	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	0.0	0.0	0.8	0.0	0.0	6.5	10.9	11.4	1.2	13.1	8.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	50.8	0.0	0.0	56.8	0.0	0.0	37.6	18.6	18.6	86.4	36.3	18.9
LnGrp LOS	D			E			D	B	B	F	D	B
Approach Vol, veh/h	353			31			2062			1610		
Approach Delay, s/veh	50.8			56.8			24.0			32.5		
Approach LOS	D			E			C			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	64.3		18.4	31.1	41.6		8.9				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	3.0	53.0		15.0	19.0	37.0		5.0				
Max Q Clear Time (g_c+I1), s	4.0	30.9		12.1	18.9	33.5		4.1				
Green Ext Time (p_c), s	0.0	5.4		0.3	0.0	2.1		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	29.9											
HCM 7th LOS	C											
Notes												
User approved pedestrian interval to be less than phase max green.												
User approved volume balancing among the lanes for turning movement.												

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

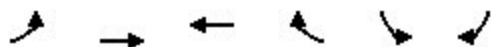
2047 No-Build Traffic Volumes w/ Improvements
9: US Route 6 & Slate Hill Commerce Center

AM Peak Hour
01/21/2025

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	256	659	271	411	62	32
Future Volume (vph)	256	659	271	411	62	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		5%	0%		0%	
Storage Length (ft)	150			150	150	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1742	1748	1712	1495	1410	1524
Flt Permitted	0.402				0.950	
Satd. Flow (perm)	737	1748	1712	1495	1410	1524
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				447		35
Link Speed (mph)		55	55		30	
Link Distance (ft)		439	1697		451	
Travel Time (s)		5.4	21.0		10.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	6%	11%	8%	28%	6%
Adj. Flow (vph)	278	716	295	447	67	35
Shared Lane Traffic (%)						
Lane Group Flow (vph)	278	716	295	447	67	35
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	1.00	1.00	1.00	1.00
Turning Speed (mph)	60			60	60	60
Number of Detectors	2	2	2	2	2	2
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm

2047 No-Build Traffic Volumes w/ Improvements
9: US Route 6 & Slate Hill Commerce Center

AM Peak Hour
01/21/2025



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Protected Phases	7	4	8		6	
Permitted Phases	4			8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	24.0	66.0	42.0	42.0	24.0	24.0
Total Split (%)	26.7%	73.3%	46.7%	46.7%	26.7%	26.7%
Maximum Green (s)	18.0	60.0	36.0	36.0	18.0	18.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag		Lag	
Lead-Lag Optimize?	Yes		Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None
v/c Ratio	0.36	0.52	0.54	0.57	0.27	0.12
Control Delay (s/veh)	5.4	7.0	20.1	5.3	25.6	10.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	5.4	7.0	20.1	5.3	25.6	10.7
Queue Length 50th (ft)	32	118	78	0	19	0
Queue Length 95th (ft)	71	248	167	56	60	23
Internal Link Dist (ft)		359	1617		371	
Turn Bay Length (ft)	150			150	150	
Base Capacity (vph)	939	1696	1302	1244	589	657
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.42	0.23	0.36	0.11	0.05

Intersection Summary

Area Type: Other

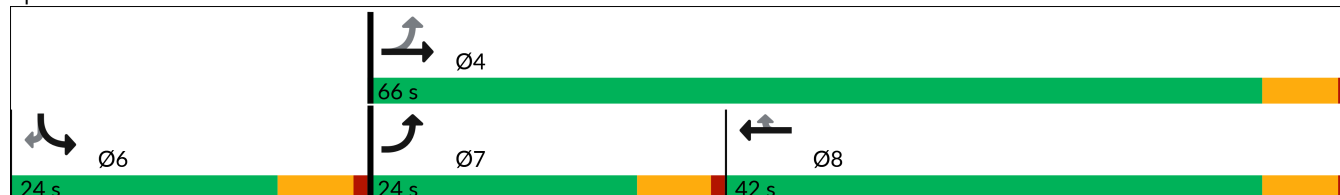
Cycle Length: 90

Actuated Cycle Length: 48.8

Natural Cycle: 45

Control Type: Actuated-Uncoordinated

Splits and Phases: 9: US Route 6 & Slate Hill Commerce Center



2047 No-Build Traffic Volumes w/ Improvements
9: US Route 6 & Slate Hill Commerce Center

AM Peak Hour
01/21/2025



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	256	659	271	411	62	32
Future Volume (veh/h)	256	659	271	411	62	32
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
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	1738	1664	1737	1781	1485	1811
Adj Flow Rate, veh/h	278	716	295	447	67	35
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	6	11	8	28	6
Cap, veh/h	658	1099	669	581	112	121
Arrive On Green	0.15	0.66	0.39	0.39	0.08	0.08
Sat Flow, veh/h	1655	1664	1737	1510	1414	1535
Grp Volume(v), veh/h	278	716	295	447	67	35
Grp Sat Flow(s),veh/h/ln	1655	1664	1737	1510	1414	1535
Q Serve(g_s), s	4.0	11.8	5.8	11.9	2.1	1.0
Cycle Q Clear(g_c), s	4.0	11.8	5.8	11.9	2.1	1.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	658	1099	669	581	112	121
V/C Ratio(X)	0.42	0.65	0.44	0.77	0.60	0.29
Avail Cap(c_a), veh/h	1064	2166	1356	1179	552	599
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	5.9	4.7	10.5	12.4	20.5	20.0
Incr Delay (d2), s/veh	0.4	0.7	0.5	2.2	5.1	1.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.6	1.5	2.8	0.8	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	6.4	5.3	11.0	14.6	25.6	21.3
LnGrp LOS	A	A	B	B	C	C
Approach Vol, veh/h		994	742		102	
Approach Delay, s/veh		5.6	13.1		24.1	
Approach LOS		A	B		C	
Timer - Assigned Phs			4		6	7
Phs Duration (G+Y+Rc), s			36.5		9.6	12.7
Change Period (Y+Rc), s			6.0		6.0	6.0
Max Green Setting (Gmax), s			60.0		18.0	18.0
Max Q Clear Time (g_c+I1), s			13.8		4.1	6.0
Green Ext Time (p_c), s			4.2		0.3	0.9
Green Ext Time (p_c), s					0.3	3.8
Intersection Summary						
HCM 7th Control Delay, s/veh			9.7			
HCM 7th LOS			A			

2047 No-Build Traffic Volumes w/ Improvements
8: NYS Route 17M & WB Off Ramp

AM Peak Hour
01/21/2025

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↰↰	↱↱			
Traffic Volume (vph)	0	613	1243	0	0	0
Future Volume (vph)	0	613	1243	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	12	12
Lane Util. Factor	1.00	0.88	0.95	1.00	1.00	1.00
Frt		0.850				
Flt Protected						
Satd. Flow (prot)	0	2756	3343	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	2756	3343	0	0	0
Right Turn on Red		No		Yes		
Satd. Flow (RTOR)						
Link Speed (mph)	30		45			45
Link Distance (ft)	567		279			167
Travel Time (s)	12.9		4.2			2.5
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	10%	8%	0%	0%	0%
Adj. Flow (vph)	0	705	1429	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	705	1429	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	0.92	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors		2	2			
Detector Template						
Leading Detector (ft)		83	83			
Trailing Detector (ft)		-5	-5			
Detector 1 Position(ft)		-5	-5			
Detector 1 Size(ft)		40	40			
Detector 1 Type		Cl+Ex	Cl+Ex			
Detector 1 Channel						
Detector 1 Extend (s)		0.0	0.0			
Detector 1 Queue (s)		0.0	0.0			
Detector 1 Delay (s)		0.0	0.0			
Detector 2 Position(ft)		43	43			
Detector 2 Size(ft)		40	40			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type		Perm	NA			
Protected Phases			2			
Permitted Phases		8				
Detector Phase		8	2			

2047 No-Build Traffic Volumes w/ Improvements
8: NYS Route 17M & WB Off Ramp

AM Peak Hour
01/21/2025

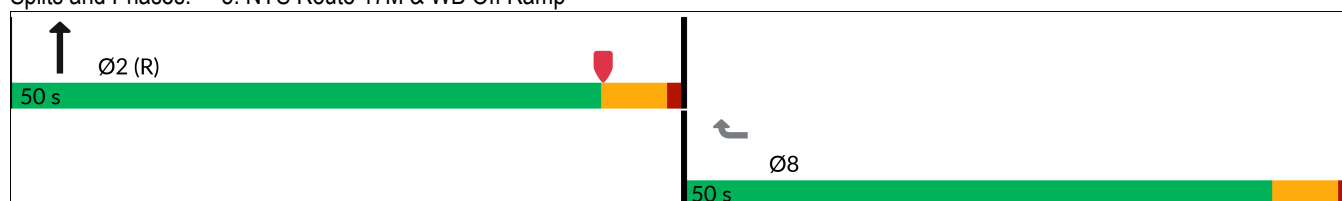


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Switch Phase						
Minimum Initial (s)		5.0	5.0			
Minimum Split (s)		24.0	24.0			
Total Split (s)		50.0	50.0			
Total Split (%)		50.0%	50.0%			
Maximum Green (s)		44.0	44.0			
Yellow Time (s)		5.0	5.0			
All-Red Time (s)		1.0	1.0			
Lost Time Adjust (s)		0.0	0.0			
Total Lost Time (s)		6.0	6.0			
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)		3.0	3.0			
Recall Mode		None	C-Max			
Act Effect Green (s)		32.9	55.1			
Actuated g/C Ratio		0.33	0.55			
v/c Ratio		0.78	0.78			
Control Delay (s/veh)		36.2	22.8			
Queue Delay		0.0	0.0			
Total Delay (s/veh)		36.2	22.8			
LOS		D	C			
Approach Delay (s/veh)	36.2		22.8			
Approach LOS	D		C			
Queue Length 50th (ft)		227	358			
Queue Length 95th (ft)		255	503			
Internal Link Dist (ft)	487		199		87	
Turn Bay Length (ft)						
Base Capacity (vph)		1212	1841			
Starvation Cap Reductn		0	0			
Spillback Cap Reductn		0	0			
Storage Cap Reductn		0	0			
Reduced v/c Ratio		0.58	0.78			

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.78
Intersection Signal Delay (s/veh): 27.2 Intersection LOS: C
Intersection Capacity Utilization 65.8% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 8: NYS Route 17M & WB Off Ramp



2047 No-Build Traffic Volumes
1: NYS Route 284 & US Route 6

PM Peak Hour
01/21/2025

						
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	231	59	327	627	47	158
Future Volume (vph)	231	59	327	627	47	158
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.973				0.896	
Flt Protected				0.983	0.989	
Satd. Flow (prot)	1785	0	0	1819	1633	0
Flt Permitted				0.983	0.989	
Satd. Flow (perm)	1785	0	0	1819	1633	0
Link Speed (mph)	55			55	35	
Link Distance (ft)	733			606	476	
Travel Time (s)	9.1			7.5	9.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	2%	4%	2%	0%	4%
Adj. Flow (vph)	251	64	355	682	51	172
Shared Lane Traffic (%)						
Lane Group Flow (vph)	315	0	0	1037	223	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2047 No-Build Traffic Volumes
1: NYS Route 284 & US Route 6

PM Peak Hour
01/21/2025

Intersection						
Int Delay, s/veh	23.6					
Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	231	59	327	627	47	158
Future Vol, veh/h	231	59	327	627	47	158
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	92	92	92	92	92	92
Heavy Vehicles, %	4	2	4	2	0	4
Mvmt Flow	251	64	355	682	51	172
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	315	0	1676	283
Stage 1	-	-	-	-	283	-
Stage 2	-	-	-	-	1392	-
Critical Hdwy	-	-	4.14	-	6.4	6.24
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.236	-	3.5	3.336
Pot Cap-1 Maneuver	-	-	1234	-	106	751
Stage 1	-	-	-	-	769	-
Stage 2	-	-	-	-	233	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1234	-	57	751
Mov Cap-2 Maneuver	-	-	-	-	57	-
Stage 1	-	-	-	-	769	-
Stage 2	-	-	-	-	125	-
Approach	EB		WB		NE	
HCM Ctrl Dly, s/v	0		3.12		152.12	
HCM LOS	F					
Minor Lane/Major Mvmt	NELn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	198	-	-	617	-	
HCM Lane V/C Ratio	1.127	-	-	0.288	-	
HCM Ctrl Dly (s/v)	152.1	-	-	9.1	0	
HCM Lane LOS	F	-	-	A	A	
HCM 95th %tile Q(veh)	10.8	-	-	1.2	-	

2047 No-Build Traffic Volumes
2: US Route 6 & Ridgebury Hill Rd

PM Peak Hour
01/21/2025



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	50	78	357	20	64	890
Future Volume (vph)	50	78	357	20	64	890
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		1%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.917		0.993			
Flt Protected	0.981					0.997
Satd. Flow (prot)	1670	0	1809	0	0	1837
Flt Permitted	0.981					0.997
Satd. Flow (perm)	1670	0	1809	0	0	1837
Link Speed (mph)	35		55			55
Link Distance (ft)	535		1495			1423
Travel Time (s)	10.4		18.5			17.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	6%	0%	4%	0%	5%	3%
Adj. Flow (vph)	54	85	388	22	70	967
Shared Lane Traffic (%)						
Lane Group Flow (vph)	139	0	410	0	0	1037
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.01	1.01	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized

2047 No-Build Traffic Volumes
2: US Route 6 & Ridgebury Hill Rd

PM Peak Hour
01/21/2025

Intersection						
Int Delay, s/veh	4.1					
Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations	W	R	T	R	L	T
Traffic Vol, veh/h	50	78	357	20	64	890
Future Vol, veh/h	50	78	357	20	64	890
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	1	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	6	0	4	0	5	3
Mvmt Flow	54	85	388	22	70	967
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1505	399	0	0	410	0
Stage 1	399	-	-	-	-	-
Stage 2	1107	-	-	-	-	-
Critical Hdwy	6.46	6.2	-	-	4.15	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.3	-	-	2.245	-
Pot Cap-1 Maneuver	131	655	-	-	1133	-
Stage 1	669	-	-	-	-	-
Stage 2	311	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	113	655	-	-	1133	-
Mov Cap-2 Maneuver	113	-	-	-	-	-
Stage 1	669	-	-	-	-	-
Stage 2	270	-	-	-	-	-
Approach	WB	NE	SW			
HCM Ctrl Dly, s/v	42.64	0	0.56			
HCM LOS	E					
Minor Lane/Major Mvmt	NET	NERWBLn1	SWL	SWT		
Capacity (veh/h)	-	-	228	121	-	
HCM Lane V/C Ratio	-	-	0.609	0.061	-	
HCM Ctrl Dly (s/v)	-	-	42.6	8.4	0	
HCM Lane LOS	-	-	E	A	A	
HCM 95th %tile Q(veh)	-	-	3.5	0.2	-	

2047 No-Build Traffic Volumes
3: US Route 6 & McBride Rd

PM Peak Hour
01/21/2025

						
Lane Group	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	32	28	28	385	884	63
Future Volume (vph)	32	28	28	385	884	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	12	12
Grade (%)	2%			1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.938				0.991	
Flt Protected	0.974			0.997		
Satd. Flow (prot)	1493	0	0	1801	1822	0
Flt Permitted	0.974			0.997		
Satd. Flow (perm)	1493	0	0	1801	1822	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	266			1423	2064	
Travel Time (s)	6.0			17.6	25.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	7%	8%	0%	5%	3%	0%
Adj. Flow (vph)	36	31	31	428	982	70
Shared Lane Traffic (%)						
Lane Group Flow (vph)	67	0	0	459	1052	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	10			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.01	1.01	1.01	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2047 No-Build Traffic Volumes
3: US Route 6 & McBride Rd

PM Peak Hour
01/21/2025

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	32	28	28	385	884	63
Future Vol, veh/h	32	28	28	385	884	63
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	1	1	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	7	8	0	5	3	0
Mvmt Flow	36	31	31	428	982	70

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1507	1017	1052	0	-	0
Stage 1	1017	-	-	-	-	-
Stage 2	490	-	-	-	-	-
Critical Hdwy	6.87	6.48	4.1	-	-	-
Critical Hdwy Stg 1	5.87	-	-	-	-	-
Critical Hdwy Stg 2	5.87	-	-	-	-	-
Follow-up Hdwy	3.563	3.372	2.2	-	-	-
Pot Cap-1 Maneuver	110	265	669	-	-	-
Stage 1	305	-	-	-	-	-
Stage 2	574	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	103	265	669	-	-	-
Mov Cap-2 Maneuver	103	-	-	-	-	-
Stage 1	287	-	-	-	-	-
Stage 2	574	-	-	-	-	-

Approach	EB	NE	SW
HCM Ctrl Dly, s/v	49.88	0.72	0
HCM LOS	E		

Minor Lane/Major Mvmt	NEL	NET EBLn1	SWT	SWR
Capacity (veh/h)	122	- 144	-	-
HCM Lane V/C Ratio	0.046	- 0.463	-	-
HCM Ctrl Dly (s/v)	10.6	0 49.9	-	-
HCM Lane LOS	B	A E	-	-
HCM 95th %tile Q(veh)	0.1	- 2.1	-	-

2047 No-Build Traffic Volumes
5: Creedon Hill Rd & US Route 6

PM Peak Hour
01/21/2025

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	466	0	12	900	0	12
Future Volume (vph)	466	0	12	900	0	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	11
Grade (%)	5%			-5%	8%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.865	
Flt Protected				0.999		
Satd. Flow (prot)	1748	0	0	1855	1121	0
Flt Permitted				0.999		
Satd. Flow (perm)	1748	0	0	1855	1121	0
Link Speed (mph)	55			55	30	
Link Distance (ft)	226			439	325	
Travel Time (s)	2.8			5.4	7.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	6%	0%	73%	4%	0%	36%
Adj. Flow (vph)	480	0	12	928	0	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	480	0	0	940	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	0.97	0.97	1.10	1.10
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2047 No-Build Traffic Volumes
5: Creedon Hill Rd & US Route 6

PM Peak Hour
01/21/2025

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	466	0	12	900	0	12
Future Vol, veh/h	466	0	12	900	0	12
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, %	5	-	-	-5	8	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	6	0	73	4	0	36
Mvmt Flow	480	0	12	928	0	12
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	480	0	1433	480
Stage 1	-	-	-	-	480	-
Stage 2	-	-	-	-	953	-
Critical Hdwy	-	-	4.83	-	8	7.36
Critical Hdwy Stg 1	-	-	-	-	7	-
Critical Hdwy Stg 2	-	-	-	-	7	-
Follow-up Hdwy	-	-	2.857	-	3.5	3.624
Pot Cap-1 Maneuver	-	-	795	-	79	469
Stage 1	-	-	-	-	506	-
Stage 2	-	-	-	-	247	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	795	-	76	469
Mov Cap-2 Maneuver	-	-	-	-	76	-
Stage 1	-	-	-	-	506	-
Stage 2	-	-	-	-	240	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		0.13		12.88	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	469	-	-	24	-	
HCM Lane V/C Ratio	0.026	-	-	0.016	-	
HCM Ctrl Dly (s/v)	12.9	-	-	9.6	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

2047 No-Build Traffic Volumes
6: US Route 6 & CR 56

PM Peak Hour
01/21/2025

						
Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	232	62	718	91	14	585
Future Volume (vph)	232	62	718	91	14	585
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	13
Grade (%)	-2%		-2%			1%
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.972		0.985			
Flt Protected	0.962				0.950	
Satd. Flow (prot)	1710	0	1724	0	1796	1809
Flt Permitted	0.962				0.950	
Satd. Flow (perm)	1710	0	1724	0	1796	1809
Link Speed (mph)	55		55			55
Link Distance (ft)	2121		872			1130
Travel Time (s)	26.3		10.8			14.0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	3%	10%	7%	0%	8%
Adj. Flow (vph)	244	65	756	96	15	616
Shared Lane Traffic (%)						
Lane Group Flow (vph)	309	0	852	0	15	616
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	0.99	0.99	1.01	0.96
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2047 No-Build Traffic Volumes
6: US Route 6 & CR 56

PM Peak Hour
01/21/2025

Intersection						
Int Delay, s/veh	59.8					
Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	232	62	718	91	14	585
Future Vol, veh/h	232	62	718	91	14	585
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	None
Storage Length	0	-	-	-	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-2	-	-2	-	-	1
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	3	10	7	0	8
Mvmt Flow	244	65	756	96	15	616

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1449	804	0	0	756
Stage 1	804	-	-	-	-
Stage 2	645	-	-	-	-
Critical Hdwy	6.01	6.03	-	-	4.1
Critical Hdwy Stg 1	5.01	-	-	-	-
Critical Hdwy Stg 2	5.01	-	-	-	-
Follow-up Hdwy	3.509	3.327	-	-	2.2
Pot Cap-1 Maneuver	~ 171	399	-	-	864
Stage 1	484	-	-	-	-
Stage 2	563	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	~ 168	399	-	-	864
Mov Cap-2 Maneuver	~ 168	-	-	-	-
Stage 1	484	-	-	-	-
Stage 2	553	-	-	-	-

Approach	WB	NE	SW
HCM Ctrl Dly, s/v	\$ 345.84	0	0.22
HCM LOS	F		

Minor Lane/Major Mvmt	NET	NERWBLn1	SWL	SWT
Capacity (veh/h)	-	-	191	864
HCM Lane V/C Ratio	-	-	1.621	0.017
HCM Ctrl Dly (s/v)	-	-	\$ 345.8	9.2
HCM Lane LOS	-	-	F	A
HCM 95th %tile Q(veh)	-	-	20.5	0.1

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

2047 No-Build Traffic Volumes
7: NYS Route 17M & US Route 6/Sunrise Park Rd

PM Peak Hour
01/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	471	7	559	38	11	38	443	1211	16	16	1171	401
Future Volume (vph)	471	7	559	38	11	38	443	1211	16	16	1171	401
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			4%			-1%			0%	
Storage Length (ft)	0		0	0		0	525		0	100		0
Storage Lanes	0		1	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt			0.850		0.941			0.998				0.850
Flt Protected		0.953			0.979		0.950			0.950		
Satd. Flow (prot)	0	1755	1442	0	1693	0	1649	3508	0	1805	3505	1568
Flt Permitted		0.715			0.355		0.105			0.220		
Satd. Flow (perm)	0	1317	1442	0	614	0	182	3508	0	418	3505	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			355		39			2				413
Link Speed (mph)		55			55			45			45	
Link Distance (ft)		319			392			755			940	
Travel Time (s)		4.0			4.9			11.4			14.2	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	14%	12%	0%	0%	3%	10%	3%	20%	0%	3%	3%
Adj. Flow (vph)	486	7	576	39	11	39	457	1248	16	16	1207	413
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	493	576	0	89	0	457	1264	0	16	1207	413
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.03	1.03	1.03	0.99	0.99	0.99	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	2	1	2		2	2		2	2	2
Detector Template	Left			Left								
Leading Detector (ft)	20	83	83	20	83		83	83		83	83	83
Trailing Detector (ft)	0	-5	-5	0	-5		-5	-5		-5	-5	-5
Detector 1 Position(ft)	0	-5	-5	0	-5		-5	-5		-5	-5	-5
Detector 1 Size(ft)	20	40	40	20	40		40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		43	43		43		43	43		43	43	43
Detector 2 Size(ft)		40	40		40		40	40		40	40	40
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm

2047 No-Build Traffic Volumes
7: NYS Route 17M & US Route 6/Sunrise Park Rd

PM Peak Hour
01/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		6
Detector Phase	4	4	4	8	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0		11.0	24.0		24.0	24.0	24.0
Total Split (s)	31.0	31.0	31.0	31.0	31.0		21.0	59.0		38.0	38.0	38.0
Total Split (%)	34.4%	34.4%	34.4%	34.4%	34.4%		23.3%	65.6%		42.2%	42.2%	42.2%
Maximum Green (s)	25.0	25.0	25.0	25.0	25.0		15.0	53.0		32.0	32.0	32.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	Max		Max	Max	Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0		7.0	7.0	7.0
Flash Don't Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0		0	0	0
v/c Ratio		1.35	0.88		0.45		1.30	0.61		0.11	0.97	0.50
Control Delay (s/veh)		204.5	28.4		24.6		180.2	13.5		21.9	48.6	4.6
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)		204.5	28.4		24.6		180.2	13.5		21.9	48.6	4.6
Queue Length 50th (ft)		~371	126		22		~291	223		6	350	0
Queue Length 95th (ft)		#561	#338		71		#479	286		21	#495	60
Internal Link Dist (ft)		239			312			675			860	
Turn Bay Length (ft)							525			100		
Base Capacity (vph)		365	656		198		351	2066		148	1246	823
Starvation Cap Reductn		0	0		0		0	0		0	0	0
Spillback Cap Reductn		0	0		0		0	0		0	0	0
Storage Cap Reductn		0	0		0		0	0		0	0	0
Reduced v/c Ratio		1.35	0.88		0.45		1.30	0.61		0.11	0.97	0.50

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Natural Cycle: 110

Control Type: Actuated-Uncoordinated

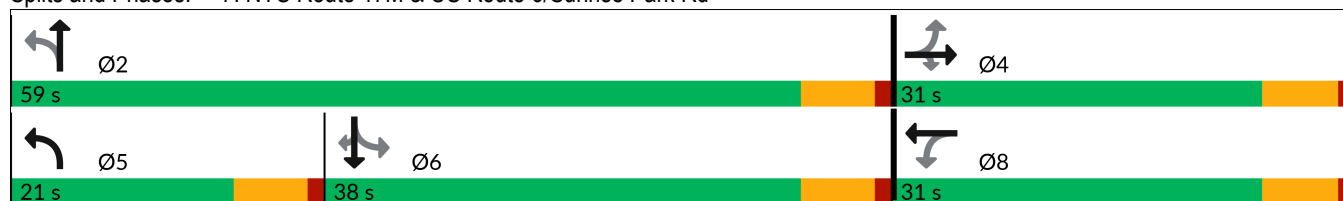
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 7: NYS Route 17M & US Route 6/Sunrise Park Rd



2047 No-Build Traffic Volumes
7: NYS Route 17M & US Route 6/Sunrise Park Rd

PM Peak Hour
01/21/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	471	7	559	38	11	38	443	1211	16	16	1171	401
Future Volume (veh/h)	471	7	559	38	11	38	443	1211	16	16	1171	401
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1856	1693	1722	1806	1806	1761	1789	1894	1639	1900	1856	1856
Adj Flow Rate, veh/h	486	7	0	39	11	39	457	1248	16	16	1207	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	14	12	0	0	3	10	3	20	0	3	3
Cap, veh/h	432	5		251	81	214	373	2143	27	238	1254	
Arrive On Green	0.28	0.28	0.00	0.28	0.28	0.28	0.17	0.59	0.59	0.36	0.36	0.00
Sat Flow, veh/h	1268	18	1459	695	292	770	1704	3639	47	446	3526	1572
Grp Volume(v), veh/h	493	0	0	89	0	0	457	617	647	16	1207	0
Grp Sat Flow(s),veh/h/ln	1286	0	1459	1757	0	0	1704	1800	1886	446	1763	1572
Q Serve(g_s), s	21.4	0.0	0.0	0.0	0.0	0.0	15.0	19.3	19.3	2.2	30.2	0.0
Cycle Q Clear(g_c), s	25.0	0.0	0.0	3.6	0.0	0.0	15.0	19.3	19.3	2.2	30.2	0.0
Prop In Lane	0.99		1.00	0.44		0.44	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	437	0		546	0	0	373	1060	1111	238	1254	
V/C Ratio(X)	1.13	0.00		0.16	0.00	0.00	1.23	0.58	0.58	0.07	0.96	
Avail Cap(c_a), veh/h	437	0		546	0	0	373	1060	1111	238	1254	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	34.4	0.0	0.0	24.8	0.0	0.0	25.9	11.6	11.6	19.4	28.4	0.0
Incr Delay (d2), s/veh	83.3	0.0	0.0	0.1	0.0	0.0	123.1	2.3	2.2	0.5	18.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	19.3	0.0	0.0	1.3	0.0	0.0	16.5	7.0	7.3	0.2	14.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	117.7	0.0	0.0	24.9	0.0	0.0	149.0	13.9	13.8	19.9	46.4	0.0
LnGrp LOS	F			C			F	B	B	B	D	
Approach Vol, veh/h	493			89			1721			1223		
Approach Delay, s/veh	117.7			24.9			49.8			46.0		
Approach LOS	F			C			D			D		
Timer - Assigned Phs	2			4		5	6		8			
Phs Duration (G+Y+Rc), s	59.0			31.0		21.0	38.0		31.0			
Change Period (Y+Rc), s	6.0			6.0		6.0	6.0		6.0			
Max Green Setting (Gmax), s	53.0			25.0		15.0	32.0		25.0			
Max Q Clear Time (g_c+I1), s	21.3			27.0		17.0	32.2		5.6			
Green Ext Time (p_c), s	8.2			0.0		0.0	0.0		0.3			
Intersection Summary												
HCM 7th Control Delay, s/veh	57.3											
HCM 7th LOS	E											
Notes												
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

2047 No-Build Traffic Volumes
8: WB On Ramp & NYS Route 17M & WB Off Ramp

PM Peak Hour
01/21/2025

										
Lane Group	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations										
Traffic Volume (vph)	0	603	0	1069	0	0	1455	314	0	0
Future Volume (vph)	0	603	0	1069	0	0	1455	314	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00
Frt		0.865					0.973			
Flt Protected										
Satd. Flow (prot)	0	1623	0	3374	0	0	3240	0	0	0
Flt Permitted										
Satd. Flow (perm)	0	1623	0	3374	0	0	3240	0	0	0
Link Speed (mph)	30			45			45		30	
Link Distance (ft)	567			429			228		250	
Travel Time (s)	12.9			6.5			3.5		5.7	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	8%	0%	7%	0%	0%	7%	15%	0%	0%
Adj. Flow (vph)	0	622	0	1102	0	0	1500	324	0	0
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	622	0	1102	0	0	1824	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)	0			0			0		0	
Link Offset(ft)	0			0			0		0	
Crosswalk Width(ft)	16			16			16		16	
Two way Left Turn Lane										
Headway Factor	1.00	0.92	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15		9	15		9	15	9
Sign Control	Stop			Free			Free		Free	
Intersection Summary										
Area Type:	Other									
Control Type:	Unsignalized									

2047 No-Build Traffic Volumes
8: WB On Ramp & NYS Route 17M & WB Off Ramp

PM Peak Hour
01/21/2025

Intersection										
Int Delay, s/veh	33.8									
Movement	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations		↗		↗↗			↗↗			
Traffic Vol, veh/h	0	603	0	1069	0	0	1455	314	0	0
Future Vol, veh/h	0	603	0	1069	0	0	1455	314	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None	-	-
Storage Length	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	-	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	8	0	7	0	0	7	15	0	0
Mvmt Flow	0	622	0	1102	0	0	1500	324	0	0

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	551	-
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	7.06	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.38	-
Pot Cap-1 Maneuver	0 ~ 463	0	-
Stage 1	0	0	-
Stage 2	0	0	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	- ~ 463	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

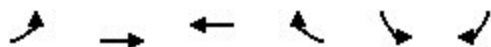
Approach	WB	NB	SB
HCM Ctrl Dly, s/v	193.03	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBTWBLn1	SBT	SBR
Capacity (veh/h)	- 463	-	-
HCM Lane V/C Ratio	- 1.343	-	-
HCM Ctrl Dly (s/v)	- 193	-	-
HCM Lane LOS	- F	-	-
HCM 95th %tile Q(veh)	- 28.1	-	-

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

2047 No-Build Traffic Volumes
9: US Route 6 & Site Access

PM Peak Hour
01/21/2025



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	50	427	693	102	371	218
Future Volume (vph)	50	427	693	102	371	218
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		5%	0%		0%	
Storage Length (ft)	150			150	150	0
Storage Lanes	1			0	0	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.983		0.950	
Flt Protected	0.950				0.969	
Satd. Flow (prot)	1645	1748	1738	0	1591	0
Flt Permitted	0.950				0.969	
Satd. Flow (perm)	1645	1748	1738	0	1591	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		439	1697		451	
Travel Time (s)		6.7	25.7		10.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	7%	6%	4%	31%	14%	3%
Adj. Flow (vph)	54	464	753	111	403	237
Shared Lane Traffic (%)						
Lane Group Flow (vph)	54	464	864	0	640	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2047 No-Build Traffic Volumes
9: US Route 6 & Site Access

PM Peak Hour
01/21/2025

Intersection

Int Delay, s/veh 377.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	50	427	693	102	371	218
Future Vol, veh/h	50	427	693	102	371	218
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	5	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	6	4	31	14	3
Mvmt Flow	54	464	753	111	403	237

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	864	0	0 1382 809
Stage 1	-	-	- 809 -
Stage 2	-	-	- 573 -
Critical Hdwy	4.17	-	- 6.54 6.23
Critical Hdwy Stg 1	-	-	- 5.54 -
Critical Hdwy Stg 2	-	-	- 5.54 -
Follow-up Hdwy	2.263	-	- 3.626 3.327
Pot Cap-1 Maneuver	758	-	- ~ 149 379
Stage 1	-	-	- 418 -
Stage 2	-	-	- 541 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	758	-	- ~ 139 379
Mov Cap-2 Maneuver	-	-	- ~ 139 -
Stage 1	-	-	- ~ 388 -
Stage 2	-	-	- 541 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.06	0	\$ 1191.06
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	758	-	-	-	181
HCM Lane V/C Ratio	0.072	-	-	-	3.531
HCM Ctrl Dly (s/v)	10.1	-	-	-	\$ 1191.1
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.2	-	-	-	61.3

Notes

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

2047 No-Build Traffic Volumes
10: Seward Road & US Route 6

PM Peak Hour
01/21/2025

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	798	0	23	793	2	12
Future Volume (vph)	798	0	23	793	2	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	13	12	12
Grade (%)	-5%			2%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.883	
Flt Protected				0.999	0.993	
Satd. Flow (prot)	1770	0	0	1818	1666	0
Flt Permitted				0.999	0.993	
Satd. Flow (perm)	1770	0	0	1818	1666	0
Link Speed (mph)	55			55	35	
Link Distance (ft)	1697			872	363	
Travel Time (s)	21.0			10.8	7.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	0%	0%	7%	0%	0%
Adj. Flow (vph)	867	0	25	862	2	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	867	0	0	887	15	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	0.97	0.97	0.97	1.00	1.00
Turning Speed (mph)		60	60		60	60
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2047 No-Build Traffic Volumes
10: Seward Road & US Route 6

PM Peak Hour
01/21/2025

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	798	0	23	793	2	12
Future Vol, veh/h	798	0	23	793	2	12
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, %	-5	-	-	2	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	10	0	0	7	0	0
Mvmt Flow	867	0	25	862	2	13

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	867	0	1779
Stage 1	-	-	-	-	867
Stage 2	-	-	-	-	912
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	785	-	91
Stage 1	-	-	-	-	414
Stage 2	-	-	-	-	395
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	785	-	86
Mov Cap-2 Maneuver	-	-	-	-	86
Stage 1	-	-	-	-	414
Stage 2	-	-	-	-	371

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.27	20.65
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	245	-	-	51	-
HCM Lane V/C Ratio	0.062	-	-	0.032	-
HCM Ctrl Dly (s/v)	20.6	-	-	9.7	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

2047 No-Build Traffic Volumes w/ Improvements
6: US Route 6 & CR 56

PM Peak Hour
01/21/2025

						
Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	232	62	718	91	14	585
Future Volume (vph)	232	62	718	91	14	585
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	13
Grade (%)	-2%		-2%			1%
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.972		0.985			
Flt Protected	0.962				0.950	
Satd. Flow (prot)	1710	0	1724	0	1796	1809
Flt Permitted	0.962				0.170	
Satd. Flow (perm)	1710	0	1724	0	321	1809
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	20		19			
Link Speed (mph)	55		55			55
Link Distance (ft)	2121		872			1130
Travel Time (s)	26.3		10.8			14.0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	3%	10%	7%	0%	8%
Adj. Flow (vph)	244	65	756	96	15	616
Shared Lane Traffic (%)						
Lane Group Flow (vph)	309	0	852	0	15	616
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	0.99	0.99	1.01	0.96
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template						
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0

2047 No-Build Traffic Volumes w/ Improvements
6: US Route 6 & CR 56

PM Peak Hour
01/21/2025



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	11.0		11.0		11.0	11.0
Total Split (s)	18.0		42.0		42.0	42.0
Total Split (%)	30.0%		70.0%		70.0%	70.0%
Maximum Green (s)	12.0		36.0		36.0	36.0
Yellow Time (s)	5.0		5.0		5.0	5.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.0		6.0		6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		None		None	None
v/c Ratio	0.80		0.88		0.08	0.61
Control Delay (s/veh)	40.1		22.6		6.4	10.9
Queue Delay	0.0		0.0		0.0	0.0
Total Delay (s/veh)	40.1		22.6		6.4	10.9
Queue Length 50th (ft)	98		205		2	117
Queue Length 95th (ft)	#231		#451		9	196
Internal Link Dist (ft)	2041		792			1050
Turn Bay Length (ft)					200	
Base Capacity (vph)	404		1181		218	1233
Starvation Cap Reductn	0		0		0	0
Spillback Cap Reductn	0		0		0	0
Storage Cap Reductn	0		0		0	0
Reduced v/c Ratio	0.76		0.72		0.07	0.50

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 54

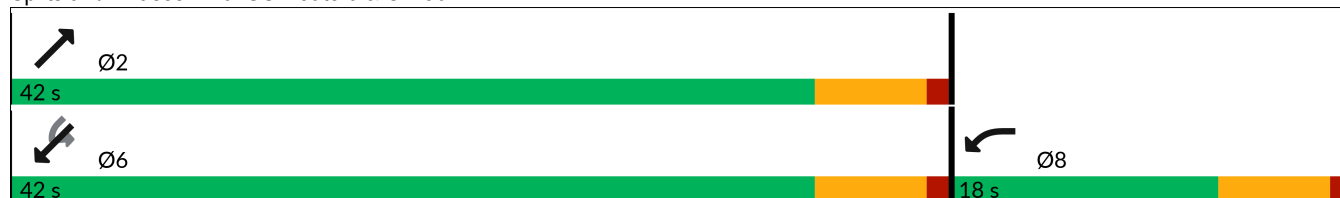
Natural Cycle: 60

Control Type: Actuated-Uncoordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 6: US Route 6 & CR 56



2047 No-Build Traffic Volumes w/ Improvements
6: US Route 6 & CR 56

PM Peak Hour
01/21/2025

						
Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	232	62	718	91	14	585
Future Volume (veh/h)	232	62	718	91	14	585
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.04
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	1964	1934	1829	1874	1894	1847
Adj Flow Rate, veh/h	244	65	756	0	15	616
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	3	10	7	0	8
Cap, veh/h	302	80	921		282	930
Arrive On Green	0.21	0.21	0.50	0.00	0.50	0.50
Sat Flow, veh/h	1435	382	1829	0	717	1847
Grp Volume(v), veh/h	310	0	756	0	15	616
Grp Sat Flow(s),veh/h/ln	1823	0	1829	0	717	1847
Q Serve(g_s), s	6.8	0.0	14.7	0.0	0.8	10.4
Cycle Q Clear(g_c), s	6.8	0.0	14.7	0.0	15.5	10.4
Prop In Lane	0.79	0.21		0.00	1.00	
Lane Grp Cap(c), veh/h	384	0	921		282	930
V/C Ratio(X)	0.81	0.00	0.82		0.05	0.66
Avail Cap(c_a), veh/h	521	0	1567		535	1582
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	15.8	0.0	8.8	0.0	15.4	7.8
Incr Delay (d2), s/veh	6.7	0.0	1.9	0.0	0.1	0.8
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	0.0	2.8	0.0	0.1	1.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	22.5	0.0	10.7	0.0	15.4	8.6
LnGrp LOS	C		B		B	A
Approach Vol, veh/h	310		756			631
Approach Delay, s/veh	22.5		10.7			8.7
Approach LOS	C		B			A
Timer - Assigned Phs	2				6	8
Phs Duration (G+Y+Rc), s	27.2				27.2	14.8
Change Period (Y+Rc), s	6.0				6.0	6.0
Max Green Setting (Gmax), s	36.0				36.0	12.0
Max Q Clear Time (g_c+l1), s	16.7				17.5	8.8
Green Ext Time (p_c), s	4.5				3.4	0.3
Intersection Summary						
HCM 7th Control Delay, s/veh			12.1			
HCM 7th LOS			B			
Notes						
User approved volume balancing among the lanes for turning movement.						
Unsignalized Delay for [NER] is excluded from calculations of the approach delay and intersection delay.						

2047 No-Build Traffic Volumes w/ Improvements
7: NYS Route 17M & US Route 6/Sunrise Park Rd

PM Peak Hour
01/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	471	7	559	38	11	38	443	1211	16	16	1171	401
Future Volume (vph)	471	7	559	38	11	38	443	1211	16	16	1171	401
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			4%			-1%			0%	
Storage Length (ft)	310		250	0		0	475		0	100		0
Storage Lanes	1		1	0		0	2		0	1		1
Taper Length (ft)	50			25			50			50		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.97	0.95	0.95	1.00	0.95	1.00
Frt			0.850		0.941			0.998				0.850
Flt Protected	0.950	0.954			0.979		0.950			0.950		
Satd. Flow (prot)	1665	1667	1442	0	1693	0	3199	3508	0	1805	3505	1568
Flt Permitted	0.950	0.954			0.979		0.950			0.950		
Satd. Flow (perm)	1665	1667	1442	0	1693	0	3199	3508	0	1805	3505	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			576		30			2				281
Link Speed (mph)		55			45			45			45	
Link Distance (ft)		501			504			775			940	
Travel Time (s)		6.2			7.6			11.7			14.2	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	14%	12%	0%	0%	3%	10%	3%	20%	0%	3%	3%
Adj. Flow (vph)	486	7	576	39	11	39	457	1248	16	16	1207	413
Shared Lane Traffic (%)	49%											
Lane Group Flow (vph)	248	245	576	0	89	0	457	1264	0	16	1207	413
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			30			45			25	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.03	1.03	1.03	0.99	0.99	0.99	1.00	1.00	1.00
Turning Speed (mph)	15		25	15		9	15		9	15		15
Number of Detectors	2	2	2	2	2		2	2		1	2	2
Detector Template				Left								
Leading Detector (ft)	83	83	83	83	83		83	83		15	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5		-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5		-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40		40	40		20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43		43	43			43	43
Detector 2 Size(ft)	40	40	40	40	40		40	40			40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	0.0
Turn Type	Split	NA	Free	Split	NA		Prot	NA		Prot	NA	pt+ov

2047 No-Build Traffic Volumes w/ Improvements
7: NYS Route 17M & US Route 6/Sunrise Park Rd

PM Peak Hour
01/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	6 4
Permitted Phases			Free									
Detector Phase	4	4		8	8		5	2		1	6	6 4
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	11.0	11.0		11.0	11.0		9.0	16.0		9.0	16.0	
Total Split (s)	23.0	23.0		13.0	13.0		23.0	53.0		11.0	41.0	
Total Split (%)	23.0%	23.0%		13.0%	13.0%		23.0%	53.0%		11.0%	41.0%	
Maximum Green (s)	17.0	17.0		7.0	7.0		17.0	47.0		5.0	35.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lag	Lag		Lead	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		3.0	2.0	
Recall Mode	None	None		None	None		None	C-Min		None	Min	
v/c Ratio	0.91	0.90	0.40		0.65		0.87	0.63		0.17	0.89	0.41
Control Delay (s/veh)	77.5	75.6	0.8		53.5		55.1	15.1		49.8	39.5	3.6
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	77.5	75.6	0.8		53.5		55.1	15.1		49.8	39.5	3.6
Queue Length 50th (ft)	164	162	0		37		153	212		10	397	23
Queue Length 95th (ft)	#311	#305	0		#102		#229	361		32	#548	53
Internal Link Dist (ft)		421			424			695			860	
Turn Bay Length (ft)	310		250				475			100		
Base Capacity (vph)	283	283	1442		146		543	1997		94	1363	1000
Starvation Cap Reductn	0	0	0		0		0	0		0	0	0
Spillback Cap Reductn	0	0	0		0		0	0		0	0	0
Storage Cap Reductn	0	0	0		0		0	0		0	0	0
Reduced v/c Ratio	0.88	0.87	0.40		0.61		0.84	0.63		0.17	0.89	0.41

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow

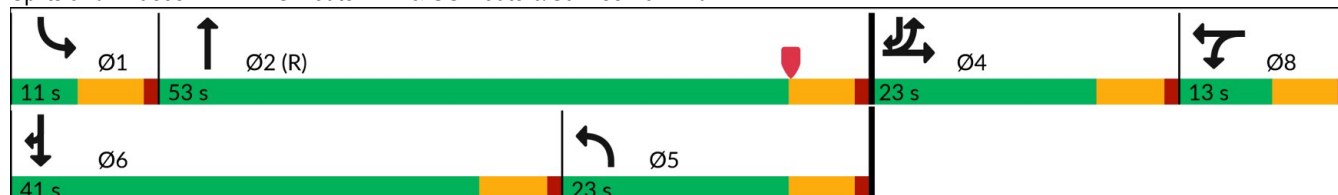
Natural Cycle: 90

Control Type: Actuated-Coordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 7: NYS Route 17M & US Route 6/Sunrise Park Rd



2047 No-Build Traffic Volumes w/ Improvements
7: NYS Route 17M & US Route 6/Sunrise Park Rd

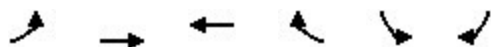
PM Peak Hour
01/21/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	471	7	559	38	11	38	443	1211	16	16	1171	401
Future Volume (veh/h)	471	7	559	38	11	38	443	1211	16	16	1171	401
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1856	1693	1722	1806	1806	1761	1789	1894	1639	1900	1856	1856
Adj Flow Rate, veh/h	491	0	0	39	11	39	457	1248	16	16	1207	413
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	14	12	0	0	3	10	3	20	0	3	3
Cap, veh/h	561	0		48	14	48	609	1904	24	19	1234	800
Arrive On Green	0.16	0.00	0.00	0.07	0.07	0.07	0.18	0.52	0.52	0.01	0.35	0.35
Sat Flow, veh/h	3534	0	1459	719	203	719	3306	3639	47	1810	3526	1572
Grp Volume(v), veh/h	491	0	0	89	0	0	457	617	647	16	1207	413
Grp Sat Flow(s),veh/h/ln	1767	0	1459	1640	0	0	1653	1800	1886	1810	1763	1572
Q Serve(g_s), s	13.6	0.0	0.0	5.4	0.0	0.0	13.1	24.9	24.9	0.9	33.8	17.5
Cycle Q Clear(g_c), s	13.6	0.0	0.0	5.4	0.0	0.0	13.1	24.9	24.9	0.9	33.8	17.5
Prop In Lane	1.00		1.00	0.44		0.44	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	561	0		110	0	0	609	942	987	19	1234	800
V/C Ratio(X)	0.88	0.00		0.81	0.00	0.00	0.75	0.66	0.66	0.82	0.98	0.52
Avail Cap(c_a), veh/h	601	0		115	0	0	609	942	987	90	1234	800
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.49	0.49	0.49
Uniform Delay (d), s/veh	41.1	0.0	0.0	46.0	0.0	0.0	38.6	17.3	17.3	49.4	32.1	16.4
Incr Delay (d2), s/veh	12.3	0.0	0.0	29.7	0.0	0.0	4.6	3.6	3.4	32.1	13.1	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	0.0	0.0	3.0	0.0	0.0	5.5	10.0	10.5	0.6	15.5	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	53.4	0.0	0.0	75.6	0.0	0.0	43.3	20.8	20.7	81.5	45.3	16.5
LnGrp LOS	D			E			D	C	C	F	D	B
Approach Vol, veh/h	491			89			1721			1636		
Approach Delay, s/veh	53.4			75.6			26.7			38.4		
Approach LOS	D			E			C			D		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.1	58.3		21.9	24.4	41.0		12.7				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	47.0		17.0	17.0	35.0		7.0				
Max Q Clear Time (g_c+I1), s	2.9	26.9		15.6	15.1	35.8		7.4				
Green Ext Time (p_c), s	0.0	4.1		0.3	0.4	0.0		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	36.0											
HCM 7th LOS	D											
Notes												
User approved pedestrian interval to be less than phase max green.												
User approved volume balancing among the lanes for turning movement.												

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

2047 No-Build Traffic Volumes w/ Improvements
9: US Route 6 & Slate Hill Commerce Center

PM Peak Hour
01/21/2025



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	50	427	693	102	371	218
Future Volume (vph)	50	427	693	102	371	218
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		5%	0%		0%	
Storage Length (ft)	150			150	150	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1645	1748	1827	1233	1583	1568
Flt Permitted	0.221				0.950	
Satd. Flow (perm)	383	1748	1827	1233	1583	1568
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				111		75
Link Speed (mph)		55	55		30	
Link Distance (ft)		439	1697		451	
Travel Time (s)		5.4	21.0		10.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	7%	6%	4%	31%	14%	3%
Adj. Flow (vph)	54	464	753	111	403	237
Shared Lane Traffic (%)						
Lane Group Flow (vph)	54	464	753	111	403	237
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	1.00	1.00	1.00	1.00
Turning Speed (mph)	60			60	60	60
Number of Detectors	2	2	2	2	2	2
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	NA	NA	Perm	Prot	Perm

2047 No-Build Traffic Volumes w/ Improvements
9: US Route 6 & Slate Hill Commerce Center

PM Peak Hour
01/21/2025



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Protected Phases		4	8		6	
Permitted Phases	4			8		6
Detector Phase	4	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Maximum Green (s)	18.0	18.0	18.0	18.0	18.0	18.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	Min	Min
v/c Ratio	0.36	0.67	1.04	0.20	0.75	0.41
Control Delay (s/veh)	19.2	18.7	64.1	3.8	23.9	10.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	19.2	18.7	64.1	3.8	23.9	10.1
Queue Length 50th (ft)	11	106	~251	0	90	30
Queue Length 95th (ft)	38	#224	#421	23	#182	71
Internal Link Dist (ft)		359	1617		371	
Turn Bay Length (ft)	150			150	150	
Base Capacity (vph)	152	694	725	556	628	667
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.67	1.04	0.20	0.64	0.36

Intersection Summary

Area Type: Other

Cycle Length: 48

Actuated Cycle Length: 45.6

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

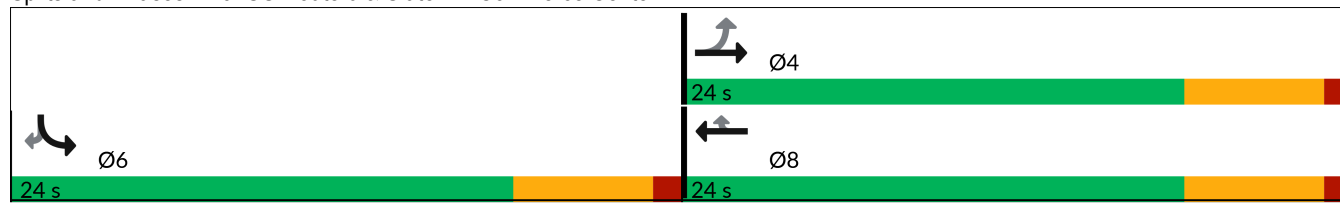
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 9: US Route 6 & Slate Hill Commerce Center

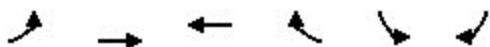


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Synchro 12 Report
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2047 No-Build Traffic Volumes w/ Improvements
9: US Route 6 & Slate Hill Commerce Center

PM Peak Hour
01/21/2025



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	50	427	693	102	371	218
Future Volume (veh/h)	50	427	693	102	371	218
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
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	1649	1664	1841	1441	1693	1856
Adj Flow Rate, veh/h	54	464	753	111	403	237
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	7	6	4	31	14	3
Cap, veh/h	164	682	754	500	511	499
Arrive On Green	0.41	0.41	0.41	0.41	0.32	0.32
Sat Flow, veh/h	626	1664	1841	1221	1612	1572
Grp Volume(v), veh/h	54	464	753	111	403	237
Grp Sat Flow(s),veh/h/ln	626	1664	1841	1221	1612	1572
Q Serve(g_s), s	0.0	10.0	18.0	2.6	10.0	5.3
Cycle Q Clear(g_c), s	18.0	10.0	18.0	2.6	10.0	5.3
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	164	682	754	500	511	499
V/C Ratio(X)	0.33	0.68	1.00	0.22	0.79	0.48
Avail Cap(c_a), veh/h	164	682	754	500	660	644
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.0	10.6	13.0	8.4	13.7	12.1
Incr Delay (d2), s/veh	1.2	2.8	32.4	0.2	4.8	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	2.6	10.9	0.4	3.6	1.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	23.1	13.4	45.4	8.6	18.5	12.8
LnGrp LOS	C	B	D	A	B	B
Approach Vol, veh/h		518	864		640	
Approach Delay, s/veh		14.4	40.6		16.4	
Approach LOS		B	D		B	
Timer - Assigned Phs			4		6	8
Phs Duration (G+Y+Rc), s			24.0		19.9	24.0
Change Period (Y+Rc), s			6.0		6.0	6.0
Max Green Setting (Gmax), s			18.0		18.0	18.0
Max Q Clear Time (g_c+I1), s			20.0		12.0	20.0
Green Ext Time (p_c), s			0.0		1.9	0.0
Intersection Summary						
HCM 7th Control Delay, s/veh			26.2			
HCM 7th LOS			C			

2047 No-Build Traffic Volumes w/ Improvements
8: NYS Route 17M & WB Off Ramp

PM Peak Hour
01/21/2025

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↰↰	↱↱			
Traffic Volume (vph)	0	603	1069	0	0	0
Future Volume (vph)	0	603	1069	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	12	12
Lane Util. Factor	1.00	0.88	0.95	1.00	1.00	1.00
Frt		0.850				
Flt Protected						
Satd. Flow (prot)	0	2807	3374	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	2807	3374	0	0	0
Right Turn on Red		No		Yes		
Satd. Flow (RTOR)						
Link Speed (mph)	30		45			45
Link Distance (ft)	567		279			167
Travel Time (s)	12.9		4.2			2.5
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	8%	7%	0%	0%	0%
Adj. Flow (vph)	0	622	1102	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	622	1102	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	0.92	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors		2	2			
Detector Template						
Leading Detector (ft)		83	83			
Trailing Detector (ft)		-5	-5			
Detector 1 Position(ft)		-5	-5			
Detector 1 Size(ft)		40	40			
Detector 1 Type		Cl+Ex	Cl+Ex			
Detector 1 Channel						
Detector 1 Extend (s)		0.0	0.0			
Detector 1 Queue (s)		0.0	0.0			
Detector 1 Delay (s)		0.0	0.0			
Detector 2 Position(ft)		43	43			
Detector 2 Size(ft)		40	40			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type		Perm	NA			
Protected Phases			2			
Permitted Phases		8				
Detector Phase		8	2			

2047 No-Build Traffic Volumes w/ Improvements
8: NYS Route 17M & WB Off Ramp

PM Peak Hour
01/21/2025



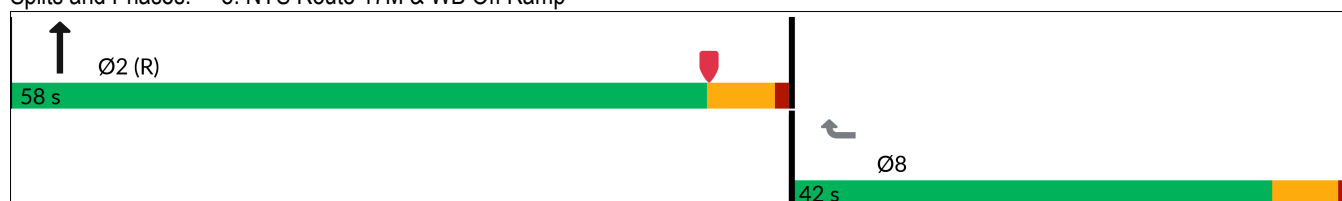
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Switch Phase						
Minimum Initial (s)		5.0	5.0			
Minimum Split (s)		24.0	24.0			
Total Split (s)		42.0	58.0			
Total Split (%)		42.0%	58.0%			
Maximum Green (s)		36.0	52.0			
Yellow Time (s)		5.0	5.0			
All-Red Time (s)		1.0	1.0			
Lost Time Adjust (s)		0.0	0.0			
Total Lost Time (s)		6.0	6.0			
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)		3.0	3.0			
Recall Mode		None	C-Max			
Act Effect Green (s)		28.4	59.6			
Actuated g/C Ratio		0.28	0.60			
v/c Ratio		0.78	0.55			
Control Delay (s/veh)		39.8	14.3			
Queue Delay		0.0	0.0			
Total Delay (s/veh)		39.8	14.3			
LOS		D	B			
Approach Delay (s/veh)	39.8		14.3			
Approach LOS	D		B			
Queue Length 50th (ft)		206	206			
Queue Length 95th (ft)		251	313			
Internal Link Dist (ft)	487		199		87	
Turn Bay Length (ft)						
Base Capacity (vph)		1010	2010			
Starvation Cap Reductn		0	0			
Spillback Cap Reductn		0	0			
Storage Cap Reductn		0	0			
Reduced v/c Ratio		0.62	0.55			

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 50
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.78
Intersection Signal Delay (s/veh): 23.5
Intersection Capacity Utilization 60.6%
Analysis Period (min) 15

Intersection LOS: C
ICU Level of Service B

Splits and Phases: 8: NYS Route 17M & WB Off Ramp



2047 Build Traffic Volumes
1: NYS Route 284 & US Route 6

AM Peak Hour
01/21/2025

						
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	574	45	92	206	49	246
Future Volume (vph)	574	45	92	206	49	246
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990				0.887	
Flt Protected				0.985	0.992	
Satd. Flow (prot)	1805	0	0	1680	1575	0
Flt Permitted				0.985	0.992	
Satd. Flow (perm)	1805	0	0	1680	1575	0
Link Speed (mph)	55			55	35	
Link Distance (ft)	733			606	476	
Travel Time (s)	9.1			7.5	9.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	7%	10%	12%	7%	6%
Adj. Flow (vph)	624	49	100	224	53	267
Shared Lane Traffic (%)						
Lane Group Flow (vph)	673	0	0	324	320	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2047 Build Traffic Volumes
1: NYS Route 284 & US Route 6

AM Peak Hour
01/21/2025

Intersection						
Int Delay, s/veh	12.2					
Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	574	45	92	206	49	246
Future Vol, veh/h	574	45	92	206	49	246
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	92	92	92	92	92	92
Heavy Vehicles, %	4	7	10	12	7	6
Mvmt Flow	624	49	100	224	53	267
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	673	0	1072	648
Stage 1	-	-	-	-	648	-
Stage 2	-	-	-	-	424	-
Critical Hdwy	-	-	4.2	-	6.47	6.26
Critical Hdwy Stg 1	-	-	-	-	5.47	-
Critical Hdwy Stg 2	-	-	-	-	5.47	-
Follow-up Hdwy	-	-	2.29	-	3.563	3.354
Pot Cap-1 Maneuver	-	-	881	-	239	463
Stage 1	-	-	-	-	511	-
Stage 2	-	-	-	-	650	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	881	-	208	463
Mov Cap-2 Maneuver	-	-	-	-	208	-
Stage 1	-	-	-	-	511	-
Stage 2	-	-	-	-	565	-
Approach	EB	WB		NE		
HCM Ctrl Dly, s/v	0	2.97		47.03		
HCM LOS	E					
Minor Lane/Major Mvmt	NELn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	385	-	-	556	-	
HCM Lane V/C Ratio	0.834	-	-	0.113	-	
HCM Ctrl Dly (s/v)	47	-	-	9.6	0	
HCM Lane LOS	E	-	-	A	A	
HCM 95th %tile Q(veh)	7.7	-	-	0.4	-	

2047 Build Traffic Volumes
2: US Route 6 & Ridgebury Hill Rd

AM Peak Hour
01/21/2025



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	21	49	783	37	50	276
Future Volume (vph)	21	49	783	37	50	276
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		1%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.906		0.994			
Flt Protected	0.985					0.992
Satd. Flow (prot)	1624	0	1801	0	0	1703
Flt Permitted	0.985					0.992
Satd. Flow (perm)	1624	0	1801	0	0	1703
Link Speed (mph)	35		55			55
Link Distance (ft)	535		1495			1423
Travel Time (s)	10.4		18.5			17.6
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	10%	2%	4%	11%	9%	11%
Adj. Flow (vph)	23	53	842	40	54	297
Shared Lane Traffic (%)						
Lane Group Flow (vph)	76	0	882	0	0	351
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.01	1.01	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized

2047 Build Traffic Volumes
2: US Route 6 & Ridgebury Hill Rd

AM Peak Hour
01/21/2025

Intersection						
Int Delay, s/veh	1.8					
Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations	W	W	T	T	T	T
Traffic Vol, veh/h	21	49	783	37	50	276
Future Vol, veh/h	21	49	783	37	50	276
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	-	1	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	10	2	4	11	9	11
Mvmt Flow	23	53	842	40	54	297
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1266	862	0	0	882	0
Stage 1	862	-	-	-	-	-
Stage 2	404	-	-	-	-	-
Critical Hdwy	6.5	6.22	-	-	4.19	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.318	-	-	2.281	-
Pot Cap-1 Maneuver	180	355	-	-	738	-
Stage 1	401	-	-	-	-	-
Stage 2	657	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	164	355	-	-	738	-
Mov Cap-2 Maneuver	164	-	-	-	-	-
Stage 1	401	-	-	-	-	-
Stage 2	600	-	-	-	-	-
Approach	WB	NE	SW			
HCM Ctrl Dly, s/v	24.1	0	1.57			
HCM LOS	C					
Minor Lane/Major Mvmt	NET	NERWBLn1	SWL	SWT		
Capacity (veh/h)	-	-	263	276	-	
HCM Lane V/C Ratio	-	-	0.286	0.073	-	
HCM Ctrl Dly (s/v)	-	-	24.1	10.3	0	
HCM Lane LOS	-	-	C	B	A	
HCM 95th %tile Q(veh)	-	-	1.1	0.2	-	

2047 Build Traffic Volumes
3: US Route 6 & McBride Rd

AM Peak Hour
01/21/2025

						
Lane Group	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	65	20	20	805	282	28
Future Volume (vph)	65	20	20	805	282	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	12	12
Grade (%)	2%			1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.968				0.988	
Flt Protected	0.963			0.999		
Satd. Flow (prot)	1485	0	0	1801	1628	0
Flt Permitted	0.963			0.999		
Satd. Flow (perm)	1485	0	0	1801	1628	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	266			1423	2064	
Travel Time (s)	6.0			17.6	25.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	10%	11%	0%	5%	12%	42%
Adj. Flow (vph)	72	22	22	894	313	31
Shared Lane Traffic (%)						
Lane Group Flow (vph)	94	0	0	916	344	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	10			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.01	1.01	1.01	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2047 Build Traffic Volumes
3: US Route 6 & McBride Rd

AM Peak Hour
01/21/2025

Intersection						
Int Delay, s/veh	3.2					
Movement	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	65	20	20	805	282	28
Future Vol, veh/h	65	20	20	805	282	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	1	1	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	10	11	0	5	12	42
Mvmt Flow	72	22	22	894	313	31

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1268	329	344	0	-	0
Stage 1	329	-	-	-	-	-
Stage 2	939	-	-	-	-	-
Critical Hdwy	6.9	6.51	4.1	-	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.59	3.399	2.2	-	-	-
Pot Cap-1 Maneuver	156	680	1226	-	-	-
Stage 1	686	-	-	-	-	-
Stage 2	332	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	150	680	1226	-	-	-
Mov Cap-2 Maneuver	150	-	-	-	-	-
Stage 1	661	-	-	-	-	-
Stage 2	332	-	-	-	-	-

Approach	EB	NE	SW
HCM Ctrl Dly, s/v	43.7	0.19	0
HCM LOS	E		

Minor Lane/Major Mvmt	NEL	NET EBLn1	SWT	SWR
Capacity (veh/h)	44	- 184	-	-
HCM Lane V/C Ratio	0.018	- 0.514	-	-
HCM Ctrl Dly (s/v)	8	0 43.7	-	-
HCM Lane LOS	A	A E	-	-
HCM 95th %tile Q(veh)	0.1	- 2.6	-	-

2047 Build Traffic Volumes
5: Creedon Hill Rd & US Route 6

AM Peak Hour
01/21/2025

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	820	1	3	297	0	4
Future Volume (vph)	820	1	3	297	0	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	11
Grade (%)	5%			-5%	8%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.865	
Flt Protected						
Satd. Flow (prot)	1748	0	0	1767	1525	0
Flt Permitted						
Satd. Flow (perm)	1748	0	0	1767	1525	0
Link Speed (mph)	55			55	30	
Link Distance (ft)	226			439	325	
Travel Time (s)	2.8			5.4	7.4	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	6%	0%	33%	10%	0%	0%
Adj. Flow (vph)	943	1	3	341	0	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	944	0	0	344	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	0.97	0.97	1.10	1.10
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2047 Build Traffic Volumes
5: Creedon Hill Rd & US Route 6

AM Peak Hour
01/21/2025

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	820	1	3	297	0	4
Future Vol, veh/h	820	1	3	297	0	4
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, %	5	-	-	-5	8	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	6	0	33	10	0	0
Mvmt Flow	943	1	3	341	0	5

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	944	0	1291
Stage 1	-	-	-	-	943
Stage 2	-	-	-	-	348
Critical Hdwy	-	-	4.43	-	8
Critical Hdwy Stg 1	-	-	-	-	7
Critical Hdwy Stg 2	-	-	-	-	7
Follow-up Hdwy	-	-	2.497	-	3.5
Pot Cap-1 Maneuver	-	-	615	-	102
Stage 1	-	-	-	-	251
Stage 2	-	-	-	-	616
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	615	-	102
Mov Cap-2 Maneuver	-	-	-	-	102
Stage 1	-	-	-	-	251
Stage 2	-	-	-	-	612

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.11	19.07
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	260	-	-	18	-
HCM Lane V/C Ratio	0.018	-	-	0.006	-
HCM Ctrl Dly (s/v)	19.1	-	-	10.9	0
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

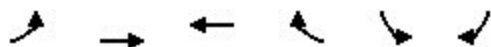
2047 Build Traffic Volumes
9: US Route 6 & Site Access

AM Peak Hour
01/21/2025

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	165	659	271	267	56	28
Future Volume (vph)	165	659	271	267	56	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		5%	0%		0%	
Storage Length (ft)	150			150	150	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1725	1748	1712	1482	1399	1524
Flt Permitted	0.424				0.950	
Satd. Flow (perm)	770	1748	1712	1482	1399	1524
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				290		30
Link Speed (mph)		45	45		30	
Link Distance (ft)		439	1697		451	
Travel Time (s)		6.7	25.7		10.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	6%	11%	9%	29%	6%
Adj. Flow (vph)	179	716	295	290	61	30
Shared Lane Traffic (%)						
Lane Group Flow (vph)	179	716	295	290	61	30
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2	2	2	2
Detector Template						
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm

2047 Build Traffic Volumes
9: US Route 6 & Site Access

AM Peak Hour
01/21/2025



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Protected Phases	7	4	8		6	
Permitted Phases	4			8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	24.0	66.0	42.0	42.0	24.0	24.0
Total Split (%)	26.7%	73.3%	46.7%	46.7%	26.7%	26.7%
Maximum Green (s)	18.0	60.0	36.0	36.0	18.0	18.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag		Lag	
Lead-Lag Optimize?	Yes		Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None
Walk Time (s)		7.0	7.0	7.0	7.0	7.0
Flash Don't Walk (s)		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0
v/c Ratio	0.24	0.53	0.37	0.34	0.20	0.08
Control Delay (s/veh)	5.0	7.5	15.5	3.6	22.0	10.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	5.0	7.5	15.5	3.6	22.0	10.0
Queue Length 50th (ft)	19	116	71	0	16	0
Queue Length 95th (ft)	46	246	151	44	50	19
Internal Link Dist (ft)		359	1617		371	
Turn Bay Length (ft)	150			150	150	
Base Capacity (vph)	1052	1730	1362	1238	719	797
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.41	0.22	0.23	0.08	0.04

Intersection Summary

Area Type: Other

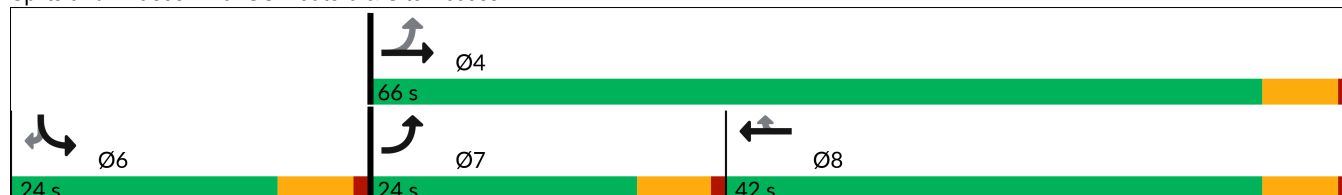
Cycle Length: 90

Actuated Cycle Length: 42.4

Natural Cycle: 60

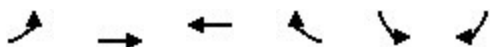
Control Type: Actuated-Uncoordinated

Splits and Phases: 9: US Route 6 & Site Access



2047 Build Traffic Volumes
9: US Route 6 & Site Access

AM Peak Hour
01/21/2025



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	165	659	271	267	56	28	
Future Volume (veh/h)	165	659	271	267	56	28	
Initial Q (Qb), veh	0	0	0	0	0	0	
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	
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	1723	1664	1737	1767	1470	1811	
Adj Flow Rate, veh/h	179	716	295	290	61	30	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2	6	11	9	29	6	
Cap, veh/h	552	978	535	461	116	127	
Arrive On Green	0.11	0.59	0.31	0.31	0.08	0.08	
Sat Flow, veh/h	1641	1664	1737	1497	1400	1535	
Grp Volume(v), veh/h	179	716	295	290	61	30	
Grp Sat Flow(s),veh/h/ln	1641	1664	1737	1497	1400	1535	
Q Serve(g_s), s	2.3	11.3	5.2	6.1	1.5	0.7	
Cycle Q Clear(g_c), s	2.3	11.3	5.2	6.1	1.5	0.7	
Prop In Lane	1.00			1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	552	978	535	461	116	127	
V/C Ratio(X)	0.32	0.73	0.55	0.63	0.53	0.24	
Avail Cap(c_a), veh/h	1176	2743	1718	1481	693	759	
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	6.4	5.4	10.5	10.8	16.0	15.6	
Incr Delay (d2), s/veh	0.3	1.1	0.9	1.4	3.7	0.9	
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.4	1.1	1.4	1.4	0.5	0.6	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	6.8	6.5	11.4	12.2	19.7	16.6	
LnGrp LOS	A	A	B	B	B	B	
Approach Vol, veh/h		895	585		91		
Approach Delay, s/veh		6.6	11.8		18.7		
Approach LOS		A	B		B		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				27.4	9.0	10.2	17.2
Change Period (Y+Rc), s				6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s				60.0	18.0	18.0	36.0
Max Q Clear Time (g_c+l1), s				13.3	3.5	4.3	8.1
Green Ext Time (p_c), s				4.6	0.3	0.6	3.1
Intersection Summary							
HCM 7th Control Delay, s/veh			9.2				
HCM 7th LOS			A				

2047 Build Traffic Volumes
10: Seward Road & US Route 6

AM Peak Hour
01/21/2025

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	715	0	11	538	1	21
Future Volume (vph)	715	0	11	538	1	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	13	12	12
Grade (%)	-5%			2%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.870	
Flt Protected				0.999	0.998	
Satd. Flow (prot)	1803	0	0	1768	1650	0
Flt Permitted				0.999	0.998	
Satd. Flow (perm)	1803	0	0	1768	1650	0
Link Speed (mph)	55			55	35	
Link Distance (ft)	1697			872	363	
Travel Time (s)	21.0			10.8	7.1	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	8%	0%	0%	10%	0%	0%
Adj. Flow (vph)	803	0	12	604	1	24
Shared Lane Traffic (%)						
Lane Group Flow (vph)	803	0	0	616	25	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	0.97	0.97	0.97	1.00	1.00
Turning Speed (mph)		60	60		60	60
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2047 Build Traffic Volumes
10: Seward Road & US Route 6

AM Peak Hour
01/21/2025

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	715	0	11	538	1	21
Future Vol, veh/h	715	0	11	538	1	21
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, %	-5	-	-	2	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	8	0	0	10	0	0
Mvmt Flow	803	0	12	604	1	24

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	803	0	1433
Stage 1	-	-	-	-	803
Stage 2	-	-	-	-	629
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	829	-	149
Stage 1	-	-	-	-	444
Stage 2	-	-	-	-	535
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	829	-	146
Mov Cap-2 Maneuver	-	-	-	-	146
Stage 1	-	-	-	-	444
Stage 2	-	-	-	-	523

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.19	15.75
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	359	-	-	36	-
HCM Lane V/C Ratio	0.069	-	-	0.015	-
HCM Ctrl Dly (s/v)	15.8	-	-	9.4	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

2047 Build Traffic Volumes w/ Improvements
6: US Route 6 & CR 56

AM Peak Hour
01/21/2025

						
Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	63	19	520	216	60	485
Future Volume (vph)	63	19	520	216	60	485
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	13
Grade (%)	-2%		-2%			1%
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.968		0.960			
Flt Protected	0.963				0.950	
Satd. Flow (prot)	1456	0	1656	0	1744	1744
Flt Permitted	0.963				0.255	
Satd. Flow (perm)	1456	0	1656	0	468	1744
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	20		83			
Link Speed (mph)	55		55			55
Link Distance (ft)	2121		872			1130
Travel Time (s)	26.3		10.8			14.0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	23%	5%	13%	7%	3%	12%
Adj. Flow (vph)	72	22	598	248	69	557
Shared Lane Traffic (%)						
Lane Group Flow (vph)	94	0	846	0	69	557
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	0.99	0.99	1.01	0.96
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template						
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0

2047 Build Traffic Volumes w/ Improvements
6: US Route 6 & CR 56

AM Peak Hour
01/21/2025



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	11.0		11.0		11.0	11.0
Total Split (s)	12.0		48.0		48.0	48.0
Total Split (%)	20.0%		80.0%		80.0%	80.0%
Maximum Green (s)	6.0		42.0		42.0	42.0
Yellow Time (s)	5.0		5.0		5.0	5.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.0		6.0		6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		None		None	None
v/c Ratio	0.32		0.64		0.19	0.40
Control Delay (s/veh)	23.4		7.3		4.9	4.6
Queue Delay	0.0		0.0		0.0	0.0
Total Delay (s/veh)	23.4		7.3		4.9	4.6
Queue Length 50th (ft)	18		124		7	68
Queue Length 95th (ft)	#77		217		19	109
Internal Link Dist (ft)	2041		792			1050
Turn Bay Length (ft)					200	
Base Capacity (vph)	296		1484		416	1553
Starvation Cap Reductn	0		0		0	0
Spillback Cap Reductn	0		0		0	0
Storage Cap Reductn	0		0		0	0
Reduced v/c Ratio	0.32		0.57		0.17	0.36

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 39.7

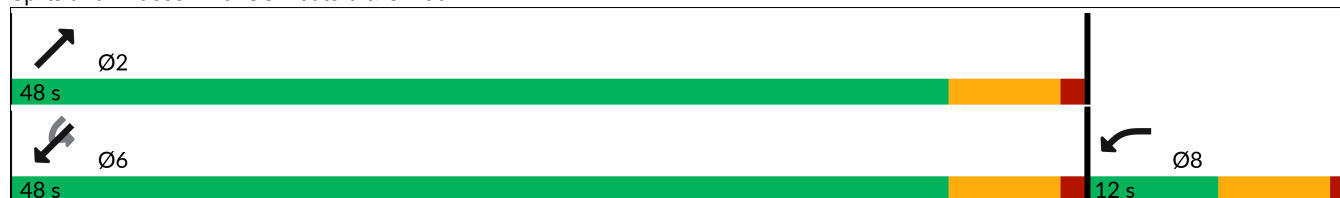
Natural Cycle: 60

Control Type: Actuated-Uncoordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 6: US Route 6 & CR 56



2047 Build Traffic Volumes w/ Improvements
6: US Route 6 & CR 56

AM Peak Hour
01/21/2025

						
Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	63	19	520	216	60	485
Future Volume (veh/h)	63	19	520	216	60	485
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.04
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	1633	1904	1784	1874	1850	1785
Adj Flow Rate, veh/h	72	22	598	0	69	557
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	23	5	13	7	3	12
Cap, veh/h	105	32	907		452	908
Arrive On Green	0.09	0.09	0.51	0.00	0.51	0.51
Sat Flow, veh/h	1147	350	1784	0	811	1785
Grp Volume(v), veh/h	95	0	598	0	69	557
Grp Sat Flow(s),veh/h/ln	1513	0	1784	0	811	1785
Q Serve(g_s), s	1.8	0.0	7.4	0.0	2.1	6.7
Cycle Q Clear(g_c), s	1.8	0.0	7.4	0.0	9.5	6.7
Prop In Lane	0.76	0.23		0.00	1.00	
Lane Grp Cap(c), veh/h	138	0	907		452	908
V/C Ratio(X)	0.69	0.00	0.66		0.15	0.61
Avail Cap(c_a), veh/h	303	0	2498		1175	2500
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	13.2	0.0	5.4	0.0	9.0	5.3
Incr Delay (d2), s/veh	6.0	0.0	0.8	0.0	0.2	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.3	0.0	0.2	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	19.2	0.0	6.3	0.0	9.1	5.9
LnGrp LOS	B		A		A	A
Approach Vol, veh/h	95		598			626
Approach Delay, s/veh	19.2		6.3			6.3
Approach LOS	B		A			A
Timer - Assigned Phs	2				6	8
Phs Duration (G+Y+Rc), s	21.3				21.3	8.7
Change Period (Y+Rc), s	6.0				6.0	6.0
Max Green Setting (Gmax), s	42.0				42.0	6.0
Max Q Clear Time (g_c+l1), s	9.4				11.5	3.8
Green Ext Time (p_c), s	3.6				3.8	0.0
Intersection Summary						
HCM 7th Control Delay, s/veh			7.2			
HCM 7th LOS			A			
Notes						
User approved volume balancing among the lanes for turning movement.						
Unsignalized Delay for [NER] is excluded from calculations of the approach delay and intersection delay.						

2047 Build Traffic Volumes w/ Improvements
7: NYS Route 17M & US Route 6/Sunrise Park Rd

AM Peak Hour
01/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	305	14	453	10	7	11	449	1287	44	29	1027	325
Future Volume (vph)	305	14	453	10	7	11	449	1287	44	29	1027	325
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			4%			-1%			0%	
Storage Length (ft)	310		250	0		0	475		0	100		0
Storage Lanes	1		1	0		0	1		0	1		1
Taper Length (ft)	50			25			50			50		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.97	0.95	0.95	1.00	0.95	1.00
Frt			0.850		0.948			0.995				0.850
Flt Protected	0.950	0.956			0.983		0.950			0.950		
Satd. Flow (prot)	1603	1622	1429	0	1368	0	3060	3441	0	1570	3438	1568
Flt Permitted	0.950	0.956			0.983		0.950			0.950		
Satd. Flow (perm)	1603	1622	1429	0	1368	0	3060	3441	0	1570	3438	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			503		12			5				210
Link Speed (mph)		55			45			45			45	
Link Distance (ft)		395			504			775			940	
Travel Time (s)		4.9			7.6			11.7			14.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	7%	0%	13%	11%	14%	50%	15%	5%	2%	15%	5%	3%
Adj. Flow (vph)	339	16	503	11	8	12	499	1430	49	32	1141	361
Shared Lane Traffic (%)	48%											
Lane Group Flow (vph)	176	179	503	0	31	0	499	1479	0	32	1141	361
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			30			45			25	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.03	1.03	1.03	0.99	0.99	0.99	1.00	1.00	1.00
Turning Speed (mph)	15		25	15		9	15		9	15		15
Number of Detectors	2	2	2	2	2		2	2		1	2	2
Detector Template				Left								
Leading Detector (ft)	83	83	83	83	83		83	83		15	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5		-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5		-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40		40	40		20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43		43	43			43	43
Detector 2 Size(ft)	40	40	40	40	40		40	40			40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	0.0
Turn Type	Split	NA	Free	Split	NA		Prot	NA		Prot	NA	pt+ov

2047 Build Traffic Volumes w/ Improvements
7: NYS Route 17M & US Route 6/Sunrise Park Rd

AM Peak Hour
01/21/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	6 4
Permitted Phases			Free									
Detector Phase	4	4		8	8		5	2		1	6	6 4
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	11.0	11.0		11.0	11.0		9.0	16.0		9.0	16.0	
Total Split (s)	21.0	21.0		11.0	11.0		25.0	59.0		9.0	43.0	
Total Split (%)	21.0%	21.0%		11.0%	11.0%		25.0%	59.0%		9.0%	43.0%	
Maximum Green (s)	15.0	15.0		5.0	5.0		19.0	53.0		3.0	37.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lag	Lag		Lead	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		3.0	2.0	
Recall Mode	None	None		None	None		None	C-Min		None	Min	
v/c Ratio	0.81	0.81	0.35		0.39		0.89	0.69		0.46	0.76	0.35
Control Delay (s/veh)	69.2	69.4	0.7		47.3		51.7	13.1		70.3	30.1	4.0
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	69.2	69.4	0.7		47.3		51.7	13.1		70.3	30.1	4.0
Queue Length 50th (ft)	113	115	0		12		167	297		21	355	29
Queue Length 95th (ft)	#218	#222	0		42		#242	345		#74	#485	60
Internal Link Dist (ft)		315			424			695			860	
Turn Bay Length (ft)	310		250				475			100		
Base Capacity (vph)	240	243	1429		79		582	2149		70	1493	1003
Starvation Cap Reductn	0	0	0		0		0	0		0	0	0
Spillback Cap Reductn	0	0	0		0		0	0		0	0	0
Storage Cap Reductn	0	0	0		0		0	0		0	0	0
Reduced v/c Ratio	0.73	0.74	0.35		0.39		0.86	0.69		0.46	0.76	0.36

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 10 (10%), Referenced to phase 2:NBT, Start of Yellow

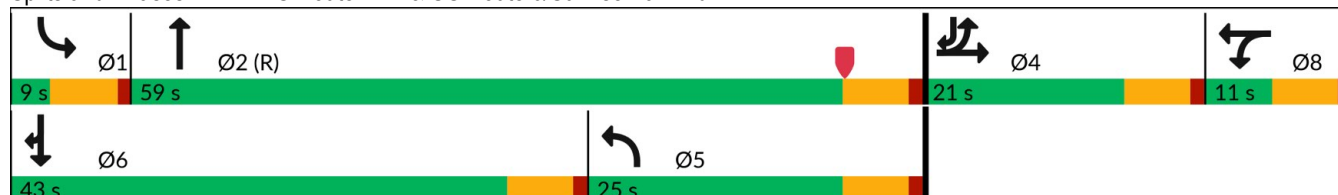
Natural Cycle: 90

Control Type: Actuated-Coordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 7: NYS Route 17M & US Route 6/Sunrise Park Rd



2047 Build Traffic Volumes w/ Improvements
7: NYS Route 17M & US Route 6/Sunrise Park Rd

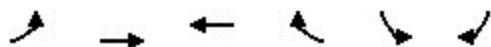
AM Peak Hour
01/21/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	305	14	453	10	7	11	449	1287	44	29	1027	325
Future Volume (veh/h)	305	14	453	10	7	11	449	1287	44	29	1027	325
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1796	1900	1707	1643	1598	1065	1714	1864	1909	1678	1826	1856
Adj Flow Rate, veh/h	350	0	0	11	8	12	499	1430	49	32	1141	361
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	7	0	13	11	14	50	15	5	2	15	5	3
Cap, veh/h	422	0		15	11	16	798	2041	70	38	1234	753
Arrive On Green	0.12	0.00	0.00	0.03	0.03	0.03	0.25	0.58	0.58	0.02	0.36	0.36
Sat Flow, veh/h	3421	0	1447	522	379	569	3167	3494	120	1598	3469	1572
Grp Volume(v), veh/h	350	0	0	31	0	0	499	724	755	32	1141	361
Grp Sat Flow(s),veh/h/ln	1711	0	1447	1470	0	0	1584	1771	1843	1598	1735	1572
Q Serve(g_s), s	10.0	0.0	0.0	2.1	0.0	0.0	14.0	28.7	28.9	2.0	31.6	15.5
Cycle Q Clear(g_c), s	10.0	0.0	0.0	2.1	0.0	0.0	14.0	28.7	28.9	2.0	31.6	15.5
Prop In Lane	1.00		1.00	0.35		0.39	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	422	0		42	0	0	798	1035	1077	38	1234	753
V/C Ratio(X)	0.83	0.00		0.73	0.00	0.00	0.63	0.70	0.70	0.85	0.92	0.48
Avail Cap(c_a), veh/h	513	0		73	0	0	798	1035	1077	48	1284	776
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.50	0.50	0.50
Uniform Delay (d), s/veh	42.8	0.0	0.0	48.2	0.0	0.0	33.2	14.6	14.7	48.6	30.9	17.6
Incr Delay (d2), s/veh	7.8	0.0	0.0	8.6	0.0	0.0	1.2	3.9	3.8	40.8	6.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.0	0.0	0.8	0.0	0.0	5.2	10.9	11.4	1.2	13.2	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	50.6	0.0	0.0	56.8	0.0	0.0	34.4	18.6	18.5	89.4	37.0	17.7
LnGrp LOS	D			E			C	B	B	F	D	B
Approach Vol, veh/h	350			31			1978			1534		
Approach Delay, s/veh	50.6			56.8			22.5			33.5		
Approach LOS	D			E			C			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	64.4		18.3	31.2	41.6		8.9				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	3.0	53.0		15.0	19.0	37.0		5.0				
Max Q Clear Time (g_c+I1), s	4.0	30.9		12.0	16.0	33.6		4.1				
Green Ext Time (p_c), s	0.0	5.4		0.4	0.6	2.0		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	29.6											
HCM 7th LOS	C											
Notes												
User approved pedestrian interval to be less than phase max green.												
User approved volume balancing among the lanes for turning movement.												

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

2047 Build Traffic Volumes w/ Improvements
9: US Route 6 & Slate Hill Commerce Center

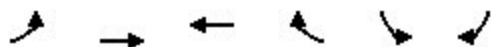
AM Peak Hour
01/21/2025



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	165	659	271	267	56	28
Future Volume (vph)	165	659	271	267	56	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		5%	0%		0%	
Storage Length (ft)	150			150	150	0
Storage Lanes	1			1	2	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.97	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1725	1748	1712	1482	2714	1524
Flt Permitted	0.401				0.950	
Satd. Flow (perm)	728	1748	1712	1482	2714	1524
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				290		30
Link Speed (mph)		55	55		30	
Link Distance (ft)		439	1697		451	
Travel Time (s)		5.4	21.0		10.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	6%	11%	9%	29%	6%
Adj. Flow (vph)	179	716	295	290	61	30
Shared Lane Traffic (%)						
Lane Group Flow (vph)	179	716	295	290	61	30
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		24	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	1.00	1.00	1.00	1.00
Turning Speed (mph)	60			60	60	60
Number of Detectors	2	2	2	2	2	2
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA	NA	pm+ov	Prot	pm+ov

2047 Build Traffic Volumes w/ Improvements
9: US Route 6 & Slate Hill Commerce Center

AM Peak Hour
01/21/2025



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Protected Phases	7	4	8	6	6	7
Permitted Phases	4			8		6
Detector Phase	7	4	8	6	6	7
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	16.0	40.0	24.0	20.0	20.0	16.0
Total Split (%)	26.7%	66.7%	40.0%	33.3%	33.3%	26.7%
Maximum Green (s)	10.0	34.0	18.0	14.0	14.0	10.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag		Lead	
Lead-Lag Optimize?	Yes		Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None
v/c Ratio	0.30	0.73	0.55	0.27	0.14	0.04
Control Delay (s/veh)	5.8	12.0	18.8	1.5	19.7	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	5.8	12.0	18.8	1.5	19.7	3.9
Queue Length 50th (ft)	17	106	67	0	7	0
Queue Length 95th (ft)	42	227	141	22	22	11
Internal Link Dist (ft)		359	1617		371	
Turn Bay Length (ft)	150			150	150	
Base Capacity (vph)	643	1343	720	1204	887	821
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.53	0.41	0.24	0.07	0.04

Intersection Summary

Area Type: Other

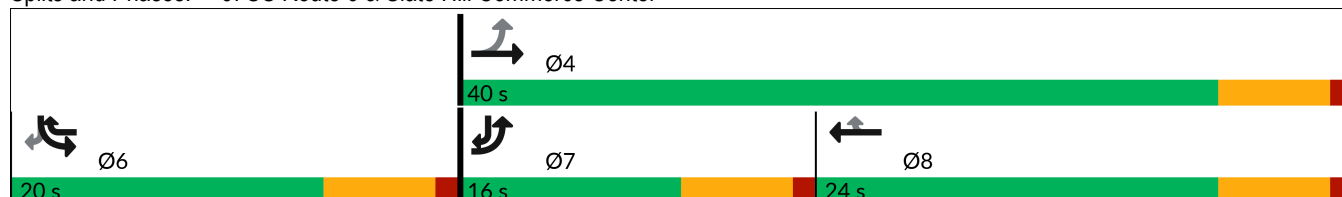
Cycle Length: 60

Actuated Cycle Length: 44.7

Natural Cycle: 45

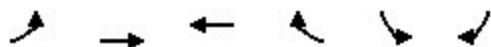
Control Type: Actuated-Uncoordinated

Splits and Phases: 9: US Route 6 & Slate Hill Commerce Center



2047 Build Traffic Volumes w/ Improvements
9: US Route 6 & Slate Hill Commerce Center

AM Peak Hour
01/21/2025



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	165	659	271	267	56	28
Future Volume (veh/h)	165	659	271	267	56	28
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
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	1723	1664	1737	1767	1470	1811
Adj Flow Rate, veh/h	179	716	295	290	61	30
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	6	11	9	29	6
Cap, veh/h	530	944	477	537	229	312
Arrive On Green	0.12	0.57	0.27	0.27	0.08	0.08
Sat Flow, veh/h	1641	1664	1737	1497	2716	1535
Grp Volume(v), veh/h	179	716	295	290	61	30
Grp Sat Flow(s),veh/h/ln	1641	1664	1737	1497	1358	1535
Q Serve(g_s), s	2.3	11.3	5.1	5.3	0.7	0.5
Cycle Q Clear(g_c), s	2.3	11.3	5.1	5.3	0.7	0.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	530	944	477	537	229	312
V/C Ratio(X)	0.34	0.76	0.62	0.54	0.27	0.10
Avail Cap(c_a), veh/h	811	1642	907	908	1104	806
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	6.7	5.7	10.9	8.8	14.8	11.2
Incr Delay (d2), s/veh	0.4	1.3	1.3	0.8	0.6	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.5	1.2	1.2	0.2	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	7.1	6.9	12.2	9.6	15.4	11.3
LnGrp LOS	A	A	B	A	B	B
Approach Vol, veh/h		895	585		91	
Approach Delay, s/veh		7.0	11.0		14.0	
Approach LOS		A	B		B	
Timer - Assigned Phs			4		6	7
Phs Duration (G+Y+Rc), s			25.6		8.9	10.1
Change Period (Y+Rc), s			6.0		6.0	6.0
Max Green Setting (Gmax), s			34.0		14.0	10.0
Max Q Clear Time (g_c+I1), s			13.3		2.7	4.3
Green Ext Time (p_c), s			3.8		0.3	0.3
Green Ext Time (p_c), s					0.3	2.1
Intersection Summary						
HCM 7th Control Delay, s/veh			8.9			
HCM 7th LOS			A			

2047 Build Traffic Volumes w/ Improvements
8: NYS Route 17M & WB Off Ramp

AM Peak Hour
01/21/2025

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↰↰	↱↱			
Traffic Volume (vph)	0	587	1193	0	0	0
Future Volume (vph)	0	587	1193	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	12	12
Lane Util. Factor	1.00	0.88	0.95	1.00	1.00	1.00
Frt		0.850				
Flt Protected						
Satd. Flow (prot)	0	2782	3374	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	2782	3374	0	0	0
Right Turn on Red		No		Yes		
Satd. Flow (RTOR)						
Link Speed (mph)	30		45			45
Link Distance (ft)	567		279			167
Travel Time (s)	12.9		4.2			2.5
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	9%	7%	0%	0%	0%
Adj. Flow (vph)	0	675	1371	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	675	1371	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	0.92	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors		2	2			
Detector Template						
Leading Detector (ft)		83	83			
Trailing Detector (ft)		-5	-5			
Detector 1 Position(ft)		-5	-5			
Detector 1 Size(ft)		40	40			
Detector 1 Type		Cl+Ex	Cl+Ex			
Detector 1 Channel						
Detector 1 Extend (s)		0.0	0.0			
Detector 1 Queue (s)		0.0	0.0			
Detector 1 Delay (s)		0.0	0.0			
Detector 2 Position(ft)		43	43			
Detector 2 Size(ft)		40	40			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type		Perm	NA			
Protected Phases			2			
Permitted Phases		8				
Detector Phase		8	2			

2047 Build Traffic Volumes w/ Improvements
8: NYS Route 17M & WB Off Ramp

AM Peak Hour
01/21/2025



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Switch Phase						
Minimum Initial (s)		5.0	5.0			
Minimum Split (s)		24.0	24.0			
Total Split (s)		50.0	50.0			
Total Split (%)		50.0%	50.0%			
Maximum Green (s)		44.0	44.0			
Yellow Time (s)		5.0	5.0			
All-Red Time (s)		1.0	1.0			
Lost Time Adjust (s)		0.0	0.0			
Total Lost Time (s)		6.0	6.0			
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)		3.0	3.0			
Recall Mode		None	C-Max			
Act Effect Green (s)		31.5	56.5			
Actuated g/C Ratio		0.32	0.57			
v/c Ratio		0.77	0.72			
Control Delay (s/veh)		36.9	19.9			
Queue Delay		0.0	0.0			
Total Delay (s/veh)		36.9	19.9			
LOS		D	B			
Approach Delay (s/veh)	36.9		19.9			
Approach LOS	D		B			
Queue Length 50th (ft)		218	321			
Queue Length 95th (ft)		247	452			
Internal Link Dist (ft)	487		199		87	
Turn Bay Length (ft)						
Base Capacity (vph)		1224	1907			
Starvation Cap Reductn		0	0			
Spillback Cap Reductn		0	0			
Storage Cap Reductn		0	0			
Reduced v/c Ratio		0.55	0.72			

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay (s/veh): 25.5

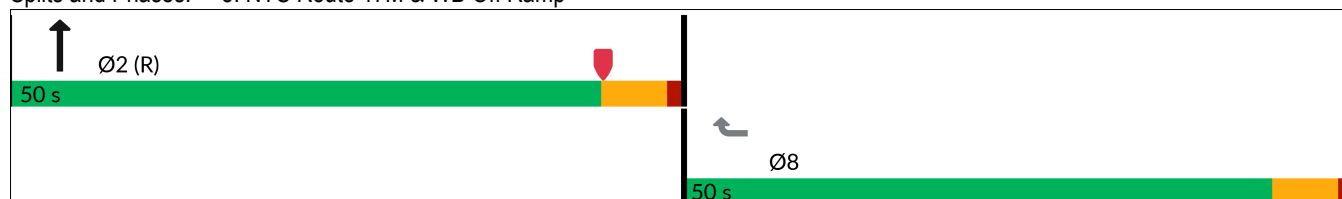
Intersection LOS: C

Intersection Capacity Utilization 63.5%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 8: NYS Route 17M & WB Off Ramp



2047 Build Traffic Volumes
1: NYS Route 284 & US Route 6

PM Peak Hour
01/21/2025

						
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	247	59	309	573	47	164
Future Volume (vph)	247	59	309	573	47	164
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.974				0.895	
Flt Protected				0.983	0.989	
Satd. Flow (prot)	1786	0	0	1819	1631	0
Flt Permitted				0.983	0.989	
Satd. Flow (perm)	1786	0	0	1819	1631	0
Link Speed (mph)	55			55	35	
Link Distance (ft)	733			606	476	
Travel Time (s)	9.1			7.5	9.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	2%	4%	2%	0%	4%
Adj. Flow (vph)	268	64	336	623	51	178
Shared Lane Traffic (%)						
Lane Group Flow (vph)	332	0	0	959	229	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2047 Build Traffic Volumes
1: NYS Route 284 & US Route 6

PM Peak Hour
01/21/2025

Intersection						
Int Delay, s/veh	17.2					
Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	247	59	309	573	47	164
Future Vol, veh/h	247	59	309	573	47	164
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	92	92	92	92	92	92
Heavy Vehicles, %	4	2	4	2	0	4
Mvmt Flow	268	64	336	623	51	178
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	333	0	1595	301
Stage 1	-	-	-	-	301	-
Stage 2	-	-	-	-	1295	-
Critical Hdwy	-	-	4.14	-	6.4	6.24
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.236	-	3.5	3.336
Pot Cap-1 Maneuver	-	-	1216	-	119	734
Stage 1	-	-	-	-	756	-
Stage 2	-	-	-	-	259	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1216	-	69	734
Mov Cap-2 Maneuver	-	-	-	-	69	-
Stage 1	-	-	-	-	756	-
Stage 2	-	-	-	-	150	-
Approach	EB		WB		NE	
HCM Ctrl Dly, s/v	0		3.18		100.71	
HCM LOS	F					
Minor Lane/Major Mvmt	NELn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	232	-	-	631	-	
HCM Lane V/C Ratio	0.987	-	-	0.276	-	
HCM Ctrl Dly (s/v)	100.7	-	-	9.1	0	
HCM Lane LOS	F	-	-	A	A	
HCM 95th %tile Q(veh)	9.1	-	-	1.1	-	

2047 Build Traffic Volumes
2: US Route 6 & Ridgebury Hill Rd

PM Peak Hour
01/21/2025



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	50	78	379	20	64	818
Future Volume (vph)	50	78	379	20	64	818
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		1%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.917		0.993			
Flt Protected	0.981					0.996
Satd. Flow (prot)	1670	0	1809	0	0	1835
Flt Permitted	0.981					0.996
Satd. Flow (perm)	1670	0	1809	0	0	1835
Link Speed (mph)	35		55			55
Link Distance (ft)	535		1495			1423
Travel Time (s)	10.4		18.5			17.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	6%	0%	4%	0%	5%	3%
Adj. Flow (vph)	54	85	412	22	70	889
Shared Lane Traffic (%)						
Lane Group Flow (vph)	139	0	434	0	0	959
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.01	1.01	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized

2047 Build Traffic Volumes
2: US Route 6 & Ridgebury Hill Rd

PM Peak Hour
01/21/2025

Intersection						
Int Delay, s/veh	3.8					
Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	50	78	379	20	64	818
Future Vol, veh/h	50	78	379	20	64	818
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	-	1	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	6	0	4	0	5	3
Mvmt Flow	54	85	412	22	70	889

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1451	423	0	0	434
Stage 1	423	-	-	-	-
Stage 2	1028	-	-	-	-
Critical Hdwy	6.46	6.2	-	-	4.15
Critical Hdwy Stg 1	5.46	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-
Follow-up Hdwy	3.554	3.3	-	-	2.245
Pot Cap-1 Maneuver	141	635	-	-	1110
Stage 1	652	-	-	-	-
Stage 2	339	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	124	635	-	-	1110
Mov Cap-2 Maneuver	124	-	-	-	-
Stage 1	652	-	-	-	-
Stage 2	297	-	-	-	-

Approach	WB	NE	SW
HCM Ctrl Dly, s/v	38.04	0	0.61
HCM LOS	E		

Minor Lane/Major Mvmt	NET	NERWBLn1	SWL	SWT
Capacity (veh/h)	-	-	243	131
HCM Lane V/C Ratio	-	-	0.573	0.063
HCM Ctrl Dly (s/v)	-	-	38	8.5
HCM Lane LOS	-	-	E	A
HCM 95th %tile Q(veh)	-	-	3.2	0.2

2047 Build Traffic Volumes
3: US Route 6 & McBride Rd

PM Peak Hour
01/21/2025

						
Lane Group	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	32	28	28	407	812	63
Future Volume (vph)	32	28	28	407	812	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	12	12
Grade (%)	2%			1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.938				0.990	
Flt Protected	0.974			0.997		
Satd. Flow (prot)	1493	0	0	1817	1821	0
Flt Permitted	0.974			0.997		
Satd. Flow (perm)	1493	0	0	1817	1821	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	266			1423	2064	
Travel Time (s)	6.0			17.6	25.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	7%	8%	0%	4%	3%	0%
Adj. Flow (vph)	36	31	31	452	902	70
Shared Lane Traffic (%)						
Lane Group Flow (vph)	67	0	0	483	972	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	10			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.01	1.01	1.01	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2047 Build Traffic Volumes
3: US Route 6 & McBride Rd

PM Peak Hour
01/21/2025

Intersection						
Int Delay, s/veh	2.1					
Movement	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	32	28	28	407	812	63
Future Vol, veh/h	32	28	28	407	812	63
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	1	1	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	7	8	0	4	3	0
Mvmt Flow	36	31	31	452	902	70

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1452	937	972	0	-	0
Stage 1	937	-	-	-	-	-
Stage 2	514	-	-	-	-	-
Critical Hdwy	6.87	6.48	4.1	-	-	-
Critical Hdwy Stg 1	5.87	-	-	-	-	-
Critical Hdwy Stg 2	5.87	-	-	-	-	-
Follow-up Hdwy	3.563	3.372	2.2	-	-	-
Pot Cap-1 Maneuver	119	297	717	-	-	-
Stage 1	336	-	-	-	-	-
Stage 2	557	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	112	297	717	-	-	-
Mov Cap-2 Maneuver	112	-	-	-	-	-
Stage 1	317	-	-	-	-	-
Stage 2	557	-	-	-	-	-

Approach	EB	NE	SW
HCM Ctrl Dly, s/v	43.36	0.66	0
HCM LOS	E		

Minor Lane/Major Mvmt	NEL	NET EBLn1	SWT	SWR
Capacity (veh/h)	116	- 158	-	-
HCM Lane V/C Ratio	0.043	- 0.421	-	-
HCM Ctrl Dly (s/v)	10.2	0 43.4	-	-
HCM Lane LOS	B	A E	-	-
HCM 95th %tile Q(veh)	0.1	- 1.9	-	-

2047 Build Traffic Volumes
5: Creedon Hill Rd & US Route 6

PM Peak Hour
01/21/2025

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	488	0	12	828	0	12
Future Volume (vph)	488	0	12	828	0	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	11
Grade (%)	5%			-5%	8%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.865	
Flt Protected				0.999		
Satd. Flow (prot)	1764	0	0	1854	1121	0
Flt Permitted				0.999		
Satd. Flow (perm)	1764	0	0	1854	1121	0
Link Speed (mph)	55			55	30	
Link Distance (ft)	226			439	325	
Travel Time (s)	2.8			5.4	7.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	5%	0%	73%	4%	0%	36%
Adj. Flow (vph)	503	0	12	854	0	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	503	0	0	866	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	0.97	0.97	1.10	1.10
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2047 Build Traffic Volumes
5: Creedon Hill Rd & US Route 6

PM Peak Hour
01/21/2025

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	488	0	12	828	0	12
Future Vol, veh/h	488	0	12	828	0	12
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, %	5	-	-	-5	8	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	5	0	73	4	0	36
Mvmt Flow	503	0	12	854	0	12

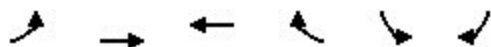
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	503	0	1381	503
Stage 1	-	-	-	-	503	-
Stage 2	-	-	-	-	878	-
Critical Hdwy	-	-	4.83	-	8	7.36
Critical Hdwy Stg 1	-	-	-	-	7	-
Critical Hdwy Stg 2	-	-	-	-	7	-
Follow-up Hdwy	-	-	2.857	-	3.5	3.624
Pot Cap-1 Maneuver	-	-	778	-	87	453
Stage 1	-	-	-	-	489	-
Stage 2	-	-	-	-	277	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	778	-	84	453
Mov Cap-2 Maneuver	-	-	-	-	84	-
Stage 1	-	-	-	-	489	-
Stage 2	-	-	-	-	269	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.14	13.18
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	453	-	-	26	-
HCM Lane V/C Ratio	0.027	-	-	0.016	-
HCM Ctrl Dly (s/v)	13.2	-	-	9.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

2047 Build Traffic Volumes
9: US Route 6 & Site Access

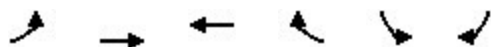
PM Peak Hour
01/21/2025



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	72	427	693	130	251	146
Future Volume (vph)	72	427	693	130	251	146
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		5%	0%		0%	
Storage Length (ft)	150			150	150	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1692	1748	1827	1357	1570	1568
Flt Permitted	0.221				0.950	
Satd. Flow (perm)	394	1748	1827	1357	1570	1568
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				141		75
Link Speed (mph)		45	45		30	
Link Distance (ft)		439	1697		451	
Travel Time (s)		6.7	25.7		10.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	6%	4%	19%	15%	3%
Adj. Flow (vph)	78	464	753	141	273	159
Shared Lane Traffic (%)						
Lane Group Flow (vph)	78	464	753	141	273	159
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2	2	2	2
Detector Template						
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	NA	NA	Perm	Prot	Perm

2047 Build Traffic Volumes
9: US Route 6 & Site Access

PM Peak Hour
01/21/2025



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Protected Phases		4	8		6	
Permitted Phases	4			8		6
Detector Phase	4	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Maximum Green (s)	18.0	18.0	18.0	18.0	18.0	18.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	Min	Min
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0
Flash Don't Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
v/c Ratio	0.47	0.63	0.97	0.21	0.59	0.31
Control Delay (s/veh)	24.6	16.2	45.0	3.5	18.4	8.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.6	16.2	45.0	3.5	18.4	8.3
Queue Length 50th (ft)	12	81	164	0	55	15
Queue Length 95th (ft)	#67	#224	#421	26	108	45
Internal Link Dist (ft)		359	1617		371	
Turn Bay Length (ft)	150			150	150	
Base Capacity (vph)	167	741	774	656	665	707
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.63	0.97	0.21	0.41	0.22

Intersection Summary

Area Type: Other

Cycle Length: 48

Actuated Cycle Length: 42.8

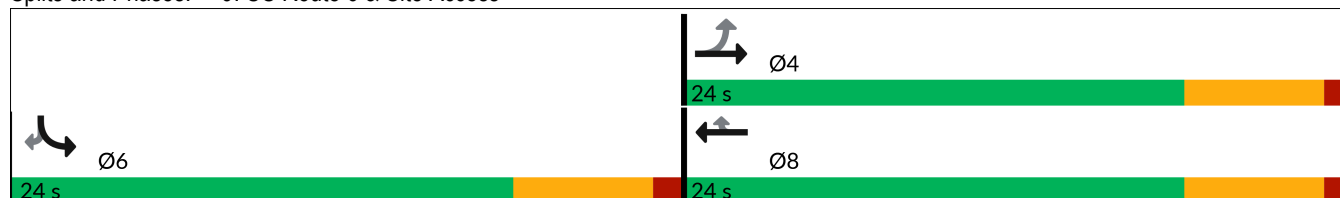
Natural Cycle: 60

Control Type: Actuated-Uncoordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

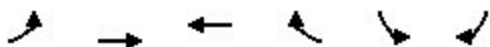
Splits and Phases: 9: US Route 6 & Site Access



21002112F - P.W.G.

2047 Build Traffic Volumes
9: US Route 6 & Site Access

PM Peak Hour
01/21/2025



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	72	427	693	130	251	146
Future Volume (veh/h)	72	427	693	130	251	146
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
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	1693	1664	1841	1618	1678	1856
Adj Flow Rate, veh/h	78	464	753	141	273	159
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	6	4	19	15	3
Cap, veh/h	226	751	831	619	396	390
Arrive On Green	0.45	0.45	0.45	0.45	0.25	0.25
Sat Flow, veh/h	643	1664	1841	1372	1598	1572
Grp Volume(v), veh/h	78	464	753	141	273	159
Grp Sat Flow(s),veh/h/ln	643	1664	1841	1372	1598	1572
Q Serve(g_s), s	2.8	8.5	15.2	2.5	6.2	3.4
Cycle Q Clear(g_c), s	18.0	8.5	15.2	2.5	6.2	3.4
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	226	751	831	619	396	390
V/C Ratio(X)	0.34	0.62	0.91	0.23	0.69	0.41
Avail Cap(c_a), veh/h	226	751	831	619	721	710
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	19.1	8.3	10.2	6.7	13.6	12.5
Incr Delay (d2), s/veh	0.9	1.5	13.6	0.2	2.1	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	1.9	6.4	0.4	2.0	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	20.0	9.9	23.7	6.9	15.7	13.2
LnGrp LOS	C	A	C	A	B	B
Approach Vol, veh/h		542	894		432	
Approach Delay, s/veh		11.3	21.1		14.8	
Approach LOS		B	C		B	
Timer - Assigned Phs			4		6	8
Phs Duration (G+Y+Rc), s			24.0		15.9	24.0
Change Period (Y+Rc), s			6.0		6.0	6.0
Max Green Setting (Gmax), s			18.0		18.0	18.0
Max Q Clear Time (g_c+I1), s			20.0		8.2	17.2
Green Ext Time (p_c), s			0.0		1.7	0.5
Intersection Summary						
HCM 7th Control Delay, s/veh			16.8			
HCM 7th LOS			B			

2047 Build Traffic Volumes
10: Seward Road & US Route 6

PM Peak Hour
01/21/2025

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	678	0	23	821	2	12
Future Volume (vph)	678	0	23	821	2	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	13	12	12
Grade (%)	-5%			2%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.883	
Flt Protected				0.999	0.993	
Satd. Flow (prot)	1770	0	0	1835	1666	0
Flt Permitted				0.999	0.993	
Satd. Flow (perm)	1770	0	0	1835	1666	0
Link Speed (mph)	55			55	35	
Link Distance (ft)	1697			872	363	
Travel Time (s)	21.0			10.8	7.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	0%	0%	6%	0%	0%
Adj. Flow (vph)	737	0	25	892	2	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	737	0	0	917	15	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	0.97	0.97	0.97	1.00	1.00
Turning Speed (mph)		60	60		60	60
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2047 Build Traffic Volumes
10: Seward Road & US Route 6

PM Peak Hour
01/21/2025

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	678	0	23	821	2	12
Future Vol, veh/h	678	0	23	821	2	12
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, %	-5	-	-	2	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	10	0	0	6	0	0
Mvmt Flow	737	0	25	892	2	13

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	737	0	1679	737
Stage 1	-	-	-	-	737	-
Stage 2	-	-	-	-	942	-
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	-	-	878	-	105	422
Stage 1	-	-	-	-	477	-
Stage 2	-	-	-	-	382	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	878	-	99	422
Mov Cap-2 Maneuver	-	-	-	-	99	-
Stage 1	-	-	-	-	477	-
Stage 2	-	-	-	-	361	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.25	18.18
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	288	-	-	49	-
HCM Lane V/C Ratio	0.053	-	-	0.028	-
HCM Ctrl Dly (s/v)	18.2	-	-	9.2	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

2047 Build Traffic Volumes w/ Improvements
6: US Route 6 & CR 56

PM Peak Hour
01/21/2025

						
Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	232	62	598	91	14	612
Future Volume (vph)	232	62	598	91	14	612
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	13
Grade (%)	-2%		-2%			1%
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.972		0.982			
Flt Protected	0.962				0.950	
Satd. Flow (prot)	1710	0	1733	0	1796	1843
Flt Permitted	0.962				0.233	
Satd. Flow (perm)	1710	0	1733	0	440	1843
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	20		23			
Link Speed (mph)	55		55			55
Link Distance (ft)	2121		872			1130
Travel Time (s)	26.3		10.8			14.0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	3%	9%	7%	0%	6%
Adj. Flow (vph)	244	65	629	96	15	644
Shared Lane Traffic (%)						
Lane Group Flow (vph)	309	0	725	0	15	644
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	0.99	0.99	1.01	0.96
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template						
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0

2047 Build Traffic Volumes w/ Improvements
6: US Route 6 & CR 56

PM Peak Hour
01/21/2025



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	11.0		11.0		11.0	11.0
Total Split (s)	18.0		42.0		42.0	42.0
Total Split (%)	30.0%		70.0%		70.0%	70.0%
Maximum Green (s)	12.0		36.0		36.0	36.0
Yellow Time (s)	5.0		5.0		5.0	5.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.0		6.0		6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		None		None	None
v/c Ratio	0.73		0.81		0.07	0.69
Control Delay (s/veh)	31.8		17.8		6.1	13.1
Queue Delay	0.0		0.0		0.0	0.0
Total Delay (s/veh)	31.8		17.8		6.1	13.1
Queue Length 50th (ft)	75		149		2	124
Queue Length 95th (ft)	#231		262		8	206
Internal Link Dist (ft)	2041		792			1050
Turn Bay Length (ft)					200	
Base Capacity (vph)	448		1321		333	1398
Starvation Cap Reductn	0		0		0	0
Spillback Cap Reductn	0		0		0	0
Storage Cap Reductn	0		0		0	0
Reduced v/c Ratio	0.69		0.55		0.05	0.46

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 48.9

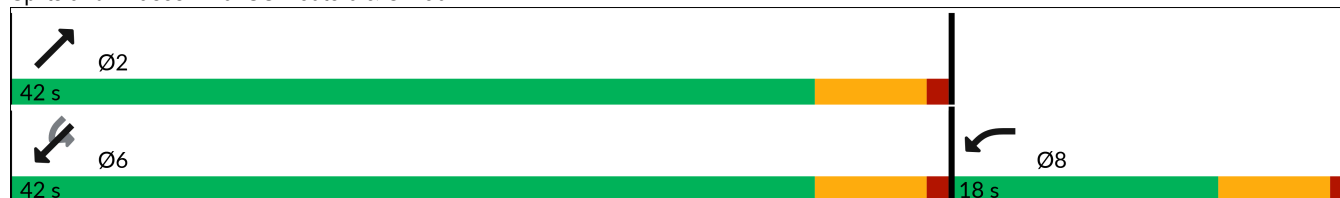
Natural Cycle: 60

Control Type: Actuated-Uncoordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 6: US Route 6 & CR 56



2047 Build Traffic Volumes w/ Improvements
6: US Route 6 & CR 56

PM Peak Hour
01/21/2025

						
Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	232	62	598	91	14	612
Future Volume (veh/h)	232	62	598	91	14	612
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.04
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	1964	1934	1844	1874	1894	1877
Adj Flow Rate, veh/h	244	65	629	0	15	644
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	3	9	7	0	6
Cap, veh/h	309	82	842		338	857
Arrive On Green	0.22	0.22	0.46	0.00	0.46	0.46
Sat Flow, veh/h	1435	382	1844	0	807	1877
Grp Volume(v), veh/h	310	0	629	0	15	644
Grp Sat Flow(s),veh/h/ln	1823	0	1844	0	807	1877
Q Serve(g_s), s	5.9	0.0	10.3	0.0	0.6	10.4
Cycle Q Clear(g_c), s	5.9	0.0	10.3	0.0	10.9	10.4
Prop In Lane	0.79	0.21		0.00	1.00	
Lane Grp Cap(c), veh/h	393	0	842		338	857
V/C Ratio(X)	0.79	0.00	0.75		0.04	0.75
Avail Cap(c_a), veh/h	598	0	1813		763	1847
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	13.6	0.0	8.2	0.0	12.7	8.2
Incr Delay (d2), s/veh	4.0	0.0	1.3	0.0	0.1	1.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	1.7	0.0	0.1	1.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	17.6	0.0	9.5	0.0	12.7	9.6
LnGrp LOS	B		A		B	A
Approach Vol, veh/h	310		629		659	
Approach Delay, s/veh	17.6		9.5		9.6	
Approach LOS	B		A		A	
Timer - Assigned Phs		2		6		8
Phs Duration (G+Y+Rc), s		22.7		22.7		13.9
Change Period (Y+Rc), s		6.0		6.0		6.0
Max Green Setting (Gmax), s		36.0		36.0		12.0
Max Q Clear Time (g_c+l1), s		12.3		12.9		7.9
Green Ext Time (p_c), s		3.7		3.8		0.4
Intersection Summary						
HCM 7th Control Delay, s/veh			11.2			
HCM 7th LOS			B			
Notes						
User approved volume balancing among the lanes for turning movement.						
Unsignalized Delay for [NER] is excluded from calculations of the approach delay and intersection delay.						

2047 Build Traffic Volumes w/ Improvements
7: NYS Route 17M & US Route 6/Sunrise Park Rd

PM Peak Hour
01/21/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	417	7	492	38	11	38	455	1211	16	16	1171	417
Future Volume (vph)	417	7	492	38	11	38	455	1211	16	16	1171	417
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			4%			-1%			0%	
Storage Length (ft)	310		250	0		0	475		0	100		0
Storage Lanes	1		1	0		0	1		0	1		1
Taper Length (ft)	50			25			50			50		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.97	0.95	0.95	1.00	0.95	1.00
Frt			0.850		0.941			0.998				0.850
Flt Protected	0.950	0.954			0.979		0.950			0.950		
Satd. Flow (prot)	1665	1666	1455	0	1693	0	3229	3508	0	1805	3505	1568
Flt Permitted	0.950	0.954			0.979		0.950			0.950		
Satd. Flow (perm)	1665	1666	1455	0	1693	0	3229	3508	0	1805	3505	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			507		30			2				279
Link Speed (mph)		55			45			45			45	
Link Distance (ft)		395			504			775			940	
Travel Time (s)		4.9			7.6			11.7			14.2	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	14%	11%	0%	0%	3%	9%	3%	20%	0%	3%	3%
Adj. Flow (vph)	430	7	507	39	11	39	469	1248	16	16	1207	430
Shared Lane Traffic (%)	49%											
Lane Group Flow (vph)	219	218	507	0	89	0	469	1264	0	16	1207	430
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			30			45			25	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.03	1.03	1.03	0.99	0.99	0.99	1.00	1.00	1.00
Turning Speed (mph)	15		25	15		9	15		9	15		15
Number of Detectors	2	2	2	2	2		2	2		1	2	2
Detector Template				Left								
Leading Detector (ft)	83	83	83	83	83		83	83		15	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5		-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5		-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40		40	40		20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43		43	43			43	43
Detector 2 Size(ft)	40	40	40	40	40		40	40			40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	0.0
Turn Type	Split	NA	Free	Split	NA		Prot	NA		Prot	NA	pt+ov

2047 Build Traffic Volumes w/ Improvements
7: NYS Route 17M & US Route 6/Sunrise Park Rd

PM Peak Hour
01/21/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	6 4
Permitted Phases			Free									
Detector Phase	4	4		8	8		5	2		1	6	6 4
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	11.0	11.0		11.0	11.0		9.0	16.0		9.0	16.0	
Total Split (s)	23.0	23.0		13.0	13.0		23.0	53.0		11.0	41.0	
Total Split (%)	23.0%	23.0%		13.0%	13.0%		23.0%	53.0%		11.0%	41.0%	
Maximum Green (s)	17.0	17.0		7.0	7.0		17.0	47.0		5.0	35.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lag	Lag		Lead	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		3.0	2.0	
Recall Mode	None	None		None	None		None	C-Min		None	Min	
v/c Ratio	0.85	0.84	0.35		0.65		0.88	0.62		0.17	0.87	0.43
Control Delay (s/veh)	69.0	68.5	0.7		53.5		56.2	14.7		49.8	37.8	3.9
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	69.0	68.5	0.7		53.5		56.2	14.7		49.8	37.8	3.9
Queue Length 50th (ft)	142	141	0		37		157	211		10	397	27
Queue Length 95th (ft)	#263	#262	0		#102		#237	360		32	#548	58
Internal Link Dist (ft)		315			424			695			860	
Turn Bay Length (ft)	310		250				475			100		
Base Capacity (vph)	283	283	1455		146		548	2026		95	1390	1009
Starvation Cap Reductn	0	0	0		0		0	0		0	0	0
Spillback Cap Reductn	0	0	0		0		0	0		0	0	0
Storage Cap Reductn	0	0	0		0		0	0		0	0	0
Reduced v/c Ratio	0.77	0.77	0.35		0.61		0.86	0.62		0.17	0.87	0.43

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow

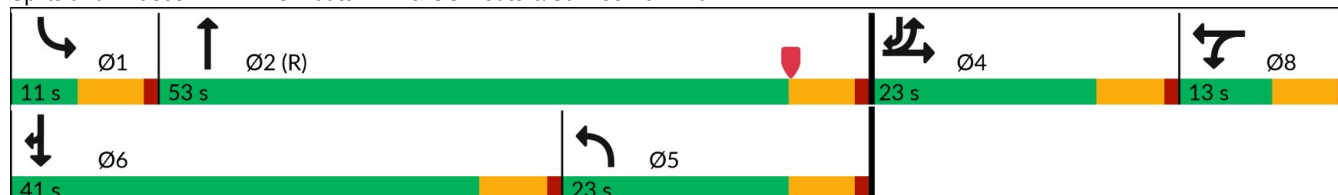
Natural Cycle: 90

Control Type: Actuated-Coordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 7: NYS Route 17M & US Route 6/Sunrise Park Rd



2047 Build Traffic Volumes w/ Improvements
7: NYS Route 17M & US Route 6/Sunrise Park Rd

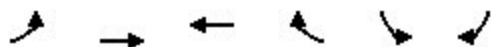
PM Peak Hour
01/21/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	417	7	492	38	11	38	455	1211	16	16	1171	417
Future Volume (veh/h)	417	7	492	38	11	38	455	1211	16	16	1171	417
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1856	1693	1737	1806	1806	1761	1804	1894	1639	1900	1856	1856
Adj Flow Rate, veh/h	435	0	0	39	11	39	469	1248	16	16	1207	430
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	14	11	0	0	3	9	3	20	0	3	3
Cap, veh/h	511	0		48	14	48	660	1955	25	19	1234	778
Arrive On Green	0.14	0.00	0.00	0.07	0.07	0.07	0.20	0.54	0.54	0.01	0.35	0.35
Sat Flow, veh/h	3534	0	1472	719	203	719	3334	3639	47	1810	3526	1572
Grp Volume(v), veh/h	435	0	0	89	0	0	469	617	647	16	1207	430
Grp Sat Flow(s),veh/h/ln	1767	0	1472	1640	0	0	1667	1800	1886	1810	1763	1572
Q Serve(g_s), s	12.0	0.0	0.0	5.4	0.0	0.0	13.1	24.1	24.2	0.9	33.8	19.0
Cycle Q Clear(g_c), s	12.0	0.0	0.0	5.4	0.0	0.0	13.1	24.1	24.2	0.9	33.8	19.0
Prop In Lane	1.00		1.00	0.44		0.44	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	511	0		110	0	0	660	967	1013	19	1234	778
V/C Ratio(X)	0.85	0.00		0.81	0.00	0.00	0.71	0.64	0.64	0.82	0.98	0.55
Avail Cap(c_a), veh/h	601	0		115	0	0	660	967	1013	90	1234	778
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.48	0.48	0.48
Uniform Delay (d), s/veh	41.7	0.0	0.0	46.0	0.0	0.0	37.4	16.3	16.3	49.4	32.1	17.6
Incr Delay (d2), s/veh	8.7	0.0	0.0	29.7	0.0	0.0	3.1	3.2	3.1	31.6	13.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	0.0	0.0	3.0	0.0	0.0	5.4	9.6	10.0	0.6	15.5	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	50.4	0.0	0.0	75.6	0.0	0.0	40.5	19.5	19.4	81.0	45.1	17.8
LnGrp LOS	D			E			D	B	B	F	D	B
Approach Vol, veh/h	435			89			1733			1653		
Approach Delay, s/veh	50.4			75.6			25.1			38.3		
Approach LOS	D			E			C			D		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.1	59.7		20.5	25.8	41.0		12.7				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	47.0		17.0	17.0	35.0		7.0				
Max Q Clear Time (g_c+I1), s	2.9	26.2		14.0	15.1	35.8		7.4				
Green Ext Time (p_c), s	0.0	4.2		0.5	0.4	0.0		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	34.7											
HCM 7th LOS	C											
Notes												
User approved pedestrian interval to be less than phase max green.												
User approved volume balancing among the lanes for turning movement.												

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

2047 Build Traffic Volumes w/ Improvements
9: US Route 6 & Slate Hill Commerce Center

PM Peak Hour
01/21/2025



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	72	427	693	130	251	146
Future Volume (vph)	72	427	693	130	251	146
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		5%	0%		0%	
Storage Length (ft)	150			150	150	0
Storage Lanes	1			1	2	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.97	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1692	1748	1827	1357	3045	1568
Flt Permitted	0.128				0.950	
Satd. Flow (perm)	228	1748	1827	1357	3045	1568
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				141		119
Link Speed (mph)		55	55		30	
Link Distance (ft)		439	1697		451	
Travel Time (s)		5.4	21.0		10.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	6%	4%	19%	15%	3%
Adj. Flow (vph)	78	464	753	141	273	159
Shared Lane Traffic (%)						
Lane Group Flow (vph)	78	464	753	141	273	159
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		24	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	1.00	1.00	1.00	1.00
Turning Speed (mph)	60			60	60	60
Number of Detectors	2	2	2	2	2	2
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA	NA	pm+ov	Prot	pm+ov

2047 Build Traffic Volumes w/ Improvements
9: US Route 6 & Slate Hill Commerce Center

PM Peak Hour
01/21/2025



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Protected Phases	7	4	8	6	6	7
Permitted Phases	4			8		6
Detector Phase	7	4	8	6	6	7
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	11.0	44.0	33.0	16.0	16.0	11.0
Total Split (%)	18.3%	73.3%	55.0%	26.7%	26.7%	18.3%
Maximum Green (s)	5.0	38.0	27.0	10.0	10.0	5.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag		Lead	
Lead-Lag Optimize?	Yes		Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	Min	Min	None
v/c Ratio	0.28	0.44	0.90	0.13	0.53	0.24
Control Delay (s/veh)	6.9	7.1	32.4	0.9	26.7	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	6.9	7.1	32.4	0.9	26.7	6.2
Queue Length 50th (ft)	9	70	240	0	47	9
Queue Length 95th (ft)	21	119	#453	10	79	44
Internal Link Dist (ft)		359	1617		371	
Turn Bay Length (ft)	150			150	150	
Base Capacity (vph)	275	1237	931	1063	574	665
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.38	0.81	0.13	0.48	0.24

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 55.1

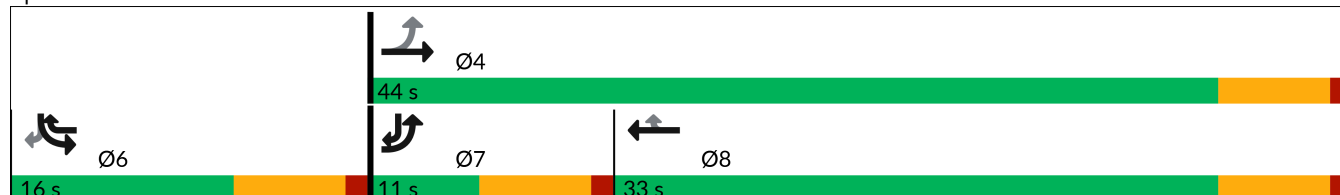
Natural Cycle: 60

Control Type: Actuated-Uncoordinated

95th percentile volume exceeds capacity, queue may be longer.

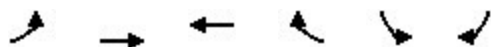
Queue shown is maximum after two cycles.

Splits and Phases: 9: US Route 6 & Slate Hill Commerce Center



2047 Build Traffic Volumes w/ Improvements
9: US Route 6 & Slate Hill Commerce Center

PM Peak Hour
01/21/2025



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	72	427	693	130	251	146
Future Volume (veh/h)	72	427	693	130	251	146
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
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	1693	1664	1841	1618	1678	1856
Adj Flow Rate, veh/h	78	464	753	141	273	159
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	6	4	19	15	3
Cap, veh/h	289	1052	838	819	440	324
Arrive On Green	0.06	0.63	0.46	0.46	0.14	0.14
Sat Flow, veh/h	1613	1664	1841	1372	3100	1572
Grp Volume(v), veh/h	78	464	753	141	273	159
Grp Sat Flow(s),veh/h/ln	1613	1664	1841	1372	1550	1572
Q Serve(g_s), s	1.2	7.6	20.0	2.5	4.4	4.7
Cycle Q Clear(g_c), s	1.2	7.6	20.0	2.5	4.4	4.7
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	289	1052	838	819	440	324
V/C Ratio(X)	0.27	0.44	0.90	0.17	0.62	0.49
Avail Cap(c_a), veh/h	337	1190	935	891	583	397
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	10.7	5.0	13.4	4.8	21.5	18.6
Incr Delay (d2), s/veh	0.5	0.3	10.7	0.1	1.4	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.0	7.6	0.7	1.6	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	11.2	5.3	24.1	4.9	22.9	19.8
LnGrp LOS	B	A	C	A	C	B
Approach Vol, veh/h		542	894		432	
Approach Delay, s/veh		6.1	21.1		21.7	
Approach LOS		A	C		C	
Timer - Assigned Phs			4		6	7
Phs Duration (G+Y+Rc), s			39.6		13.5	9.4
Change Period (Y+Rc), s			6.0		6.0	6.0
Max Green Setting (Gmax), s			38.0		10.0	5.0
Max Q Clear Time (g_c+I1), s			9.6		6.7	3.2
Green Ext Time (p_c), s			2.2		0.8	0.0
Intersection Summary						
HCM 7th Control Delay, s/veh			16.9			
HCM 7th LOS			B			

2047 Build Traffic Volumes w/ Improvements
8: NYS Route 17M & WB Off Ramp

PM Peak Hour
01/21/2025

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↰↰	↱↱			
Traffic Volume (vph)	0	606	1077	0	0	0
Future Volume (vph)	0	606	1077	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	12	12
Lane Util. Factor	1.00	0.88	0.95	1.00	1.00	1.00
Frt		0.850				
Flt Protected						
Satd. Flow (prot)	0	2834	3374	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	2834	3374	0	0	0
Right Turn on Red		No		Yes		
Satd. Flow (RTOR)						
Link Speed (mph)	30		45			45
Link Distance (ft)	567		279			167
Travel Time (s)	12.9		4.2			2.5
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	7%	7%	0%	0%	0%
Adj. Flow (vph)	0	625	1110	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	625	1110	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	0.92	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors		2	2			
Detector Template						
Leading Detector (ft)		83	83			
Trailing Detector (ft)		-5	-5			
Detector 1 Position(ft)		-5	-5			
Detector 1 Size(ft)		40	40			
Detector 1 Type		Cl+Ex	Cl+Ex			
Detector 1 Channel						
Detector 1 Extend (s)		0.0	0.0			
Detector 1 Queue (s)		0.0	0.0			
Detector 1 Delay (s)		0.0	0.0			
Detector 2 Position(ft)		43	43			
Detector 2 Size(ft)		40	40			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type		Perm	NA			
Protected Phases			2			
Permitted Phases		8				
Detector Phase		8	2			

2047 Build Traffic Volumes w/ Improvements
8: NYS Route 17M & WB Off Ramp

PM Peak Hour
01/21/2025



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Switch Phase						
Minimum Initial (s)		5.0	5.0			
Minimum Split (s)		24.0	24.0			
Total Split (s)		42.0	58.0			
Total Split (%)		42.0%	58.0%			
Maximum Green (s)		36.0	52.0			
Yellow Time (s)		5.0	5.0			
All-Red Time (s)		1.0	1.0			
Lost Time Adjust (s)		0.0	0.0			
Total Lost Time (s)		6.0	6.0			
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)		3.0	3.0			
Recall Mode		None	C-Max			
Act Effect Green (s)		28.4	59.6			
Actuated g/C Ratio		0.28	0.60			
v/c Ratio		0.78	0.55			
Control Delay (s/veh)		39.7	14.3			
Queue Delay		0.0	0.0			
Total Delay (s/veh)		39.7	14.3			
LOS		D	B			
Approach Delay (s/veh)	39.7		14.3			
Approach LOS	D		B			
Queue Length 50th (ft)		207	208			
Queue Length 95th (ft)		252	315			
Internal Link Dist (ft)	487		199		87	
Turn Bay Length (ft)						
Base Capacity (vph)		1020	2012			
Starvation Cap Reductn		0	0			
Spillback Cap Reductn		0	0			
Storage Cap Reductn		0	0			
Reduced v/c Ratio		0.61	0.55			

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 50
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.78
Intersection Signal Delay (s/veh): 23.5
Intersection Capacity Utilization 61.0%
Analysis Period (min) 15

Intersection LOS: C
ICU Level of Service B

Splits and Phases: 8: NYS Route 17M & WB Off Ramp



HCS7 Freeway Weaving Report

Project Information

Analyst	PWG	Date	1/21/2025
Agency		Analysis Year	2047
Jurisdiction	Rt 17 WB Weave	Time Period Analyzed	No-Build AM Peak Hour
Project Description	Job No. 21002112F	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (Ls), ft	805	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Rolling	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	0.33	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	889	354	0	85
Peak Hour Factor (PHF)	0.87	0.87	0.87	0.87
Total Trucks, %	8.00	11.00	0.00	18.00
Heavy Vehicle Adjustment Factor (fHV)	0.862	0.820	1.000	0.735
Flow Rate (vi), pc/h	1185	496	0	133
Weaving Flow Rate (vw), pc/h	629	Freeway Max Capacity (ciFL), pc/h/ln		2250
Non-Weaving Flow Rate (vNW), pc/h	1185	Density-Based Capacity (ciWL), pc/h/ln		1845
Total Flow Rate (v), pc/h	1814	Demand Flow-Based Capacity (ciW), pc/h		6916
Volume Ratio (VR)	0.347	Weaving Segment Capacity (cw), veh/h		4656
Minimum Lane Change Rate (LCMIN), lc/h	629	Adjusted Weaving Area Capacity, pc/h		5535
Maximum Weaving Length (LMAX), ft	6094	Volume-to-Capacity Ratio (v/c)		0.33

Speed and Density

Non-Weaving Vehicle Index (INW)	32	Average Weaving Speed (Sw), mi/h	47.5
Non-Weaving Lane Change Rate (LCNW), lc/h	103	Average Non-Weaving Speed (SNW), mi/h	47.6
Weaving Lane Change Rate (LCW), lc/h	728	Average Speed (S), mi/h	47.6
Weaving Lane Change Rate (LCAII), lc/h	831	Density (D), pc/mi/ln	12.7
Weaving Intensity Factor (W)	0.232	Level of Service (LOS)	B

HCS7 Freeway Diverge Report

Project Information

Analyst	PWG	Date	1/21/2025
Agency		Analysis Year	2047
Jurisdiction	I-84 EB On-Ramp from Rt 17M WB	Time Period Analyzed	No-Build AM Peak Hour
Project Description	Job No. 21002112F	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	55.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	1500	175
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	974	94
Peak Hour Factor (PHF)	0.87	0.87
Total Trucks, %	8.00	17.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.862	0.746
Flow Rate (vi),pc/h	1299	145
Capacity (c), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.29	0.07

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.441
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (VOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	49.3
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	60.3
Flow in Lanes 1 and 2 (v12), pc/h	1299	Ramp Junction Speed (S), mi/h	49.3
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	13.2
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	13.8

HCS7 Freeway Diverge Report

Project Information

Analyst	PWG	Date	1/21/2025
Agency		Analysis Year	2047
Jurisdiction	I-84 WB On Ramp from 17M EB	Time Period Analyzed	No-Build AM Peak Hour
Project Description	Job No. 21002112F	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	55.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	1500	490
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	1394	98
Peak Hour Factor (PHF)	0.87	0.87
Total Trucks, %	5.00	26.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.909	0.658
Flow Rate (vi),pc/h	1763	171
Capacity (c), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.39	0.09

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (Ds)	0.443
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	49.2
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (So), mi/h	60.3
Flow in Lanes 1 and 2 (v12), pc/h	1763	Ramp Junction Speed (S), mi/h	49.2
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	17.9
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	15.0

HCS7 Freeway Weaving Report

Project Information

Analyst	PWG	Date	1/21/2025
Agency		Analysis Year	2047
Jurisdiction	Rt 17 EB Weave	Time Period Analyzed	No-Build AM Peak Hour
Project Description	Job No. 21002112F	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (Ls), ft	760	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Rolling	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	0.33	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	714	123	0	679
Peak Hour Factor (PHF)	0.87	0.87	0.87	0.87
Total Trucks, %	6.00	7.00	0.00	6.00
Heavy Vehicle Adjustment Factor (fHV)	0.893	0.877	1.000	0.893
Flow Rate (vi), pc/h	919	161	0	874
Weaving Flow Rate (vw), pc/h	1035	Freeway Max Capacity (ciFL), pc/h/ln		2250
Non-Weaving Flow Rate (vNW), pc/h	919	Density-Based Capacity (ciWL), pc/h/ln		1682
Total Flow Rate (v), pc/h	1954	Demand Flow-Based Capacity (ciW), pc/h		4528
Volume Ratio (VR)	0.530	Weaving Segment Capacity (cw), veh/h		4038
Minimum Lane Change Rate (LCMIN), lc/h	1035	Adjusted Weaving Area Capacity, pc/h		4529
Maximum Weaving Length (LMAX), ft	8179	Volume-to-Capacity Ratio (v/c)		0.43

Speed and Density

Non-Weaving Vehicle Index (INW)	23	Average Weaving Speed (Sw), mi/h	45.4
Non-Weaving Lane Change Rate (LCNW), lc/h	23	Average Non-Weaving Speed (SNW), mi/h	44.4
Weaving Lane Change Rate (LCW), lc/h	1130	Average Speed (S), mi/h	44.9
Weaving Lane Change Rate (LCAII), lc/h	1153	Density (D), pc/mi/ln	14.5
Weaving Intensity Factor (W)	0.314	Level of Service (LOS)	B

HCS7 Freeway Merge Report

Project Information

Analyst	PWG	Date	1/21/2025
Agency		Analysis Year	2047
Jurisdiction	I-84 EB Off-Ramp to 17M EB	Time Period Analyzed	No-Build AM Peak Hour
Project Description	Job No. 21002112F	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	55.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1500	325
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	837	279
Peak Hour Factor (PHF)	0.87	0.87
Total Trucks, %	6.00	12.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.893	0.806
Flow Rate (vi),pc/h	1077	398
Capacity (c), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.33	0.20

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.315
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	50.9
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	55.0
Flow in Lanes 1 and 2 (v12), pc/h	1077	Ramp Junction Speed (S), mi/h	50.9
Flow Entering Ramp-Infl. Area (vR12), pc/h	1475	Average Density (D), pc/mi/ln	14.5
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	14.8

HCS7 Freeway Weaving Report

Project Information

Analyst	PWG	Date	1/21/2025
Agency		Analysis Year	2047
Jurisdiction	Rt 17 WB Weave	Time Period Analyzed	No-Build PM Peak Hour
Project Description	Job No. 21002112F	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (Ls), ft	805	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Rolling	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	0.33	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	910	159	0	266
Peak Hour Factor (PHF)	0.97	0.97	0.97	0.97
Total Trucks, %	7.00	16.00	0.00	5.00
Heavy Vehicle Adjustment Factor (fhv)	0.877	0.758	1.000	0.909
Flow Rate (vi), pc/h	1070	216	0	302
Weaving Flow Rate (vw), pc/h	518	Freeway Max Capacity (ciFL), pc/h/ln		2250
Non-Weaving Flow Rate (vNW), pc/h	1070	Density-Based Capacity (ciWL), pc/h/ln		1863
Total Flow Rate (v), pc/h	1588	Demand Flow-Based Capacity (ciW), pc/h		7362
Volume Ratio (VR)	0.326	Weaving Segment Capacity (cw), veh/h		4845
Minimum Lane Change Rate (LCMIN), lc/h	518	Adjusted Weaving Area Capacity, pc/h		5589
Maximum Weaving Length (LMAX), ft	5864	Volume-to-Capacity Ratio (v/c)		0.28

Speed and Density

Non-Weaving Vehicle Index (INW)	29	Average Weaving Speed (Sw), mi/h	48.3
Non-Weaving Lane Change Rate (LCNW), lc/h	79	Average Non-Weaving Speed (SNW), mi/h	48.7
Weaving Lane Change Rate (LCW), lc/h	617	Average Speed (S), mi/h	48.6
Weaving Lane Change Rate (LCAII), lc/h	696	Density (D), pc/mi/ln	10.9
Weaving Intensity Factor (W)	0.201	Level of Service (LOS)	B

HCS7 Freeway Diverge Report

Project Information

Analyst	PWG	Date	1/21/2025
Agency		Analysis Year	2047
Jurisdiction	I-84 EB On-Ramp from Rt 17M WB	Time Period Analyzed	No-Build PM Peak Hour
Project Description	Job No. 21002112F	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	55.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	1500	175
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	1176	144
Peak Hour Factor (PHF)	0.97	0.97
Total Trucks, %	5.00	7.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.909	0.877
Flow Rate (vi),pc/h	1334	169
Capacity (c), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.30	0.08

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.443
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (VOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	49.2
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	60.3
Flow in Lanes 1 and 2 (v12), pc/h	1334	Ramp Junction Speed (S), mi/h	49.2
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	13.6
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	14.1

HCS7 Freeway Diverge Report

Project Information

Analyst	PWG	Date	1/21/2025
Agency		Analysis Year	2047
Jurisdiction	I-84 WB On Ramp from 17M EB	Time Period Analyzed	No-Build PM Peak Hour
Project Description	Job No. 21002112F	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	55.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	1500	490
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	1455	314
Peak Hour Factor (PHF)	0.97	0.97
Total Trucks, %	7.00	15.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.877	0.769
Flow Rate (vi),pc/h	1710	421
Capacity (c), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.38	0.21

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (Ds)	0.466
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	48.9
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (So), mi/h	60.3
Flow in Lanes 1 and 2 (v12), pc/h	1710	Ramp Junction Speed (S), mi/h	48.9
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	17.5
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	14.5

HCS7 Freeway Weaving Report

Project Information

Analyst	PWG	Date	1/21/2025
Agency		Analysis Year	2047
Jurisdiction	Rt 17 EB Weave	Time Period Analyzed	No-Build PM Peak Hour
Project Description	Job No. 21002112F	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (Ls), ft	760	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Rolling	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	0.33	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	753	149	0	702
Peak Hour Factor (PHF)	0.97	0.97	0.97	0.97
Total Trucks, %	6.00	10.00	0.00	9.00
Heavy Vehicle Adjustment Factor (fHV)	0.893	0.833	1.000	0.847
Flow Rate (vi), pc/h	869	184	0	854
Weaving Flow Rate (vw), pc/h	1038	Freeway Max Capacity (ciFL), pc/h/ln		2250
Non-Weaving Flow Rate (vNW), pc/h	869	Density-Based Capacity (ciWL), pc/h/ln		1670
Total Flow Rate (v), pc/h	1907	Demand Flow-Based Capacity (ciW), pc/h		4412
Volume Ratio (VR)	0.544	Weaving Segment Capacity (cw), veh/h		3823
Minimum Lane Change Rate (LCMIN), lc/h	1038	Adjusted Weaving Area Capacity, pc/h		4411
Maximum Weaving Length (LMAX), ft	8345	Volume-to-Capacity Ratio (v/c)		0.43

Speed and Density

Non-Weaving Vehicle Index (INW)	22	Average Weaving Speed (Sw), mi/h	45.5
Non-Weaving Lane Change Rate (LCNW), lc/h	13	Average Non-Weaving Speed (SNW), mi/h	44.5
Weaving Lane Change Rate (LCW), lc/h	1133	Average Speed (S), mi/h	45.0
Weaving Lane Change Rate (LCAII), lc/h	1146	Density (D), pc/mi/ln	14.1
Weaving Intensity Factor (W)	0.312	Level of Service (LOS)	B

HCS7 Freeway Merge Report

Project Information

Analyst	PWG	Date	1/21/2025
Agency		Analysis Year	2047
Jurisdiction	I-84 EB Off-Ramp to 17M EB	Time Period Analyzed	No-Build PM Peak Hour
Project Description	Job No. 21002112F	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	55.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1500	325
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	902	123
Peak Hour Factor (PHF)	0.97	0.97
Total Trucks, %	6.00	14.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fhv)	0.893	0.781
Flow Rate (vi),pc/h	1041	162
Capacity (c), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.27	0.08

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.311
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	51.0
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	55.0
Flow in Lanes 1 and 2 (v12), pc/h	1041	Ramp Junction Speed (S), mi/h	51.0
Flow Entering Ramp-Infl. Area (vR12), pc/h	1203	Average Density (D), pc/mi/ln	11.8
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	12.8

HCS7 Freeway Weaving Report

Project Information

Analyst	PWG	Date	1/21/2025
Agency		Analysis Year	2047
Jurisdiction	Rt 17 WB Weave	Time Period Analyzed	Build AM Peak Hour
Project Description	Job No. 21002112F	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (Ls), ft	805	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Rolling	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	0.33	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	865	328	0	85
Peak Hour Factor (PHF)	0.87	0.87	0.87	0.87
Total Trucks, %	7.00	10.00	0.00	18.00
Heavy Vehicle Adjustment Factor (fhv)	0.877	0.833	1.000	0.735
Flow Rate (vi), pc/h	1134	453	0	133
Weaving Flow Rate (vw), pc/h	586	Freeway Max Capacity (ciFL), pc/h/ln		2250
Non-Weaving Flow Rate (vNW), pc/h	1134	Density-Based Capacity (ciWL), pc/h/ln		1850
Total Flow Rate (v), pc/h	1720	Demand Flow-Based Capacity (ciW), pc/h		7038
Volume Ratio (VR)	0.341	Weaving Segment Capacity (cw), veh/h		4742
Minimum Lane Change Rate (LCMIN), lc/h	586	Adjusted Weaving Area Capacity, pc/h		5550
Maximum Weaving Length (LMAX), ft	6028	Volume-to-Capacity Ratio (v/c)		0.31

Speed and Density

Non-Weaving Vehicle Index (INW)	30	Average Weaving Speed (Sw), mi/h	47.8
Non-Weaving Lane Change Rate (LCNW), lc/h	92	Average Non-Weaving Speed (SNW), mi/h	48.0
Weaving Lane Change Rate (LCW), lc/h	685	Average Speed (S), mi/h	47.9
Weaving Lane Change Rate (LCAII), lc/h	777	Density (D), pc/mi/ln	12.0
Weaving Intensity Factor (W)	0.220	Level of Service (LOS)	B

HCS7 Freeway Diverge Report

Project Information

Analyst	PWG	Date	1/21/2025
Agency		Analysis Year	2047
Jurisdiction	I-84 EB On-Ramp from Rt 17M WB	Time Period Analyzed	Build AM Peak Hour
Project Description	Job No. 21002112F	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	55.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	1500	175
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	951	94
Peak Hour Factor (PHF)	0.87	0.87
Total Trucks, %	8.00	17.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.862	0.746
Flow Rate (vi),pc/h	1268	145
Capacity (c), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.28	0.07

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.441
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (VOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	49.3
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	60.3
Flow in Lanes 1 and 2 (v12), pc/h	1268	Ramp Junction Speed (S), mi/h	49.3
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	12.9
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	13.6

HCS7 Freeway Diverge Report

Project Information

Analyst	PWG	Date	1/21/2025
Agency		Analysis Year	2047
Jurisdiction	I-84 WB On Ramp from 17M EB	Time Period Analyzed	Build AM Peak Hour
Project Description	Job No. 21002112F	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	55.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	1500	490
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	1392	97
Peak Hour Factor (PHF)	0.87	0.87
Total Trucks, %	5.00	26.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fhv)	0.909	0.658
Flow Rate (vi),pc/h	1760	169
Capacity (c), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.39	0.08

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (Ds)	0.443
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	49.2
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (So), mi/h	60.3
Flow in Lanes 1 and 2 (v12), pc/h	1760	Ramp Junction Speed (S), mi/h	49.2
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	17.9
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	15.0

HCS7 Freeway Weaving Report

Project Information

Analyst	PWG	Date	1/21/2025
Agency		Analysis Year	2047
Jurisdiction	Rt 17 EB Weave	Time Period Analyzed	Build AM Peak Hour
Project Description	Job No. 21002112F	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (Ls), ft	760	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Rolling	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	0.33	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	714	123	0	678
Peak Hour Factor (PHF)	0.87	0.87	0.87	0.87
Total Trucks, %	6.00	7.00	0.00	6.00
Heavy Vehicle Adjustment Factor (fhv)	0.893	0.877	1.000	0.893
Flow Rate (vi), pc/h	919	161	0	873
Weaving Flow Rate (vw), pc/h	1034	Freeway Max Capacity (ciFL), pc/h/ln		2250
Non-Weaving Flow Rate (vNW), pc/h	919	Density-Based Capacity (ciWL), pc/h/ln		1683
Total Flow Rate (v), pc/h	1953	Demand Flow-Based Capacity (ciW), pc/h		4537
Volume Ratio (VR)	0.529	Weaving Segment Capacity (cw), veh/h		4045
Minimum Lane Change Rate (LCMIN), lc/h	1034	Adjusted Weaving Area Capacity, pc/h		4536
Maximum Weaving Length (LMAX), ft	8167	Volume-to-Capacity Ratio (v/c)		0.43

Speed and Density

Non-Weaving Vehicle Index (INW)	23	Average Weaving Speed (Sw), mi/h	45.4
Non-Weaving Lane Change Rate (LCNW), lc/h	23	Average Non-Weaving Speed (SNW), mi/h	44.4
Weaving Lane Change Rate (LCW), lc/h	1129	Average Speed (S), mi/h	44.9
Weaving Lane Change Rate (LCAII), lc/h	1152	Density (D), pc/mi/ln	14.5
Weaving Intensity Factor (W)	0.314	Level of Service (LOS)	B

HCS7 Freeway Merge Report

Project Information

Analyst	PWG	Date	1/21/2025
Agency		Analysis Year	2047
Jurisdiction	I-84 EB Off-Ramp to 17M EB	Time Period Analyzed	Build AM Peak Hour
Project Description	Job No. 21002112F	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	55.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1500	325
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	837	279
Peak Hour Factor (PHF)	0.87	0.87
Total Trucks, %	6.00	12.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.893	0.806
Flow Rate (vi),pc/h	1077	398
Capacity (c), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.33	0.20

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.315
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (VOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	50.9
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	55.0
Flow in Lanes 1 and 2 (v12), pc/h	1077	Ramp Junction Speed (S), mi/h	50.9
Flow Entering Ramp-Infl. Area (vR12), pc/h	1475	Average Density (D), pc/mi/ln	14.5
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	14.8

HCS7 Freeway Weaving Report

Project Information

Analyst	PWG	Date	1/21/2025
Agency		Analysis Year	2047
Jurisdiction	Rt 17 WB Weave	Time Period Analyzed	Build PM Peak Hour
Project Description	Job No. 21002112F	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (Ls), ft	805	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Rolling	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	0.33	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	915	162	0	266
Peak Hour Factor (PHF)	0.97	0.97	0.97	0.97
Total Trucks, %	7.00	14.00	0.00	5.00
Heavy Vehicle Adjustment Factor (fhv)	0.877	0.781	1.000	0.909
Flow Rate (vi), pc/h	1076	214	0	302
Weaving Flow Rate (vw), pc/h	516	Freeway Max Capacity (ciFL), pc/h/ln		2250
Non-Weaving Flow Rate (vNW), pc/h	1076	Density-Based Capacity (ciWL), pc/h/ln		1865
Total Flow Rate (v), pc/h	1592	Demand Flow-Based Capacity (ciW), pc/h		7407
Volume Ratio (VR)	0.324	Weaving Segment Capacity (cw), veh/h		4869
Minimum Lane Change Rate (LCMIN), lc/h	516	Adjusted Weaving Area Capacity, pc/h		5595
Maximum Weaving Length (LMAX), ft	5843	Volume-to-Capacity Ratio (v/c)		0.28

Speed and Density

Non-Weaving Vehicle Index (INW)	29	Average Weaving Speed (Sw), mi/h	48.3
Non-Weaving Lane Change Rate (LCNW), lc/h	80	Average Non-Weaving Speed (SNW), mi/h	48.7
Weaving Lane Change Rate (LCW), lc/h	615	Average Speed (S), mi/h	48.6
Weaving Lane Change Rate (LCAII), lc/h	695	Density (D), pc/mi/ln	10.9
Weaving Intensity Factor (W)	0.201	Level of Service (LOS)	B

HCS7 Freeway Diverge Report

Project Information

Analyst	PWG	Date	1/21/2025
Agency		Analysis Year	2047
Jurisdiction	I-84 EB On-Ramp from Rt 17M WB	Time Period Analyzed	Build PM Peak Hour
Project Description	Job No. 21002112F	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	55.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	1500	175
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	1182	144
Peak Hour Factor (PHF)	0.97	0.97
Total Trucks, %	5.00	7.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fhv)	0.909	0.877
Flow Rate (vi),pc/h	1341	169
Capacity (c), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.30	0.08

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.443
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	49.2
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	60.3
Flow in Lanes 1 and 2 (v12), pc/h	1341	Ramp Junction Speed (S), mi/h	49.2
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	13.6
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	14.2

HCS7 Freeway Diverge Report

Project Information

Analyst	PWG	Date	1/21/2025
Agency		Analysis Year	2047
Jurisdiction	I-84 WB On Ramp from 17M EB	Time Period Analyzed	Build PM Peak Hour
Project Description	Job No. 21002112F	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	55.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	1500	490
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	1412	290
Peak Hour Factor (PHF)	0.97	0.97
Total Trucks, %	7.00	14.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.877	0.781
Flow Rate (vi),pc/h	1660	383
Capacity (c), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.37	0.19

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (Ds)	0.462
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	49.0
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (So), mi/h	60.3
Flow in Lanes 1 and 2 (v12), pc/h	1660	Ramp Junction Speed (S), mi/h	49.0
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	16.9
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	14.1

HCS7 Freeway Weaving Report

Project Information

Analyst	PWG	Date	1/21/2025
Agency		Analysis Year	2047
Jurisdiction	Rt 17 EB Weave	Time Period Analyzed	Build PM Peak Hour
Project Description	Job No. 21002112F	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (Ls), ft	760	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Rolling	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	0.33	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	735	149	0	678
Peak Hour Factor (PHF)	0.97	0.97	0.97	0.97
Total Trucks, %	6.00	10.00	0.00	9.00
Heavy Vehicle Adjustment Factor (fhv)	0.893	0.833	1.000	0.847
Flow Rate (vi), pc/h	849	184	0	825
Weaving Flow Rate (vw), pc/h	1009	Freeway Max Capacity (ciFL), pc/h/ln		2250
Non-Weaving Flow Rate (vNW), pc/h	849	Density-Based Capacity (ciWL), pc/h/ln		1671
Total Flow Rate (v), pc/h	1858	Demand Flow-Based Capacity (ciW), pc/h		4420
Volume Ratio (VR)	0.543	Weaving Segment Capacity (cw), veh/h		3830
Minimum Lane Change Rate (LCMIN), lc/h	1009	Adjusted Weaving Area Capacity, pc/h		4419
Maximum Weaving Length (LMAX), ft	8333	Volume-to-Capacity Ratio (v/c)		0.42

Speed and Density

Non-Weaving Vehicle Index (INW)	22	Average Weaving Speed (Sw), mi/h	45.7
Non-Weaving Lane Change Rate (LCNW), lc/h	9	Average Non-Weaving Speed (SNW), mi/h	44.8
Weaving Lane Change Rate (LCW), lc/h	1104	Average Speed (S), mi/h	45.3
Weaving Lane Change Rate (LCAII), lc/h	1113	Density (D), pc/mi/ln	13.7
Weaving Intensity Factor (W)	0.305	Level of Service (LOS)	B

HCS7 Freeway Merge Report

Project Information

Analyst	PWG	Date	1/21/2025
Agency		Analysis Year	2047
Jurisdiction	I-84 EB Off-Ramp to 17M EB	Time Period Analyzed	Build PM Peak Hour
Project Description	Job No. 21002112F	Unit	United States Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	55.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1500	325
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	884	123
Peak Hour Factor (PHF)	0.97	0.97
Total Trucks, %	6.00	14.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.893	0.781
Flow Rate (vi),pc/h	1021	162
Capacity (c), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.26	0.08

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.311
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (VOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	51.0
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	55.0
Flow in Lanes 1 and 2 (v12), pc/h	1021	Ramp Junction Speed (S), mi/h	51.0
Flow Entering Ramp-Infl. Area (vR12), pc/h	1183	Average Density (D), pc/mi/ln	11.6
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	12.7

Table No. 2
Level of Service Summary Table
Weekday Peak AM Hour

				2047 No-Build			2047 Build			Change in Delay 2047 No-Build to 2047 Build
				v/c	LOS	Delay	v/c	LOS	Delay	
11	NYS Route 17M & Dolsontown Road/James P. Kelly Way	Signalized								
	DOLSONTOWN GEIS IMPROVEMENTS With Additional WB Through Lane & Additional NB Left Turn Lane Additional NB Right Turn Lane									
	James P. Kelly Way	EB	L	0.13	C	31.8	0.13	C	31.8	0.0
			T	0.78	D	43.6	0.78	D	43.6	0.0
			R	0.91	C	21.8	0.87	B	16.5	-5.3
			EB Overall	-	C	28.5	-	C	25.1	-3.4
	Dolsontown Road	WB	L	0.71	D	35.8	0.66	C	33.4	-2.4
			T, TR	0.27	C	28.9	0.27	C	29.0	0.1
			WB Overall	-	C	32.2	-	C	31.0	-1.2
	NYS Route 17M	NB	L, L	0.63	D	37.0	0.60	D	35.2	-1.8
			T, T	0.78	D	36.2	0.78	D	36.2	0.0
			R	0.68	C	29.1	0.68	C	29.0	-0.1
			NB Overall	-	C	34.8	-	C	34.2	-0.6
	NYS Route 17M	SB	L	0.72	D	45.1	0.72	D	46.3	1.2
			T, TR	0.87	D	48.1	0.86	D	46.5	-1.6
			SB Overall	-	D	47.8	-	D	46.2	-1.6
			Overall	-	D	35.9	-	C	34.4	-1.5

NOTES:

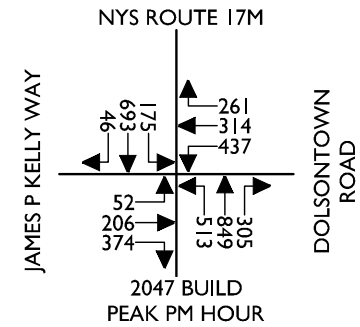
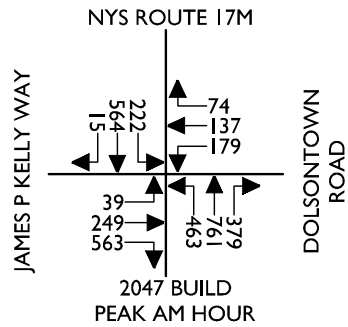
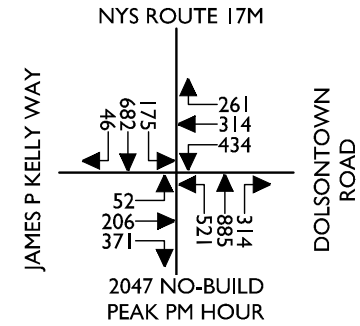
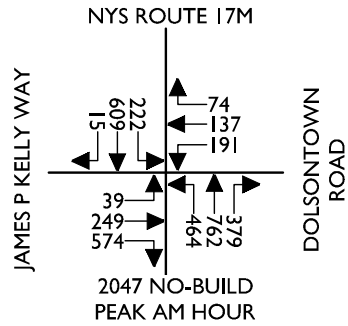
- 1) THE ABOVE REPRESENTS THE LEVEL OF SERVICE AND VEHICLE DELAY IN SECONDS, C [16.2], FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS. SEE APPENDIX "C" FOR A

Table No. 2
Level of Service Summary Table
Weekday Peak PM Hour

				2047 No-Build			2047 Build			Change in Delay 2047 No-Build to 2047 Build
				v/c	LOS	Delay	v/c	LOS	Delay	
11	NYS Route 17M & Dolsontown Road/James P. Kelly Way	Signalized								
	DOLSONTOWN GEIS IMPROVEMENTS With Additional WB Through Lane & Additional NB Left Turn Lane Additional NB Right Turn Lane									
	James P. Kelly Way	EB	L	0.22	D	38.9	0.22	D	38.8	-0.1
			T	0.92	F	82.0	0.92	F	81.9	-0.1
			R	0.74	B	16.6	0.76	B	17.3	0.7
			EB Overall	-	D	39.8	-	D	40.1	0.3
	Dolsontown Road	WB	L	0.91	D	48.8	0.91	D	48.7	-0.1
			T, TR	0.55	C	29.8	0.55	C	29.8	0.0
			WB Overall	-	D	37.9	-	D	37.9	0.0
	NYS Route 17M	NB	L, L	0.83	D	52.2	0.82	D	52.3	0.1
			T, T	0.77	D	36.5	0.74	D	35.3	-1.2
			R	0.37	B	13.6	0.36	B	13.5	-0.1
			NB Overall	-	D	37.1	-	D	36.6	-0.5
	NYS Route 17M	SB	L	0.79	E	55.1	0.79	D	54.8	-0.3
			T, TR	0.88	D	51.6	0.89	D	51.9	0.3
			SB Overall	-	D	52.2	-	D	52.4	0.2
			Overall	-	D	40.9	-	D	40.8	-0.1

NOTES:

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



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TRAFFIC IMPACT STUDY
FOR
PROJECT BLUEBIRD

(FOR AIR QUALITY ONLY)

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TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	3/25/25	P.W.G.	P.J.G.
PROJECT NUMBER:	DRAWING NAME:		
21002112F	250325PWG_FIGURE WITH DOLSONTOWN		

SHEET TITLE:
NYS 17M &
DOLSONTOWN ROAD/
JAMES P KELLY

SHEET NUMBER:

2047 No-Build Traffic Volumes w/ Improvements
11: NYS Route 17M & Dolsontown Road

AM Peak Hour
03/25/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	249	574	191	137	74	464	762	379	222	609	15
Future Volume (vph)	39	249	574	191	137	74	464	762	379	222	609	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	12	12	12
Grade (%)		-3%			0%			1%			-1%	
Storage Length (ft)	0		0	530		190	440		0	125		0
Storage Lanes	1		1	1		1	2		1	2		0
Taper Length (ft)	25			86			86			60		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00	1.00	0.95	0.95
Frt			0.850		0.947				0.850		0.996	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1687	1810	1524	1572	3153	0	3318	3487	1448	1744	3478	0
Flt Permitted	0.604			0.270			0.950			0.421		
Satd. Flow (perm)	1072	1810	1524	447	3153	0	3318	3487	1448	773	3478	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			157		83				210		2	
Link Speed (mph)		30			45			45			45	
Link Distance (ft)		628			2027			940			503	
Travel Time (s)		14.3			30.7			14.2			7.6	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	5%	3%	4%	11%	2%	10%	5%	3%	11%	4%	4%	0%
Adj. Flow (vph)	44	280	645	215	154	83	521	856	426	249	684	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	44	280	645	215	237	0	521	856	426	249	701	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes						Yes	
Headway Factor	1.02	1.02	1.02	1.04	1.04	1.04	1.01	1.01	1.01	0.99	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2		2	2	1	2	2	
Detector Template									Right			
Leading Detector (ft)	83	83	83	83	83		83	83	20	83	83	
Trailing Detector (ft)	-5	-5	-5	-5	-5		-5	-5	0	-5	-5	
Detector 1 Position(ft)	-5	-5	-5	-5	-5		-5	-5	0	-5	-5	
Detector 1 Size(ft)	40	40	40	40	40		40	40	20	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43	43	43	43		43	43		43	43	
Detector 2 Size(ft)	40	40	40	40	40		40	40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	

2047 No-Build Traffic Volumes w/ Improvements
11: NYS Route 17M & Dolsontown Road

AM Peak Hour
03/25/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Prot	NA	pm+ov	pm+pt	NA	
Protected Phases	3	8	5	7	4		5	2	7	1	6	
Permitted Phases	8		8	4					2	6		
Detector Phase	3	8	5	7	4		5	2	7	1	6	
Switch Phase												
Minimum Initial (s)	3.0	3.0	10.0	4.0	4.0		10.0	10.0	4.0	3.0	10.0	
Minimum Split (s)	9.0	9.0	16.0	10.0	10.0		16.0	16.0	10.0	9.0	16.0	
Total Split (s)	17.0	29.0	24.0	17.0	29.0		24.0	37.0	17.0	21.0	34.0	
Total Split (%)	16.3%	27.9%	23.1%	16.3%	27.9%		23.1%	35.6%	16.3%	20.2%	32.7%	
Maximum Green (s)	11.0	23.0	18.0	11.0	23.0		18.0	31.0	11.0	15.0	28.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	3.0	2.0		2.0	2.0	3.0	2.0	2.0	
Recall Mode	None	None	Max	None	None		Max	Max	None	None	None	
v/c Ratio	0.14	0.82	0.90	0.77	0.25		0.72	0.78	0.53	0.77	0.85	
Control Delay (s/veh)	22.2	58.2	31.9	43.9	19.7		44.5	37.8	11.7	50.7	46.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	22.2	58.2	31.9	43.9	19.7		44.5	37.8	11.7	50.7	46.4	
Queue Length 50th (ft)	18	173	168	100	41		162	265	88	142	225	
Queue Length 95th (ft)	41	261	#446	#170	75		#267	350	182	#227	288	
Internal Link Dist (ft)		548			1947			860			423	
Turn Bay Length (ft)				530			440			125		
Base Capacity (vph)	390	421	714	280	955		725	1094	811	331	987	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.11	0.67	0.90	0.77	0.25		0.72	0.78	0.53	0.75	0.71	

Intersection Summary

Area Type: Other

Cycle Length: 104

Actuated Cycle Length: 99.1

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 11: NYS Route 17M & Dolsontown Road

 Ø1	 Ø2	 Ø3	 Ø4
21 s	37 s	17 s	29 s
 Ø6	 Ø5	 Ø7	 Ø8
34 s	24 s	17 s	29 s

2047 No-Build Traffic Volumes w/ Improvements
11: NYS Route 17M & Dolsontown Road

AM Peak Hour
03/25/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	249	574	191	137	74	464	762	379	222	609	15
Future Volume (veh/h)	39	249	574	191	137	74	464	762	379	222	609	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1943	1973	1958	1737	1870	1752	1820	1850	1731	1879	1879	1939
Adj Flow Rate, veh/h	44	280	645	215	154	83	521	856	426	249	684	17
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	5	3	4	11	2	10	5	3	11	4	4	0
Cap, veh/h	340	357	707	303	601	308	824	1101	623	344	783	19
Arrive On Green	0.03	0.18	0.18	0.11	0.26	0.26	0.25	0.31	0.31	0.15	0.22	0.22
Sat Flow, veh/h	1850	1973	1659	1654	2274	1164	3363	3514	1467	1790	3560	88
Grp Volume(v), veh/h	44	280	645	215	119	118	521	856	426	249	343	358
Grp Sat Flow(s),veh/h/ln	1850	1973	1659	1654	1777	1661	1681	1757	1467	1790	1785	1863
Q Serve(g_s), s	1.9	13.4	10.8	10.2	5.2	5.6	13.7	21.9	23.3	13.1	18.3	18.4
Cycle Q Clear(g_c), s	1.9	13.4	10.8	10.2	5.2	5.6	13.7	21.9	23.3	13.1	18.3	18.4
Prop In Lane	1.00		1.00	1.00		0.70	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	340	357	707	303	470	439	824	1101	623	344	393	410
V/C Ratio(X)	0.13	0.78	0.91	0.71	0.25	0.27	0.63	0.78	0.68	0.72	0.87	0.87
Avail Cap(c_a), veh/h	494	459	792	303	470	439	824	1101	623	344	505	527
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.7	38.6	8.8	28.4	28.7	28.8	33.4	30.8	23.1	38.7	37.2	37.3
Incr Delay (d2), s/veh	0.1	4.9	13.1	7.4	0.1	0.1	3.7	5.4	6.0	6.4	10.8	10.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	6.9	7.6	4.4	2.1	2.1	5.7	9.5	8.8	6.1	8.8	9.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.8	43.6	21.8	35.8	28.8	28.9	37.0	36.2	29.1	45.1	48.1	47.8
LnGrp LOS	C	D	C	D	C	C	D	D	C	D	D	D
Approach Vol, veh/h	969		452			1803			950			
Approach Delay, s/veh	28.5		32.2			34.8			47.2			
Approach LOS	C		C			C			D			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.0	37.0	8.8	32.2	30.2	27.8	17.0	23.9				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	15.0	31.0	11.0	23.0	18.0	28.0	11.0	23.0				
Max Q Clear Time (g_c+I1), s	15.1	25.3	3.9	7.6	15.7	20.4	12.2	15.4				
Green Ext Time (p_c), s	0.0	2.2	0.0	0.5	0.5	1.4	0.0	2.5				
Intersection Summary												
HCM 7th Control Delay, s/veh			35.9									
HCM 7th LOS			D									

2047 No-Build Traffic Volumes w/ Improvements
11: NYS Route 17M & Dolsontown Road

PM Peak Hour
03/25/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	52	206	371	434	314	261	521	885	314	175	682	46
Future Volume (vph)	52	206	371	434	314	261	521	885	314	175	682	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	12	12	12
Grade (%)		-3%			0%			1%			-1%	
Storage Length (ft)	0		0	530		190	440		0	125		0
Storage Lanes	1		1	1		1	2		1	2		0
Taper Length (ft)	25			86			86			60		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00	1.00	0.95	0.95
Frt			0.850		0.932				0.850		0.991	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1771	1828	1554	1616	3144	0	3416	3556	1488	1761	3562	0
Flt Permitted	0.431			0.230			0.950			0.244		
Satd. Flow (perm)	803	1828	1554	391	3144	0	3416	3556	1488	452	3562	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			220		208				138		7	
Link Speed (mph)		30			45			45			45	
Link Distance (ft)		628			2027			940			498	
Travel Time (s)		14.3			30.7			14.2			7.5	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	2%	2%	8%	3%	4%	2%	1%	8%	3%	1%	0%
Adj. Flow (vph)	53	210	379	443	320	266	532	903	320	179	696	47
Shared Lane Traffic (%)												
Lane Group Flow (vph)	53	210	379	443	586	0	532	903	320	179	743	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes						Yes	
Headway Factor	1.02	1.02	1.02	1.04	1.04	1.04	1.01	1.01	1.01	0.99	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2		2	2	1	2	2	
Detector Template									Right			
Leading Detector (ft)	83	83	83	83	83		83	83	20	83	83	
Trailing Detector (ft)	-5	-5	-5	-5	-5		-5	-5	0	-5	-5	
Detector 1 Position(ft)	-5	-5	-5	-5	-5		-5	-5	0	-5	-5	
Detector 1 Size(ft)	40	40	40	40	40		40	40	20	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43	43	43	43		43	43		43	43	
Detector 2 Size(ft)	40	40	40	40	40		40	40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	

2047 No-Build Traffic Volumes w/ Improvements
11: NYS Route 17M & Dolsontown Road

PM Peak Hour
03/25/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Prot	NA	pm+ov	pm+pt	NA	
Protected Phases	3	8	5	7	4		5	2	7	1	6	
Permitted Phases	8		8	4					2	6		
Detector Phase	3	8	5	7	4		5	2	7	1	6	
Switch Phase												
Minimum Initial (s)	3.0	3.0	10.0	4.0	4.0		10.0	10.0	4.0	3.0	10.0	
Minimum Split (s)	9.0	9.0	16.0	10.0	10.0		16.0	16.0	10.0	9.0	16.0	
Total Split (s)	11.0	18.0	20.0	31.0	38.0		20.0	40.0	31.0	15.0	35.0	
Total Split (%)	10.6%	17.3%	19.2%	29.8%	36.5%		19.2%	38.5%	29.8%	14.4%	33.7%	
Maximum Green (s)	5.0	12.0	14.0	25.0	32.0		14.0	34.0	25.0	9.0	29.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	3.0	2.0		2.0	2.0	3.0	2.0	2.0	
Recall Mode	None	None	Max	None	None		Max	Max	None	None	None	
v/c Ratio	0.30	1.00	0.63	0.97	0.50		0.92	0.78	0.33	0.80	0.85	
Control Delay (s/veh)	26.7	109.6	12.2	64.3	19.8		67.0	37.1	5.9	59.4	46.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	26.7	109.6	12.2	64.3	19.8		67.0	37.1	5.9	59.4	46.9	
Queue Length 50th (ft)	21	142	39	242	106		182	283	48	100	245	
Queue Length 95th (ft)	45	#291	91	#446	161		#322	360	92	#157	303	
Internal Link Dist (ft)		548			1947			860			418	
Turn Bay Length (ft)				530			440			125		
Base Capacity (vph)	177	210	599	456	1173		577	1162	981	223	998	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.30	1.00	0.63	0.97	0.50		0.92	0.78	0.33	0.80	0.74	

Intersection Summary

Area Type: Other

Cycle Length: 104

Actuated Cycle Length: 104

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 11: NYS Route 17M & Dolsontown Road

 Ø1	 Ø2	 Ø3	 Ø4
15 s	40 s	11 s	38 s
 Ø6	 Ø5	 Ø7	 Ø8
35 s	20 s	31 s	18 s

2047 No-Build Traffic Volumes w/ Improvements
11: NYS Route 17M & Dolsontown Road

PM Peak Hour
03/25/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	206	371	434	314	261	521	885	314	175	682	46
Future Volume (veh/h)	52	206	371	434	314	261	521	885	314	175	682	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	2018	1988	1988	1781	1856	1841	1864	1879	1776	1894	1924	1939
Adj Flow Rate, veh/h	53	210	379	443	320	266	532	903	320	179	696	47
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	2	2	8	3	4	2	1	8	3	1	0
Cap, veh/h	238	229	509	489	594	483	644	1168	853	225	788	53
Arrive On Green	0.03	0.12	0.12	0.24	0.32	0.32	0.19	0.33	0.33	0.09	0.23	0.23
Sat Flow, veh/h	1922	1988	1685	1697	1847	1501	3445	3571	1505	1804	3476	235
Grp Volume(v), veh/h	53	210	379	443	305	281	532	903	320	179	366	377
Grp Sat Flow(s),veh/h/ln	1922	1988	1685	1697	1763	1585	1722	1785	1505	1804	1828	1882
Q Serve(g_s), s	2.5	10.9	9.0	23.0	14.8	15.2	15.4	23.7	12.2	9.0	20.1	20.2
Cycle Q Clear(g_c), s	2.5	10.9	9.0	23.0	14.8	15.2	15.4	23.7	12.2	9.0	20.1	20.2
Prop In Lane	1.00		1.00	1.00		0.95	1.00		1.00	1.00		0.12
Lane Grp Cap(c), veh/h	238	229	509	489	567	510	644	1168	853	225	414	427
V/C Ratio(X)	0.22	0.92	0.74	0.91	0.54	0.55	0.83	0.77	0.37	0.79	0.88	0.88
Avail Cap(c_a), veh/h	265	229	509	489	567	510	644	1168	853	225	510	525
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.7	45.5	11.4	28.4	28.9	29.1	40.6	31.5	12.4	38.8	38.9	38.9
Incr Delay (d2), s/veh	0.2	36.5	5.2	20.4	0.6	0.7	11.6	5.0	1.3	16.3	12.7	12.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	7.6	3.5	11.4	6.0	5.6	7.3	10.4	4.2	5.0	10.1	10.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.9	82.0	16.6	48.8	29.5	29.8	52.2	36.5	13.6	55.1	51.6	51.4
LnGrp LOS	D	F	B	D	C	C	D	D	B	E	D	D
Approach Vol, veh/h	642		1029			1755			922			
Approach Delay, s/veh	39.8		37.9			37.1			52.2			
Approach LOS	D		D			D			D			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	40.0	9.5	39.4	25.4	29.6	31.0	18.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	9.0	34.0	5.0	32.0	14.0	29.0	25.0	12.0				
Max Q Clear Time (g_c+I1), s	11.0	25.7	4.5	17.2	17.4	22.2	25.0	12.9				
Green Ext Time (p_c), s	0.0	2.8	0.0	1.6	0.0	1.4	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	40.9											
HCM 7th LOS	D											

2047 Build Traffic Volumes w/ Improvements
11: NYS Route 17M & Dolsontown Road

AM Peak Hour
03/25/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	249	563	179	137	74	463	761	379	222	564	15
Future Volume (vph)	39	249	563	179	137	74	463	761	379	222	564	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	12	12	12
Grade (%)		-3%			0%			1%			-1%	
Storage Length (ft)	0		0	530		190	440		0	125		0
Storage Lanes	1		1	1		1	2		1	2		0
Taper Length (ft)	25			86			86			60		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00	1.00	0.95	0.95
Frt			0.850		0.947				0.850		0.996	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1687	1810	1524	1572	3153	0	3318	3487	1448	1744	3478	0
Flt Permitted	0.604			0.269			0.950			0.488		
Satd. Flow (perm)	1072	1810	1524	445	3153	0	3318	3487	1448	896	3478	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			157		83				216		2	
Link Speed (mph)		30			45			45			45	
Link Distance (ft)		628			2027			940			503	
Travel Time (s)		14.3			30.7			14.2			7.6	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	5%	3%	4%	11%	2%	10%	5%	3%	11%	4%	4%	0%
Adj. Flow (vph)	44	280	633	201	154	83	520	855	426	249	634	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	44	280	633	201	237	0	520	855	426	249	651	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes						Yes	
Headway Factor	1.02	1.02	1.02	1.04	1.04	1.04	1.01	1.01	1.01	0.99	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2		2	2	1	2	2	
Detector Template									Right			
Leading Detector (ft)	83	83	83	83	83		83	83	20	83	83	
Trailing Detector (ft)	-5	-5	-5	-5	-5		-5	-5	0	-5	-5	
Detector 1 Position(ft)	-5	-5	-5	-5	-5		-5	-5	0	-5	-5	
Detector 1 Size(ft)	40	40	40	40	40		40	40	20	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43	43	43	43		43	43		43	43	
Detector 2 Size(ft)	40	40	40	40	40		40	40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	

2047 Build Traffic Volumes w/ Improvements
11: NYS Route 17M & Dolsontown Road

AM Peak Hour
03/25/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Prot	NA	pm+ov	pm+pt	NA	
Protected Phases	3	8	5	7	4		5	2	7	1	6	
Permitted Phases	8		8	4					2	6		
Detector Phase	3	8	5	7	4		5	2	7	1	6	
Switch Phase												
Minimum Initial (s)	3.0	3.0	10.0	4.0	4.0		10.0	10.0	4.0	3.0	10.0	
Minimum Split (s)	9.0	9.0	16.0	10.0	10.0		16.0	16.0	10.0	9.0	16.0	
Total Split (s)	17.0	29.0	24.0	17.0	29.0		24.0	37.0	17.0	21.0	34.0	
Total Split (%)	16.3%	27.9%	23.1%	16.3%	27.9%		23.1%	35.6%	16.3%	20.2%	32.7%	
Maximum Green (s)	11.0	23.0	18.0	11.0	23.0		18.0	31.0	11.0	15.0	28.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	3.0	2.0		2.0	2.0	3.0	2.0	2.0	
Recall Mode	None	None	Max	None	None		Max	Max	None	None	None	
v/c Ratio	0.14	0.82	0.87	0.72	0.25		0.68	0.78	0.52	0.77	0.83	
Control Delay (s/veh)	22.2	58.3	26.8	40.0	19.7		42.1	37.7	11.4	51.2	46.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	22.2	58.3	26.8	40.0	19.7		42.1	37.7	11.4	51.2	46.0	
Queue Length 50th (ft)	18	173	153	93	41		158	264	84	145	209	
Queue Length 95th (ft)	41	261	#416	#170	75		#266	349	178	219	264	
Internal Link Dist (ft)		548			1947			860			423	
Turn Bay Length (ft)				530			440			125		
Base Capacity (vph)	390	421	730	280	953		765	1095	815	331	987	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.11	0.67	0.87	0.72	0.25		0.68	0.78	0.52	0.75	0.66	

Intersection Summary

Area Type: Other

Cycle Length: 104

Actuated Cycle Length: 99.1

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 11: NYS Route 17M & Dolsontown Road

 Ø1	 Ø2	 Ø3	 Ø4
21 s	37 s	17 s	29 s
 Ø6	 Ø5	 Ø7	 Ø8
34 s	24 s	17 s	29 s

2047 Build Traffic Volumes w/ Improvements
11: NYS Route 17M & Dolsontown Road

AM Peak Hour
03/25/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	249	563	179	137	74	463	761	379	222	564	15
Future Volume (veh/h)	39	249	563	179	137	74	463	761	379	222	564	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1943	1973	1958	1737	1870	1752	1820	1850	1731	1879	1879	1939
Adj Flow Rate, veh/h	44	280	633	201	154	83	520	855	426	249	634	17
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	5	3	4	11	2	10	5	3	11	4	4	0
Cap, veh/h	339	357	729	303	600	307	869	1102	623	344	734	20
Arrive On Green	0.03	0.18	0.18	0.11	0.26	0.26	0.26	0.31	0.31	0.15	0.21	0.21
Sat Flow, veh/h	1850	1973	1659	1654	2274	1164	3363	3514	1467	1790	3552	95
Grp Volume(v), veh/h	44	280	633	201	119	118	520	855	426	249	318	333
Grp Sat Flow(s),veh/h/ln	1850	1973	1659	1654	1777	1661	1681	1757	1467	1790	1785	1862
Q Serve(g_s), s	1.9	13.4	10.5	9.4	5.2	5.6	13.4	21.8	23.3	13.3	17.0	17.1
Cycle Q Clear(g_c), s	1.9	13.4	10.5	9.4	5.2	5.6	13.4	21.8	23.3	13.3	17.0	17.1
Prop In Lane	1.00		1.00	1.00		0.70	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	339	357	729	303	469	439	869	1102	623	344	369	385
V/C Ratio(X)	0.13	0.78	0.87	0.66	0.25	0.27	0.60	0.78	0.68	0.72	0.86	0.86
Avail Cap(c_a), veh/h	493	459	815	303	469	439	869	1102	623	344	506	527
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.7	38.7	8.1	28.1	28.7	28.8	32.2	30.8	23.1	39.9	37.9	37.9
Incr Delay (d2), s/veh	0.1	5.0	8.4	5.3	0.1	0.1	3.0	5.4	6.0	6.4	8.6	8.4
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	0.9	6.9	6.3	3.9	2.1	2.1	5.5	9.5	8.8	6.2	7.9	8.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.8	43.6	16.5	33.4	28.8	29.0	35.2	36.2	29.0	46.3	46.5	46.2
LnGrp LOS	C	D	B	C	C	C	D	D	C	D	D	D
Approach Vol, veh/h	957					438		1801		900		
Approach Delay, s/veh	25.1					31.0		34.2		46.3		
Approach LOS	C					C		C		D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.0	37.0	8.8	32.1	31.6	26.4	17.0	23.9				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	15.0	31.0	11.0	23.0	18.0	28.0	11.0	23.0				
Max Q Clear Time (g_c+I1), s	15.3	25.3	3.9	7.6	15.4	19.1	11.4	15.4				
Green Ext Time (p_c), s	0.0	2.2	0.0	0.5	0.6	1.4	0.0	2.5				
Intersection Summary												
HCM 7th Control Delay, s/veh	34.4											
HCM 7th LOS	C											

2047 Build Traffic Volumes w/ Improvements
11: NYS Route 17M & Dolsontown Road

PM Peak Hour
03/25/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	52	206	374	437	314	261	513	849	305	175	693	46
Future Volume (vph)	52	206	374	437	314	261	513	849	305	175	693	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	12	12	12
Grade (%)		-3%			0%			1%			-1%	
Storage Length (ft)	0		0	530		190	440		0	125		0
Storage Lanes	1		1	1		1	2		1	2		0
Taper Length (ft)	25			86			86			60		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00	1.00	0.95	0.95
Frt			0.850		0.932				0.850		0.991	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1771	1828	1554	1631	3144	0	3416	3556	1488	1761	3562	0
Flt Permitted	0.431			0.230			0.950			0.238		
Satd. Flow (perm)	803	1828	1554	395	3144	0	3416	3556	1488	441	3562	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			220		208				137		6	
Link Speed (mph)		30			45			45			45	
Link Distance (ft)		628			2027			940			498	
Travel Time (s)		14.3			30.7			14.2			7.5	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	2%	2%	7%	3%	4%	2%	1%	8%	3%	1%	0%
Adj. Flow (vph)	53	210	382	446	320	266	523	866	311	179	707	47
Shared Lane Traffic (%)												
Lane Group Flow (vph)	53	210	382	446	586	0	523	866	311	179	754	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes						Yes	
Headway Factor	1.02	1.02	1.02	1.04	1.04	1.04	1.01	1.01	1.01	0.99	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2		2	2	1	2	2	
Detector Template									Right			
Leading Detector (ft)	83	83	83	83	83		83	83	20	83	83	
Trailing Detector (ft)	-5	-5	-5	-5	-5		-5	-5	0	-5	-5	
Detector 1 Position(ft)	-5	-5	-5	-5	-5		-5	-5	0	-5	-5	
Detector 1 Size(ft)	40	40	40	40	40		40	40	20	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43	43	43	43		43	43		43	43	
Detector 2 Size(ft)	40	40	40	40	40		40	40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	

2047 Build Traffic Volumes w/ Improvements
11: NYS Route 17M & Dolsontown Road

PM Peak Hour
03/25/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Prot	NA	pm+ov	pm+pt	NA	
Protected Phases	3	8	5	7	4		5	2	7	1	6	
Permitted Phases	8		8	4					2	6		
Detector Phase	3	8	5	7	4		5	2	7	1	6	
Switch Phase												
Minimum Initial (s)	3.0	3.0	10.0	4.0	4.0		10.0	10.0	4.0	3.0	10.0	
Minimum Split (s)	9.0	9.0	16.0	10.0	10.0		16.0	16.0	10.0	9.0	16.0	
Total Split (s)	11.0	18.0	20.0	31.0	38.0		20.0	40.0	31.0	15.0	35.0	
Total Split (%)	10.6%	17.3%	19.2%	29.8%	36.5%		19.2%	38.5%	29.8%	14.4%	33.7%	
Maximum Green (s)	5.0	12.0	14.0	25.0	32.0		14.0	34.0	25.0	9.0	29.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	3.0	2.0		2.0	2.0	3.0	2.0	2.0	
Recall Mode	None	None	Max	None	None		Max	Max	None	None	None	
v/c Ratio	0.30	1.00	0.64	0.97	0.50		0.93	0.75	0.32	0.80	0.85	
Control Delay (s/veh)	26.7	109.6	12.6	63.6	19.8		68.3	35.9	5.8	59.2	46.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	26.7	109.6	12.6	63.6	19.8		68.3	35.9	5.8	59.2	46.7	
Queue Length 50th (ft)	21	142	41	244	106		180	267	45	98	246	
Queue Length 95th (ft)	45	#291	93	#447	161		#315	342	88	#160	310	
Internal Link Dist (ft)		548			1947			860			418	
Turn Bay Length (ft)				530			440			125		
Base Capacity (vph)	177	210	594	460	1173		564	1162	981	223	997	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.30	1.00	0.64	0.97	0.50		0.93	0.75	0.32	0.80	0.76	

Intersection Summary

Area Type: Other

Cycle Length: 104

Actuated Cycle Length: 104

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 11: NYS Route 17M & Dolsontown Road

 Ø1	 Ø2	 Ø3	 Ø4
15 s	40 s	11 s	38 s
 Ø6	 Ø5	 Ø7	 Ø8
35 s	20 s	31 s	18 s

2047 Build Traffic Volumes w/ Improvements
11: NYS Route 17M & Dolsontown Road

PM Peak Hour
03/25/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	206	374	437	314	261	513	849	305	175	693	46
Future Volume (veh/h)	52	206	374	437	314	261	513	849	305	175	693	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	2018	1988	1988	1796	1856	1841	1864	1879	1776	1894	1924	1939
Adj Flow Rate, veh/h	53	210	382	446	320	266	523	866	311	179	707	47
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	2	2	7	3	4	2	1	8	3	1	0
Cap, veh/h	238	230	505	492	594	483	635	1168	853	225	798	53
Arrive On Green	0.03	0.12	0.12	0.24	0.32	0.32	0.18	0.33	0.33	0.09	0.23	0.23
Sat Flow, veh/h	1922	1988	1685	1711	1847	1501	3445	3571	1505	1804	3480	231
Grp Volume(v), veh/h	53	210	382	446	305	281	523	866	311	179	371	383
Grp Sat Flow(s),veh/h/ln	1922	1988	1685	1711	1763	1585	1722	1785	1505	1804	1828	1883
Q Serve(g_s), s	2.5	10.9	9.1	22.9	14.8	15.2	15.2	22.4	11.7	9.0	20.4	20.4
Cycle Q Clear(g_c), s	2.5	10.9	9.1	22.9	14.8	15.2	15.2	22.4	11.7	9.0	20.4	20.4
Prop In Lane	1.00		1.00	1.00		0.95	1.00		1.00	1.00		0.12
Lane Grp Cap(c), veh/h	238	230	505	492	567	510	635	1168	853	225	419	432
V/C Ratio(X)	0.22	0.92	0.76	0.91	0.54	0.55	0.82	0.74	0.36	0.79	0.89	0.89
Avail Cap(c_a), veh/h	265	230	505	493	567	510	635	1168	853	225	510	525
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.7	45.5	11.5	28.4	28.9	29.1	40.8	31.1	12.3	38.6	38.7	38.7
Incr Delay (d2), s/veh	0.2	36.5	5.8	20.3	0.6	0.8	11.6	4.3	1.2	16.2	13.2	13.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	7.6	3.6	11.5	6.0	5.6	7.2	9.8	4.1	4.9	10.2	10.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.8	81.9	17.3	48.7	29.5	29.8	52.3	35.3	13.5	54.8	51.9	51.7
LnGrp LOS	D	F	B	D	C	C	D	D	B	D	D	D
Approach Vol, veh/h	645		1032			1700			933			
Approach Delay, s/veh	40.1		37.9			36.6			52.4			
Approach LOS	D		D			D			D			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	40.0	9.5	39.4	25.2	29.8	30.9	18.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	9.0	34.0	5.0	32.0	14.0	29.0	25.0	12.0				
Max Q Clear Time (g_c+l1), s	11.0	24.4	4.5	17.2	17.2	22.4	24.9	12.9				
Green Ext Time (p_c), s	0.0	2.8	0.0	1.6	0.0	1.4	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			40.8									
HCM 7th LOS			D									