Colliers
Engineering
& Design

Traffic Impact Study

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Neelytown Business Park
Town of Montgomery, Orange County, New York

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I. Introduction

A. Project Description and Location

(Figure No. 1)

This study has been prepared to evaluate the potential traffic impacts associated with a planned warehouse development consisting of 2 buildings; Building 1 is proposed to have an area of 850,000 s.f. and Building 2 an area of 278,270 for a total of 1,128,270 s.f. of warehouse space. Access to the Site is proposed via a single driveway to Neelytown Road (for both passenger cars and trucks) and a single driveway to Beaver Dam Road (for passenger cars only). An emergency access is also proposed to Beaver Dam Road. The Site location is shown on Figure No. 1 in Appendix A of this study.

A Design Year of 2027 has been utilized in completing the traffic analysis to evaluate future traffic conditions associated with this proposed development. In addition, a Design Year + 10 analysis (2037) was also evaluated.

B. Scope of Study

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

Traffic counts for the study area intersections and locations of the Automatic Traffic Recorder (ATR) counts outlined in the Traffic and Transportation Scope were collected by representatives of Colliers Engineering & Design CT, P.C. This data was compared to all available traffic count data obtained from the New York State Department of Transportation (NYSDOT), Orange County and Town. Together this data was utilized to establish the Year 2023 Existing Traffic Volumes in the vicinity of the site.

The Year 2023 Existing Traffic Volumes were projected to the 2027 Design Year to take into account normal background traffic growth. In addition, traffic associated with other specific potential or approved developments in the area were estimated (see Section III.A for further discussion) and added to the year 2027 Projected Traffic Volumes to obtain the Year 2027 No-Build Traffic Volumes.

Estimates were made of the potential traffic that the proposed development is anticipated to generate during each of the peak hours (see Section III-B for further discussion). The resulting site generated traffic volumes were added to the roadway system and combined with the Year 2027 No-Build Traffic Volumes resulting in the Year 2027 Build Traffic Volumes.

In addition, the No-Build and Build Traffic Volumes were also projected and analyzed for 2037 Conditions (Design Year + 10) as discussed in Section III.E.

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

II. Existing Roadway and Traffic Descriptions

A. Description of Existing Roadways

The following is a brief description of the roadways located within the study area. In addition, Section III-G provides a further description of the existing geometrics including number of travel lanes, parking, bus stops, lane widths, pedestrian activity, traffic control and a summary of the existing and future Levels of Service and any recommended improvements for each of the study area intersections. Appendix D contains copies of the capacity analyses which indicate the existing geometrics (including lane widths) and other characteristics for each of the individual intersections studied.

1. **NYS Route 208**
   In the vicinity of the site, NYS Route 208, a state facility, is classified as an urban minor arterial. NYS Route 208 traverses in a generally north/south direction and provides access to the I-84 (Exit 5). The I-84 Westbound On/Off Ramp intersects with NYS Route 208 at a signalized intersection which is coordinated with the I-84 Eastbound On/Off Ramp/Neelytown Road signalized intersection. In the vicinity of the study area, the roadway pavement is generally in fair-good condition with minor reflective cracking. NYS Route 208 has a posted speed limit of 45 mph in the vicinity of the I-84 ramps and Neelytown Road. There are no existing pedestrian facilities along NYS Route 208 in the immediate environ of the intersections under study.

2. **Neelytown Road (C.R. 99)**
   Neelytown Road (C.R. 99) is a two-lane County roadway that is classified as an urban major collector roadway. Neelytown Road originates at a full movement, signalized intersection with NYS Route 208 opposite the I-84 EB On/Off Ramp. Neelytown Road traverses in a westerly direction, generally paralleling I-84 and terminates at a "T" type, signalized intersection with NYS Route 416. The roadway consists of one lane in each direction with stabilized shoulders. Several intersections/driveways have separate turn lanes. The roadway pavement is generally in fair-good condition. There are no existing pedestrian facilities along C.R. 99, i.e., sidewalks, crosswalks or signalized pedestrian crossings. There are no speed limit signs posted along the roadway and therefore it would appear the Statewide speed limit of 55 mph governs this roadway.

3. **Beaver Dam Road**
   Beaver Dam Road is a two-lane, Town roadway which originates at Goodwill Road at a "T' type, unsignalized intersection north of the site. Beaver Dam Road continues in a southerly direction, intersecting other local roads including Chandler Lane, crosses under I-84 before intersecting with Neelytown Road (C.R. 99) opposite Neelytown Road North. The roadway pavement is generally in fair-good condition. There are no existing pedestrian facilities along Beaver Dam Road, i.e., sidewalks, crosswalks or signalized pedestrian crossings. Beaver Dam Road has a posted speed limit of 30 mph. Contained in Appendix E are the results of traffic volume and speed data recorded on Beaver Dam Road.

4. **NYS Route 416**
   NYS Route 416 as a state facility, is classified as an urban major collector roadway. In the vicinity of the site, NYS Route 416 traverses in a generally north/south direction and intersects with Neelytown Road at a "T" type, signalized intersection. The roadway pavement is generally in fair-good condition with some minor reflective cracking. In the vicinity of site, there are no speed limit signs posted along the roadway and therefore it would appear the Statewide speed limit of 55 mph governs this roadway. Also, there are no existing pedestrian facilities along NYS Route 416 in the immediate environ of the intersection at CR 99 (Neelytown Road).

In addition to the above, as contained in the Environmental Impact Study (EIS), the posted speed limits, weight limits and jurisdiction over each roadway are summarized below:

Road	Speed Limit	Weight Limit	Jurisdiction
Route 208	45 MPH	None Posted	NYSDOT
Neelytown Road	Unposted (55 MPH)	None Posted	Orange County DPW
Beaver Dam Road	30 MPH	Eight (8) Tons	Town of Montgomery
Route 416	Unposted (55 MPH)	None Posted	NYSDOT

B. Year 2023 Existing Traffic Volumes

(Figures No. 2. 3 and 4)

In order to establish existing traffic conditions in the vicinity of the site, turning movement traffic counts (which includes vehicle classification and pedestrians) were collected by representatives of Colliers Engineering & Design on Thursday, February 2, 2023 between the hours of 6:30 AM and 9:30 AM and 3:30 PM and 6:30 PM to determine the Weekday Peak AM and Weekday Peak PM Hours, and on Saturday, February 4, 2023 between the hours of 11:00 AM and 3:00 PM. In addition, Automatic Traffic recorded (ATR) counts were also collected at the locations identified in the scoping document.

These traffic counts were compared to all available historical traffic count data from the New York State Department of Transportation (NYSDOT), Orange County and Town. The traffic data was collected in accordance with the scoping document.

Reviewing the 2021 Automatic Traffic Recorder (ATR) data and the 2023 turning movement counts for the peak hour intervals including those collected along Neelytown Road indicates consistency in traffic volume levels such that no further adjustments to existing volumes was warranted. Furthermore, based on NYSDOT record traffic volume data, the peak hour volumes are consistent.

The above traffic count data was utilized to establish the Year 2023 Existing Traffic Volumes for the following Study Area Intersections as outlined in the Traffic and Transportation Scope.

- NYS Route 208 and I-84 Westbound On-Off Ramps
- NYS Route 208 and I-84 Eastbound On-Off Ramps/ Neelytown Road
- Neelytown Road and Beaver Dam Road
- NYS Route 416 and Neelytown Road
- NYS Route 211 and NYS Route 416
- Goodwill Road and Beaver Dam Road
- Beaver Dam Road and Chandler Lane

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

- Weekday Peak AM Hour 7:30 AM – 8:30 AM
- Weekday Peak PM Hour 4:45 PM – 5:45 PM
- Saturday Peak Hour 1:30 PM – 2:30 PM

The resulting Year 2023 Existing Traffic Volumes are shown on Figures No. 2, 3 and 4 for the Weekday Peak AM, Weekday Peak PM and Saturday Peak Hours, respectively.

A copy of the traffic count data (Turning Movement Traffic Counts/ATR Traffic Volumes), including NYSDOT historical data is contained in Appendix E.

C. Public Transportation and School Buses

There is currently no public transportation serves adjacent to the project site. However, public transportation is provided in the area by the Short Lane Bus Company (SLBC) via its Newburgh-Middletown service and the Port Jervis line of the Metro-North.

The proposed site is located in the Valley Central School District, which consists of 5 elementary schools, 1 middle school, and I high school. Berea Elementary School is located approximately 3.6 miles northeast of the site on NYS Route 17K. East Coldenham Elementary School is located approximately 7.1 miles northeast of the site on NYS Route 211. Walden Elementary School is situated approximately 5.5 miles north of the site in Walden off of NYS Route 208. The ALC School is closest to the project site and is located approximately 1.0 mile to the east of the Broadway in Maybrook. The Valley Central Middle School and Valley Central High School are located approximately 4.0 miles to the north of the site on NYS Route 17K, west of NYS Route 208.

During the morning peak hour, 3 school buses were observed on Beaver Dam Road while during the afternoon peak hour, 6 school buses were observed passing along the site frontage. On Neelytown Road some 3 school buses were observed passing the site while during the afternoon peak hour, 4 buses were observed along the Neelytown Road site frontage.

D. Accident Data

(Tables No. 4, 5 ,6, 7, 8 and 9)

Accident information was obtained from the New York State Department of Transportation (NYSDOT) Records Access Office for the latest four-year period (January 1, 2021 – December 31, 2024~~January 1, 2018 – December 31, 2021~~) for each of the study area intersections. This data is summarized in Table No. 4 for the NYS Route 208/I-84 Eastbound On-Off Ramps and NYS Route 208/I-84 Westbound On-Off Ramps/Neelytown Road intersections, Table No. 5 for the Neelytown Road/Beaver Dam Road/Neelytown Road North intersection, Table No. 6 for the NYS Route 416/Neelytown Road intersection, Table No. 7 for NYS Route 211 and NYS Route 416, Table No. 8 for the Goodwill Road/Beaver Dam Road, and Table No. 9 for the Beaver Dam Road/Chandler Lane by location, date, time, traffic control, severity, number of vehicles/injuries, light conditions, road surface condition, weather, collision type, manner of collision, and apparent contributing factors.

As shown on Table No. 4 there were a total of 20 accidents (2021), 7 accidents (2022), 16 accidents (2023) and 14 accidents (2024~~10 accidents (2017), 12 accidents (2018), 10 accidents (2019), 7 accidents (2020), and 15 accidents (2021~~) in the vicinity of Reference Markers 208.8301.1157 – 208.8301.1159 for an average of ~~10.8~~ 14.25 accidents in the vicinity of the NYS Route 208 and the I-84 Interchange.

As per the Scope, for locations with 5 or more accidents over a 12-month period, a calculation of the accident rate was provided. The accident rate for the NYS Route 208 and I-84 Interchange was calculated and compared to NYSDOT statewide average and is summarized in Table No 4-A in Appendix G of this study.

As shown on Table No. 5 there were 2 accidents (2021), 4 accidents (2022), 1 accident (2023) and 1 accident (2024) for a total of 8 accidents over the 4-year period for an average of 2.0 accidents/year at the Neelytown Road /Beaver Dam Road/Neelytown Road North intersection.

As shown on Table No. 6 there were 3 accidents (2021), 3 accidents (2022), 3 accidents (2023) and 4 accidents (2024) for a total of 13 accidents over the 4-year period for an average of 3.25 accidents/year at the NYS Route 416 and Neelytown Road intersection.

As shown on Table No. 7 there were 1 accident (2021), 3 accidents (2022), 1 accident (2023) and 3 accidents (2024) for a total of 8 accidents over the 4-year period for an average of 2.0 accidents/year at the NYS Route 211 and NYS Route 416 intersection.

As shown on Table No. 8 there was 1 accident in 2024 and no reported accidents in 2021, 2022 or 2023 at the Goodwill Road/Beaver Dam Road intersection.

As shown on Table No. 9 there were 2 reported accidents in 2023 and no reported accidents in 2021, 2022 or 2024 at the Beaver Dam Road/Chandler Lane intersection. ~~As shown on Table No. 5 there were 3 accidents (2017), 1 accident (2018), 3 accidents (2019), 3 accidents (2020) and 2 accidents (2021) for a total of 12 accidents over the 5-year period for an average of 2.4 accidents/year at the Neelytown Road /Beaver Dam Road/Neelytown Road North intersection.~~

~~As shown on Table No. 6 there were 2 accidents (2017), 4 accident (2018) and 3 accidents (2019), 5 accidents (2020), and 3 accidents (2021) for a total of 17 accidents over the 5-year period for an average of 3.4 accidents/year at the NYS Route 416 and Neelytown Road intersection~~

~~As shown on Table No. 7 there were 3 accidents (2017), 3 accident (2018) and 3 accidents (2019), 1 accident (2020), and 2 accidents (2021) for a total of 12 accidents over the 5-year period for an average of 2.4 accidents/year at the NYS Route 211 and NYS Route 416 intersection~~

~~As shown on Table No. 8 there were 2 accidents (2017), 2 accident (2018) and no reported accidents in 2019, 2020, 2021 at the Goodwill Road/Beaver Dam Road intersection.~~

~~As shown on Table No. 9 there were no reported accidents at the Beaver Dam Road/Chandler Lane intersection.~~

A review of the accident data indicates typical type of accidents which includes rear-end accidents with apparent contributing factors such as failure to yield right of way, driver inattention as well as weather-related conditions with no fatalities recorded.

III. Evaluation of Future Traffic Conditions

A. Year 2027 No-Build Traffic Volumes

(Figure No. 5 through 13)

The Year 2023 Existing Traffic Volumes were increased by a conservative growth factor of 4% (based on NYSDOT Historical data) to account for general background growth resulting in the Year 2027 Projected Traffic Volumes that are shown on Figures No. 5, 6, and 7 for the weekday Peak AM, Weekday Peak PM and Saturday Peak Hours, respectively.

A list of other developments was provided by the Town, however only those developments located in an area that would impact traffic operations withing the study area were included herein. Traffic from other specific potential developments in the area including, Baron Road Warehouse (36 Barron Road), 229 Neelytown Road North Warehouse, 230 Neelytown Road North Warehouse, 915 Bracken Road Warehouse, Galaxy-Maybrook Warehouse, Cardinal Heath Expansion, and the 150 New Wood Warehouse (proposed on Neelytown Road North just south of 230 Neelytown Road North Warehouse), I-84 Logistics Center, Hawkins Drive Apartments and Quick Check were included. The resulting Other Development Traffic Volumes are shown on Figures No. 8, 9 and 10 for each of the Peak Hours, respectively.

The Other Development Traffic Volumes were added to the Year 2027 Projected Traffic Volumes resulting in the Year 2027 No-Build Traffic Volumes which are shown on Figures No. 11, 12 and 13 for the Weekday Peak AM, Weekday Peak PM and Saturday Peak Hours, respectively.

B. Site Generated Traffic Volumes

(Table No. 1)

Estimates of the amount of traffic to be generated by the proposed warehouse were developed based on information published by the Institute of Transportation Engineers (ITE) as contained in the report entitled "Trip Generation", 11th Edition, 2021. To provide a conservative analysis, the "higher" Trip Generation Rates for Land Use Category – 130 Industrial Park (which includes manufacturing and warehouse uses) were utilized and are approximately 2 times higher than typical ITE warehouse rates (ITE Land Use 150). Table No. 1 summarizes the trip generation rates and corresponding site generated traffic volumes for each of the Peak Hours. It should be noted that the site generated trips were separated into passenger vehicles and trucks as each will likely have a different arrival/departure distribution as discussed below. These rates consider shift changes.

While the type of warehouses uses are not known at this time (and the "higher" Industrial Park Trip Generation Rates were utilized), Colliers Engineering & Design conducted traffic surveys at the both the Hudson Crossing Industrial Park (approximately 1,107,500 s.f.) and The Home Depot Distribution Center (760,000 s.f.) located along Neelytown Road to compare trip generation rates for area uses. Based on these surveys, the observed actual Trip Generation Rates were approximately 1/3 lower than the Industrial Park Trip Generation Rates utilized.

A summary of this data is contained in Appendix F of this study.

C. Arrival/Departure Distribution

(Figures No. 14, 15, 16, and 17)

As discussed in Section I.A, access to the Site is proposed via a single driveway to Neelytown Road (for trucks only) and a single driveway to Beaver Dam Road (for passenger cars only). In order to assign the site generated traffic volumes to the surrounding roadway network, arrival and departure distributions were established based on a review of the Existing Traffic Volumes and the expected travel patterns for each building for both passenger vehicles and trucks.

The anticipated arrival and departure distributions for Warehouses 1 & 2 are shown on Figures No. 14 & 15 for passenger cars and Figures No. 16 & 17 for trucks.

D. Year 2027 Build Conditions Traffic Volumes

(Figures No. 18 through 29)

The anticipated site generated traffic volumes (Table No. 1) were assigned to the roadway network based on the arrival and departure distributions referenced above. The resulting site generated passenger car traffic volumes for each of the study area intersections are shown on Figures No. 18, 19 and 20 and resulting site generated truck traffic volumes are shown on Figures No. 21, 22 and 23 for the Weekday Peak AM, Weekday Peak PM and Saturday Peak Hours, respectively. The total Site Generated Traffic Volumes are shown on Figures No. 24, 25 and 26, respectively.

The site generated traffic volumes were then added to the Year 2027 No-Build Traffic Volumes to obtain the Year 2027 Build Traffic Volumes. The resulting Year 2027 Build Traffic Volumes are shown on Figures No. 27, 28 and 29 for the Weekday Peak AM, Weekday Peak PM and Saturday Peak Hours, respectively.

E. 2037 Build Conditions Traffic Volumes

(Figures No. 30 through 35)

In addition to the Year 2027 Design Year analysis, 2037 No-Build and 2037 Build Traffic Volumes were also projected and analyzed (Design Year + 10) to include an additional conservative future background of 10%.

The resulting Year 2037 No-Build Traffic Volumes are shown on Figures No. 30, 31 & 32 and resulting Year 2037 Build Traffic Volumes are shown on Figures No. 33, 34 & 35 for the Weekday Peak AM, Weekday Peak PM and Saturday Peak Hours, respectively.

F. Description of Analysis Procedures

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

Signalized Intersection Capacity Analysis
The capacity analysis for a signalized intersection was performed in accordance with the procedures described in the Highway Capacity Manual, 6th Edition, dated 2016, published by the Transportation Research Board. The terminology used in identifying traffic flow conditions is Levels of Service. A Level of Service "A" represents the best condition, and a Level of Service "F" represents the worst condition. A Level of Service "C" is generally used as a design standard while a Level of Service "D" is acceptable during peak periods. A Level of Service "E" represents an operation near capacity. To identify an intersection's Level of Service, the average amount of vehicle delay is computed for each approach to the intersection as well as for the overall intersection.

Unsignalized Intersection Capacity Analysis
The unsignalized intersection capacity analysis method utilized in this report was also performed in accordance with the procedures described in the Highway Capacity Manual, 6th Edition, dated 2016. The procedure is based on total elapsed time from when a vehicle stops at the end of the queue until the vehicle departs from the stop line. The average total delay for any particular critical movement is a function of the service rate or capacity of the approach and the degree of saturation. In order to identify the Level of Service, the average amount of vehicle delay is computed for each critical movement to the intersection.

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

G. Results of Analysis

(Tables No. 2 and 3)

Capacity analyses (see analysis sheets) that take into consideration appropriate truck percentages, lane widths, bus stops/bus activity, pedestrian activity, and other factors, were performed at the study area intersections utilizing the procedures described above to determine the Levels of Service and average vehicle delay. Summarized below are a description of the existing geometrics, traffic control and a summary of the existing and future Levels of Service as well as any recommended improvements.

Tables No. 2 and 3 summarizes the results of the capacity analysis for the Year 2023 Existing, Year 2027 No-Build, Year 2027 Build and Year 2037 No-Build, and Year 2037 Build Conditions. Appendix D contains copies of the capacity analysis that also indicate the existing geometrics and other characteristics as mentioned above, including signal timings (where appropriate) for each of the individual intersections studied.

1. **NYS Route 208 and I-84 Westbound On-Off Ramps**

   The I-84 Westbound On-Off Ramp intersects with NYS Route 208 at a signalized intersection (Signal O-170). The NYS Route 208 northbound approach consist of three lanes in the form of a separate left turn lane and two through lanes and the NYS Route 208 southbound approach consist of two lanes in the form of a separate through lane and a shared through/right turn lane. The I-84 Westbound Off-Ramp approach consist of two lanes in the form of a shared left/through and a separate right turn lane.

Year 2023 Existing Traffic Volumes
Capacity analysis conducted for this intersection utilizing the Year 2023 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service "BC" during ~~both~~ the Weekday Peak AM~~, and~~ Weekday Peak PM ~~Hours~~ and ~~at an overall Level of Service "B" during the~~ Saturday Peak Hours.

Year 2027 No-Build Traffic Volumes
Capacity analysis conducted using the Year 2027 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service "D~~E~~" during the Weekday Peak AM Hour, projected to operate at an overall Level of Service "C~~D~~" during the Weekday Peak Hour, and projected to operate at an overall Level of Service "B~~C~~" during the Saturday Peak Hour.

Year 2027 Build Traffic Volumes
Capacity analysis conducted using the Year 2027 Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service "E~~F~~" during the Weekday Peak AM Hour, projected to operate at an overall Level of Service "D~~E~~" during the Weekday Peak PM Hour, and projected to continue to operate at an overall Level of Service "B~~C~~" during the Saturday Peak Hour.

W/ Signal Timing Changes
Potential signal timing changes at NYS Route 208 and I-84 WB On-Off Ramps based on future traffic projections/demand. These changes include an increased cycle length and greater allocation of green time to protected turn movements to reduce delay (and are shown on the Synchro analysis contained in Appendix "D"). Signal timing changes are subject to review and approval of NYSDOT.

With signal timing changes, the intersection is projected to ~~continue to~~ operate at an overall Level of Service "E" during the Weekday Peak AM Hour and~~,~~ projected to continue to operate at an ~~improved~~ overall Level of Service "C~~D~~" during the Weekday Peak PM Hour~~, and projected to continue to operate at an overall Level of Service "C" during the Saturday Peak Hour~~ when compared to 2027 No-Build conditions.

Year 2037 No-Build Traffic Volumes
Capacity analysis conducted using the Year 2037 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service "E~~F~~" during the Weekday Peak AM Hour, projected to operate at an overall Level of Service "D~~E~~" during the Weekday Peak Hour, and projected to operate at an overall Level of Service "B~~C~~" during the Saturday Peak Hour.

Year 2037 Build Traffic Volumes
Capacity analysis conducted using the Year 2037 Build Traffic Volumes indicates that the intersection is projected to ~~continue to~~ operate at an overall Level of Service "F" during the Weekday Peak AM Hour, projected to continue to operate at an overall Level of Service "D~~E~~" during the Weekday Peak Hour, and projected to continue to operate at an overall Level of Service "B~~C~~" during the Saturday Peak Hour.

W/ Signal Timing Changes
With signal timing changes, the intersection is projected to continue to operate at an ~~improved~~ overall Level of Service "E" during the Weekday Peak AM Hour and ~~,~~ projected to continue to operate at an ~~improved~~ overall Level of Service "D" during the Weekday Peak PM Hour~~, and projected to continue to operate at an overall Level of Service "C" during the Saturday Peak Hour~~ when compared to 2037 No-Build conditions.

The NYSDOT recommended this project and other projects proposed in Montgomery be included in the transportation district established for Bracken Road to identify areas that need to be mitigated. It is our understanding that a transportation district has not been established by the Town, however, for other certain projects the Town has assessed fees that have been placed in escrow to support specific mitigation needs for impacts identified in the SEQRA process.

2. **NYS Route 208 and I-84 Eastbound On-Off Ramps/Neelytown Road**

The I-84 Eastbound On-Off Ramp intersects with NYS Route 208 opposite Neelytown Road at a signalized intersection (Signal O-169). The NYS Route northbound approach consists of three lanes in the form of a separate left turn lane, a separate through lane and a shared through/right turn lane while the NYS Route 208 southbound approach consist of five lanes in the form of two separate left turn lanes, two through lane and a channelized right turn lane under "yield" control. The I-84 Eastbound Off-Ramp (westbound approach) consist of three lanes in the form of a separate left turn lane, a separate through lane and a separate right turn lane. The Neelytown Road eastbound approach consist of three lanes in the form of a separate left turn lane, a separate through lane and a shared through/right turn lane.

Year 2023 Existing Traffic Volumes
Capacity analysis conducted for this intersection utilizing the Year 2023 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service "C~~D~~" during both the Weekday Peak AM and Weekday Peak PM Hours and at an overall Level of Service "B~~C~~" during the Saturday Peak Hour.

Year 2027 No-Build Traffic Volumes
Capacity analysis conducted using the Year 2027 No-Build Traffic Volumes indicates that the intersection is projected to ~~-~~operate at an overall Level of Service "C~~D~~" during the Weekday

Peak AM Hour, projected to operate at an overall Level of Service "D~~E~~" during the Weekday Peak Hour, and projected to operate at an overall Level of Service "C~~D~~" during the Saturday Peak Hour.

Year 2027 Build Traffic Volumes

Capacity analysis conducted using the Year 2027 Build Traffic Volumes indicates that the intersection is projected to continue to operate at an overall Level of Service "C~~D~~" during the Weekday Peak AM Hour, projected to continue to operate at an overall Level of Service "D~~F~~" during the Weekday Peak PM Hour, and projected to continue to operate at an overall Level of Service "C~~D~~" during the Saturday Peak Hour.

W/ Signal Timing Changes

Potential signal timing changes at NYS Route 208 and I-84 EB On-Off Ramps/Neelytown Road based on future traffic projections/demand. These changes include greater allocation of green time to the eastbound approach to reduce delay (and are shown on the Synchro analysis contained in Appendix "D"). Signal timing changes are subject to review and approval of NYSDOT.

With signal timing changes, the intersection is ~~projected to continue to operate at an overall Level of Service "D" during the Weekday Peak AM Hour,~~ projected to continue to operate at an ~~improved~~ overall Level of Service "D" during the Weekday Peak PM Hour~~, and projected to continue to operate at an overall Level of Service "D" during the Saturday Peak Hour~~ when compared to 2027 No-Build conditions.

Year 2037 No-Build Traffic Volumes

Capacity analysis conducted using the Year 2037 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service "C~~D~~" during the Weekday Peak AM Hour, projected to operate at an overall Level of Service "D~~E~~" during the Weekday Peak Hour, and projected to operate at an overall Level of Service "C~~D~~" during the Saturday Peak Hour.

Year 2037 Build Traffic Volumes

Capacity analysis conducted using the Year 2037 Build Traffic Volumes indicates that the intersection is projected to continue to operate at an overall Level of Service "C~~E~~" during the Weekday Peak AM Hour, projected to operate at an overall Level of Service "E~~F~~" during the Weekday Peak Hour, and projected to continue to operate at an overall Level of Service "C~~D~~" during the Saturday Peak Hour.

W/ Signal Timing Changes

With signal timing changes, the intersection is ~~projected to continue to operate at an overall Level of Service "D" during the Weekday Peak AM Hour,~~ projected to continue to operate at

an overall Level of Service "DE" during the Weekday Peak PM Hour~~, and projected to continue to operate at an overall Level of Service "D" during the Saturday Peak Hour~~ when compared to 2037 No-Build conditions.

The NYSDOT recommended this project and other projects proposed in Montgomery be included in the transportation district established for Bracken Road to identify areas that need to be mitigated. It is our understanding that a transportation district has not been established by the Town, however, for other certain projects the Town has assessed fees that have been placed in escrow to support specific mitigation needs for impacts identified in the SEQRA process.

3. **Neelytown Road and Beaver Dam Road/Neelytown Road North**

Beaver Dam Road intersects Neelytown Road opposite Neelytown Road North at a full movement, signalized intersection (Orange County Signal 428). The Neelytown Road westbound and eastbound approaches each consist of two lanes in the form of a separate left turn lane and a shared through/right lane. The Beaver Dam Road southbound approach consists of one lane for left, through and right turn movements. The Neelytown Road North approach (northbound approach) consists of two lanes in the form of a shared left/through lane and a separate right turn lane.

Year 2023 Existing Traffic Volumes
Capacity analysis conducted for this intersection utilizing the Year 2023 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service "B" during the Weekday Peak AM, Weekday Peak PM and Saturday Peak Hours.

Year 2027 No-Build Traffic Volumes
Capacity analysis conducted using the Year 2027 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service "B" during each of the Peak Hours.

Year 2027 Build Traffic Volumes
Capacity analysis conducted using the Year 2027 Build Traffic Volumes indicates that the intersection is projected to operate at overall Levels of Service "C" or better during each of the Peak Hours.

Year 2037 No-Build and Year 2037 Build Traffic Volumes
Capacity analysis conducted using the Year 2037 No-Build and 2037 Build Traffic Volumes indicates that the intersection is projected to operate at overall Levels of Service "C" or better during each of the Peak Hours.

4. **NYS Route 416 and Neelytown Road**

Neelytown Road intersects NYS Route 416 at a "T" type, signalized intersection (Signal O-277). The NYS Route 416 southbound approach consist of one lane in the form of a shared

left/through lane and the NYS Route 416 northbound approach consist of one lane in the form of a shared through/right lane. ~~-~~The Neelytown Road westbound approach consists of one lane in the form of a shared left/right lane.

Year 2023 Existing Traffic Volumes
Capacity analysis conducted for this intersection utilizing the Year 2023 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service "AB" ~~or better~~ during the Weekday Peak AM, Weekday Peak PM and Saturday Peak Hours.

Year 2027 No-Build Traffic Volumes
Capacity analysis conducted using the Year 2027 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level~~s~~ of Service "AB" ~~or better~~ during each of the Peak Hours.

Year 2027 Build Traffic Volumes
Capacity analysis conducted using the 2027 Build Traffic Volumes indicates that the intersection is projected to ~~continue to~~ operate at overall Levels of Service "B" or better during each of the Peak Hours.

Year 2037 No-Build and Year 2037 Build Traffic Volumes
Capacity analysis conducted using the Year 2037 No-Build and 2037 Build Traffic Volumes indicates that the intersection is projected to operate at overall Levels of Service "B" or better during each of the Peak Hours.

5. **NYS Route 211 and NYS Route 416**

NYS Route 416 intersects NYS Route 211 at a" Y" type, unsignalized intersection. The NYS Route 211 southbound approach consist of one lane in the form of a shared left/through lane and the NYS Route 211 northbound approach consist of one lane in the form of a shared through/right lane. The NYS Route 416 westbound approach consists of two lanes with the left turn under "stop" control and the channelized right turn under "yield" control.

Year 2023 Existing Traffic Volumes
Capacity analysis conducted for this intersection utilizing the Year 2023 Existing Traffic Volumes indicates that the intersection is currently operating at a Level of Service "C" during the Weekday Peak AM and Weekday Peak PM Hours and operating at a Level of Service "B" during the Saturday Peak Hour.

Year 2027 No-Build Traffic Volumes
Capacity analysis conducted using the Year 2027 No-Build Traffic Volumes indicates that the intersection is projected to operate at a Level of Service "D" during the Weekday Peak AM Hour, projected to operate at a Level of Service "C" during the Weekday Peak PM Hour and projected to operate at a Level of Service "B" during the Saturday Peak Hour.

Year 2027 Build traffic Volumes
Capacity analysis conducted using the Year 2027 Build Traffic Volumes indicates that the intersection is projected to continue to operate at a Level of Service "D" during the Weekday Peak AM Hour, projected to continue to operate at a Level of Service "C" during the Weekday Peak PM Hour and projected to operate at a Level of Service "C" during the Saturday Peak Hour.

Year 2037 No-Build and Year 2037 Build Traffic Volumes
Capacity analysis conducted using the Year 2037 No-Build and 2037 Build Traffic Volumes indicates that the intersection is projected to operate at a Level of Service "E" during the Weekday Peak AM Hour, projected to operate at a Level of Service "D" during the Weekday Peak PM Hour and projected to operate at a Level of Service "C" during the Saturday Peak Hour.

It should be noted that for unsignalized intersections, it is not uncommon for the side road approach (NYS Route 416) to operate with delays while the major road (NYS Route 211) operates at better Levels of Service.

Notwithstanding the above, signal warrant analysis was performed for the 2023 Existing Traffic Volume Condition.

Identified on Table TSW-1A, contained in Appendix "K" are the results of this analysis that indicates that Signal Warrant 1, the 8-hour volume warrant, Signal Warrant 2, the 4-hour volume warrant and Signal Warrant 3, the peak hour volume warrant have each been met.

As identified in the Manual on Uniform Traffic Control Devices (MUTCD) in Section 4C.01, "The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal."

6. **Goodwill Road and Beaver Dam Road**

Goodwill Road and Beaver Dam Road intersects at a "T" type, unsignalized intersection. All approaches to the intersection consist of a single lane with the Beaver Dam Road approach "stop" sign controlled.

Year 2023 Existing Traffic Volumes
Capacity analysis conducted using the Year 2023 Existing Traffic Volumes indicates that all movements to the intersection are currently operating at a Level of Service "B" or better during each of the Peak Hours.

Year 2027 No-Build and Year 2027 Build Traffic Volumes
Capacity analysis conducted using the Year 2027 No-Build and Year 2027 Build Traffic Volumes indicates that all movements to the intersection are projected to operate at a Level of Service "B" or better during each of the Peak Hours.

Year 2037 No-Build and Year 2037 Build Traffic Volumes
Capacity analysis conducted using the Year 2037 No-Build and Year 2037 Build Traffic Volumes indicates that all movements to the intersection are projected to operate at a Level of Service "B" or better during each of the Peak Hours.

7. **Beaver Dam Road and Chandler Lane**

   Beaver Dam Road and Chandler Lane intersect at a "T" type, unsignalized intersection. All approaches to the intersection consist of a single lane with the Chandler Lane approach "stop" sign controlled.

Year 2023 Existing Traffic Volumes
Capacity analysis conducted using the Year 2023 Existing Traffic Volumes indicates that all movements to the intersection are currently operating at a Level of Service "A" during each of the Peak Hours.

Year 2027 No-Build and Year 2027 Build Traffic Volumes
Capacity analysis conducted using the Year 2027 No-Build and Year 2027 Build Traffic Volumes indicates that all movements to the intersection are projected to operate at a Level of Service "A" during each of the Peak Hours.

Year 2037 No-Build and Year 2037 Build Traffic Volumes
Capacity analysis conducted using the Year 2037 No-Build and Year 2037 Build Traffic Volumes indicates that all movements to the intersection are projected to operate at a Level of Service "A" during each of the Peak Hours.

H. Proposed Site Driveways

As discussed in Section I.A, access to the Site is proposed via a single driveway to Neelytown Road (for both passenger cars and trucks) and a single driveway to Beaver Dam Road (for passenger cars only).

Sight Distances

A Sight Distance Evaluation has been conducted at each of the proposed site driveways showing the available Stopping Sight Distances (SSD) and Intersection Sight Distances (ISD) based on the 85th percentile travel speeds and shows that sufficient sight lines will be provided for all driveways provided certain vegetative clearing measures are undertaken. The Sight Distance Plans are contained in Appendix H.

Turning Radii and Accessibility

Truck turning maneuvers at the Neelytown Road driveway (Site Driveway 1), are contained in Appendix H. Vehicle circulation plans throughout the site for trucks, passenger cars, emergency vehicles, as well as the emergency access road on the northern end of the site adjacent to I-84 are provided demonstrating their ability to navigate the site without difficulty and are contained in DEIS Appendix D – Project plans.

8. **Neelytown Road and Proposed Site Driveway 1**

   Site Driveway 1 is proposed to intersect Neelytown Road and provide entering/exiting access for both passenger cars and trucks. Based on the anticipated site traffic, a separate left turn lane and separate right turn lane for site entering traffic is proposed. A Conceptual Improvement Plan is contained in Appendix I.

Year 2027 Build Traffic Volumes

Unsignalized capacity analysis conducted for the Year 2027 Build Condition, indicates that Site Driveway 1 is projected to operate at a Level of Service "C" during the Weekday Peak AM Hour, projected to operate at a Level of Service "F" during the Weekday Peak PM Hour, and projected to operate at a Level of Service "C" during the Saturday Peak Hour. The Neelytown Road northbound left turn into the site is projected to operate at a Level of Service "B" or better.

With Signalization

With signalization, Site Driveway No. 1 is projected to operate at an overall Level of Service "A" during each of the Peak Hours.

Year 2037 Build Traffic Volumes

Unsignalized capacity analysis conducted for the Year 2037 Build Condition, indicates that Site Driveway 1 is projected to operate at a Level of Service "C" during the Weekday Peak AM Hour, projected to operate at a Level of Service "F" during the Weekday Peak PM Hour, and projected to operate at a Level of Service "C" during the Saturday Peak Hour. The Neelytown Road northbound left turn into the site is projected to operate at a Level of Service "B".

It should be noted that for unsignalized intersections, it is not uncommon for the side road approach or driveway to operate with delays while the major road operates at better Levels of Service.

With Signalization

With signalization, Site Driveway No. 1 is projected to operate at an overall Level of Service "B" or better during each of the Peak Hours.

9. **Beaver Dam Road and Proposed Site Driveway 2**

Site Driveway 2 is proposed to intersect Beaver Dam Road at an unsignalized intersection and provide entering/exiting access for passenger cars only.

Year 2027 Build Traffic Volumes
Unsignalized capacity analysis conducted for the Year 2027 Build Condition, indicates that Site Driveway 2 is projected to operate at a Level of Service "B" or better during the Weekday Peak AM, Weekday Peak PM, and Saturday Peak Hours.

Year 2037 Build Traffic Volumes
Unsignalized capacity analysis conducted for the Year 2037 Build Condition, indicates that Site Driveway 2 is projected to operate at a Level of Service "B" or better during the Weekday Peak AM, Weekday Peak PM, and Saturday Peak Hours.

Entrances

As discussed in Section III.D above, the anticipated arrival and departure distributions for Buildings 1 & 2 are shown in Figures No. 14 & 15 for passenger cars and Figures No. 16 & 17 for trucks.

Site Driveway 1 is proposed to intersect Neelytown Road and provide entering/exiting access for both passenger cars and trucks. Based on the anticipated site traffic, a separate left turn lane and separate right turn lane for site entering traffic is proposed. Site Driveway 2 is proposed to intersect Beaver Dam Road and provide for entrance and exiting maneuvers for strictly passenger cars.

One Emergency Access is proposed on the north end of the project site is proposed to connect to building 2 and will be designed with a gate and an emergency key box for Emergency Vehicle use only.

The Site Driveway 1 intersecting with Neelytown Road is projected to operate at acceptable Levels of Service and not result in more than minimal delays as a result of traffic entering the Site from Neelytown Road. Similarly, for traffic leaving the Site, under most conditions the driveways would operate at acceptable levels of service turning left or right onto Neelytown Road. While delays for traffic leaving the Site onto Neelytown Road would be slightly longer than for traffic turning into the Site, at unsignalized intersections such as the Proposed Action's driveways it is not uncommon for the side road to operate with delays while the major road operates at better Levels of Service.

The Site driveway intersecting with Beaver Dam Road for passenger cars would operate with minimal delays for traffic entering or existing the Project Site.

See also the internal traffic movement section below.

Internal Traffic Movements

Access to the Site is proposed via a single driveway to Neelytown Road (for both passenger cars and trucks) and a single driveway to Beaver Dam Road (for passenger cars only). The Emergency Access Road on the north end of the Trailer Storage Area will be designed with a gate and a Knox Box for Emergency Vehicle use only.

All truck traffic is proposed to enter and exit the site via Neelytown Road with the primary truck route to and from I-84.

The Project Site layout has been designed to minimize potential for conflicting truck and passenger vehicle movements as much as possible. The employee vehicles can enter the Neelytown Road Entrance and from Beaver Dam Road while the trucks will enter/exit Neelytown. Trucks must exit to Neelytown Road through their dedicated exit driveway.

Trucks accessing Lot 2 can do so without traversing a passenger vehicle parking area. Similarly, trucks looking to access the Trailer Storage Area on the north side of the Project Site can do so without traversing any passenger vehicle parking areas. The Trailer Storage Area contains 302 stalls. Combined with the trailer storage spaces provided on Lots 1 (246 spaces) and 2 (56 spaces), there is no queuing of delivery trucks anticipated on Neelytown Road for the Proposed Action.

The main employee parking areas for Lots 1 and 2 are accessed via the passenger-car only driveway from Beaver Dam Road. There are connections available between all passenger parking lots and the main circulation drives to allow for ease of access for first responders in the event of an emergency.

I. Parking Requirements

The parking requirements per the zoning code, estimated parking demand and provision of on-site parking facilities are discussed below.

The Town of Montgomery has a minimum parking stall size of 9’x20’ and a minimum truck loading space stall size of 12’ W x 25’ L x 14’ H, both of which are being provided for each lot including the trailer storage areas. Below is a breakdown of the required number of parking and loading spaces, as well as what is provided for each lot, which can also be found on the Overall Layout Plan in Appendix D of the EIS.

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PARKING & LOADING CALCULATIONS:

§235-12.8 MINIMUM STALL SIZE (PARKING STALL): 9' X 20' (COMPLIES)

§235-12.8 MINIMUM STALL SIZE (TRUCK LOADING SPACE): 12' W X 25' L X 14' H (COMPLIES)

WAREHOUSE USE:

§235-12.4 SUFFICIENT PARKING FOR ALL TRUCKS, TRUCK TRAILERS, AND TRUCK TRACTORS STORED OR BEING SERVICED AT ANY PERIOD OF TIME, PLUS REQUIRED PARKING FOR OFFICE AREAS, PLUS 2 SPACES PER 3 EMPLOYEES ON DUTY OR ON THE PREMISES AT ANY ONE TIME

REQUIRED:

§235-12.4: 1 LOADING SPACE FOR EACH 40,000 SF IN ADDITION TO THE FIRST 40,000 SQUARE FEET

LOT 1: 1 SPACE + (815,000 SF/40,000 SF) = 21 SPACES
LOT 2: 1 SPACE + (238,280 SF/40,000 SF) = 6 SPACES

PROVIDED:

LOT 1: 134 LOADING SPACES (COMPLIES)
LOT 2: 50 LOADING SPACES (COMPLIES)

LOT 1 HAS A TOTAL OF 246 TRAILER STORAGE SPACES (43 LAND BANKED)
LOT 2 HAS A TOTAL OF 56 TRAILER STORAGE SPACES (56 LAND BANKED)

OFFICE USE:

REQUIRED:

§235-12.4: 1 PARKING SPACE PER 200 SF OF FLOOR AREA

LOT 1: 8,000 SF / 200 SF = 40 SPACES
LOT 2: 16,000 SF / 200 SF = 80 SPACES

NON-OFFICE SPACES:

REQUIRED:

1 EMPLOYEE PER 4,100 GROSS FLOOR AREA**
2 SPACES PER 3 EMPLOYEES

LOT 1: 278,270 SF - 8,000 SF (OFFICE AREA) = 270,270 SF / 4,100 SF = APPROXIMATELY 66 EMPLOYEES
2 SPACES PER 3 EMPLOYEES:
(2 X 66) / 3 = 44 PARKING SPACES

LOT 1 TOTAL = 44 SPACES + 40 SPACES = 88 REQUIRED SPACES

LOT 2: 850,000 SF - 16,000 SF (OFFICE AREA) = 834,000 SF / 4,100 SF = APPROXIMATELY 204 EMPLOYEES
2 SPACES PER 3 EMPLOYEES
(2 X 204) / 3 = 136 REQUIRED SPACES

LOT 2 TOTAL = 136 SPACES + 80 SPACES = 216 REQUIRED SPACES

PROVIDED:

LOT 1: 210 STANDARD SPACES FOR WAREHOUSE USE
80 STANDARD SPACES FOR OFFICE USE
10 ADA COMPLIANT SPACES
300 TOTAL SPACES (COMPLIES)

LOT 2: 110 STANDARD SPACES FOR WAREHOUSE USE
40 STANDARD SPACES FOR OFFICE USE
6 ADA COMPLIANT SPACES
156 TOTAL SPACES (COMPLIES)

** NUMBER OF EMPLOYEES BASED ON ITE 4TH EDITION PARKING GENERATION FOR WAREHOUSE (LAND USE CODE 150 - WAREHOUSE)

J. Potential Impacts and Mitigation Measures

This section will evaluate traffic impact mitigation needs at various phases of the Proposed Action based on the potential impacts described.

Based on the results of the analysis provided in the TIS, the following improvements are recommended:

- Potential signal timing changes at NYS Route 208 and I-84 WB On-Off Ramps based on future traffic projections/demand. These changes include an increased cycle length and greater allocation of green time to protected turn movements to reduce delay. Subject to review and approval of NYSDOT.

- Potential signal timing changes at NYS Route 208 and I-84 EB On-Off Ramps/Neelytown Road based on future traffic projections/demand. These changes include greater allocation of green time to the eastbound approach to reduce delay. Subject to review and approval of NYSDOT.

- Separate left turn lane and separate right turn lane for site entering traffic at Neelytown Road and Proposed Site Driveway 1.

- The Neelytown Road and Proposed Site Access driveway should be monitored in the future for a potential traffic signal.

As identified in the TIS and shown on the Level of Service Summary Tables, similar LOS will be experienced at the study area intersections under future No-Build and future Build Conditions with the proposed warehouse development and recommended traffic signal timings.

In addition, the proposed Site driveways are not expected to significantly impact the area roadways or its traffic operation.

It should be noted as discussed in Section III.B, a conservative analysis was used for traffic that may be generated by the Proposed Action based on the "higher" Trip Generation Rates for Land Use Category – 130 Industrial Park in the traffic volume projections. Accordingly, results from the analysis are approximately 2 times higher than typical ITE warehouse rates (ITE Land Use 150). In addition, while the type of warehouses uses are not known at this time (and the "higher" Industrial Park Trip Generation Rates were utilized), based on traffic surveys conducted at Hudson Crossing Industrial Park and The Home Depot Distribution Center located along Neelytown Road, the observed actual trip generation rates were approximately 1/3 lower than the aforementioned Trip Generation rates utilized in the Traffic Study.

The NYSDOT recommended this project and other projects proposed in Montgomery be included in the transportation district established for Bracken Road to identify areas that need to be mitigated. It is our understanding that a transportation district has not been established by the Town, however, for other certain projects the Town has assessed fees that have been placed in escrow to support specific mitigation needs for impacts identified in the SEQRA process.~~Based on the above, it is not anticipated that the project will need to be included in any Transportation Improvement District.~~

K. Construction Impacts

The development of the Site will require truck trips for every operation but the operations do not become cumulative. Traffic can be separated into two categories, regular deliveries and bulk deliveries which are further divided into phases which are associated with 1) site work, 2) building superstructure and 3) finish work.

Based on information provided by the construction management team, the development plan is anticipated to be completed within 24 months. The number of construction vehicles/delivery trucks per day is a variable value depending on specific construction operation. The maximum anticipated number of trucks would occur during earthwork import/export and during precast concrete structure erection where a maximum of 85 truck deliveries (or a total of 170 truck trips) over the course of a day would occur. These trips would include approximately 45 truck deliveries of fill material with the remaining truck deliveries associated with other construction activity.

It should be noted that the anticipated construction traffic would be significantly less than the estimated traffic for the proposed warehouse as analyzed in the Traffic Impact Study.

A Construction Management Plan including traffic control measures would be implemented in accordance with all state and local requirements, and construction trucks would be required to use local trucks routes as designated by the Town. It should be noted that CR 99 (Neelytown Road) is designated as a major collector (urban) that supports trucks on a daily basis. The intent is to limit truck traffic to County and State facilities, i.e., not using local roadways.

Additional information including construction operation, including project phasing, schedule of construction, demolition and cut/fill is contained in DEIS Chapter 2, Section D.

L. Alternate Access (3) Alternative Site Layouts

Alternative Site Layouts 1, 2, and 3 contain three buildings with the same building square footage of 1,128,270. Major differences include varying size, location, and number of warehouses within the subject site. Additionally, the three alternatives provide different access points and traffic circulation.

Under the Proposed Action and Site Design Alternatives 1, 2, 3, all development plans would result in a trip generation with a total of 463 trips (406 entering trips/57 exiting trips) during the Weekday AM Peak Hour, a total of 452 trips (90 entering trips/362 exiting trips) during the Weekday PM Peak Hour and a total of 458 trips (248 entering trips/210 exiting trips) during the Saturday Peak Hour.

Alternative Site Layout 1 and 3 consists of three Warehouse buildings: Building 1 (214,000 SF), Building 2 (664,200 SF), and Building 3 (250,070 SF), respectively in both alternatives. Alternative Site Layout 1 has 4 access driveways, 1 driveway to Neelytown Road, 2 driveways to Beaver Dam Road, plus an emergency access to Beaver Dam Road. Site layout 3 has 6 access driveways, 3 driveways to Neelytown Road, 2 driveways to Beaver Dam Road, plus an emergency access to Beaver Dam Road.

Alternative Site Layout 2 maintains the 214,000 SF warehouse, however, warehouses 2 and 3 are 550,670 SF and 363,600 SF, respectively. Alternative Site Layout 2 has 6 access driveways, 3 driveways to Neelytown Road, 2 driveways to Beaver Dam Road, plus an emergency access to Beaver Dam Road.

For comparison purpose, an Alternate Access Scenario was analyzed (Alternative Site Layout 3).

This alternative would not change the projected Year 2027 and Year 2037 Build Traffic Volumes at the adjacent study area intersections and results of analysis outlined above in Section III.G 1 through 7. The arrival/departure distributions, resulting site generated traffic volumes, resulting Year 2027 Build Traffic Volumes and Year 2037 Build Traffic Volumes are shown on Figures No. 14-ALT through 43-ALT. The resulting Levels of Service Summary Tables are shown on Tables No. 2-ALT-and 3-ALT, respectively.

The Alternate Access analysis is contained in Appendix J.

IV. Summary and Conclusion

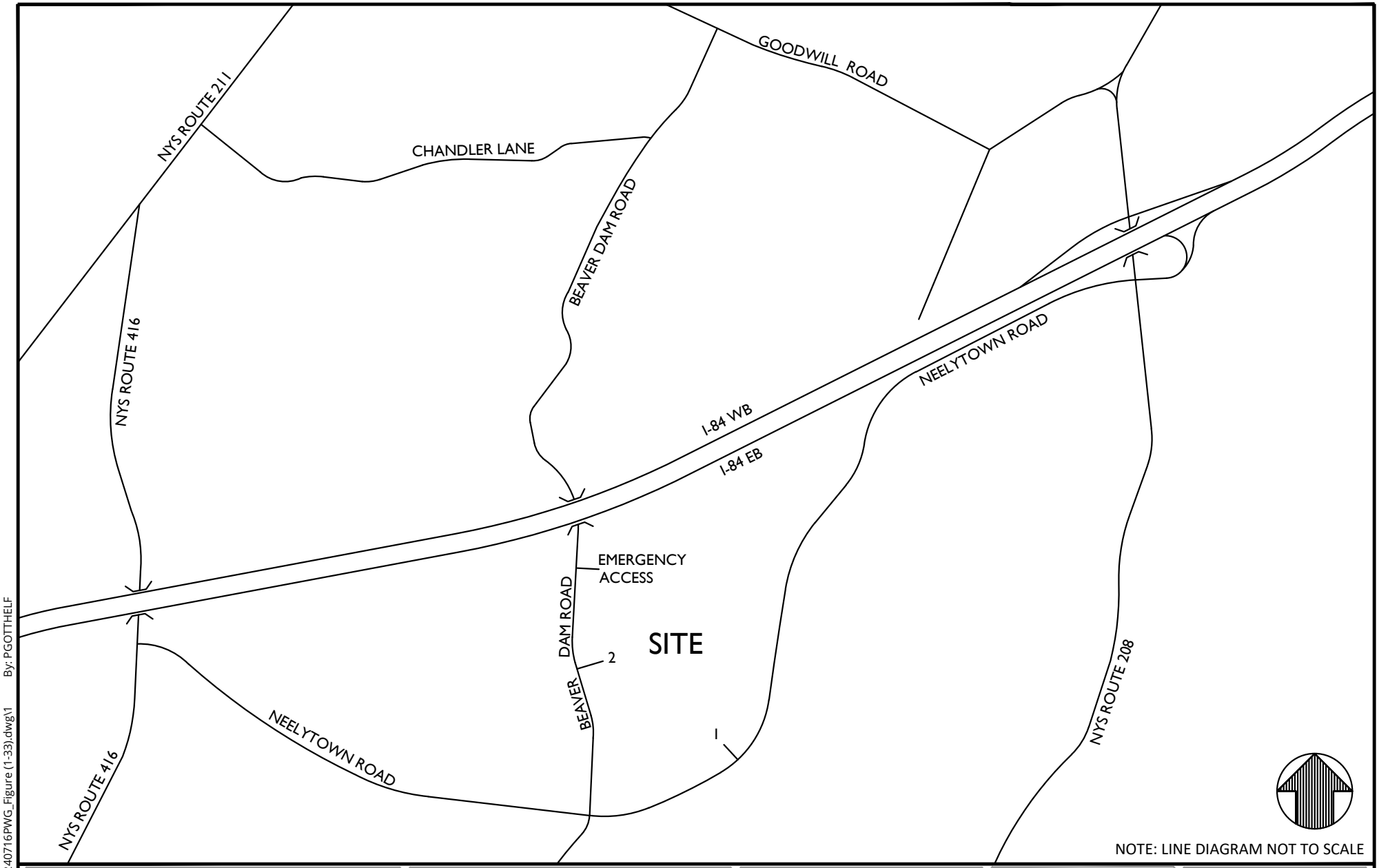
As identified in this study and shown on the Level of Service Summary Tables, with the exception of the intersection of NYS Route 208 and I-84 westbound ramps, similar Levels of Service will be experienced at the study area intersections under future No-Build and future Build Conditions with the proposed warehouse development with the mitigation measures outlined in Section III.J~~and recommended traffic signal timings~~. ~~-~~As noted in Section III.J, the NYSDOT recommended this project and other projects proposed in Montgomery be included in the transportation district established for Bracken Road to identify areas that need to be mitigated. It is our understanding that a transportation district has not been established by the Town, however, for other certain projects the Town has assessed fees that have been placed in escrow to support specific mitigation needs for impacts identified in the SEQRA process.

It should be noted, as discussed in Section III.B to provide a conservative analysis, the "higher" Trip Generation Rates for Land Use Category – 130 Industrial Park were utilized in the traffic volume projections and results of the analysis. If the lower warehouse trip generation rates are realized, improved Levels of Service will be experienced.

~~In addition, the proposed site driveways are projected to operate at a Levels of Service "D" or better and will provide safe access to/from the site. Thus, the proposed development is not expected to significantly impact the area roadways or its traffic operation.~~

Traffic Impact Study

Appendix A | Traffic Volume Figures



NOTE: LINE DIAGRAM NOT TO SCALE

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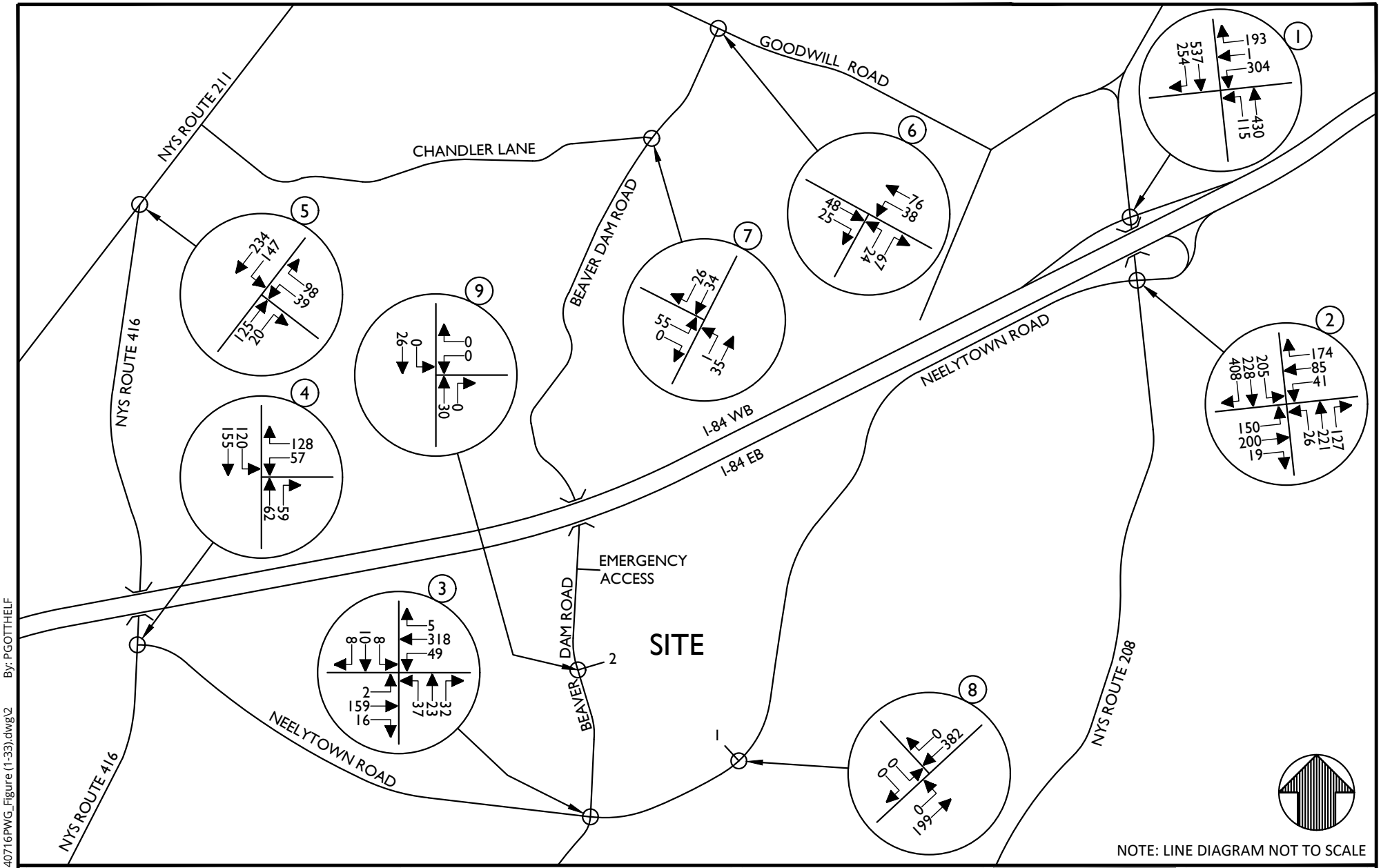
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SITE LOCATION MAP

SHEET NUMBER:

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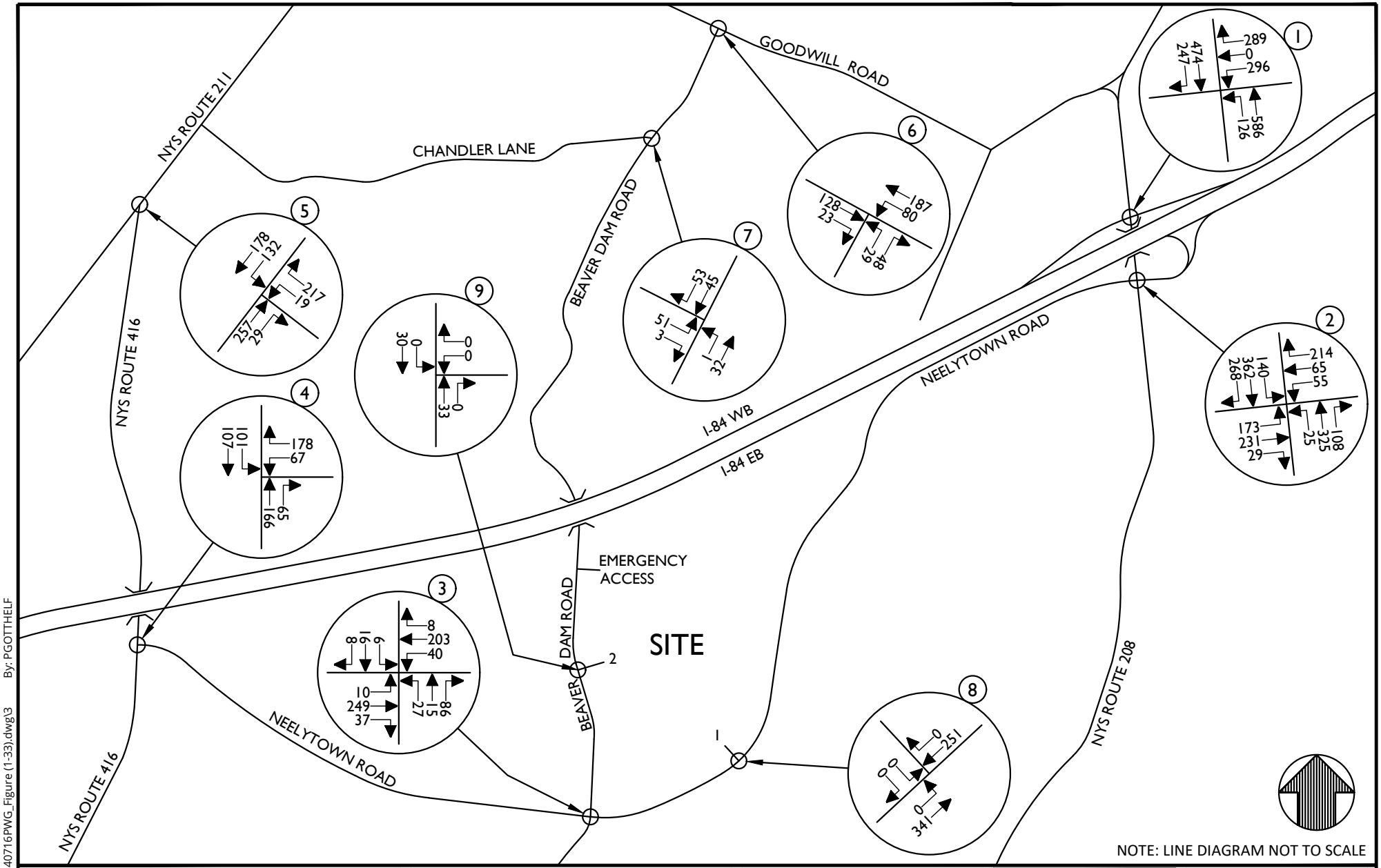
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2023 EXISTING TRAFFIC VOLUMES
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PROJECT NUMBER:	DRAWING NAME:
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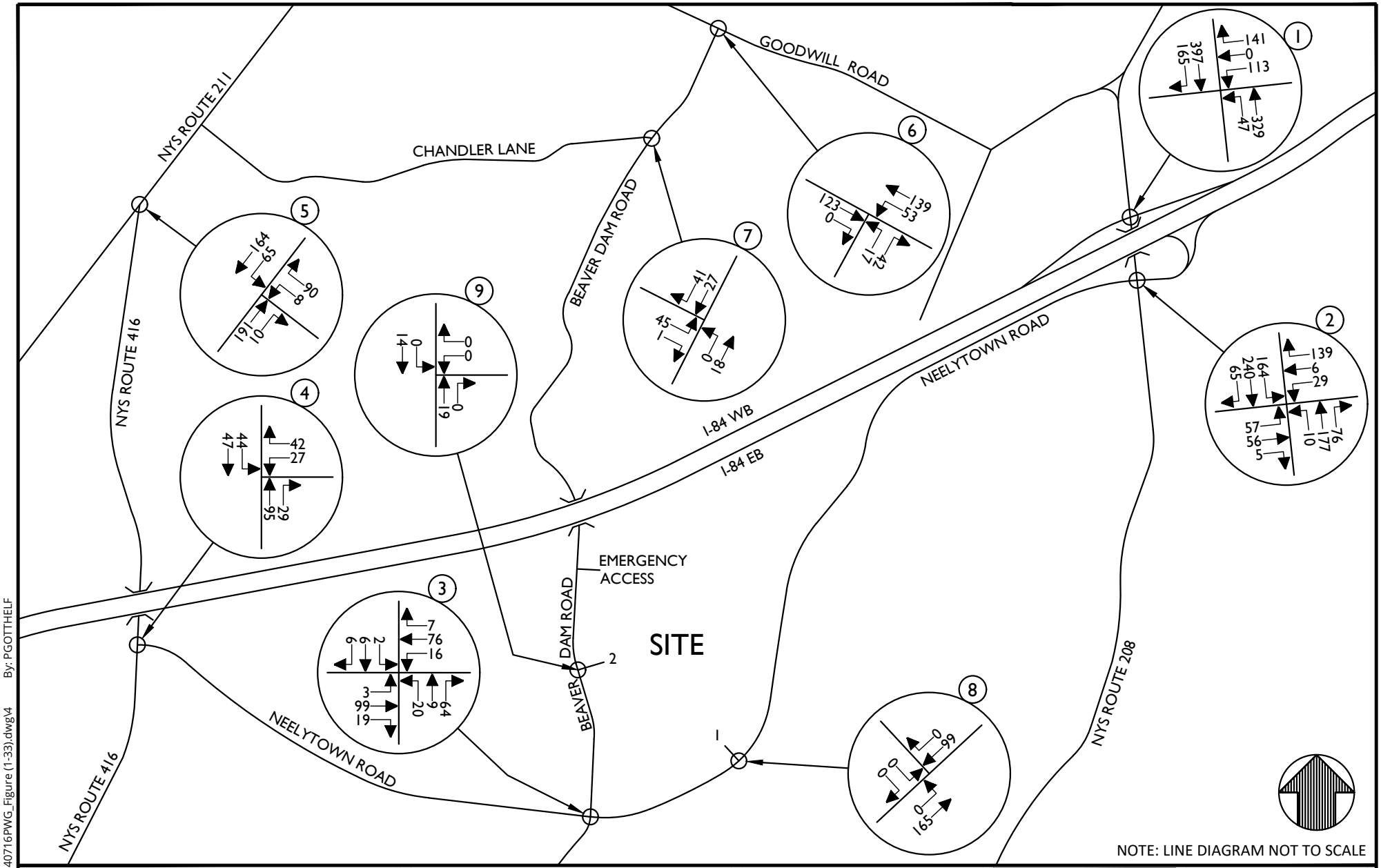
SHEET TITLE:

2023 EXISTING TRAFFIC VOLUMES WEEKDAY PEAK PM HOUR

SHEET NUMBER:

3 of 35

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PROJECT NUMBER: 21000327A

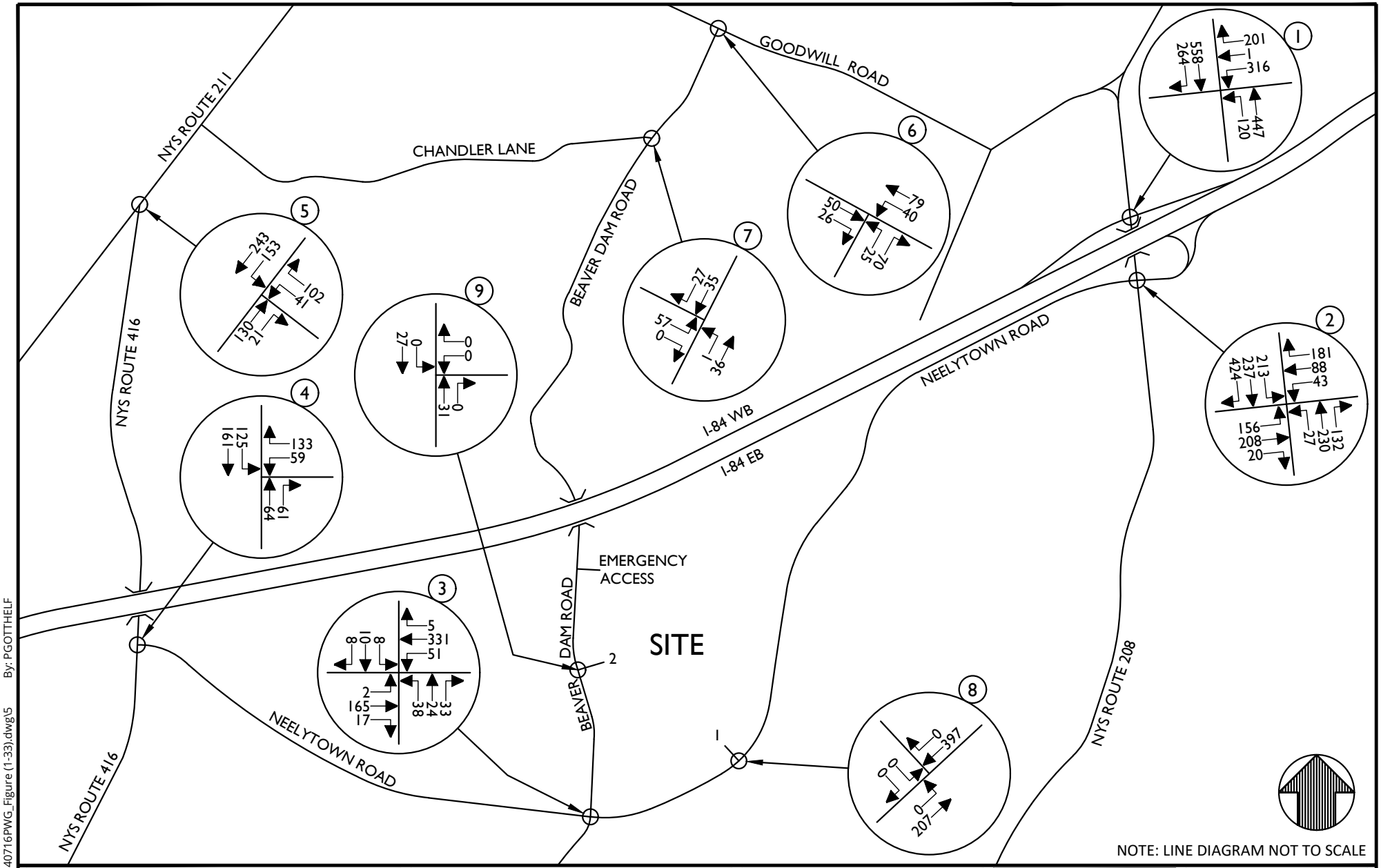
DRAWING NAME: 240716PWG_FIGURE (1-33)

SHEET TITLE:

2023 EXISTING TRAFFIC VOLUMES SATURDAY PEAK HOUR

SHEET NUMBER:

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PROJECT NUMBER: 21000327A

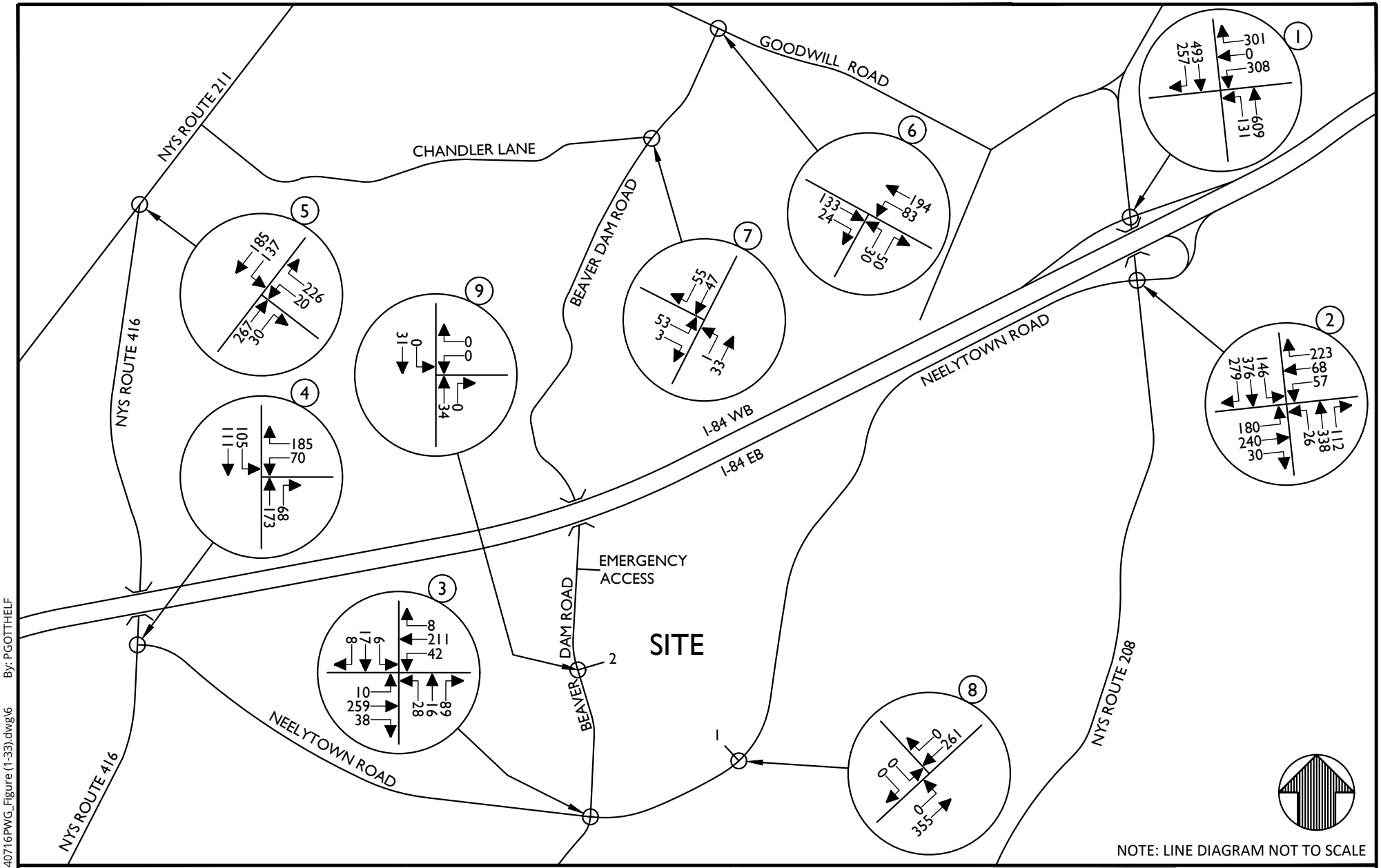
DRAWING NAME: 240716PWG_FIGURE (1-33)

SHEET TITLE:

2027 PROJECTED TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:

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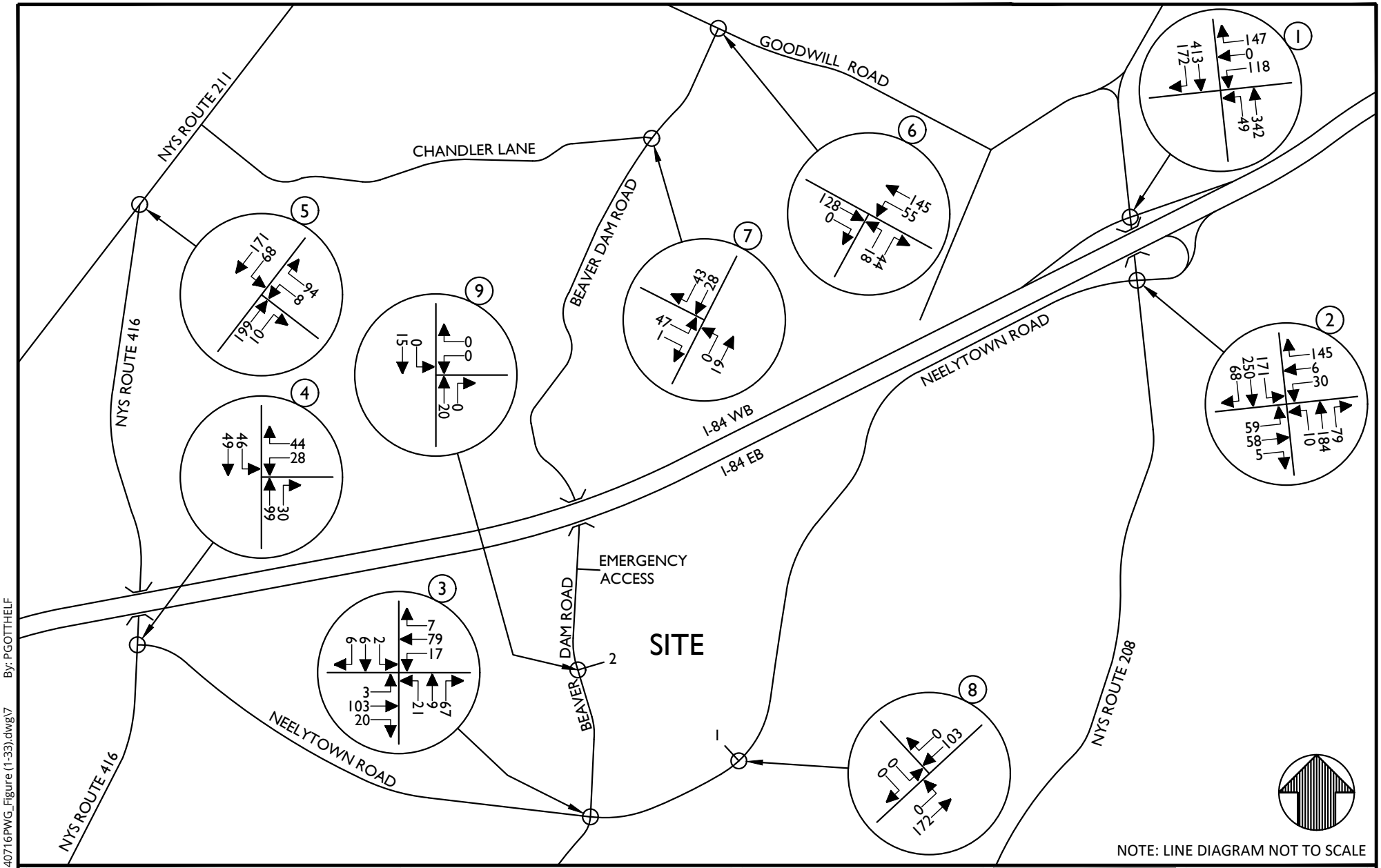
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DRAWING NAME: 240716PWG_FIGURE (1-33)

SHEET TITLE:
2027 PROJECTED TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
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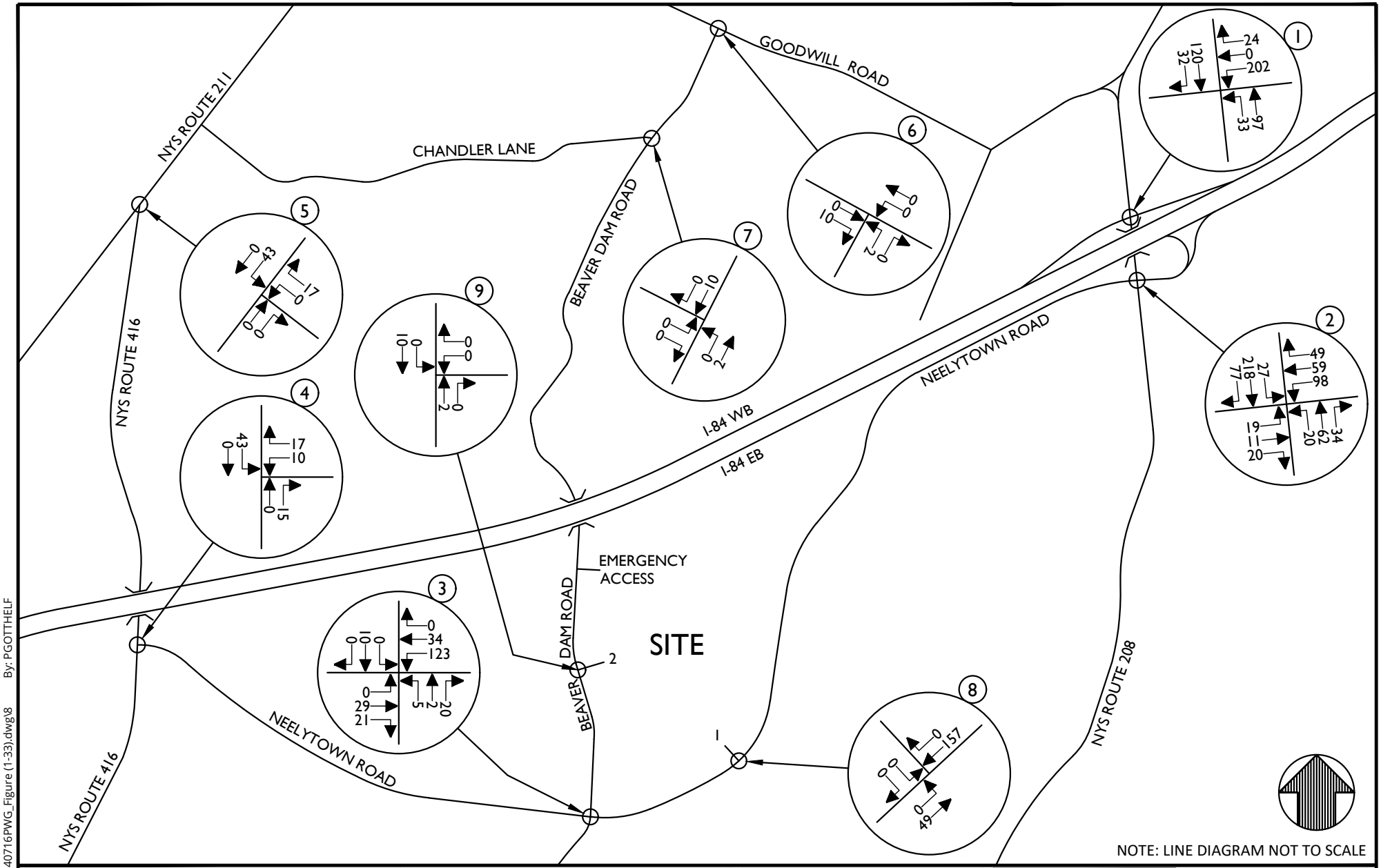
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PROJECT NUMBER:	DRAWING NAME:
21000327A	240716PWG_FIGURE (1-33)

SHEET TITLE:
2027 PROJECTED TRAFFIC VOLUMES
SATURDAY PEAK HOUR

SHEET NUMBER:
7 of 35

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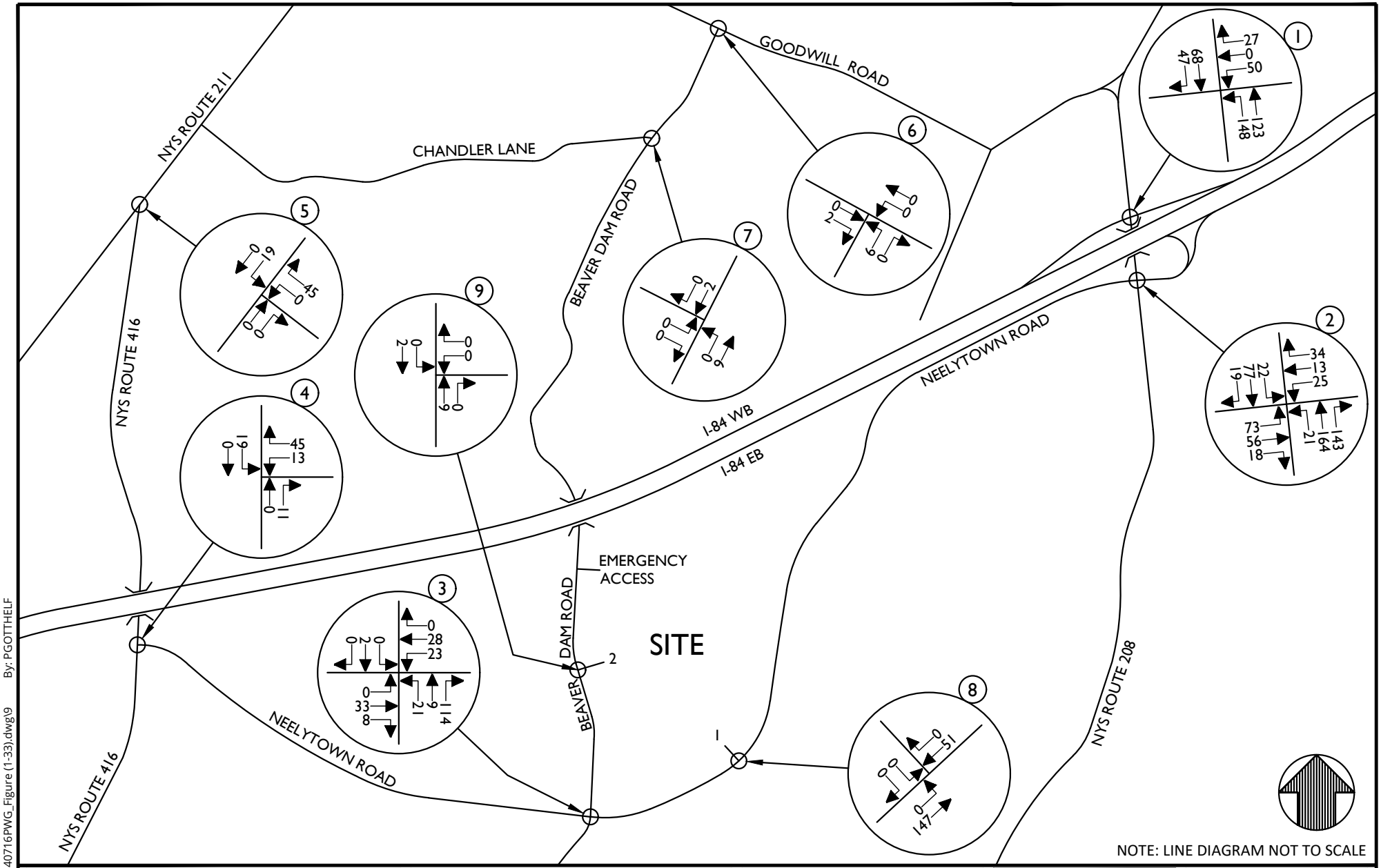
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PROJECT NUMBER: 21000327A

DRAWING NAME: 240716PWG_FIGURE (1-33)

SHEET TITLE:
OTHER DEVELOPMENT
TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:



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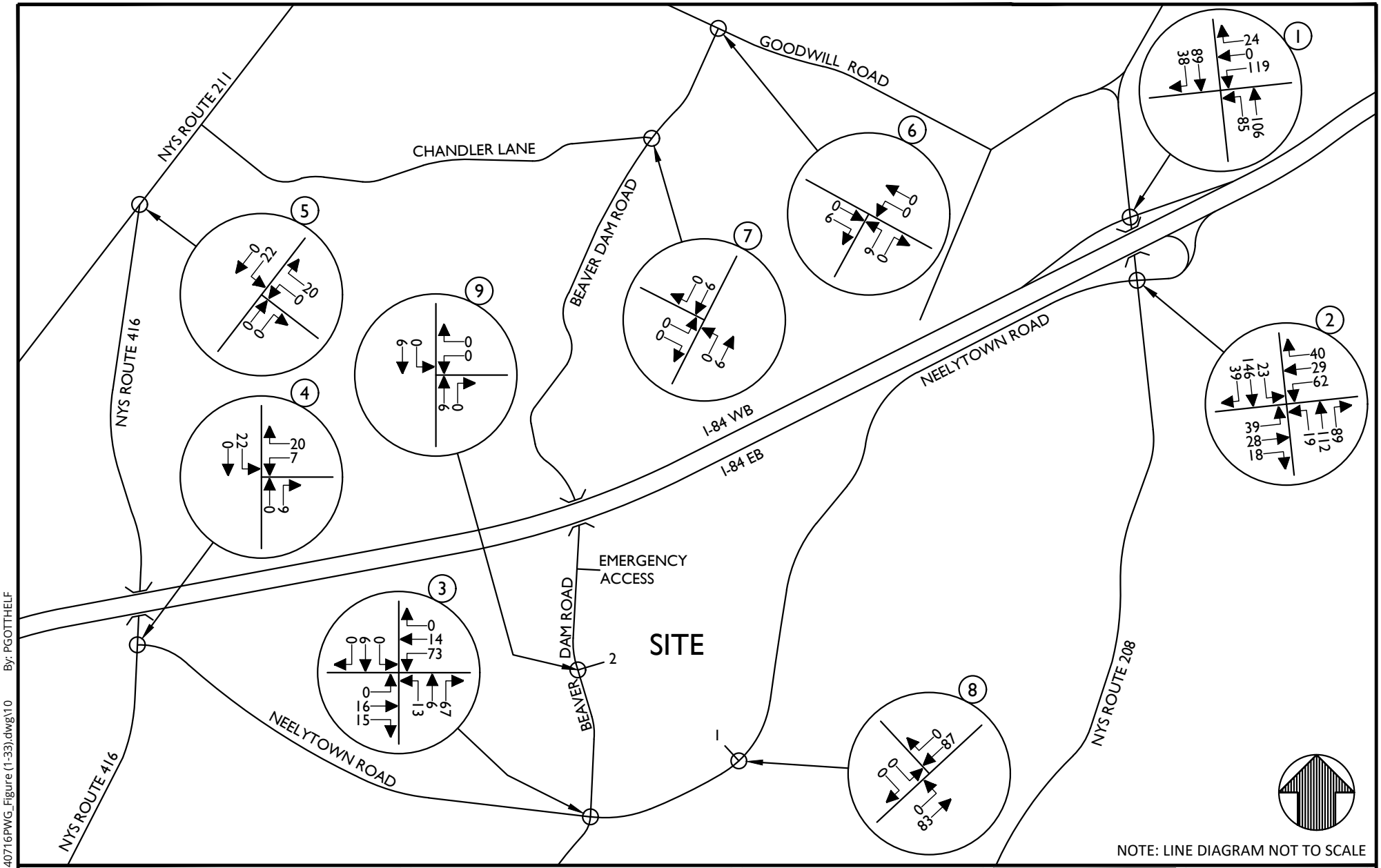
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PROJECT NUMBER:	DRAWING NAME:
21000327A	240716PWG_FIGURE (1-33)

SHEET TITLE:
OTHER DEVELOPMENT
TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
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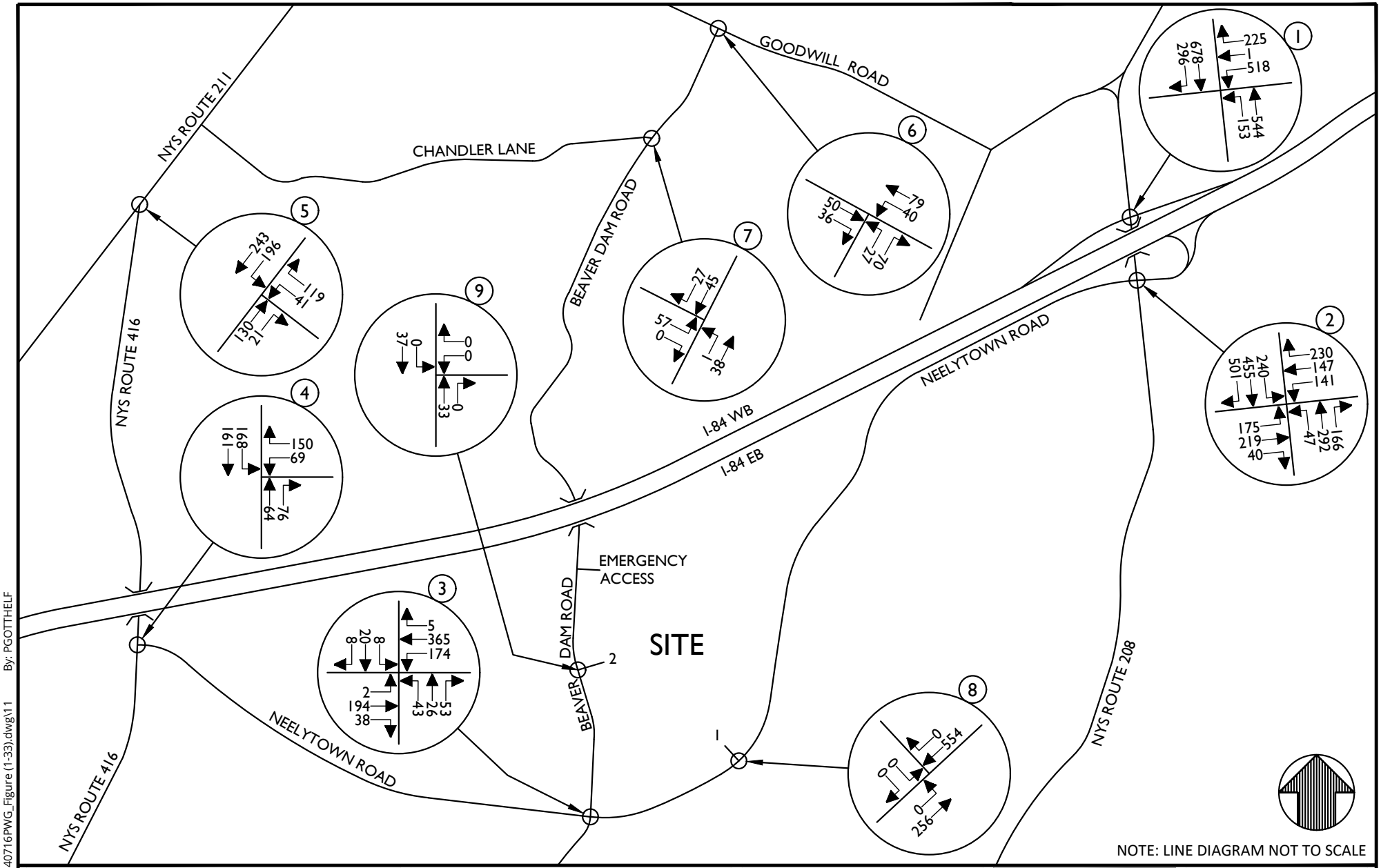
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21000327A	240716PWG_FIGURE (1-33)

SHEET TITLE:
OTHER DEVELOPMENT
TRAFFIC VOLUMES
SATURDAY PEAK HOUR

SHEET NUMBER:
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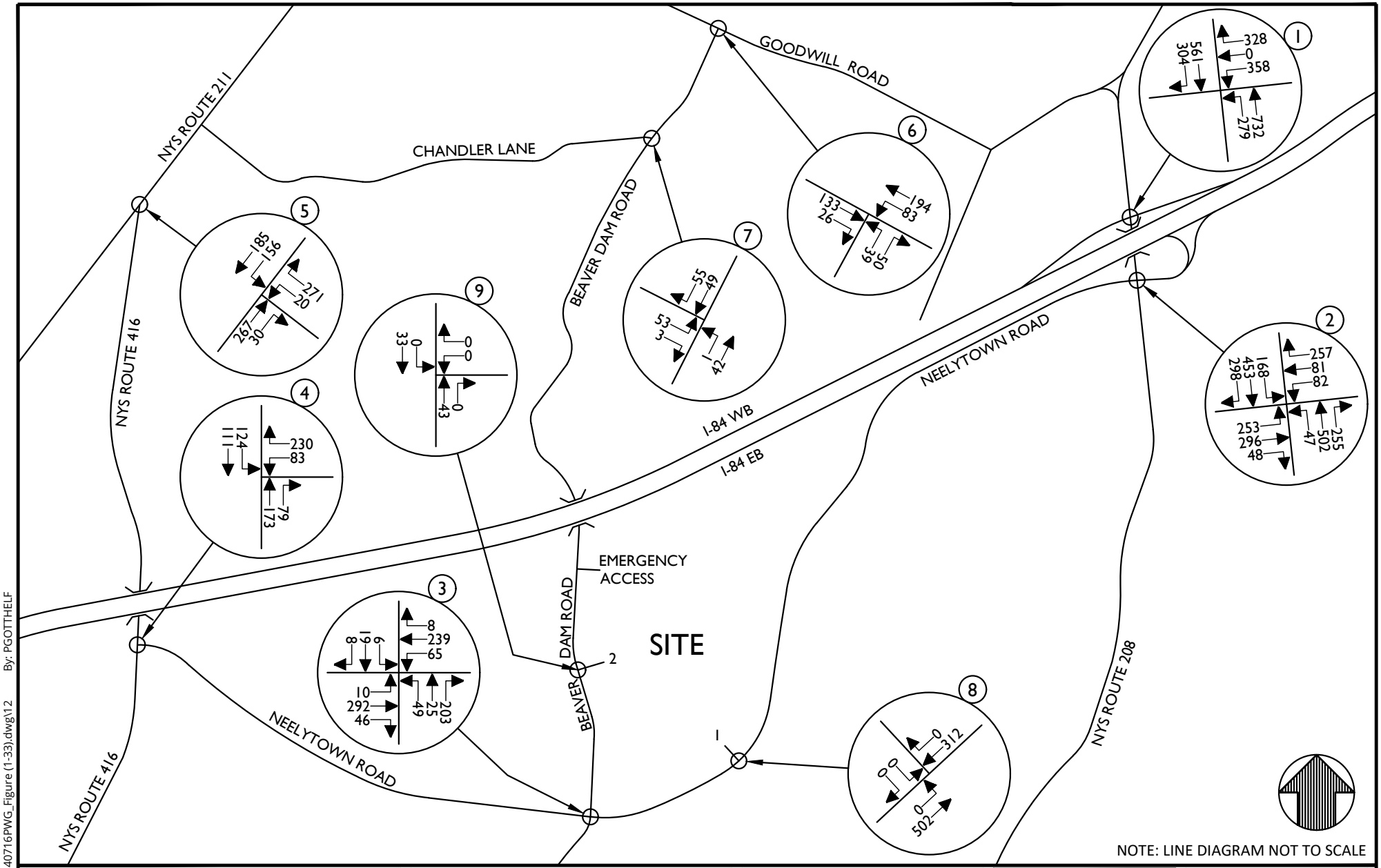
PROJECT NUMBER: 21000327A

DRAWING NAME: 240716PWG_FIGURE (1-33)

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

SHEET NUMBER:
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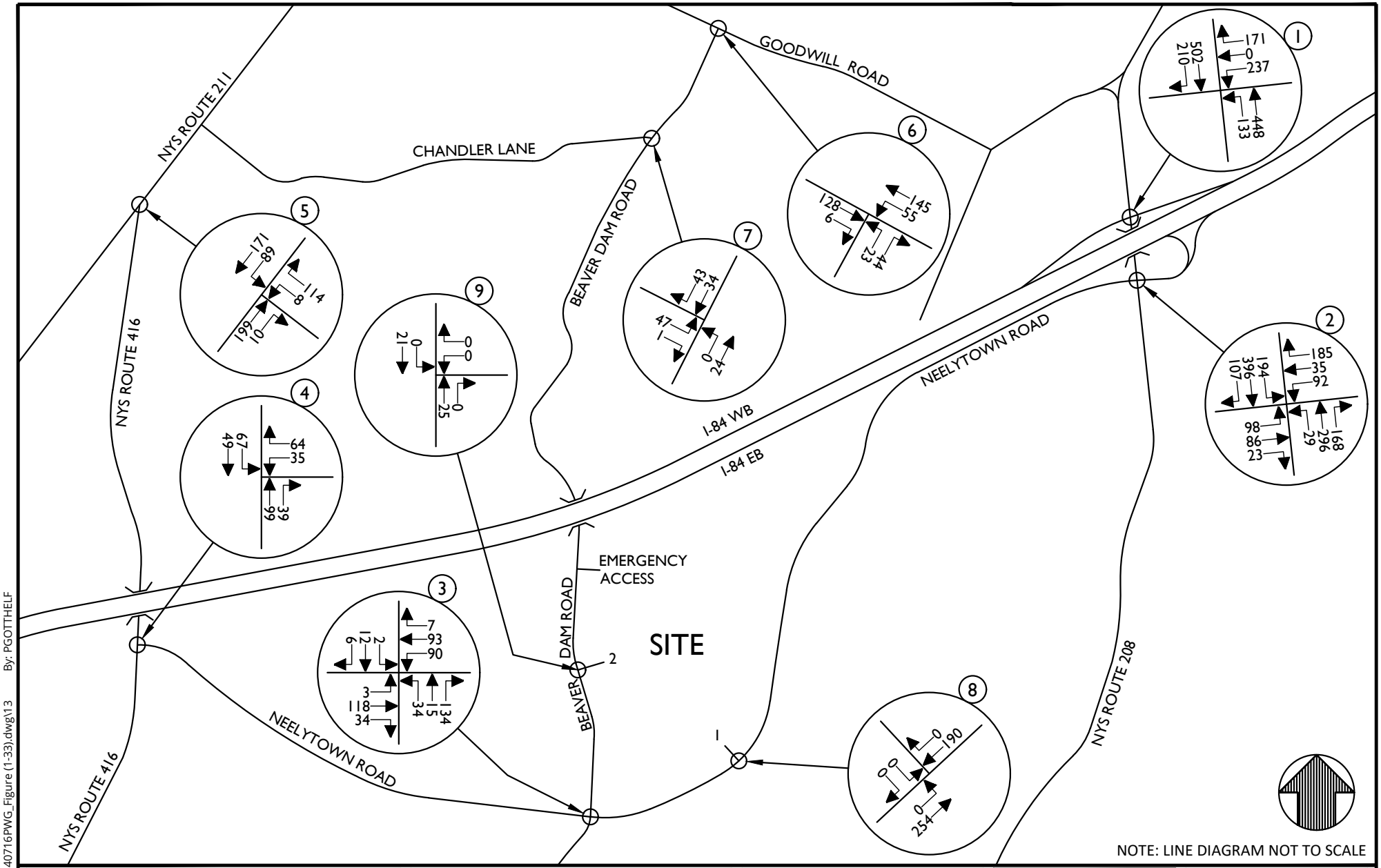
PROJECT NUMBER: 21000327A

DRAWING NAME: 240716PWG_FIGURE (1-33)

SHEET TITLE:
2027 NO-BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
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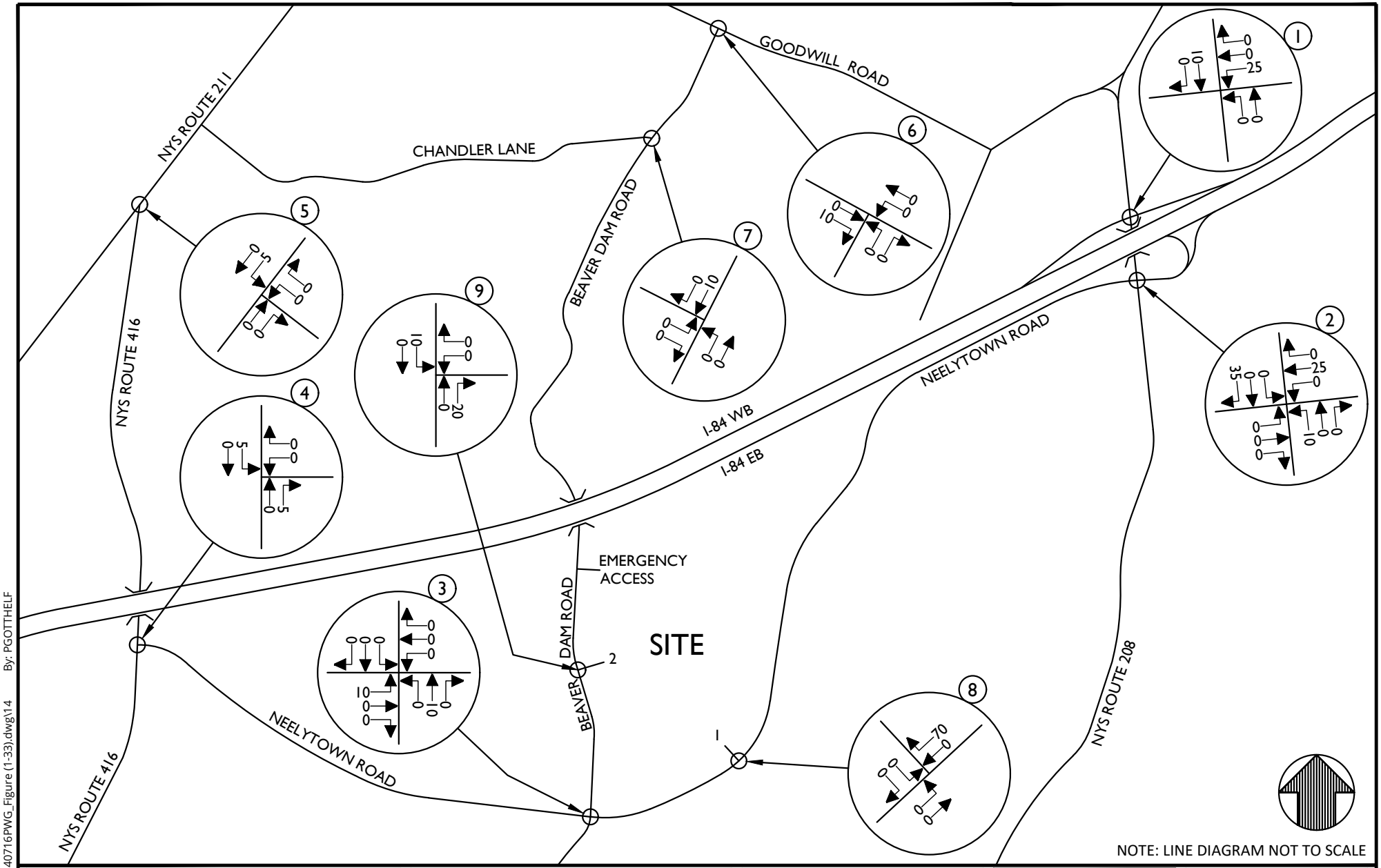
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DRAWING NAME: 240716PWG_FIGURE (1-33)

SHEET TITLE:
2027 NO-BUILD TRAFFIC VOLUMES
SATURDAY PEAK HOUR

SHEET NUMBER:
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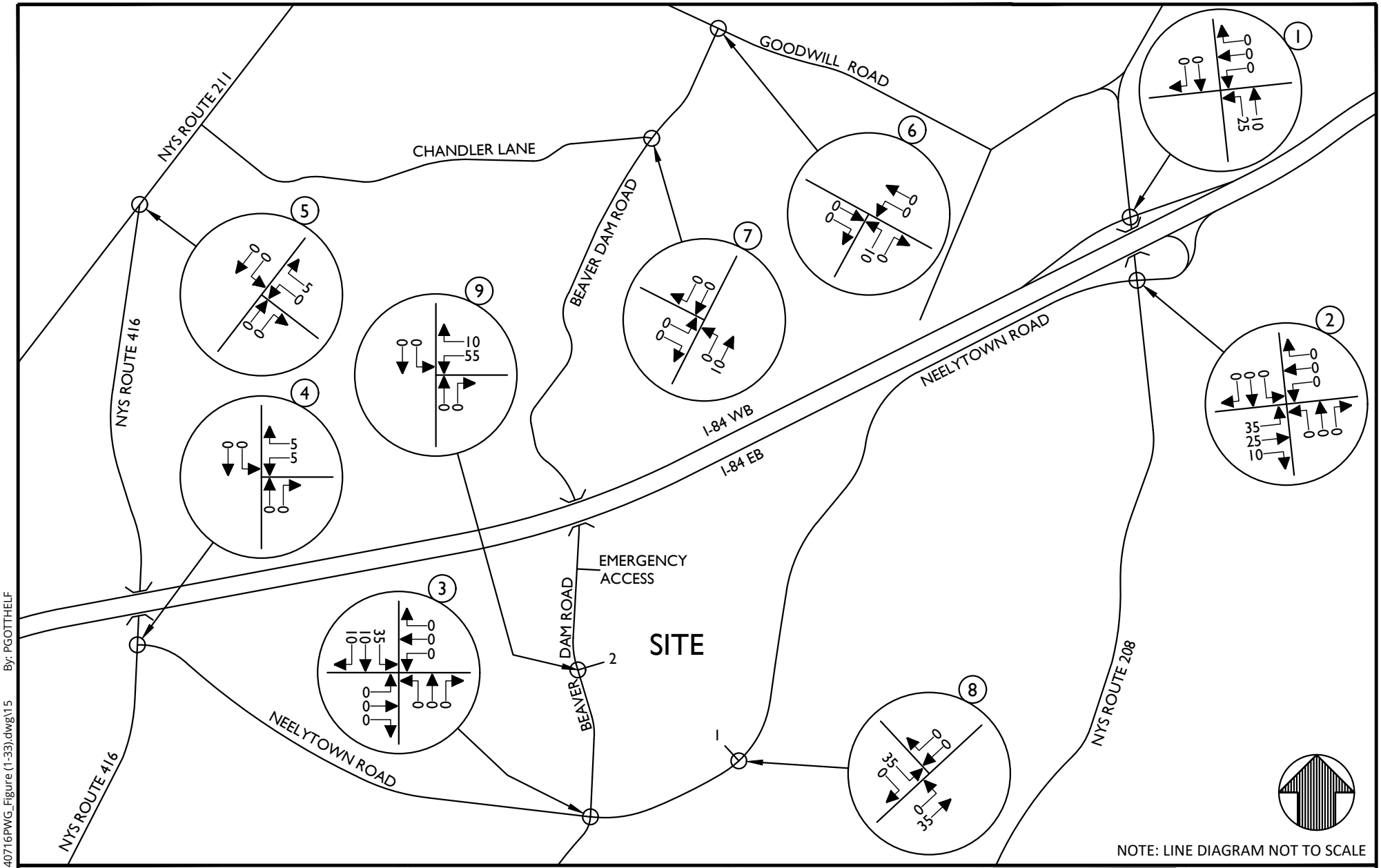
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PROJECT NUMBER:	DRAWING NAME:
21000327A	240716PWG_FIGURE (1-33)

SHEET TITLE:
ARRIVAL DISTRIBUTION
PASSENGER CARS
BUILDING 1 & 2

SHEET NUMBER:
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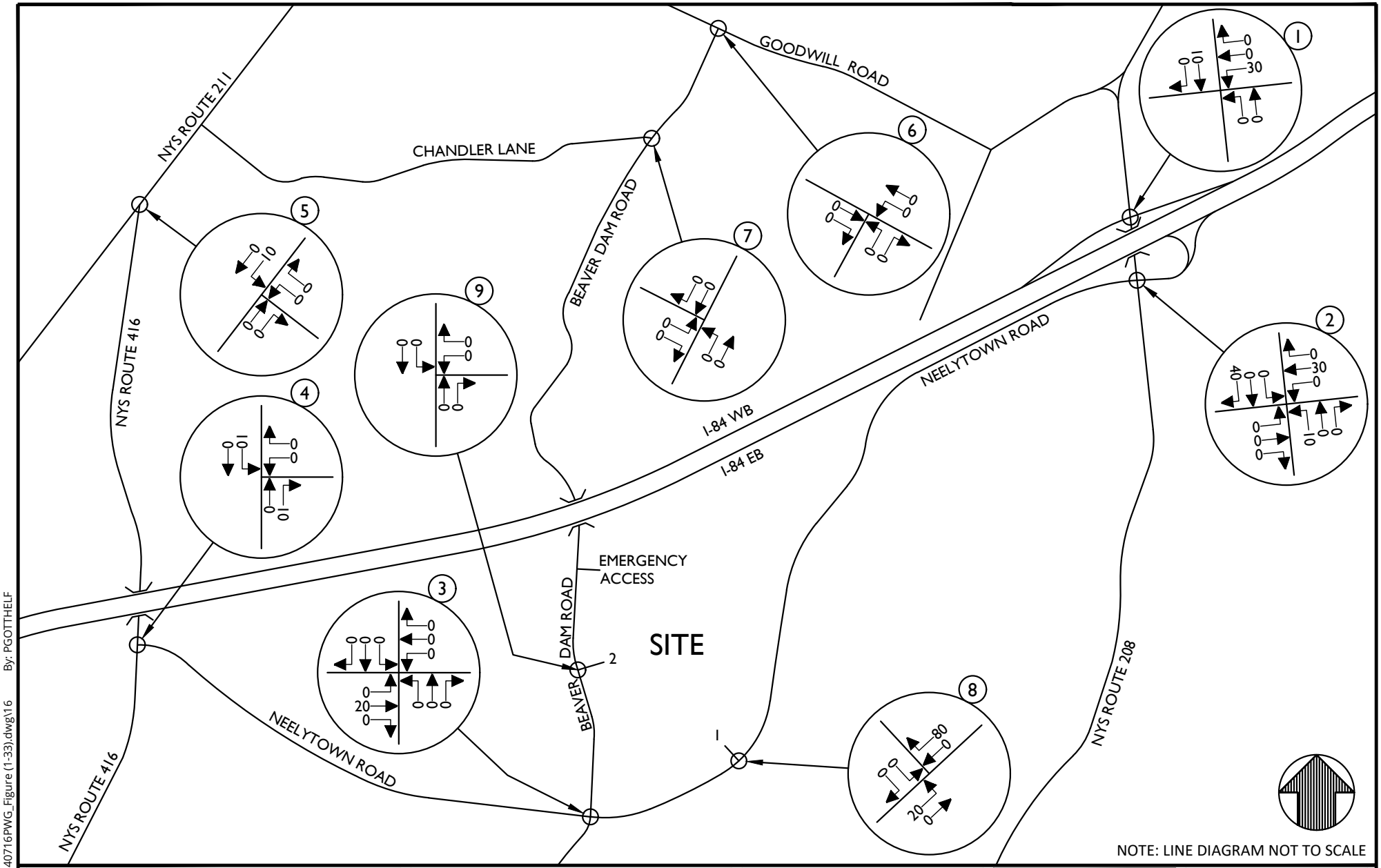
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AS SHOWN	7/16/24	P.W.G.	R.R.

PROJECT NUMBER:	DRAWING NAME:
21000327A	240716PWG_FIGURE (1-33)

SHEET TITLE:
DEPARTURE DISTRIBUTION
PASSENGER CARS
BUILDING 1 & 2

SHEET NUMBER:
15 of 35

0327A\Reports\Traffic\Traffic Figures\240716PWG_Figure (1-33).dwg\15 By: PGOTTHELF



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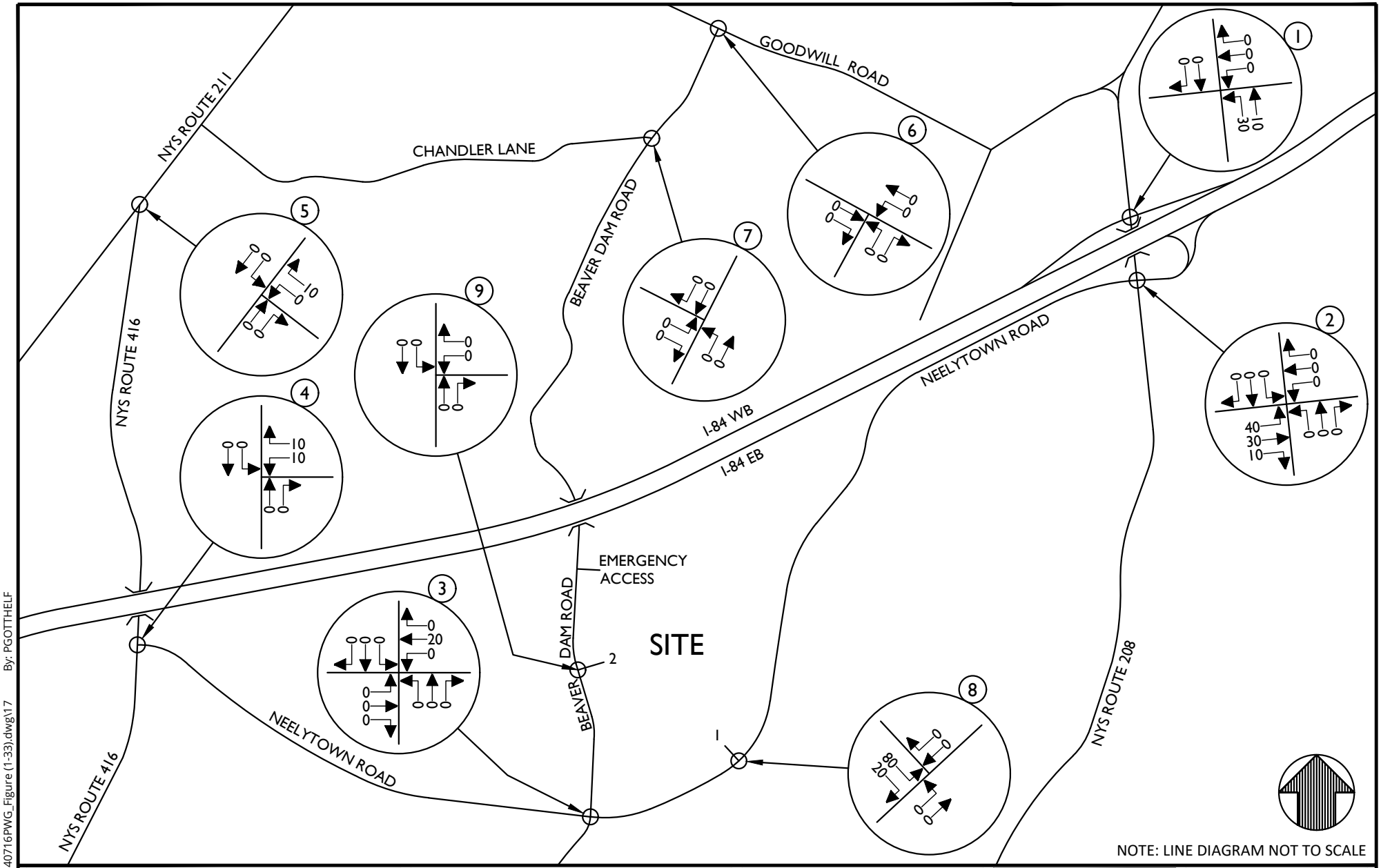
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SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	7/16/24	P.W.G.	R.R.

PROJECT NUMBER:	DRAWING NAME:
21000327A	240716PWG_FIGURE (1-33)

SHEET TITLE:
ARRIVAL DISTRIBUTION
TRUCKS
BUILDING 1 & 2

SHEET NUMBER:
16 of 35



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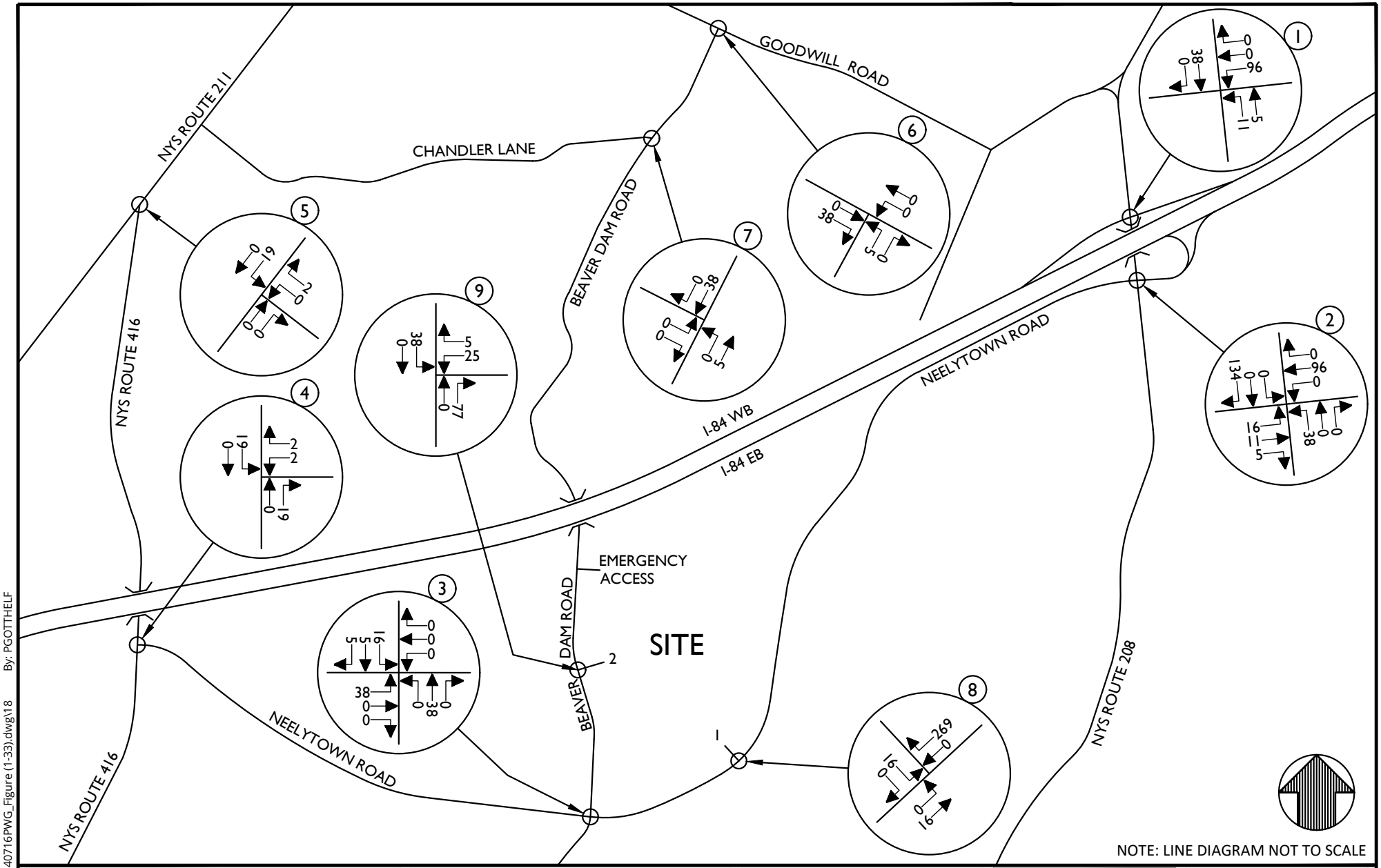
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PROJECT NUMBER:	DRAWING NAME:
21000327A	240716PWG_FIGURE (1-33)

SHEET TITLE:
DEPARTURE DISTRIBUTION
TRUCKS
BUILDING 1 & 2

SHEET NUMBER:
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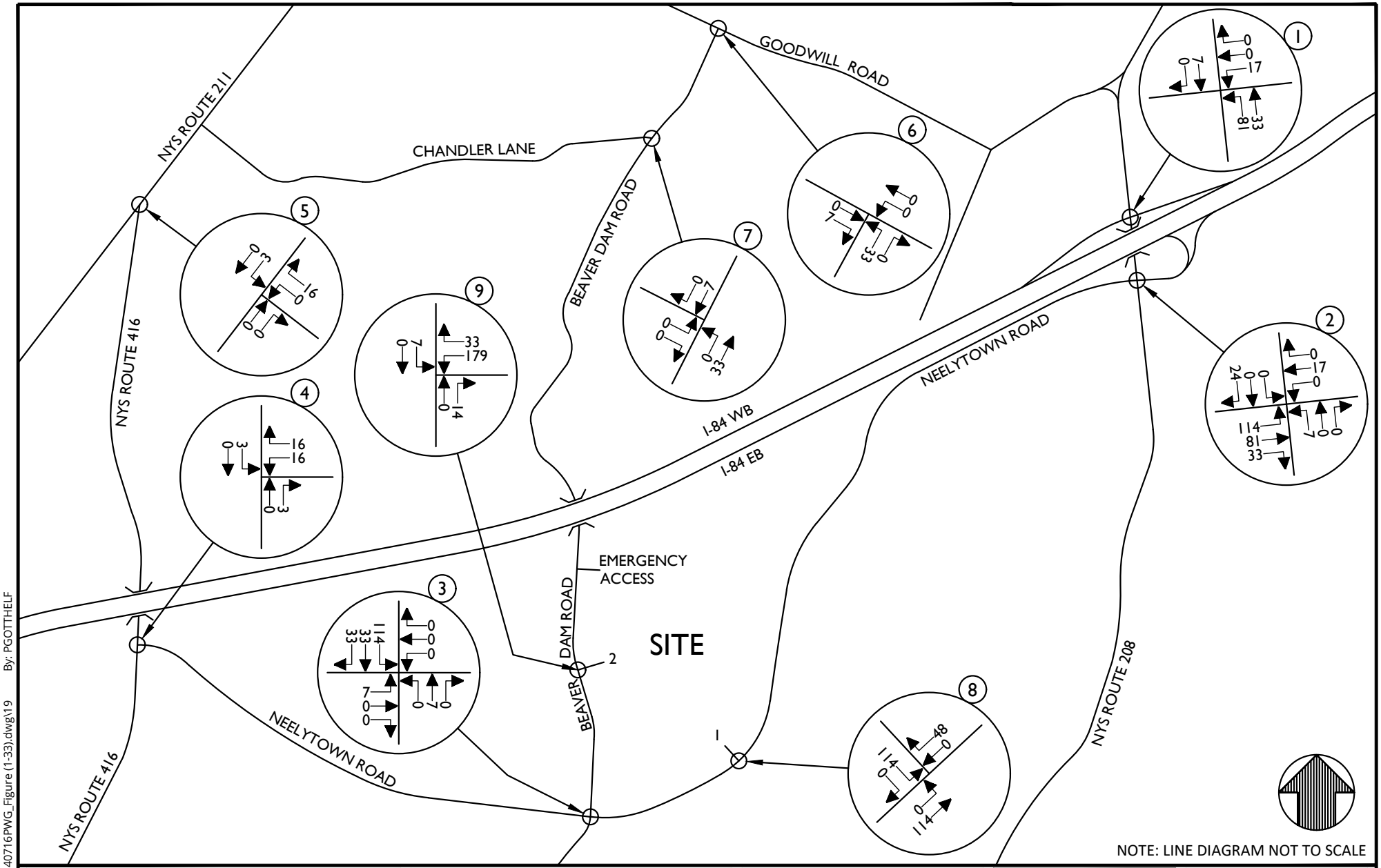
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PROJECT NUMBER:	DRAWING NAME:
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SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
PASSENGER CARS
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
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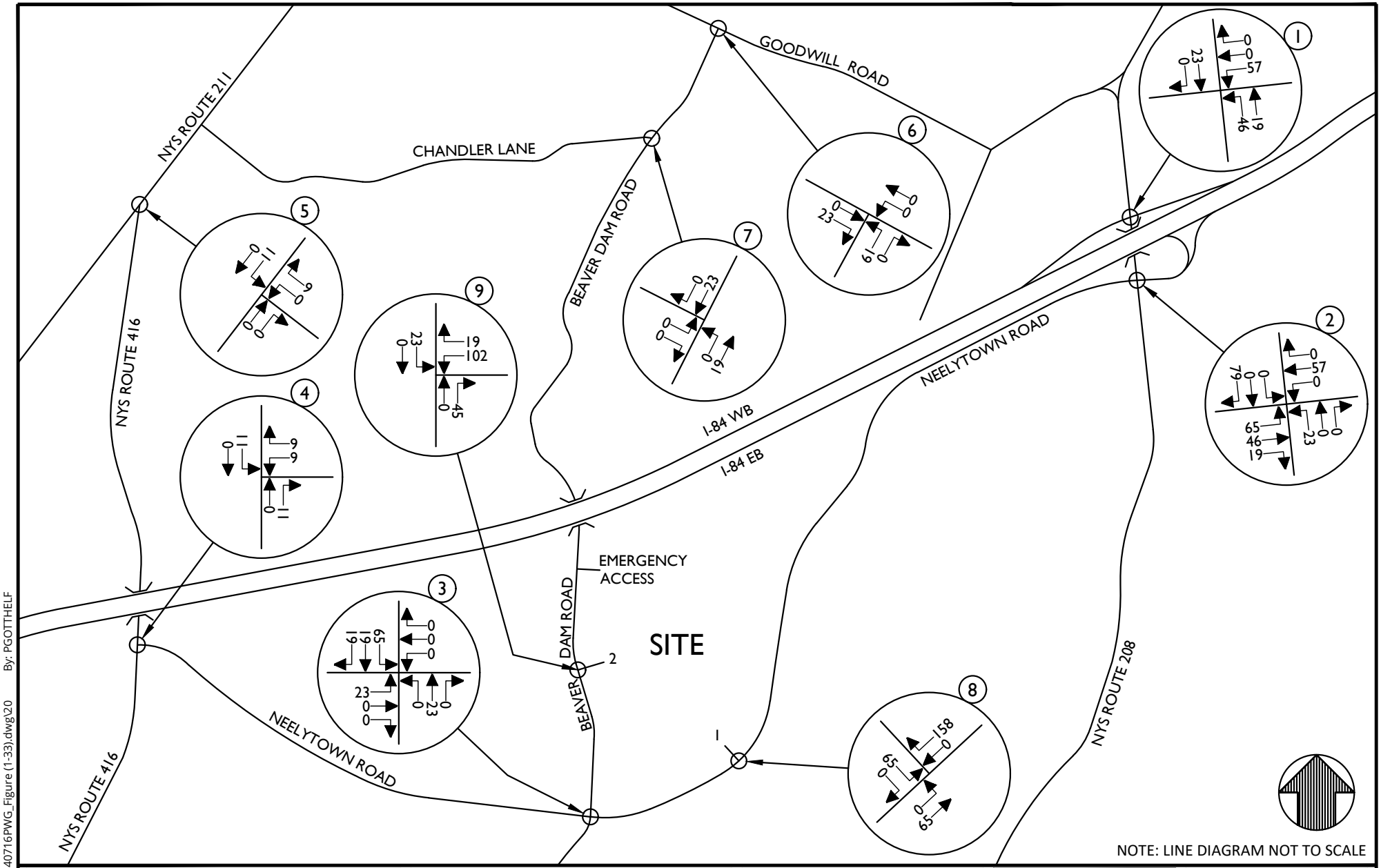
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PROJECT NUMBER:	DRAWING NAME:
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SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
PASSENGER CARS
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
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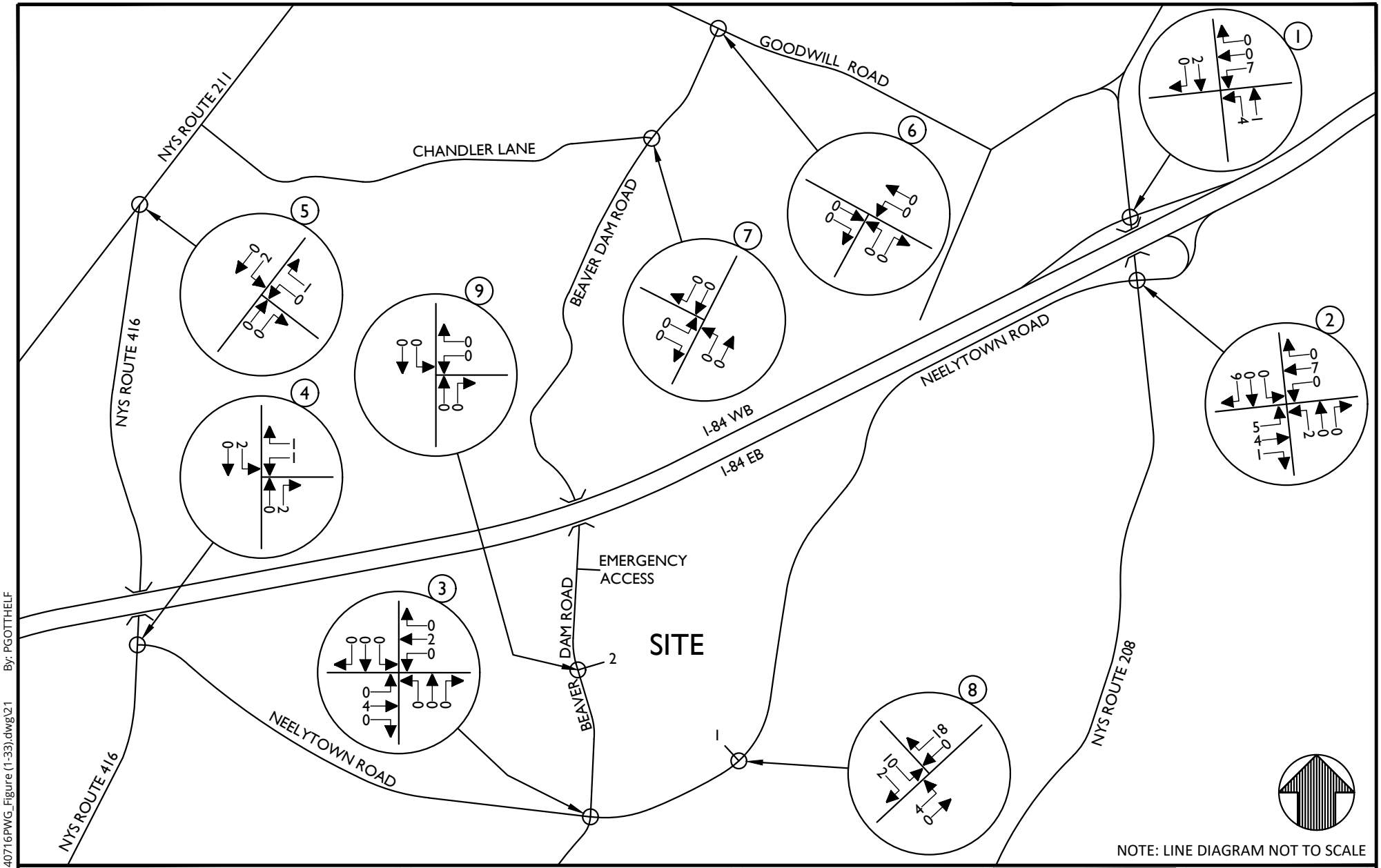
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PROJECT NUMBER:	DRAWING NAME:
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SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
PASSENGER CARS
SATURDAY PEAK HOUR

SHEET NUMBER:
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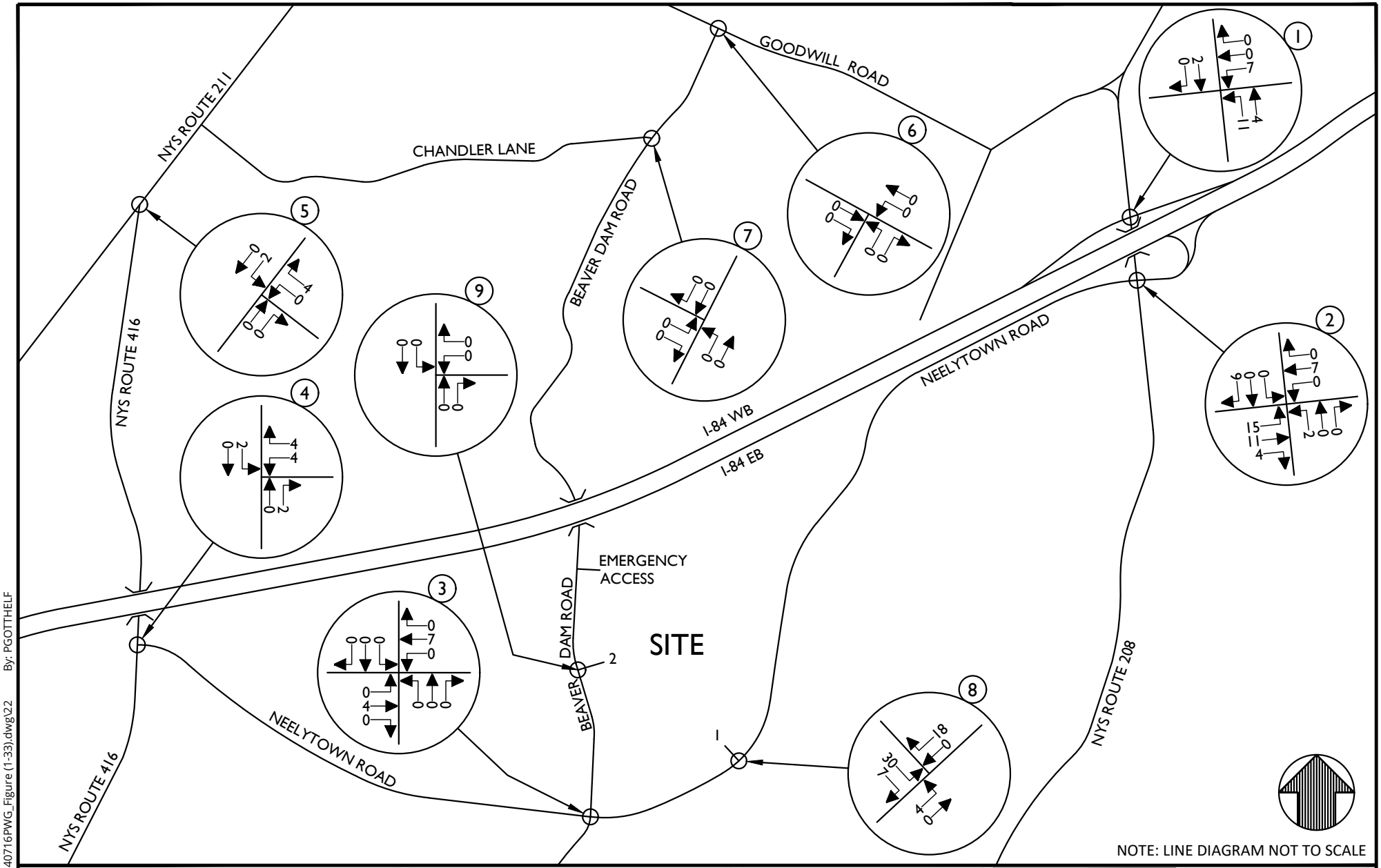
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PROJECT NUMBER:	DRAWING NAME:
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SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
TRUCKS
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
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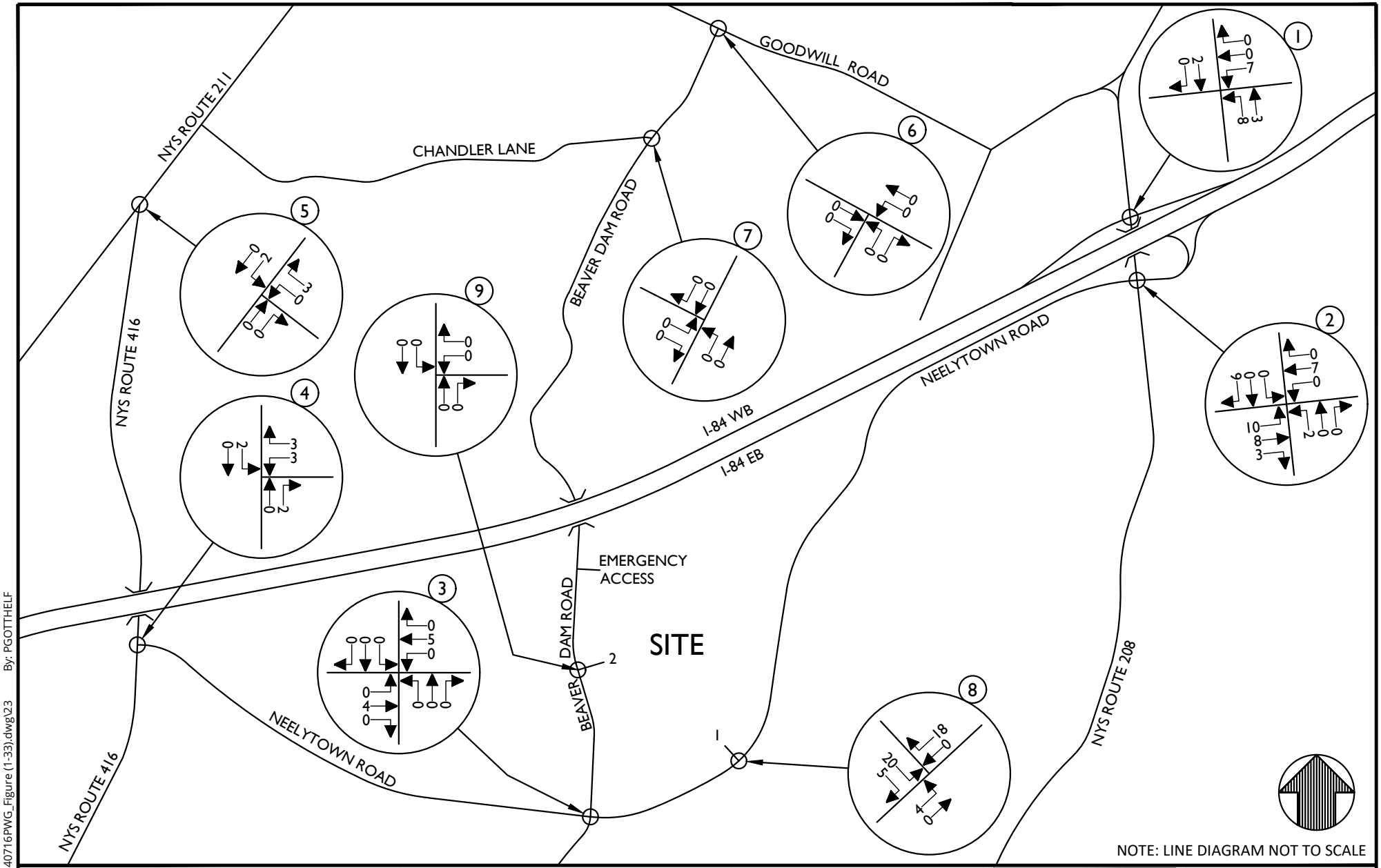
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PROJECT NUMBER: 21000327A

DRAWING NAME: 240716PWG_FIGURE (1-33)

SHEET TITLE:
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TRUCKS
WEEKDAY PEAK PM HOUR

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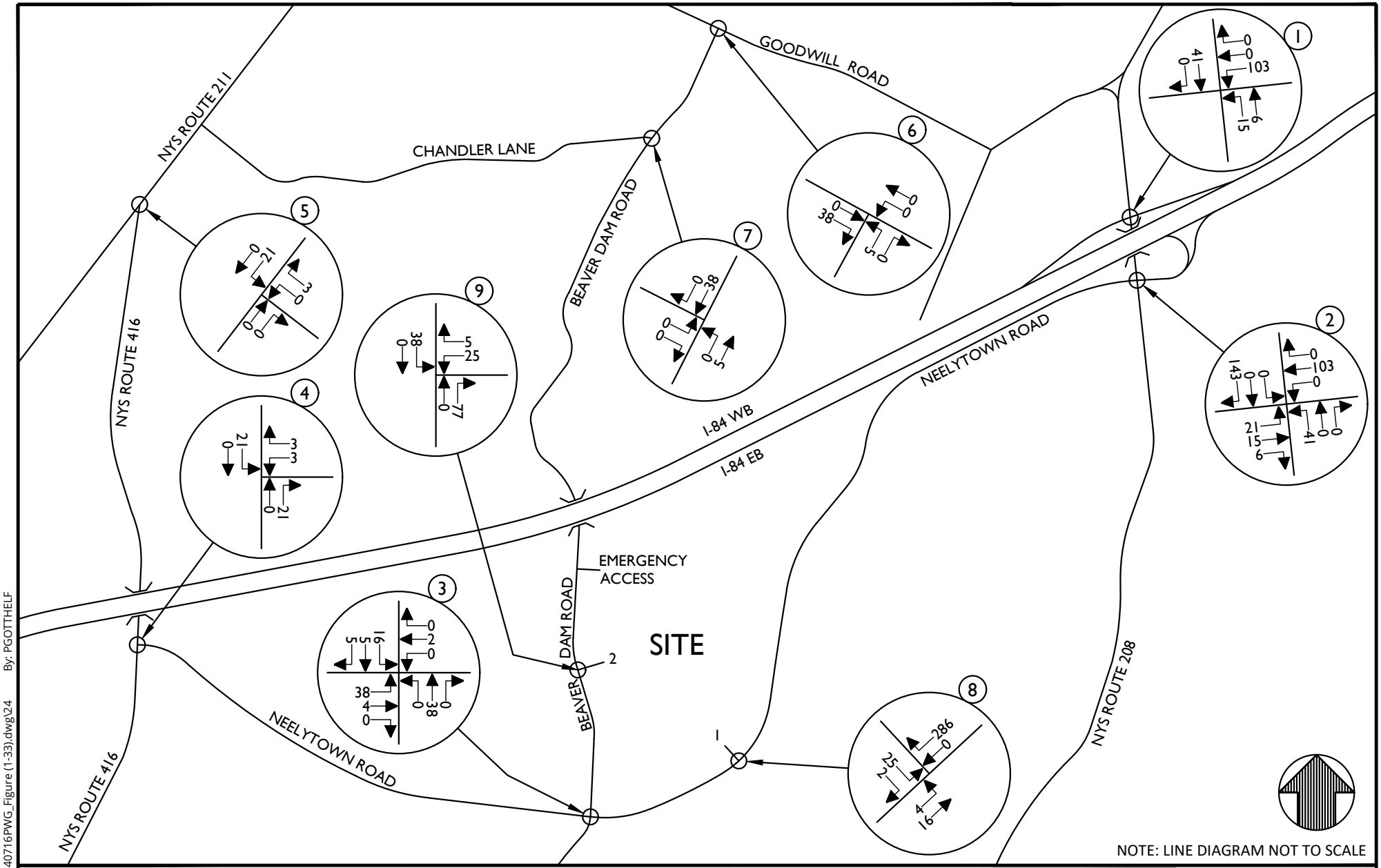
PROJECT NUMBER: 21000327A

DRAWING NAME: 240716PWG_FIGURE (1-33)

SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
TRUCKS
SATURDAY PEAK HOUR

SHEET NUMBER:

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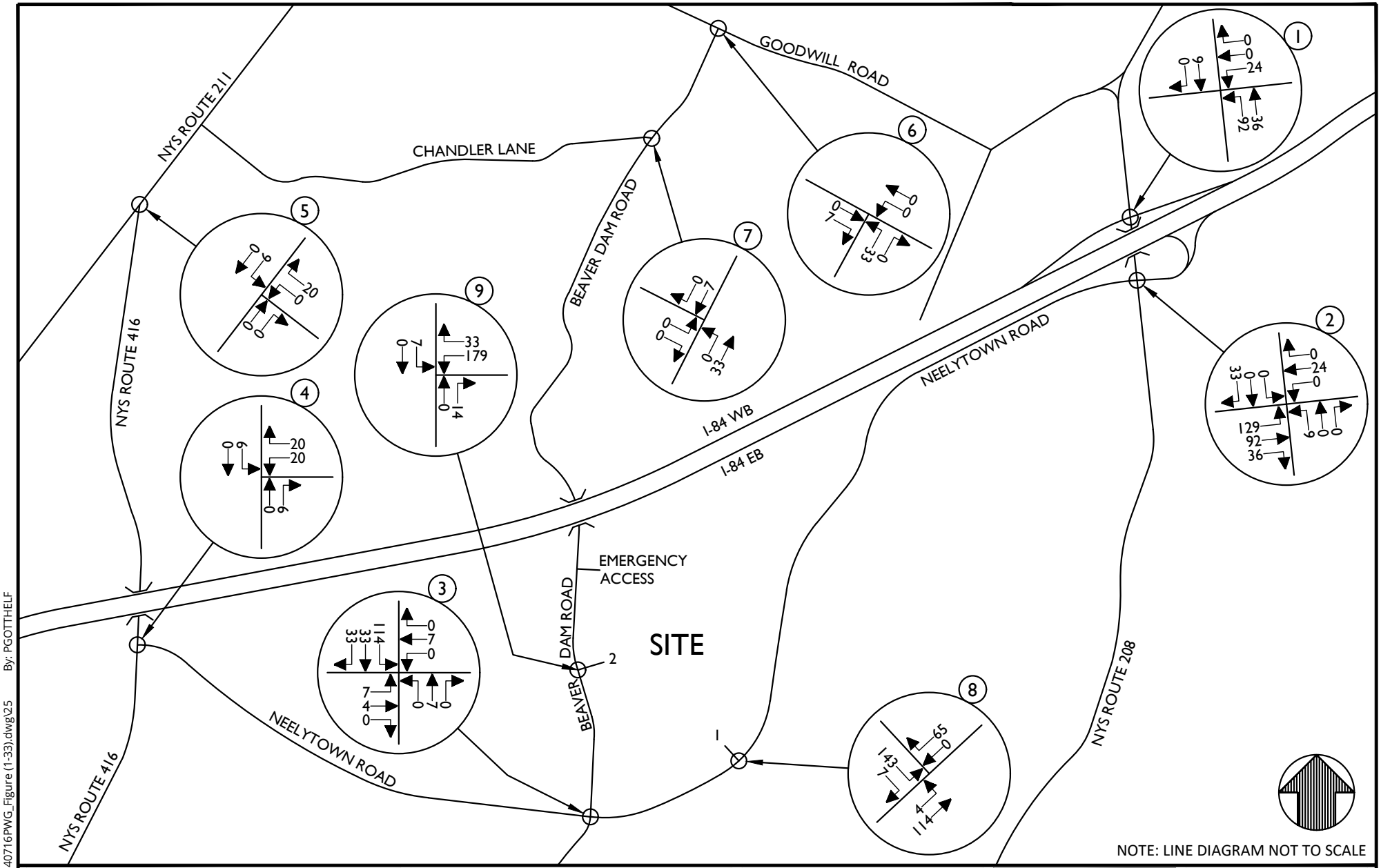
PROJECT NUMBER: 21000327A

DRAWING NAME: 240716PWG_FIGURE (1-33)

SHEET TITLE:
TOTAL
SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:

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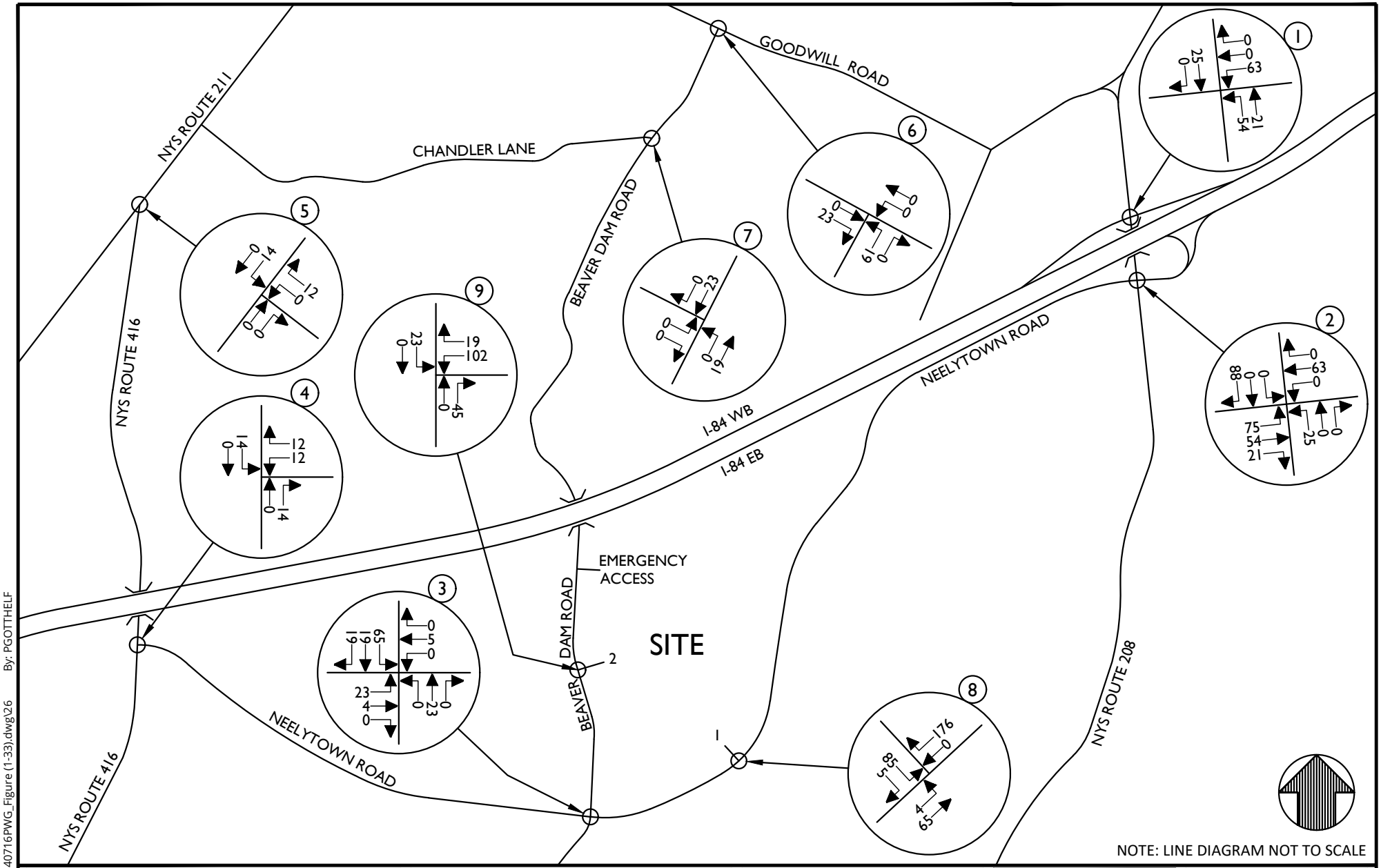
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PROJECT NUMBER:	DRAWING NAME:
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SHEET TITLE:
TOTAL
SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

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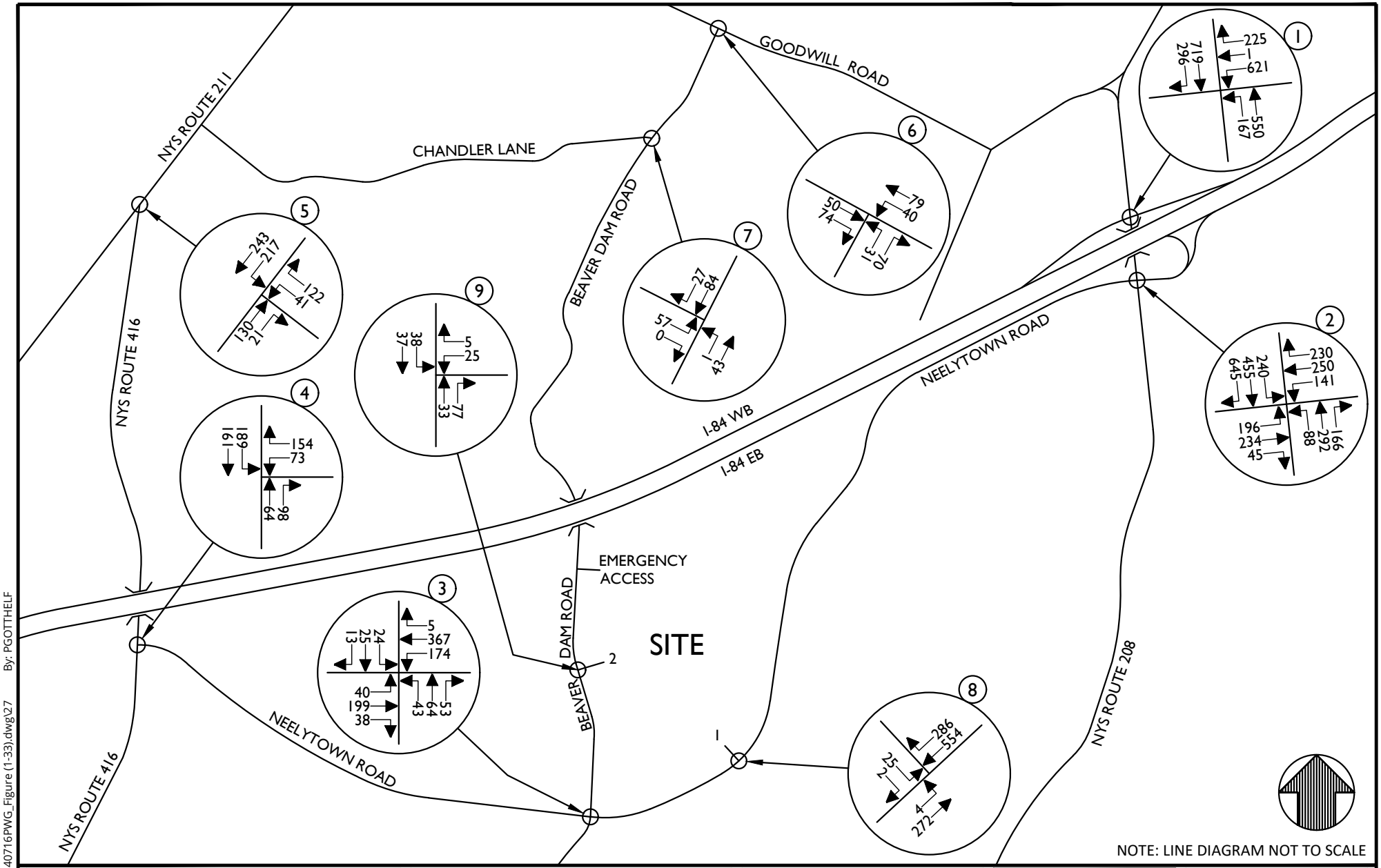
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PROJECT NUMBER:	DRAWING NAME:
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SHEET TITLE:
TOTAL
SITE GENERATED TRAFFIC VOLUMES
SATURDAY PEAK HOUR

SHEET NUMBER:
26 of 35

0327A\Reports\Traffic\Traffic Figures\240716PWG_Figure (1-33).dwg\26 By: PGOTTHELF



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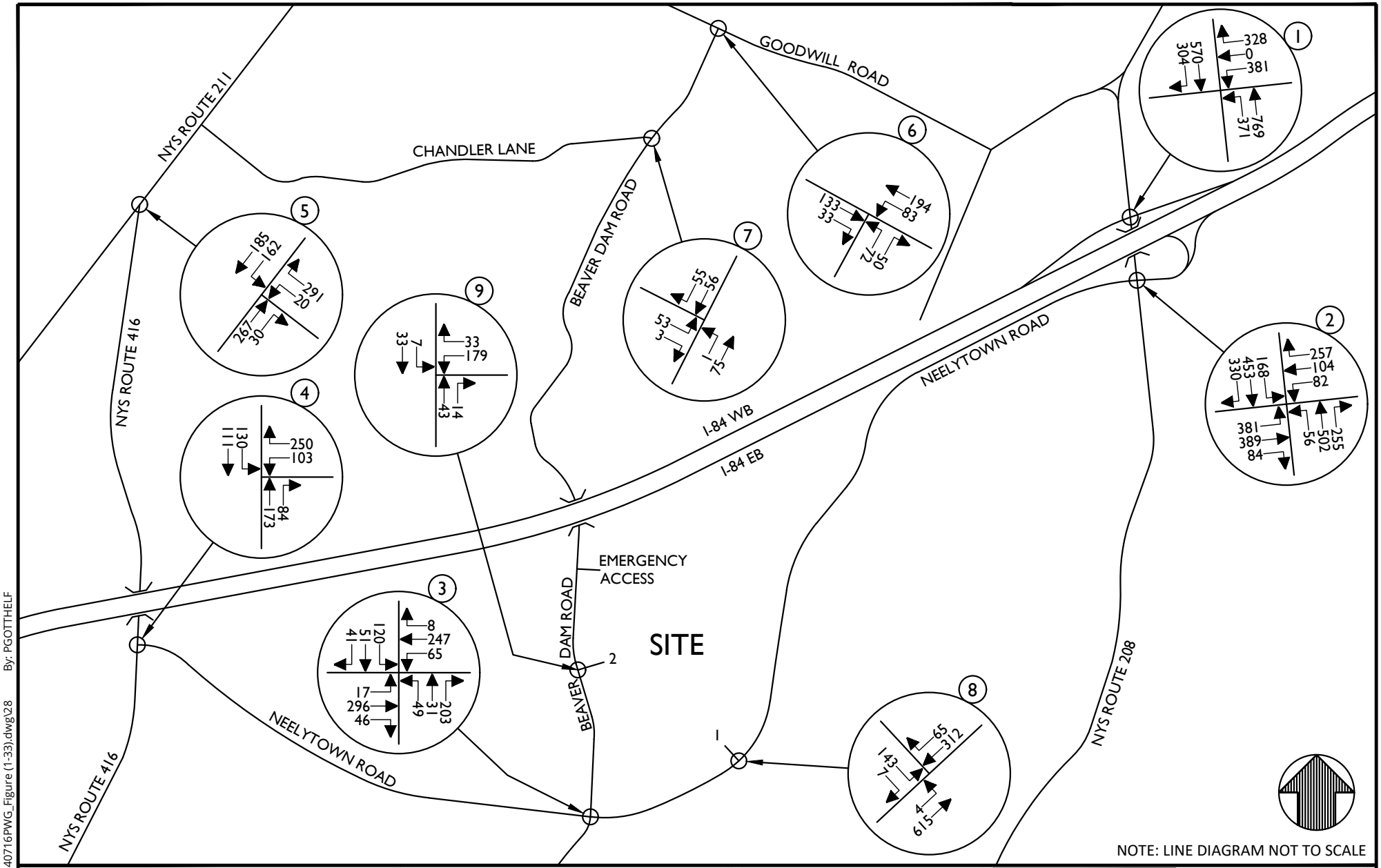
SHEET TITLE:

2027 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:

27 of 35

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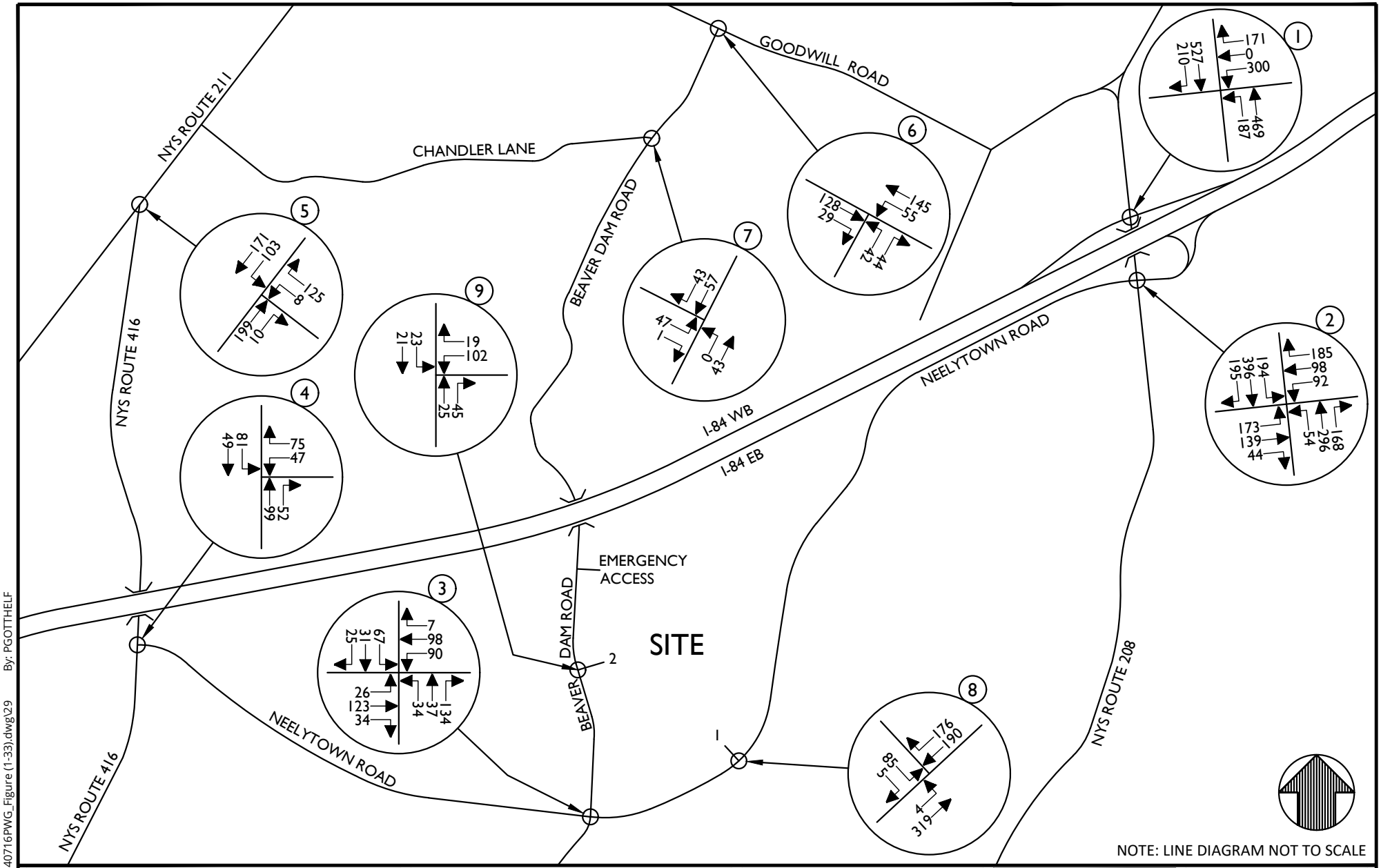
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AS SHOWN	7/16/24	P.W.G.	R.R.

PROJECT NUMBER:	DRAWING NAME:
21000327A	240716PWG_FIGURE (1-33)

SHEET TITLE:
2027 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
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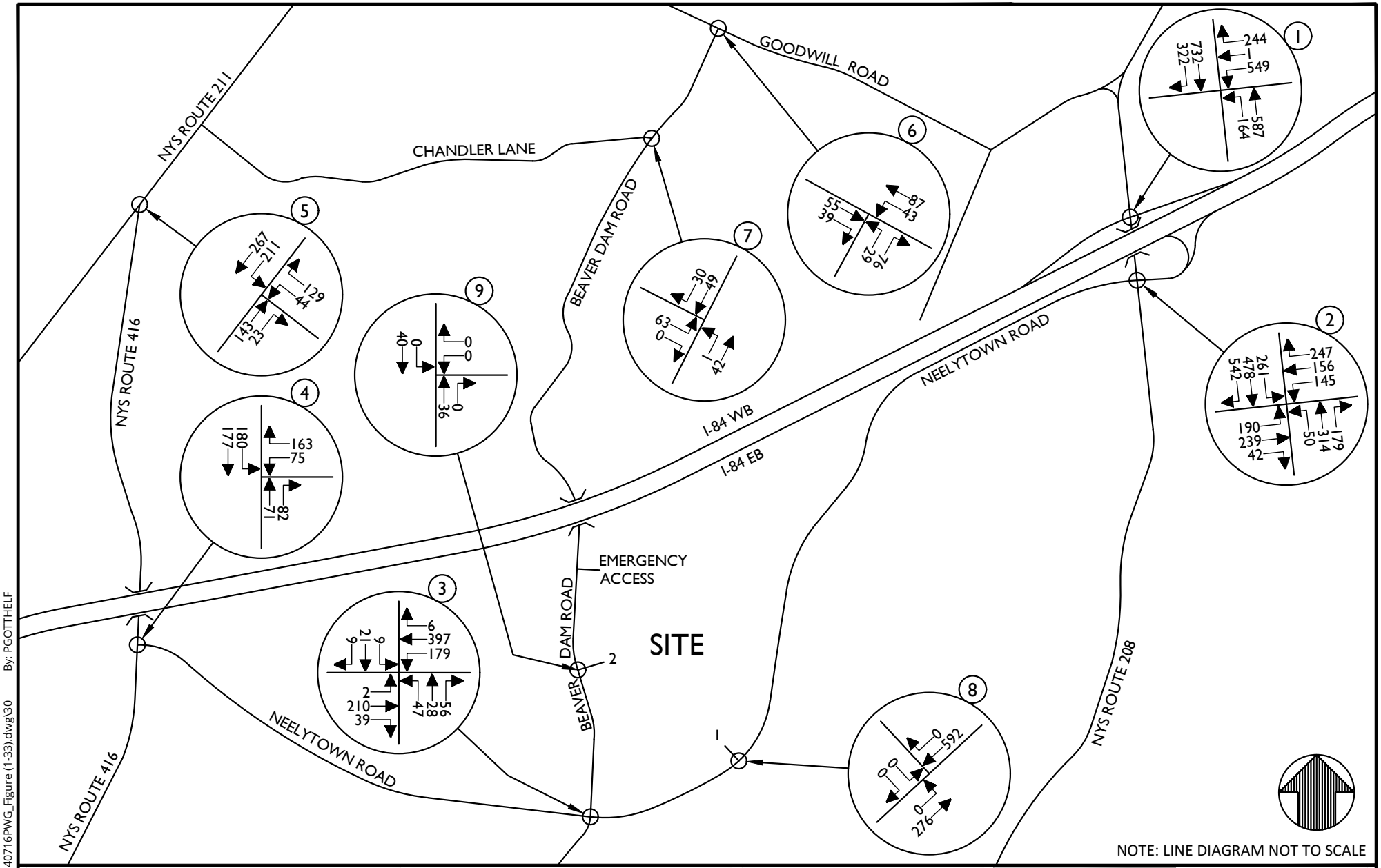
SHEET TITLE:

2027 BUILD TRAFFIC VOLUMES SATURDAY PEAK HOUR

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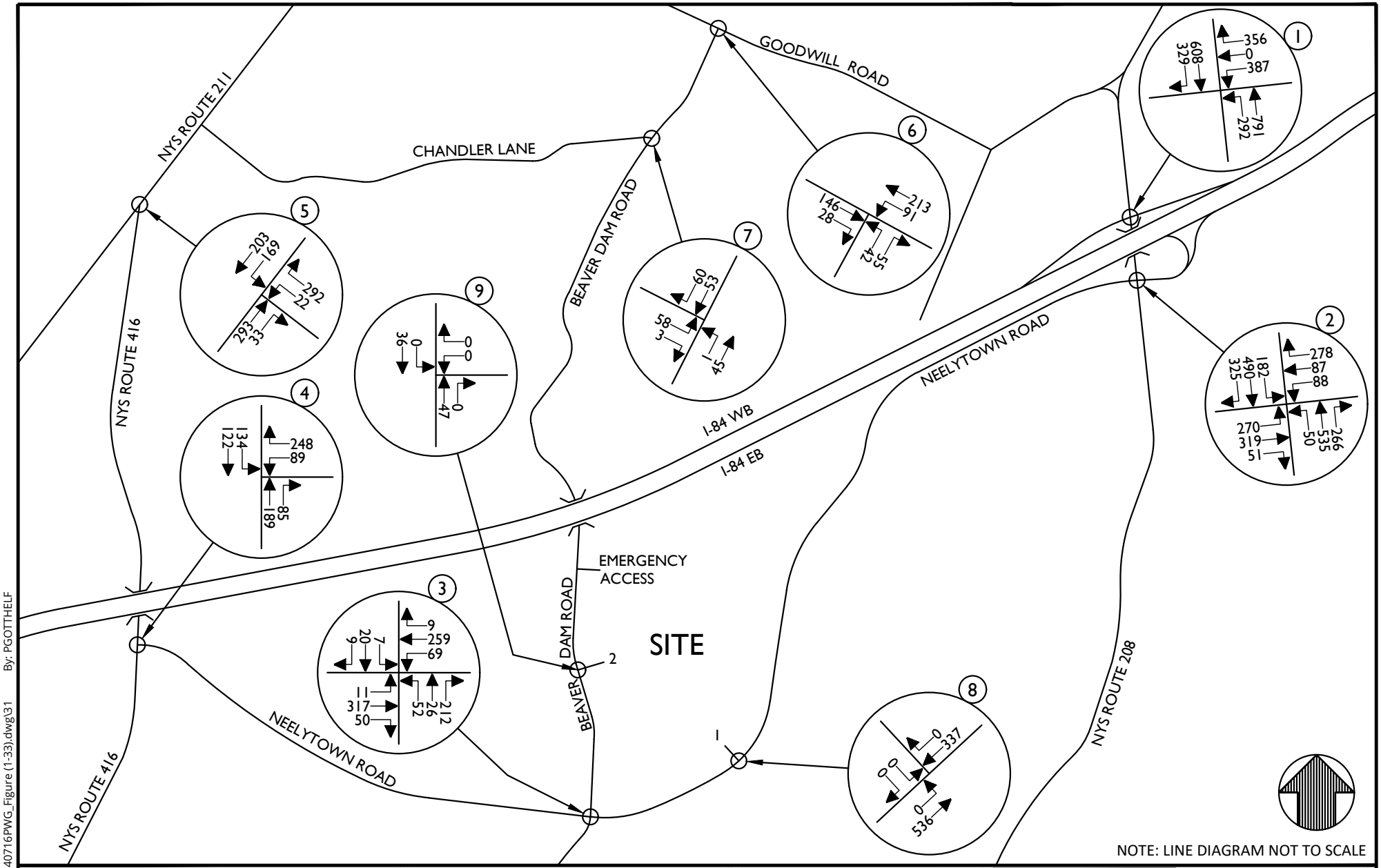
PROJECT NUMBER: 21000327A

DRAWING NAME: 240716PWG_FIGURE (1-33)

SHEET TITLE:
2037 NO-BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

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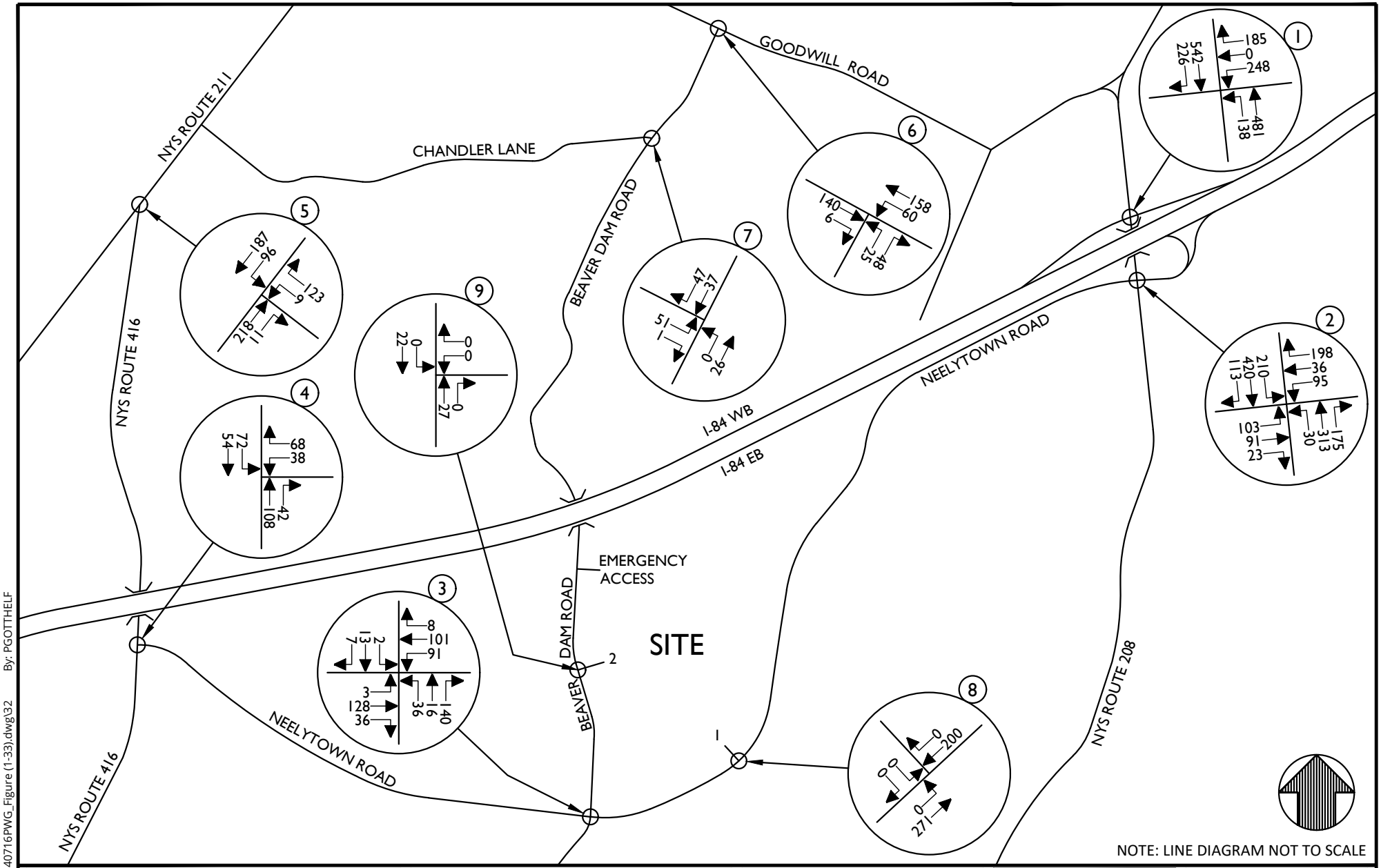
PROJECT NUMBER: 21000327A

DRAWING NAME: 240716PWG_FIGURE (1-33)

SHEET TITLE:
2037 NO-BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

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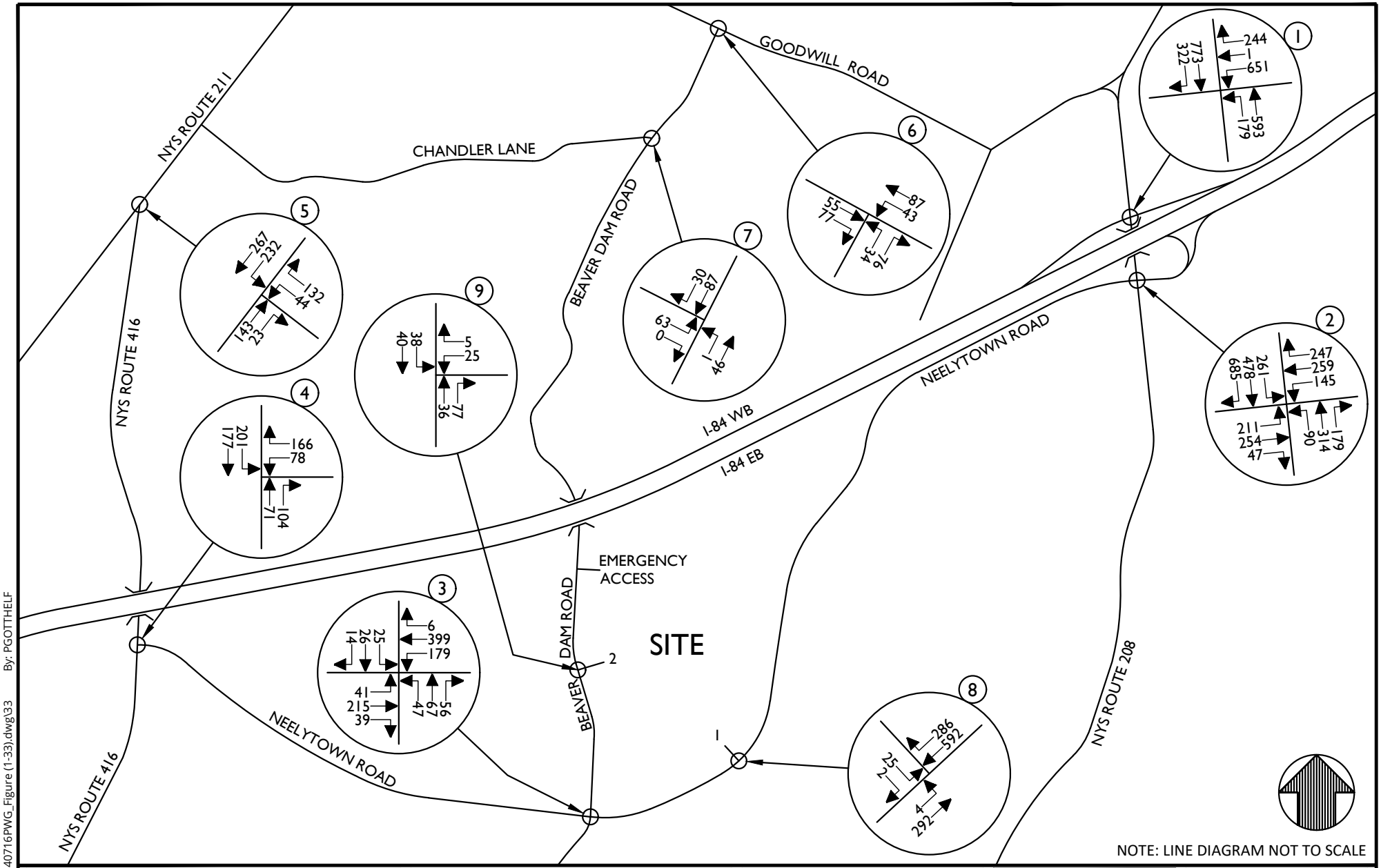
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DRAWING NAME: 240716PWG_FIGURE (1-33)

SHEET TITLE:
2037 NO-BUILD TRAFFIC VOLUMES
SATURDAY PEAK HOUR

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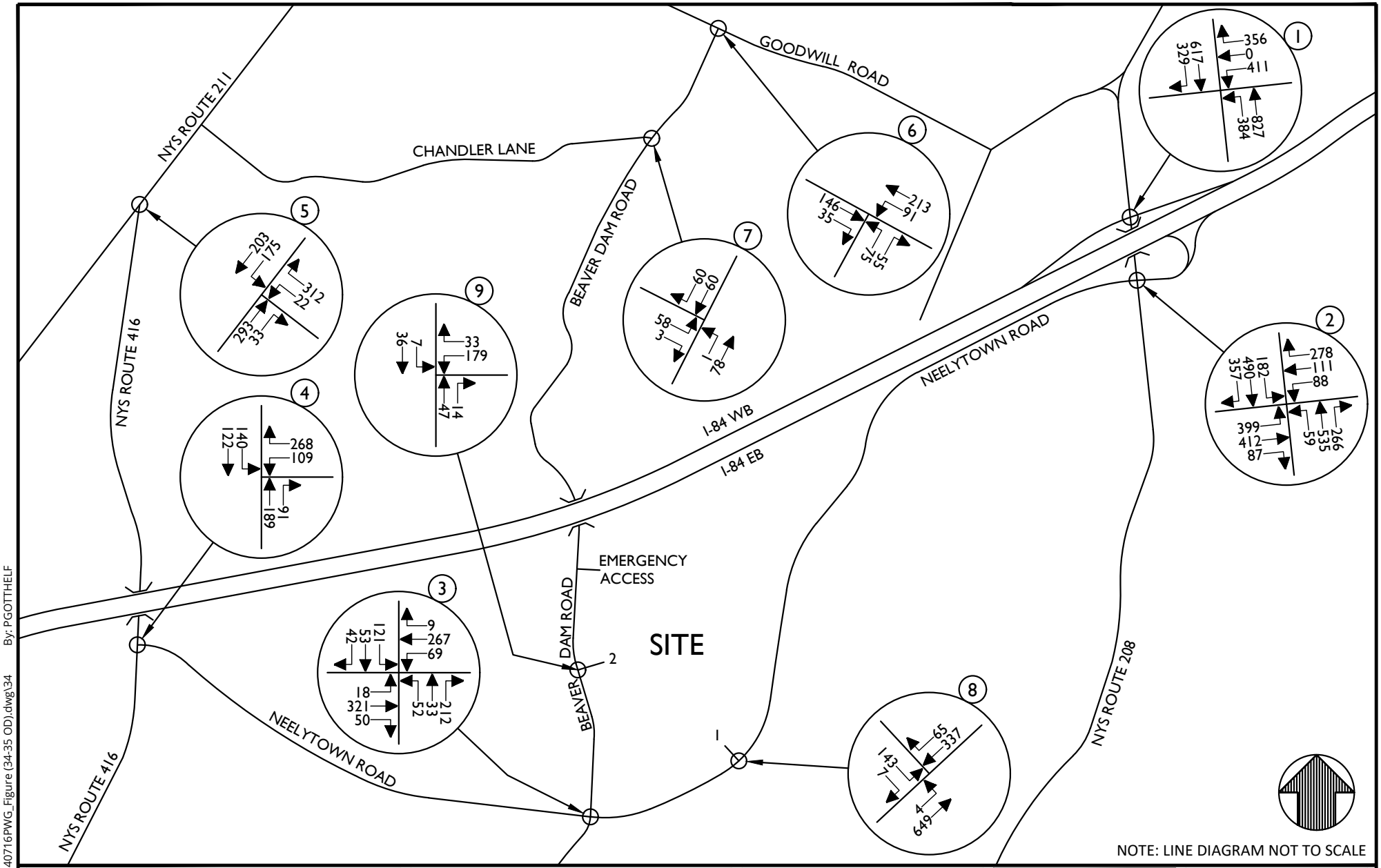
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WEEKDAY PEAK AM HOUR

SHEET NUMBER:

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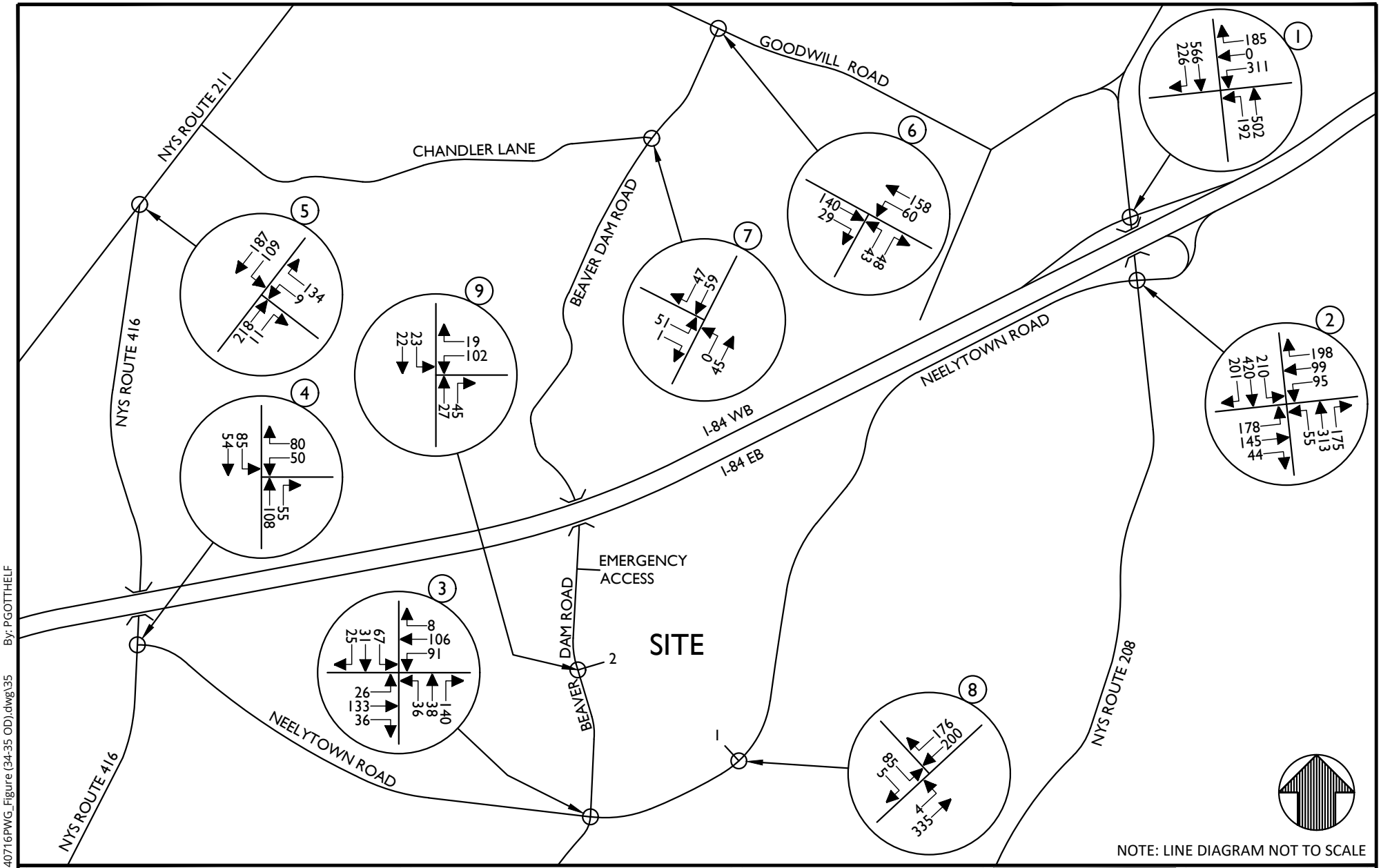
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WEEKDAY PEAK PM HOUR

SHEET NUMBER:

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PROJECT NUMBER: 21000327A

DRAWING NAME: 240716PWG_FIGURE (34-35 OD)

SHEET TITLE:

2037 BUILD TRAFFIC VOLUMES SATURDAY PEAK HOUR

SHEET NUMBER:

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Traffic Impact Study

Appendix B | Tables

Table No. 1
Hourly Trip Generation Rates (HTGR)
and Anticipated Site Generated Traffic Volumes

NEELYTOWN BUSINESS PARK	Entry				Exit				Total			
	HTGR (1)	Passenger Vehicles	Trucks	Total	HTGR (1)	Passenger Vehicles	Trucks	Total	HTGR (1)	Passenger Vehicles	Trucks	Total
Building 1 (850,000 S.F.)												
Weekday AM Peak Hour	0.36	290	16	306	0.05	33	10	43	0.41	323	26	349
Weekday PM Peak Hour	0.08	52	16	68	0.32	245	27	272	0.40	297	43	340
Saturday Peak Hour (2)	0.22	171	16	187	0.19	139	19	158	0.41	310	35	345
Building 2 (278,270 S.F.)												
Weekday AM Peak Hour	0.36	94	6	100	0.05	12	2	14	0.41	106	8	114
Weekday PM Peak Hour	0.08	16	6	22	0.32	80	10	90	0.40	96	16	112
Saturday Peak Hour (2)	0.22	55	6	61	0.19	46	6	52	0.41	101	12	113
Total (1,128,270 S.F.)												
Weekday AM Peak Hour	----	384	22	406	----	45	12	57	----	429	34	463
Weekday PM Peak Hour	----	68	22	90	----	325	37	362	----	393	59	452
Saturday Peak Hour (2)	----	226	22	248	----	185	25	210	----	411	47	458

(1) THE HOURLY TRIP GENERATION RATES (HTGR) ARE BASED ON DATA PUBLISHED BY THE INSTITUTE OF TRANSPORTATION ENGINEERS (ITE)
AS CONTAINED IN THE TRIP GENERATION HANDBOOK, 11TH EDITION, 2021.
ITE LAND USE CODE - 130 - INDUSTRIAL PARK - PEAK HOUR OF GENERATOR.

(2) ITE HAS LIMITED STUDIES ON SATURDAY (2 STUDIES).
AS A RESULT THE AVERAGE OF THE WEEKDAY AM AND PM PEAK HOURS WERE USED TO DETERMINE THE SATURDAY PEAK MIDDAY HOUR

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

				2023 Existing			2027 No-Build			2027 Build			Change in Delay
				v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build
1	**NYS Route 208 & I-84 WB On-Off Ramps**	**Signalized**											
	I-84 WB Off-Ramp	WB	LT	0.79	C	23.0	1.11	F	111.2	1.35	F	206.0	94.8
			R	0.61	C	21.2	0.58	C	32.8	0.58	C	33.2	0.4
		WB Overall		-	C	22.3	-	F	87.5	-	F	160.1	72.6
	NYS Route 208	NB	L	0.85	C	31.0	0.89	E	57.5	0.88	E	55.7	-1.8
			TT	0.26	A	6.8	0.31	B	10.5	0.31	B	10.4	-0.1
		NB Overall		-	B	11.9	-	C	20.8	-	C	20.9	0.1
	NYS Route 208	SB	T	0.83	B	19.8	0.92	D	45.2	0.92	D	45.9	0.7
			TR	0.83	B	19.8	0.92	D	46.1	0.92	D	47.0	0.9
		SB Overall		-	B	19.8	-	D	45.6	-	D	46.4	0.8
		Overall		**-**	**B**	**18.1**	**-**	**D**	**51.3**	**-**	**E**	**76.7**	**25.4**
	W/ Signal Timing Changes												
	I-84 WB Off-Ramp	WB	LT	-	-	-	-	-	-	1.21	F	151.3	40.1
			R	-	-	-	-	-	-	0.52	D	35.1	2.3
		WB Overall		-	-	-	-	-	-	-	F	120.4	32.9
	NYS Route 208	NB	L	-	-	-	-	-	-	0.90	E	71.2	13.7
			TT	-	-	-	-	-	-	0.31	B	13.3	2.8
		NB Overall		-	-	-	-	-	-	-	C	26.8	6.0
	NYS Route 208	SB	T	-	-	-	-	-	-	0.93	D	52.3	7.1
			TR	-	-	-	-	-	-	0.93	D	53.4	7.3
		SB Overall		-	-	-	-	-	-	-	D	52.8	7.2
		Overall		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**E**	**67.8**	**16.5**

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

				2023 Existing			2027 No-Build			2027 Build			Change in Delay
				v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build
2	**NYS Route 208 & I-84 EB On-Off Ramps / Neelytown Road**	**Signalized**											
	Neelytown Road	EB	L	0.80	C	33.7	0.82	D	39.1	0.82	D	38.7	-0.4
			T	0.38	B	17.7	0.48	C	23.9	0.46	C	23.3	-0.6
			TR	0.38	B	17.8	0.50	C	24.0	0.47	C	23.4	-0.6
		EB Overall		-	C	24.2	-	C	30.1	-	C	29.7	-0.4
	I-84 WB On-Off Ramps	WB	L	0.58	C	30.0	0.79	C	34.5	0.79	D	35.6	1.1
			T	0.34	C	22.5	0.49	C	27.6	0.78	C	30.8	3.2
			R	0.46	B	18.8	0.54	C	22.5	0.52	C	22.7	0.2
		WB Overall		-	C	21.4	-	C	27.2	-	C	28.9	1.7
	NYS Route 208	NB	L	0.62	C	33.2	0.80	D	43.0	0.79	D	38.8	-4.2
			T	0.64	C	24.6	0.73	C	30.0	0.73	C	31.2	1.2
			TR	0.67	C	25.3	0.75	C	30.8	0.75	C	32.0	1.2
		NB Overall		-	C	25.5	-	C	31.6	-	C	32.8	1.2
	NYS Route 208	SB	LL	0.63	C	25.7	0.70	C	32.2	0.70	C	33.4	1.2
			TT	0.30	B	18.0	0.55	C	23.3	0.60	C	26.3	3.0
			R	-	A	-	-	A	-	-	A	-	-
		SB Overall		-	C	21.6	-	C	26.4	-	C	28.8	2.4
		Overall		**-**	**C**	**23.2**	**-**	**C**	**28.5**	**-**	**C**	**29.9**	**1.4**

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

				2023 Existing			2027 No-Build			2027 Build			Change in Delay
				v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build
3	**Neelytown Road & Beaver Dam Road / Neelytown Road North**	**Signalized**											
	Neelytown Road	EB	L	0.00	B	10.3	0.00	B	10.8	0.09	B	11.5	0.7
			TR	0.21	A	8.7	0.28	A	9.4	0.28	A	9.4	0.0
		EB Overall		-	A	8.7	-	A	9.4	-	A	9.7	0.3
	Neelytown Road	WB	L	0.08	B	10.8	0.32	B	14.2	0.31	B	16.4	2.2
			TR	0.46	B	15.3	0.53	B	16.6	0.58	C	20.8	4.2
		WB Overall		-	B	14.7	-	B	15.8	-	B	19.4	3.6
	Neelytown Road North	NB	LT	0.14	C	25.7	0.16	C	26.0	0.22	C	26.7	0.7
			R	0.09	C	25.3	0.15	C	26.1	0.14	C	25.8	-0.3
		NB Overall		-	C	25.6	-	C	26.0	-	C	26.4	0.4
	Beaver Dam Road	SB	LTR	0.06	C	24.8	0.08	C	25.0	0.15	C	25.8	0.8
		Overall		**-**	**B**	**15.0**	**-**	**B**	**15.9**	**-**	**B**	**18.3**	**2.4**
4	**Neelytown Road & NYS Route 416**	**Signalized**											
	Neelytown Road	WB	LR	0.76	B	12.1	0.76	B	11.7	0.76	B	12.4	0.7
	NYS Route 416	NB	TR	0.22	A	5.8	0.27	A	6.5	0.30	A	6.6	0.1
	NYS Route 416	SB	LT	0.40	A	6.5	0.54	A	8.2	0.58	A	8.7	0.5
		Overall		**-**	**A**	**8.2**	**-**	**A**	**9.0**	**-**	**A**	**9.4**	**0.4**
5	**NYS Route 211 & NYS Route 416**	**Unsignalized**											
	NYS Route 416	WB	L	0.19	C	23.7	0.26	D	31.2	0.26	D	31.4	0.2
			R	0.13	A	9.8	0.16	B	10.0	0.16	B	10.0	0.0
	NYS Route 211	SB	LT	0.12	A	7.9	0.16	A	8.1	0.16	A	8.1	0.0
6	**Goodwill Road & Beaver Dam Road**	**Unsignalized**											
	Goodwill Road	WB	LT	0.03	A	7.5	0.03	A	7.5	0.03	A	7.6	0.1
	Beaver Dam Road	NB	LR	0.10	A	9.4	0.11	A	9.5	0.12	A	9.7	0.2
7	**Chandler Lane & Beaver Dam Road**	**Unsignalized**											
	Chandler Lane	EB	LR	0.07	A	9.3	0.07	A	9.4	0.08	A	9.8	0.4
	Beaver Dam Road	NB	LT	0.00	A	8.3	0.00	A	8.4	0.00	A	8.5	0.1

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

				2023 Existing			2027 No-Build			2027 Build			Change in Delay
				v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build
8	**Neelytown Road & Site Driveway 1**	**Unsignalized**											
	Neelytown Road	EB	L	-	-	-	-	-	-	0.01	B	12.8	-
	Site Driveway 1	SB	LR	-	-	-	-	-	-	0.11	C	19.8	-
	W/ Traffic Signal												
	Neelytown Road	EB	L	-	-	-	-	-	-	0.02	A	6.5	-
			T	-	-	-	-	-	-	0.27	A	2.9	-
		EB Overall		-	-	-	-	-	-	-	A	3.0	-
	Neelytown Road	WB	T	-	-	-	-	-	-	0.76	A	9.4	-
			R	-	-	-	-	-	-	0.40	A	6.5	-
		EB Overall		-	-	-	-	-	-	-	A	8.4	-
	Site Driveway 1	SB	LR	-	-	-	-	-	-	0.67	C	34.5	-
		Overall		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**A**	**7.7**	**-**
9	**Beaver Dam Road & Site Driveway 2**	**Unsignalized**											
	Site Driveway 2	WB	LR	-	-	-	-	-	-	0.04	A	9.7	-
	Beaver Dam Road	SB	LT	-	-	-	-	-	-	0.03	A	7.5	-

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.

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

				2023 Existing			2027 No-Build			2027 Build			Change in Delay
				v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build
1	**NYS Route 208 & I-84 WB On-Off Ramps**	**Signalized**											
	I-84 WB Off-Ramp	WB	LT	0.67	B	18.3	0.80	C	34.2	0.87	D	45.7	11.5
			R	0.77	B	19.4	0.87	D	40.1	0.89	D	49.2	9.1
			WB Overall	-	B	18.8	-	D	37.0	-	D	47.3	10.3
	NYS Route 208	NB	L	0.80	C	26.4	0.90	D	49.0	0.94	E	63.2	14.2
			TT	0.34	A	7.5	0.36	A	8.8	0.37	A	9.0	0.2
			NB Overall	-	B	10.9	-	B	19.9	-	C	26.6	6.7
	NYS Route 208	SB	T	0.78	B	18.2	0.87	C	31.0	0.88	D	37.9	6.9
			TR	0.78	B	18.3	0.87	C	31.3	0.89	D	38.3	7.0
			SB Overall	-	B	18.2	-	C	31.1	-	D	38.1	7.0
			Overall	**-**	**B**	**15.8**	**-**	**C**	**28.3**	**-**	**D**	**35.7**	**7.4**
	W/ Signal Timing Changes												
	I-84 WB Off-Ramp	WB	LT	-	-	-	-	-	-	0.85	D	37.6	3.4
			R	-	-	-	-	-	-	0.87	D	38.5	-1.6
			WB Overall	-	-	-	-	-	-	-	D	38.0	1.0
	NYS Route 208	NB	L	-	-	-	-	-	-	0.91	D	48.6	-0.4
			TT	-	-	-	-	-	-	0.37	A	9.4	0.6
			NB Overall	-	-	-	-	-	-	-	C	22.1	2.2
	NYS Route 208	SB	T	-	-	-	-	-	-	0.90	D	44.4	13.4
			TR	-	-	-	-	-	-	0.90	D	45.1	13.8
			SB Overall	-	-	-	-	-	-	-	D	44.7	13.6
			Overall	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**C**	**33.5**	**5.2**

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

				2023 Existing			2027 No-Build			2027 Build			Change in Delay
				v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build
2	**NYS Route 208 & I-84 EB On-Off Ramps / Neelytown Road**	**Signalized**											
	Neelytown Road	EB	L	0.77	C	31.9	0.88	D	53.5	1.00	F	86.3	32.8
			T	0.31	B	17.4	0.37	C	25.8	0.43	C	26.9	1.1
			TR	0.32	B	17.5	0.37	C	25.9	0.43	C	27.0	1.1
		EB Overall		-	C	23.2	-	D	37.6	-	D	53.4	15.8
	I-84 WB On-Off Ramps	WB	L	0.70	C	33.0	0.79	D	50.9	0.80	E	57.9	7.0
			T	0.51	C	24.3	0.60	D	38.9	0.57	D	43.9	5.0
			R	0.58	C	21.0	0.67	C	34.7	0.69	D	41.6	6.9
		WB Overall		-	C	23.6	-	D	38.6	-	D	45.2	6.6
	NYS Route 208	NB	L	0.64	D	35.9	0.85	E	59.2	0.80	E	61.7	2.5
			T	0.68	C	25.6	0.84	D	40.6	0.87	D	50.5	9.9
			TR	0.70	C	26.0	0.85	D	41.2	0.87	D	51.4	10.2
		NB Overall		-	C	26.4	-	D	42.0	-	D	51.7	9.7
	NYS Route 208	SB	LL	0.59	C	28.8	0.71	D	46.7	0.73	D	54.0	7.3
			TT	0.46	C	20.6	0.44	C	27.4	0.47	C	33.2	5.8
			R	-	A	-	-	A	-	-	A	-	-
		SB Overall		-	C	22.9	-	C	32.6	-	D	38.8	6.2
		Overall		**-**	**C**	**24.0**	**-**	**D**	**37.9**	**-**	**D**	**48.2**	**10.3**
	W/ Signal Timing Changes												
	Neelytown Road	EB	L	-	-	-	-	-	-	0.90	D	54.5	1.0
			T	-	-	-	-	-	-	0.42	C	26.5	0.7
			TR	-	-	-	-	-	-	0.42	C	26.6	0.7
		EB Overall		-	-	-	-	-	-	-	D	39.0	1.4
	I-84 WB On-Off Ramps	WB	L	-	-	-	-	-	-	0.80	E	58.7	7.8
			T	-	-	-	-	-	-	0.64	D	51.7	12.8
			R	-	-	-	-	-	-	0.76	D	49.6	14.9
		WB Overall		-	-	-	-	-	-	-	D	51.8	13.2
	NYS Route 208	NB	L	-	-	-	-	-	-	0.81	E	62.5	3.3
			T	-	-	-	-	-	-	0.88	D	53.6	13.0
			TR	-	-	-	-	-	-	0.88	D	54.6	13.4
		NB Overall		-	-	-	-	-	-	-	D	54.6	12.6
	NYS Route 208	SB	LL	-	-	-	-	-	-	0.75	D	55.0	8.3
			TT	-	-	-	-	-	-	0.47	C	34.0	6.6
			R	-	-	-	-	-	-	-	A	-	-
		SB Overall		-	-	-	-	-	-	-	D	39.7	7.1
		Overall		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**D**	**45.9**	**8.0**

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

				2023 Existing			2027 No-Build			2027 Build			Change in Delay
				v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build
3	**Neelytown Road & Beaver Dam Road / Neelytown Road North**	**Signalized**											
	Neelytown Road	EB	L	0.02	A	9.7	0.02	A	9.9	0.04	B	10.1	0.2
			TR	0.35	B	10.1	0.42	B	10.8	0.42	B	10.9	0.1
		EB Overall		-	B	10.0	-	B	10.8	-	B	10.8	0.0
	Neelytown Road	WB	L	0.09	B	12.5	0.16	B	14.6	0.16	B	14.7	0.1
			TR	0.33	B	14.2	0.39	B	15.0	0.41	B	16.0	1.0
		WB Overall		-	B	13.9	-	B	14.9	-	B	15.8	0.9
	Neelytown Road North	NB	LT	0.11	C	25.4	0.20	C	26.5	0.24	C	27.1	0.6
			R	0.25	C	27.2	0.58	C	34.0	0.57	C	33.5	-0.5
		NB Overall		-	C	26.6	-	C	32.0	-	C	31.7	-0.3
	Beaver Dam Road	SB	LTR	0.09	C	25.2	0.10	C	25.3	0.76	D	47.6	22.3
		Overall		**-**	**B**	**15.1**	**-**	**B**	**18.7**	**-**	**C**	**23.9**	**5.2**
4	**Neelytown Road & NYS Route 416**	**Signalized**											
	Neelytown Road	WB	LR	0.75	B	11.5	0.76	B	11.1	0.78	B	11.1	0.0
	NYS Route 416	NB	TR	0.39	A	7.0	0.46	A	8.3	0.49	A	9.1	0.8
	NYS Route 416	SB	LT	0.33	A	6.9	0.44	A	9.0	0.49	B	10.2	1.2
		Overall		**-**	**A**	**8.6**	**-**	**A**	**9.6**	**-**	**B**	**10.2**	**0.6**
5	**NYS Route 211 & NYS Route 416**	**Unsignalized**											
	NYS Route 416	WB	L	0.08	C	21.0	0.10	C	23.9	0.11	C	24.3	0.4
			R	0.32	B	12.1	0.41	B	13.3	0.43	B	13.7	0.4
	NYS Route 211	SB	LT	0.12	A	8.3	0.14	A	8.4	0.15	A	8.5	0.1
6	**Goodwill Road & Beaver Dam Road**	**Unsignalized**											
	Goodwill Road	WB	LT	0.06	A	7.7	0.06	A	7.8	0.06	A	7.8	0.0
	Beaver Dam Road	NB	LR	0.12	B	10.9	0.14	B	11.4	0.21	B	12.5	1.1
7	**Chandler Lane & Beaver Dam Road**	**Unsignalized**											
	Chandler Lane	EB	LR	0.06	A	9.3	0.07	A	9.4	0.07	A	9.7	0.3
	Beaver Dam Road	NB	LT	0.00	A	7.4	0.00	A	7.4	0.00	A	7.4	0.0

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

				2023 Existing			2027 No-Build			2027 Build			Change in Delay
				v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build
8	**Neelytown Road & Site Driveway 1**	**Unsignalized**											
	Neelytown Road	EB	L	-	-	-	-	-	-	0.01	B	10.0	-
	Site Driveway 1	SB	LR	-	-	-	-	-	-	0.96	F	104.5	-
	W/ Traffic Signal												
	Neelytown Road	EB	L	-	-	-	-	-	-	0.02	A	7.8	-
			T	-	-	-	-	-	-	0.82	A	9.7	-
		EB Overall		-	-	-	-	-	-	-	A	9.7	-
	Neelytown Road	WB	T	-	-	-	-	-	-	0.59	B	10.8	-
			R	-	-	-	-	-	-	0.16	A	8.3	-
		EB Overall		-	-	-	-	-	-	-	B	10.4	-
	Site Driveway 1	SB	LR	-	-	-	-	-	-	0.76	C	21.2	-
		Overall		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**B**	**11.4**	**-**
9	**Beaver Dam Road & Site Driveway 2**	**Unsignalized**											
	Site Driveway 2	WB	LR	-	-	-	-	-	-	0.30	B	10.8	-
	Beaver Dam Road	SB	LT	-	-	-	-	-	-	0.01	A	7.4	-

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.

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

				2023 Existing			2027 No-Build			2027 Build			Change in Delay
				v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build
1	**NYS Route 208 & I-84 WB On-Off Ramps**	**Signalized**											
	I-84 WB Off-Ramp	WB	LT	0.45	B	16.5	0.71	B	19.0	0.79	C	22.3	3.3
			R	0.64	B	17.5	0.58	B	18.0	0.51	B	19.9	1.9
			WB Overall	-	B	17.1	-	B	18.6	-	C	21.4	2.8
	NYS Route 208	NB	L	0.58	C	21.5	0.77	C	23.3	0.79	C	25.9	2.6
			TT	0.19	A	4.6	0.26	A	5.8	0.26	A	6.7	0.9
			NB Overall	-	A	6.7	-	A	9.8	-	B	12.2	2.4
	NYS Route 208	SB	T	0.51	B	10.7	0.76	B	16.1	0.80	C	20.0	3.9
			TR	0.52	B	10.8	0.76	B	16.2	0.80	C	20.1	3.9
			SB Overall	-	B	10.8	-	B	16.2	-	C	20.0	3.8
			Overall	**-**	**B**	**10.8**	**-**	**B**	**14.6**	**-**	**B**	**17.6**	**3.0**

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

				2023 Existing			2027 No-Build			2027 Build			Change in Delay
				v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build
2	**NYS Route 208 & I-84 EB On-Off Ramps / Neelytown Road**	**Signalized**											
	Neelytown Road	EB	L	0.60	C	29.5	0.71	C	32.9	0.74	C	31.2	-1.7
			T	0.13	B	17.4	0.21	C	20.0	0.26	B	19.8	-0.2
			TR	0.13	B	17.4	0.22	C	20.1	0.27	B	19.8	-0.3
		EB Overall		-	C	23.3	-	C	26.1	-	C	25.3	-0.8
	I-84 WB On-Off Ramps	WB	L	0.52	C	25.0	0.77	C	28.8	0.76	C	31.9	3.1
			T	0.05	B	18.1	0.23	C	20.7	0.39	C	24.1	3.4
			R	0.43	B	16.1	0.49	B	17.8	0.50	C	20.4	2.6
		WB Overall		-	B	17.6	-	C	21.3	-	C	24.2	2.9
	NYS Route 208	NB	L	0.61	D	35.1	0.72	C	34.4	0.70	C	33.2	-1.2
			T	0.37	B	16.7	0.66	C	21.7	0.69	C	25.1	3.4
			TR	0.39	B	16.9	0.68	C	22.1	0.71	C	25.6	3.5
		NB Overall		-	B	17.5	-	C	22.6	-	C	26.1	3.5
	NYS Route 208	SB	LL	0.54	C	21.1	0.61	C	24.6	0.63	C	28.0	3.4
			TT	0.25	B	13.1	0.42	B	16.4	0.47	C	20.1	3.7
			R	-	A	-	-	A	-	-	A	-	-
		SB Overall		-	B	16.3	-	B	19.1	-	C	22.7	3.6
		Overall		**-**	**B**	**17.7**	**-**	**C**	**21.5**	**-**	**C**	**24.5**	**3.0**

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

				2023 Existing			2027 No-Build			2027 Build			Change in Delay
				v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build
3	**Neelytown Road & Beaver Dam Road / Neelytown Road North**	**Signalized**											
	Neelytown Road	EB	L	0.01	A	9.1	0.01	A	9.1	0.05	A	9.3	0.2
			TR	0.15	A	8.2	0.19	A	8.6	0.21	A	8.7	0.1
		EB Overall		-	A	8.2	-	A	8.6	-	A	8.8	0.2
	Neelytown Road	WB	L	0.03	B	10.4	0.17	B	11.8	0.19	B	14.1	2.3
			TR	0.13	B	11.2	0.16	B	11.4	0.18	B	13.8	2.4
		WB Overall		-	B	11.1	-	B	11.6	-	B	13.9	2.3
	Neelytown Road North	NB	LT	0.08	C	25.0	0.13	C	25.6	0.19	C	26.3	0.7
			R	0.19	C	26.4	0.40	C	29.7	0.39	C	29.5	-0.2
		NB Overall		-	C	26.0	-	C	28.7	-	C	28.4	-0.3
	Beaver Dam Road	SB	LTR	0.04	C	24.6	0.05	C	24.8	0.40	C	31.2	6.4
		Overall		**-**	**B**	**14.9**	**-**	**B**	**16.9**	**-**	**B**	**19.8**	**2.9**
4	**Neelytown Road & NYS Route 416**	**Signalized**											
	Neelytown Road	WB	LR	0.54	B	11.8	0.60	B	11.8	0.68	B	12.1	0.3
	NYS Route 416	NB	TR	0.17	A	4.4	0.20	A	4.7	0.22	A	5.0	0.3
	NYS Route 416	SB	LT	0.11	A	4.3	0.14	A	4.6	0.17	A	4.9	0.3
		Overall		**-**	**A**	**6.2**	**-**	**A**	**6.7**	**-**	**A**	**7.1**	**0.4**
5	**NYS Route 211 & NYS Route 416**	**Unsignalized**											
	NYS Route 416	WB	L	0.02	B	13.4	0.02	B	14.5	0.02	C	15.1	0.6
			R	0.12	A	9.9	0.15	B	10.2	0.17	B	10.3	0.1
	NYS Route 211	SB	LT	0.06	A	7.9	0.08	A	8.0	0.09	A	8.0	0.0
6	**Goodwill Road & Beaver Dam Road**	**Unsignalized**											
	Goodwill Road	WB	LT	0.04	A	7.5	0.04	A	7.6	0.04	A	7.6	0.0
	Beaver Dam Road	NB	LR	0.08	A	9.8	0.09	B	10.0	0.12	B	10.6	0.6
7	**Chandler Lane & Beaver Dam Road**	**Unsignalized**											
	Chandler Lane	EB	LR	0.05	A	9.1	0.06	A	9.2	0.06	A	9.4	0.2
	Beaver Dam Road	NB	LT	0.00	A	0.0	0.00	A	0.0	0.00	A	0.0	0.0

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

				2023 Existing			2027 No-Build			2027 Build			Change in Delay
				v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build
8	**Neelytown Road & Site Driveway 1**	**Unsignalized**											
	Neelytown Road	EB	L	-	-	-	-	-	-	0.01	B	10.1	-
	Site Driveway 1	SB	LR	-	-	-	-	-	-	0.31	C	18.5	-
	W/ Traffic Signal												
	Neelytown Road	EB	L	-	-	-	-	-	-	0.02	A	7.3	-
			T	-	-	-	-	-	-	0.46	A	5.3	-
		EB Overall		-	-	-	-	-	-	-	A	5.4	-
	Neelytown Road	WB	T	-	-	-	-	-	-	0.49	A	9.6	-
			R	-	-	-	-	-	-	0.55	B	10.2	-
		EB Overall		-	-	-	-	-	-	-	A	9.9	-
	Site Driveway 1	SB	LR	-	-	-	-	-	-	0.78	C	21.4	-
		Overall		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**A**	**9.3**	**-**
9	**Beaver Dam Road & Site Driveway 2**	**Unsignalized**											
	Site Driveway 2	WB	LR	-	-	-	-	-	-	0.19	B	10.2	-
	Beaver Dam Road	SB	LT	-	-	-	-	-	-	0.02	A	7.4	-

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.

Table No. 3
Level of Service Summary Table
Weekday Peak AM Hour

				2037 No-Build			2037 Build			Change in Delay
				v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build
1	**NYS Route 208 & I-84 WB On-Off Ramps**	**Signalized**								
	I-84 WB Off-Ramp	WB	LT	1.26	F	170.9	1.49	F	273.3	102.4
			R	0.67	D	39.2	0.67	D	39.3	0.1
			WB Overall	-	F	130.5	-	F	209.6	79.1
	NYS Route 208	NB	L	0.90	E	66.9	0.90	E	64.3	-2.6
			TT	0.32	B	10.0	0.32	A	10.0	0.0
			NB Overall	-	C	22.4	-	C	22.6	0.2
	NYS Route 208	SB	T	0.94	D	53.3	0.95	D	54.4	1.1
			TR	0.95	E	55.1	0.96	E	56.6	1.5
			SB Overall	-	D	54.1	-	E	55.5	1.4
			Overall	**-**	**E**	**68.3**	**-**	**F**	**96.2**	**27.9**
	W/ Signal Timing Changes									
	I-84 WB Off-Ramp	WB	LT	-	-	-	1.24	F	165.9	-5.0
			R	-	-	-	0.56	D	37.2	-2.0
			WB Overall	-	-	-	-	F	130.8	0.3
	NYS Route 208	NB	L	-	-	-	1.17	F	178.2	111.3
			TT	-	-	-	0.34	B	14.4	4.4
			NB Overall	-	-	-	-	D	52.4	30.0
	NYS Route 208	SB	T	-	-	-	0.93	D	51.9	-1.4
			TR	-	-	-	0.93	D	53.6	-1.5
			SB Overall	-	-	-	-	D	52.8	-1.3
			Overall	**-**	**-**	**-**	**-**	**E**	**77.9**	**9.6**

Table No. 3
Level of Service Summary Table
Weekday Peak AM Hour

				2037 No-Build			2037 Build			Change in Delay
				v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build
2	**NYS Route 208 & I-84 EB On-Off Ramps / Neelytown Road**	**Signalized**								
	Neelytown Road	EB	L	0.84	D	42.0	0.84	D	41.6	-0.4
			T	0.49	C	25.4	0.47	C	24.9	-0.5
			TR	0.50	C	25.5	0.48	C	25.0	-0.5
		EB Overall		-	C	32.1	-	C	31.8	-0.3
	I-84 WB On-Off Ramps	WB	L	0.80	D	37.8	0.80	D	38.8	1.0
			T	0.51	C	30.1	0.80	C	33.6	3.5
			R	0.56	C	24.3	0.55	C	24.6	0.3
		WB Overall		-	C	29.5	-	C	31.3	1.8
	NYS Route 208	NB	L	0.85	D	49.8	0.79	D	41.8	-8.0
			T	0.75	C	32.8	0.76	C	33.9	1.1
			TR	0.77	C	33.6	0.78	C	34.7	1.1
		NB Overall		-	C	34.7	-	D	35.4	0.7
	NYS Route 208	SB	LL	0.73	D	35.3	0.73	D	36.4	1.1
			TT	0.55	C	24.9	0.59	C	27.9	3.0
			R	-	A	-	-	A	-	-
		SB Overall		-	C	28.6	-	C	30.9	2.3
		Overall		**-**	**C**	**31.0**	**-**	**C**	**32.3**	**1.3**

Table No. 3
Level of Service Summary Table
Weekday Peak AM Hour

				2037 No-Build			2037 Build			Change in Delay
				v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build
3	**Neelytown Road & Beaver Dam Road / Neelytown Road North**	**Signalized**								
	Neelytown Road	EB	L	0.01	B	11.3	0.10	B	12.1	0.8
			TR	0.30	A	9.6	0.30	A	9.6	0.0
		EB Overall		-	A	9.6	-	A	9.9	0.3
	Neelytown Road	WB	L	0.34	B	14.9	0.33	B	16.7	1.8
			TR	0.58	B	17.6	0.64	C	22.3	4.7
		WB Overall		-	B	16.8	-	C	20.6	3.8
	Neelytown Road North	NB	LT	0.17	C	26.2	0.24	C	27.0	0.8
			R	0.16	C	26.2	0.15	C	25.9	-0.3
		NB Overall		-	C	26.2	-	C	26.6	0.4
	Beaver Dam Road	SB	LTR	0.09	C	25.1	0.15	C	25.9	0.8
		Overall		**-**	**B**	**16.6**	**-**	**B**	**19.0**	**2.4**
4	**Neelytown Road & NYS Route 416**	**Signalized**								
	Neelytown Road	WB	LR	0.76	B	12.2	0.77	B	13.2	1.0
	NYS Route 416	NB	TR	0.28	A	6.7	0.30	A	6.8	0.1
	NYS Route 416	SB	LT	0.58	A	8.8	0.62	A	9.4	0.6
		Overall		**-**	**A**	**9.5**	**-**	**B**	**10.0**	**0.5**
5	**NYS Route 211 & NYS Route 416**	**Unsignalized**								
	NYS Route 416	WB	L	0.32	E	38.2	0.35	E	43.4	5.2
			R	0.18	B	10.2	0.18	B	10.3	0.1
	NYS Route 211	SB	LT	0.18	A	8.2	0.20	A	8.3	0.1
6	**Goodwill Road & Beaver Dam Road**	**Unsignalized**								
	Goodwill Road	WB	LT	0.03	A	7.5	0.03	A	7.6	0.1
	Beaver Dam Road	NB	LR	0.12	A	9.6	0.13	A	9.8	0.2
7	**Chandler Lane & Beaver Dam Road**	**Unsignalized**								
	Chandler Lane	EB	LR	0.08	A	9.6	0.09	A	9.9	0.3
	Beaver Dam Road	NB	LT	0.00	A	8.4	0.00	A	8.5	0.1

Table No. 3
Level of Service Summary Table
Weekday Peak AM Hour

				2037 No-Build			2037 Build			Change in Delay
				v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build
8	**Neelytown Road & Site Driveway 1**	**Unsignalized**								
	Neelytown Road	EB	L	-	-	-	0.01	B	13.2	-
	Site Driveway 1	SB	LR	-	-	-	0.12	C	21.4	-
	W/ Traffic Signal									
	Neelytown Road	EB	L	-	-	-	0.02	A	6.7	-
			T	-	-	-	0.29	A	2.9	-
		EB Overall		-	-	-	-	A	2.9	-
	Neelytown Road	WB	T	-	-	-	0.77	A	9.5	-
			R	-	-	-	0.38	A	6.2	-
		EB Overall		-	-	-	-	A	8.4	-
	Site Driveway 1	SB	LR	-	-	-	0.67	D	35.8	-
		Overall		**-**	**-**	**-**	**-**	**A**	**7.7**	**-**
9	**Beaver Dam Road & Site Driveway 2**	**Unsignalized**								
	Site Driveway 2	WB	LR	-	-	-	0.04	A	9.7	-
	Beaver Dam Road	SB	LT	-	-	-	0.03	A	7.5	-

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Table No. 3
Level of Service Summary Table
Weekday Peak PM Hour

				2037 No-Build			2037 Build			Change in Delay
				v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build
1	**NYS Route 208 & I-84 WB On-Off Ramps**	**Signalized**								
	I-84 WB Off-Ramp	WB	LT	0.84	D	44.4	0.90	D	54.8	10.4
			R	0.91	E	55.8	0.92	E	60.8	5.0
		WB Overall		-	D	49.9	-	E	57.6	7.7
	NYS Route 208	NB	L	0.92	E	64.9	1.03	F	95.0	30.1
			TT	0.38	A	9.9	0.40	B	10.0	0.1
		NB Overall		-	C	24.7	-	D	37.0	12.3
	NYS Route 208	SB	T	0.90	D	41.2	0.90	D	44.6	3.4
			TR	0.90	D	41.7	0.90	D	45.2	3.5
		SB Overall		-	D	41.4	-	D	44.9	3.5
		Overall		**-**	**D**	**37.1**	**-**	**D**	**44.9**	**7.8**
	W/ Signal Timing Changes									
	I-84 WB Off-Ramp	WB	LT	-	-	-	0.88	D	50.7	6.3
			R	-	-	-	0.90	D	54.6	-1.2
		WB Overall		-	-	-	-	D	52.5	2.6
	NYS Route 208	NB	L	-	-	-	0.97	F	80.0	15.1
			TT	-	-	-	0.39	B	10.9	1.0
		NB Overall		-	-	-	-	C	32.8	8.1
	NYS Route 208	SB	T	-	-	-	0.91	D	50.4	9.2
			TR	-	-	-	0.91	D	51.1	9.4
		SB Overall		-	-	-	-	D	50.7	9.3
		Overall		**-**	**-**	**-**	**-**	**D**	**43.8**	**6.7**

Table No. 3
Level of Service Summary Table
Weekday Peak PM Hour

				2037 No-Build			2037 Build			Change in Delay
				v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build
2	**NYS Route 208 &**	**Signalized**								
	I-84 EB On-Off Ramps / Neelytown Road									
	Neelytown Road	EB	L	0.90	E	64.2	1.10	F	120.4	56.2
			T	0.38	C	28.1	0.46	C	29.3	1.2
			TR	0.39	C	28.1	0.47	C	29.3	1.2
		EB Overall		-	D	43.3	-	E	69.8	26.5
	I-84 WB On-Off Ramps	WB	L	0.80	E	55.9	0.80	E	60.3	4.4
			T	0.62	D	44.1	0.59	D	46.6	2.5
			R	0.70	D	39.7	0.71	D	44.1	4.4
		WB Overall		-	D	43.7	-	D	47.7	4.0
	NYS Route 208	NB	L	0.84	E	63.1	0.80	E	64.0	0.9
			T	0.87	D	49.0	0.89	E	56.0	7.0
			TR	0.88	D	49.8	0.89	E	56.9	7.1
		NB Overall		-	D	50.2	-	E	56.9	6.7
	NYS Route 208	SB	LL	0.74	D	52.0	0.76	E	56.6	4.6
			TT	0.47	C	30.4	0.49	C	34.3	3.9
			R	-	A	-	-	A	-	-
		SB Overall		-	D	36.3	-	D	40.3	4.0
		Overall		**-**	**D**	**43.8**	**-**	**E**	**55.5**	**11.7**
	W/ Signal Timing Changes									
	Neelytown Road	EB	L	-	-	-	0.92	E	61.2	-3.0
			T	-	-	-	0.46	C	29.4	1.3
			TR	-	-	-	0.46	C	29.4	1.3
		EB Overall		-	-	-	-	D	43.5	0.2
	I-84 WB On-Off Ramps	WB	L	-	-	-	0.81	E	64.7	8.8
			T	-	-	-	0.77	E	69.4	25.3
			R	-	-	-	0.87	E	65.6	25.9
		WB Overall		-	-	-	-	E	66.3	22.6
	NYS Route 208	NB	L	-	-	-	0.81	E	64.8	1.7
			T	-	-	-	0.88	D	53.9	4.9
			TR	-	-	-	0.88	D	54.7	4.9
		NB Overall		-	-	-	-	E	55.0	4.8
	NYS Route 208	SB	LL	-	-	-	0.78	E	64.4	12.4
			TT	-	-	-	0.49	C	34.6	4.2
			R	-	-	-	-	A	-	-
		SB Overall		-	-	-	-	D	42.7	6.4
		Overall		**-**	**-**	**-**	**-**	**D**	**50.5**	**6.7**

Table No. 3
Level of Service Summary Table
Weekday Peak PM Hour

				2037 No-Build			2037 Build			Change in Delay
				v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build
3	**Neelytown Road & Beaver Dam Road / Neelytown Road North**	**Signalized**								
	Neelytown Road	EB	L	0.03	B	10.1	0.04	B	10.3	0.2
			TR	0.45	B	11.3	0.45	B	11.3	0.0
		EB Overall		-	B	11.2	-	B	11.3	0.1
	Neelytown Road	WB	L	0.18	B	15.7	0.18	B	15.8	0.1
			TR	0.43	B	15.6	0.45	B	16.7	1.1
		WB Overall		-	B	15.6	-	B	16.5	0.9
	Neelytown Road North	NB	LT	0.21	C	26.6	0.26	C	27.4	0.8
			R	0.60	C	34.8	0.59	C	34.2	-0.6
		NB Overall		-	C	32.6	-	C	32.3	-0.3
	Beaver Dam Road	SB	LTR	0.11	C	25.4	0.80	D	51.4	26.0
		Overall		**-**	**B**	**19.1**	**-**	**C**	**24.7**	**5.6**
4	**Neelytown Road & NYS Route 416**	**Signalized**								
	Neelytown Road	WB	LR	0.77	B	11.4	0.80	B	12.2	0.8
	NYS Route 416	NB	TR	0.50	A	8.8	0.49	A	9.5	0.7
	NYS Route 416	SB	LT	0.51	B	10.0	0.54	B	11.3	1.3
		Overall		**-**	**B**	**10.2**	**-**	**B**	**11.1**	**0.9**
5	**NYS Route 211 & NYS Route 416**	**Unsignalized**								
	NYS Route 416	WB	L	0.13	D	27.3	0.13	D	27.9	0.6
			R	0.45	B	14.3	0.48	B	14.9	0.6
	NYS Route 211	SB	LT	0.16	A	8.6	0.16	A	8.6	0.0
6	**Goodwill Road & Beaver Dam Road**	**Unsignalized**								
	Goodwill Road	WB	LT	0.07	A	7.8	0.07	A	7.8	0.0
	Beaver Dam Road	NB	LR	0.16	B	11.9	0.24	B	13.2	1.3
7	**Chandler Lane & Beaver Dam Road**	**Unsignalized**								
	Chandler Lane	EB	LR	0.08	A	9.5	0.08	A	9.8	0.3
	Beaver Dam Road	NB	LT	0.00	A	7.4	0.00	A	7.5	0.1

Table No. 3
Level of Service Summary Table
Weekday Peak PM Hour

				2037 No-Build			2037 Build			Change in Delay
				v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build
8	**Neelytown Road & Site Driveway 1**	**Unsignalized**								
	Neelytown Road	EB	L	-	-	-	0.01	B	10.2	-
	Site Driveway 1	SB	LR	-	-	-	1.08	F	144.4	-
	W/ Traffic Signal									
	Neelytown Road	EB	L	-	-	-	0.02	A	7.6	-
			T	-	-	-	0.84	B	10.0	-
		EB Overall		-	-	-	-	A	10.0	-
	Neelytown Road	WB	T	-	-	-	0.60	B	10.7	-
			R	-	-	-	0.15	A	8.0	-
		EB Overall		-	-	-	-	B	10.3	-
	Site Driveway 1	SB	LR	-	-	-	0.77	C	22.6	-
		Overall		**-**	**-**	**-**	**-**	**B**	**11.7**	**-**
9	**Beaver Dam Road & Site Driveway 2**	**Unsignalized**								
	Site Driveway 2	WB	LR	-	-	-	0.31	B	10.9	-
	Beaver Dam Road	SB	LT	-	-	-	0.01	A	7.4	-

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Table No. 3
Level of Service Summary Table
Weekday Peak SAT Hour

				2037 No-Build			2037 Build			Change in Delay
				v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build
1	**NYS Route 208 & I-84 WB On-Off Ramps**	**Signalized**								
	I-84 WB Off-Ramp	WB	LT	0.73	C	20.2	0.80	C	23.9	3.7
			R	0.61	B	19.3	0.54	C	21.4	2.1
			WB Overall	-	B	19.8	-	C	23.0	3.2
	NYS Route 208	NB	L	0.77	C	24.5	0.80	C	27.7	3.2
			TT	0.27	A	6.0	0.28	A	7.0	1.0
			NB Overall	-	B	10.1	-	B	12.7	2.6
	NYS Route 208	SB	T	0.79	B	17.0	0.82	C	21.1	4.1
			TR	0.79	B	17.0	0.82	C	21.1	4.1
			SB Overall	-	B	17.0	-	C	21.1	4.1
			Overall	**-**	**B**	**15.3**	**-**	**B**	**18.6**	**3.3**

Table No. 3
Level of Service Summary Table
Weekday Peak SAT Hour

				2037 No-Build			2037 Build			Change in Delay
				v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build
2	**NYS Route 208 & I-84 EB On-Off Ramps / Neelytown Road**	**Signalized**								
	Neelytown Road	EB	L	0.71	C	33.7	0.75	C	32.6	-1.1
			T	0.21	C	20.6	0.26	C	20.5	-0.1
			TR	0.22	C	20.7	0.27	C	20.5	-0.2
		EB Overall		-	C	26.9	-	C	26.4	-0.5
	I-84 WB On-Off Ramps	WB	L	0.77	C	29.8	0.76	C	33.2	3.4
			T	0.24	C	21.4	0.38	C	25.0	3.6
			R	0.51	B	18.3	0.52	C	21.1	2.8
		WB Overall		-	C	22.0	-	C	25.0	3.0
	NYS Route 208	NB	L	0.73	D	36.1	0.73	D	35.5	-0.6
			T	0.68	C	22.7	0.71	C	26.3	3.6
			TR	0.70	C	23.1	0.72	C	26.8	3.7
		NB Overall		-	C	23.6	-	C	27.4	3.8
	NYS Route 208	SB	LL	0.63	C	25.7	0.65	C	29.4	3.7
			TT	0.44	B	16.9	0.48	C	20.7	3.8
			R	-	A	-	-	A	-	-
		SB Overall		-	B	19.8	-	C	23.6	3.8
		Overall		**-**	**C**	**22.3**	**-**	**C**	**25.5**	**3.2**

Table No. 3
Level of Service Summary Table
Weekday Peak SAT Hour

				2037 No-Build			2037 Build			Change in Delay
				v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build
3	**Neelytown Road & Beaver Dam Road / Neelytown Road North**	**Signalized**								
	Neelytown Road	EB	L	0.01	A	9.1	0.05	A	9.4	0.3
			TR	0.21	A	8.7	0.22	A	8.8	0.1
		EB Overall		-	A	8.7	-	A	8.9	0.2
	Neelytown Road	WB	L	0.17	B	11.9	0.19	B	14.2	2.3
			TR	0.17	B	11.6	0.20	B	13.9	2.3
		WB Overall		-	B	11.7	-	B	14.0	2.3
	Neelytown Road North	NB	LT	0.14	C	25.7	0.20	C	26.4	0.7
			R	0.42	C	30.1	0.41	C	29.9	-0.2
		NB Overall		-	C	28.9	-	C	28.7	-0.2
	Beaver Dam Road	SB	LTR	0.06	C	24.8	0.40	C	31.5	6.7
		Overall		**-**	**B**	**17.0**	**-**	**B**	**19.8**	**2.8**
4	**Neelytown Road & NYS Route 416**	**Signalized**								
	Neelytown Road	WB	LR	0.61	B	11.8	0.69	B	12.1	0.3
	NYS Route 416	NB	TR	0.21	A	4.8	0.24	A	5.1	0.3
	NYS Route 416	SB	LT	0.16	A	4.7	0.18	A	5.0	0.3
		Overall		**-**	**A**	**6.7**	**-**	**A**	**7.2**	**0.5**
5	**NYS Route 211 & NYS Route 416**	**Unsignalized**								
	NYS Route 416	WB	L	0.03	C	15.4	0.03	C	16.0	0.6
			R	0.17	B	10.4	0.19	B	10.6	0.2
	NYS Route 211	SB	LT	0.08	A	8.1	0.09	A	8.1	0.0
6	**Goodwill Road & Beaver Dam Road**	**Unsignalized**								
	Goodwill Road	WB	LT	0.04	A	7.6	0.04	A	7.7	0.1
	Beaver Dam Road	NB	LR	0.10	B	10.3	0.13	B	10.9	0.6
7	**Chandler Lane & Beaver Dam Road**	**Unsignalized**								
	Chandler Lane	EB	LR	0.06	A	9.2	0.06	A	9.5	0.3
	Beaver Dam Road	NB	LT	0.00	A	0.0	0.00	A	0.0	0.0

Table No. 3
Level of Service Summary Table
Weekday Peak SAT Hour

				2037 No-Build			2037 Build			Change in Delay
				v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build
8	**Neelytown Road & Site Driveway 1**	**Unsignalized**								
	Neelytown Road	EB	L	-	-	-	0.01	B	10.2	-
	Site Driveway 1	SB	LR	-	-	-	0.33	C	19.5	-
	W/ Traffic Signal									
	Neelytown Road	EB	L	-	-	-	0.02	A	7.4	-
			T	-	-	-	0.49	A	5.4	-
		EB Overall		-	-	-	-	A	5.5	-
	Neelytown Road	WB	T	-	-	-	0.51	A	9.7	-
			R	-	-	-	0.55	B	10.1	-
		EB Overall		-	-	-	-	A	9.9	-
	Site Driveway 1	SB	LR	-	-	-	0.78	C	21.5	-
		Overall		**-**	**-**	**-**	**-**	**A**	**9.3**	**-**
9	**Beaver Dam Road & Site Driveway 2**	**Unsignalized**								
	Site Driveway 2	WB	LR	-	-	-	0.19	B	10.3	-
	Beaver Dam Road	SB	LT	-	-	-	0.02	A	7.4	-

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.

TABLE NO. 4
ACCIDENT DATA SUMMARY
NEELYTOWN ROAD (CR 99)/I-84 RAMPS & NYS ROUTE 208

On Street	Location	Mile Marker	Date	Time	Traffic Control	Accident Class	# of Vehicles Injuries	Light Condition	Road Condition	Weather	Manner of Collision	Apparent Contributing Factors
ROUTE 208	AT THE INTERSECTION OF NEELYTOWN RD	208 83011157	1/11/2021	6:46 AM	TRAFFIC SIGNAL	PDO	2-0	DAWN	DRY	CLOUDY	RIGHT ANGLE	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
STATE ROUTE 208	AT THE INTERSECTION OF RAMP	208 83011158	2/2/2021	1:05 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	SNOW/ICE	SNOW	REAR END	V1:(DRIVER INATTENTION,NOT ENTERED) / V2:(NOT ENTERED,NOT ENTERED)
STATE ROUTE 208	AT THE INTERSECTION OF NEELYTOWN RD	208 83011157	3/23/2021	2:40 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(FOLLOWING TOO CLOSELY,BRAKES DEFECTIVE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
STATE ROUTE 208	AT THE INTERSECTION OF NEELYTOWN RD	208 83011157	5/10/2021	6:04 AM	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	OVERTAKING	V1:(PASSING OR LANE USAGE IMPROPERLY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
STATE ROUTE 208	AT THE INTERSECTION OF RAMP	208 83011158	5/14/2021	8:10 PM	TRAFFIC SIGNAL	PDO	2-0	DARK-ROAD LIGHTED	DRY	CLEAR	REAR END	V1:(FOLLOWING TOO CLOSELY,UNSAFE SPEED) / V2:(NOT APPLICABLE,NOT APPLICABLE)
STATE ROUTE 208	AT THE INTERSECTION OF NEELYTOWN RD	208 83011158	6/10/2021	6:44 AM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
STATE ROUTE 208	AT THE INTERSECTION OF NEELYTOWN RD	208 83011158	7/3/2021	6:30 AM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	WET	RAIN	OTHER	V1:(NOT APPLICABLE,NOT APPLICABLE) / V2:(BACKING UNSAFELY,NOT APPLICABLE)
ATE 84 WESTBOUND TO S	AT THE INTERSECTION OF STATE ROUTE 208		7/29/2021	11:15 PM	TRAFFIC SIGNAL	I	2-1	DARK-ROAD LIGHTED	WET	CLEAR	REAR END	V1:(UNSAFE SPEED,ALCOHOL INVOLVEMENT) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 208	AT THE INTERSECTION OF NEELYTOWN RD	208 83011157	8/12/2021	10:35 AM	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	RIGHT ANGLE	V1:(BACKING UNSAFELY,DRIVER INATTENTION) / V2:(DRIVER INATTENTION,NOT APPLICABLE)
NEELYTOWN RD	AT THE INTERSECTION OF ROUTE 208	208 83011157	9/3/2021	4:40 PM	NONE	I	2-1	DAYLIGHT	DRY	CLOUDY	LEFT TURN (AGAINST OTHER CAR)	V1:(PASSING OR LANE USAGE IMPROPERLY,NOT APPLICABLE) / V2:(OTHER (VEHICLE),NOT APPLICABLE)
RAMP	AT THE INTERSECTION OF NEELYTOWN RD		9/24/2021	11:04 PM	NONE	I	2-3	DARK-ROAD UNLIGHTED	DRY	CLEAR	HEAD ON	V1:(ALCOHOL INVOLVEMENT,TRAFFIC CONTROL DEVICES DISREGARDED) / V2:(NOT APPLICABLE,NOT APPLICABLE)
NEELYTOWN RD	AT THE INTERSECTION OF ROUTE 208	208 83011157	9/26/2021	4:55 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	V1:(FOLLOWING TOO CLOSELY,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
I 84	AT THE INTERSECTION OF RAMP	84I83011291	9/28/2021	12:25 PM	NONE	PDO	1-0	DAYLIGHT	WET	RAIN	OTHER	V1:(UNSAFE SPEED,NOT APPLICABLE)
NEELYTOWN RD	AT THE INTERSECTION OF ROUTE 208	208 83011157	9/29/2021	10:45 AM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	LEFT TURN (AGAINST OTHER CAR)	V1:(UNSAFE LANE CHANGE,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
STATE ROUTE 208	AT THE INTERSECTION OF RAMP	208 83011159	9/30/2021	5:30 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLOUDY	OVERTAKING	V1:(PASSING OR LANE USAGE IMPROPERLY,AGGRESSIVE DRIVING/ROAD RAGE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
STATE ROUTE 208	AT THE INTERSECTION OF RAMP	208 83011159	10/7/2021	5:15 AM	TRAFFIC SIGNAL	I	1-1	DARK-ROAD LIGHTED	DRY	OG/SMOG/SMOI	OTHER	V1:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 208	AT THE INTERSECTION OF NEELYTOWN RD	208 83011157	10/28/2021	4:03 AM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	HEAD ON	V1:(DRIVER INATTENTION,TRAFFIC CONTROL DEVICES DISREGARDED) / V2:(NOT APPLICABLE,NOT APPLICABLE)
RAMP	AT THE INTERSECTION OF NEELYTOWN RD		11/11/2021	4:00 AM	NONE	PDO	2-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	OVERTAKING	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
NEELYTOWN RD	AT THE INTERSECTION OF ROUTE 208	208 83011157	11/18/2021	11:15 AM	NO PASSING ZONE	PDO	1-0	DAYLIGHT	DRY	CLEAR	OTHER	V1:(ANIMALS ACTION,NOT APPLICABLE)
NEELYTOWN RD	AT THE INTERSECTION OF ROUTE 208	208 83011157	12/10/2021	7:03 AM	YIELD SIGN	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
NEELYTOWN RD	AT THE INTERSECTION OF ROUTE 208		2/10/2022	5:02 PM	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	RIGHT TURN (WITH OTHER CAR)	V1:(PASSING OR LANE USAGE IMPROPERLY,UNSAFE LANE CHANGE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
STATE ROUTE 208	AT THE INTERSECTION OF NEELYTOWN RD	208 83011158	7/24/2022	12:40 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	LEFT TURN (WITH OTHER CAR)	V1:(TURNING IMPROPER,TRAFFIC CONTROL DEVICES DISREGARDED) / V2:(NOT APPLICABLE,NOT APPLICABLE)
E 208 TO INTERSTATE 84 E	AT THE INTERSECTION OF STATE ROUTE 208	208 83011157	8/27/2022	12:05 PM	NONE	PDO	1-0	DAYLIGHT	DRY	CLEAR	OTHER	V1:(PASSING OR LANE USAGE IMPROPERLY,NOT APPLICABLE)
NEELYTOWN RD	AT THE INTERSECTION OF STATE ROUTE 208		10/11/2022	4:50 AM	YIELD SIGN	PDO	2-0	DARK-ROAD LIGHTED	DRY	CLEAR	OVERTAKING	V1:(FAILURE TO YIELD RIGHT OF WAY,TRAFFIC CONTROL DEVICES DISREGARDED) / V2:(NOT APPLICABLE,NOT APPLICABLE)
STATE ROUTE 208	AT THE INTERSECTION OF STATE ROUTE 208 TO INTERSTATE 84 EASTBOUND	208 83011158	12/5/2022	10:27 AM	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	OVERTAKING	V1:(PASSING OR LANE USAGE IMPROPERLY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
E 208 TO INTERSTATE 84 V	AT THE INTERSECTION OF EXIT 28 INTERSTATE 84 WESTBOUND TO STATE ROUTE 208		12/7/2022	6:40 PM	NONE	PDO	2-0	DARK-ROAD LIGHTED	WET	CLOUDY	LEFT TURN (AGAINST OTHER CAR)	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
STATE ROUTE 208	AT THE INTERSECTION OF RAMP	208 83011158	12/12/2022	11:20 AM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	WET	CLOUDY	REAR END	V1:(NOT APPLICABLE,NOT APPLICABLE) / V2:(DRIVER INATTENTION,NOT APPLICABLE)

NOTES:

1) ACCIDENT DATA OBTAINED FROM THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION (NYSDOT) RECORDS ACCESS DEPARTMENT FOR THE TIME PERIOD BETWEEN JANUARY 1, 2021 THROUGH DECEMBER 31, 2024.

2) ACCIDENT CLASS: PDO = PROPERTY DAMAGE ONLY, I = INJURY, F = FATALITY, UNKOWN = NON-REPORTABLE

TABLE NO. 4
ACCIDENT DATA SUMMARY
NEELYTOWN ROAD (CR 99)/I-84 RAMPS & NYS ROUTE 208

On Street	Location	Mile Marker	Date	Time	Traffic Control	Accident Class	# of Vehicles Injuries	Light Condition	Road Condition	Weather	Manner of Collision	Apparent Contributing Factors
STATE ROUTE 208	AT THE INTERSECTION OF RAMP	208 83011158	2/20/2023	6:05 PM	NONE	PDO	2-0	DARK-ROAD LIGHTED	DRY	CLEAR	REAR END	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
E 208 TO INTERSTATE 84 E	AT THE INTERSECTION OF NEELYTOWN RD		2/21/2023	5:20 PM	NONE	PDO	2-0	DAWN	WET	RAIN	RIGHT TURN (AGAINST OTHER CAR)	V1:(TURNING IMPROPER,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ATE 84 WESTBOUND TO S	AT THE INTERSECTION OF STATE ROUTE 208		2/25/2023	12:00 PM	NONE	PDO	1-0	DAYLIGHT	SNOW/ICE	/HAIL/FREEZING	OTHER	V1:(REACTION TO OTHER UNINVOLVED VEHICL,PAVEMENT SLIPPERY)
E 208 TO INTERSTATE 84 E	AT THE INTERSECTION OF STATE ROUTE 208		3/29/2023	6:15 PM	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	OVERTAKING	V1:(UNSAFE LANE CHANGE,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
E 208 TO INTERSTATE 84 W	AT THE INTERSECTION OF STATE ROUTE 208		4/16/2023	2:13 PM	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	SIDESWIPE	V1:(BACKING UNSAFELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
STATE ROUTE 208	AT THE INTERSECTION OF EXIT 28 INTERSTATE 84 EASTBOUND TO STATE ROUTE 208	208 83011157	4/18/2023	2:27 PM	NONE	I	2-2	DAYLIGHT	DRY	CLOUDY	RIGHT ANGLE	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
NEELYTOWN RD	AT THE INTERSECTION OF STATE ROUTE 208		5/5/2023	11:11 AM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
NEELYTOWN RD	AT THE INTERSECTION OF STATE ROUTE 208		5/15/2023	7:20 AM	YIELD SIGN	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
INTERSTATE 84	AT THE INTERSECTION OF STATE ROUTE 208 TO INTERSTATE 84 EASTBOUND	84I83011291	6/19/2023	9:35 PM	NONE	PDO	1-0	DUSK	DRY	CLEAR	OTHER	V1:(ANIMALS ACTION,NOT APPLICABLE)
NEELYTOWN RD	AT THE INTERSECTION OF STATE ROUTE 208		7/30/2023	4:42 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ATE 84 WESTBOUND TO S	AT THE INTERSECTION OF STATE ROUTE 208		8/3/2023	4:49 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	OVERTAKING	V1:(PASSING OR LANE USAGE IMPROPERLY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ATE 84 WESTBOUND TO S	AT THE INTERSECTION OF STATE ROUTE 208		8/8/2023	6:38 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
NEELYTOWN RD	AT THE INTERSECTION OF EXIT 28 INTERSTATE 84 EASTBOUND TO STATE ROUTE 208		8/15/2023	3:07 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLOUDY	LEFT TURN (AGAINST OTHER CAR)	V1:(TRAFFIC CONTROL DEVICES DISREGARDED,TURNING IMPROPER) / V2:(NOT APPLICABLE,NOT APPLICABLE)
E 208 TO INTERSTATE 84 E	AT THE INTERSECTION OF INTERSTATE 84		9/23/2023	3:05 AM	NONE	I	1-1	DARK-ROAD UNLIGHTED	DRY	CLEAR	OTHER	V1:(OTHER (VEHICLE),DRIVERLESS/RUNAWAY VEHICLE)
NEELYTOWN RD	AT THE INTERSECTION OF STATE ROUTE 208		11/15/2023	6:04 PM	YIELD SIGN	PDO	2-0	DARK-ROAD LIGHTED	DRY	CLEAR	REAR END	V1:(DRIVER INATTENTION,UNKNOWN) / V2:(NOT APPLICABLE,NOT APPLICABLE)
STATE ROUTE 208	AT THE INTERSECTION OF STATE ROUTE 208 TO INTERSTATE 84 WESTBOUND	208 83011159	12/4/2023	5:45 AM	TRAFFIC SIGNAL	PDO	2-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	OVERTAKING	V1:(PASSING OR LANE USAGE IMPROPERLY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ATE 84 WESTBOUND TO S	AT THE INTERSECTION OF STATE ROUTE 208		1/4/2024	7:05 AM	NONE	I	2-1	DAWN	DRY	CLEAR	REAR END	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ATE 84 EASTBOUND TO S1	AT THE INTERSECTION OF INTERSTATE 84		1/19/2024	7:30 AM	NONE	PDO	1-0	DAYLIGHT	DRY	CLOUDY	OTHER	V1:(UNSAFE SPEED,PAVEMENT SLIPPERY)
E 208 TO INTERSTATE 84 W	AT THE INTERSECTION OF STATE ROUTE 208		3/12/2024	7:36 PM	TRAFFIC SIGNAL	PDO	2-0	DARK-ROAD LIGHTED	DRY	CLOUDY	OVERTAKING	V1:(TURNING IMPROPER,NOT APPLICABLE) / V2:(NOT APPLICABLE,UNKNOWN)
ATE 84 EASTBOUND TO S1	AT THE INTERSECTION OF NEELYTOWN RD		3/28/2024	5:45 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	V1:(NOT APPLICABLE,NOT APPLICABLE) / V2:(FOLLOWING TOO CLOSELY,UNSAFE SPEED)
ATE 84 EASTBOUND TO S1	AT THE INTERSECTION OF INTERSTATE 84		3/30/2024	2:26 AM	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	OTHER	V1:(ALCOHOL INVOLVEMENT,UNSAFE SPEED)
NEELYTOWN RD	AT THE INTERSECTION OF EXIT 28 INTERSTATE 84 EASTBOUND TO STATE ROUTE 208		4/4/2024	7:25 AM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	WET	RAIN	REAR END	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
NEELYTOWN RD	AT THE INTERSECTION OF EXIT 28 INTERSTATE 84 EASTBOUND TO STATE ROUTE 208		4/25/2024	3:56 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
INTERSTATE 84	AT THE INTERSECTION OF STATE ROUTE 208 TO INTERSTATE 84 EASTBOUND	84I83011291	5/10/2024	5:18 AM	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	WET	RAIN	OTHER	V1:(UNSAFE SPEED,PAVEMENT SLIPPERY)
ATE 84 EASTBOUND TO S1	AT THE INTERSECTION OF INTERSTATE 84		5/28/2024	12:45 PM	NONE	PDO	1-0	DAYLIGHT	DRY	CLEAR	OTHER	V1:(STEERING FAILURE,NOT APPLICABLE)
RAMP	AT THE INTERSECTION OF NEELYTOWN RD	208 83011158	7/17/2024	6:10 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	WET	RAIN	OTHER	V1:(NOT APPLICABLE,NOT APPLICABLE) / V2:(BACKING UNSAFELY,UNKNOWN)
NEELYTOWN RD	AT THE INTERSECTION OF EXIT 28 INTERSTATE 84 EASTBOUND TO STATE ROUTE 208		7/29/2024	3:40 AM	NONE	I	2-1	DARK-ROAD UNLIGHTED	DRY	CLEAR	HEAD ON	V1:(FELL ASLEEP,UNSAFE SPEED) / V2:(NOT APPLICABLE,NOT APPLICABLE)
NEELYTOWN RD	AT THE INTERSECTION OF EXIT 28 INTERSTATE 84 EASTBOUND TO STATE ROUTE 208		8/9/2024	11:06 AM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	WET	CLOUDY	REAR END	V1:(BACKING UNSAFELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
E 208 TO INTERSTATE 84 W	AT THE INTERSECTION OF EXIT 28 INTERSTATE 84 WESTBOUND TO STATE ROUTE 208		10/3/2024	12:55 PM	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	RIGHT ANGLE	V1:(BACKING UNSAFELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,BACKING UNSAFELY)
NEELYTOWN RD	AT THE INTERSECTION OF EXIT 28 INTERSTATE 84 EASTBOUND TO STATE ROUTE 208		12/29/2024	6:07 AM	TRAFFIC SIGNAL	PDO	2-0	DARK-ROAD LIGHTED	WET	RAIN	OVERTAKING	V1:(TURNING IMPROPER,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)

NOTES:

1) ACCIDENT DATA OBTAINED FROM THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION (NYSDOT) RECORDS ACCESS DEPARTMENT FOR THE TIME PERIOD BETWEEN JANUARY 1, 2021 THROUGH DECEMBER 31, 2024.

2) ACCIDENT CLASS: PDO = PROPERTY DAMAGE ONLY, I = INJURY, F = FATALITY, UNKOWN = NON-REPORTABLE

TABLE NO. 5
ACCIDENT DATA SUMMARY
NEELYTOWN ROAD (CR 99) & BEAVER DAM ROAD

On Street	Location	Mile Marker	Date	Time	Traffic Control	Accident Class	# of Vehicles Injuries	Light Condition	Road Condition	Weather	Manner of Collision	Apparent Contributing Factors
NEELYTOWN RD	AT THE INTERSECTION OF BEAVER DAM RD		5/17/2021	4:05 AM	NO PASSING ZONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	OTHER	V1:(ANIMALS ACTION,NOT APPLICABLE)
NEELYTOWN RD	AT THE INTERSECTION OF BEAVER DAM RD		7/3/2021	11:29 PM	NONE	PDO	1-0	DARK-ROAD LIGHTED	DRY	CLEAR	OTHER	V1:(ANIMALS ACTION,NOT APPLICABLE)
NEELYTOWN RD	AT THE INTERSECTION OF BEAVER DAM RD		1/20/2022	10:14 AM	NONE	PDO	2-0	DAYLIGHT	WET	CLOUDY	OVERTAKING	V1:(TURNING IMPROPER,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
NEELYTOWN RD	AT THE INTERSECTION OF BEAVER DAM RD		1/24/2022	12:57 AM	NONE	I	1-1	DARK-ROAD UNLIGHTED	SNOW/ICE	SNOW	OTHER	V1:(ALCOHOL INVOLVEMENT,FAILURE TO KEEP RIGHT)
ROUTE 99	AT THE INTERSECTION OF BEAVER DAM RD		7/1/2022	6:06 PM	NONE	PDO	1-0	DAYLIGHT	DRY	CLEAR	OTHER	V1:(ANIMALS ACTION,NOT APPLICABLE)
NEELYTOWN RD	AT THE INTERSECTION OF BEAVER DAM RD		8/18/2022	9:48 PM	TRAFFIC SIGNAL	I	2-1	DARK-ROAD LIGHTED	DRY	CLEAR	RIGHT ANGLE	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE)
NEELYTOWN RD	AT THE INTERSECTION OF BEAVER DAM RD		6/26/2023	9:32 PM	TRAFFIC SIGNAL	PDO	2-0	DARK-ROAD LIGHTED	WET	RAIN	LEFT TURN (WITH OTHER CAR)	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
NEELYTOWN RD	AT THE INTERSECTION OF BEAVER DAM RD		11/6/2024	2:00 PM	TRAFFIC SIGNAL	I	1-1	DAYLIGHT	DRY	CLEAR	OTHER	V1:(NOT APPLICABLE,NOT APPLICABLE)

TABLE NO. 6
ACCIDENT DATA SUMMARY
NEELYTOWN ROAD (CR 99) & NYS ROUTE 416

On Street	Location	Mile Marker	Date	Time	Traffic Control	Accident Class	# of Vehicles Injuries	Light Condition	Road Condition	Weather	Manner of Collision	Apparent Contributing Factors
ROUTE 416	AT THE INTERSECTION OF NEELYTOWN RD	416 83011032	2/4/2021	2:25 PM	STOP SIGN	PDO	2-0	DAYLIGHT	DRY	CLEAR	RIGHT ANGLE	V1:(DRIVER INATTENTION,TURNING IMPROPER) / V2:(NOT APPLICABLE,UNKNOWN)
STATE HWY 416	AT THE INTERSECTION OF NEELYTOWN RD	416 83011032	8/14/2021	8:40 AM	STOP SIGN	PDO	2-0	DAYLIGHT	DRY	CLOUDY	RIGHT ANGLE	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 416	AT THE INTERSECTION OF NEELYTOWN RD	416 83011032	9/15/2021	11:15 PM	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	WET	RAIN	OTHER	V1:(ANIMALS ACTION,NOT APPLICABLE)
NEELYTOWN RD	AT THE INTERSECTION OF ROUTE 416	416 83011032	2/3/2022	9:48 PM	TRAFFIC SIGNAL	PDO	2-0	DARK-ROAD UNLIGHTED	WET	RAIN	OVERTAKING	V1:(PASSING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 416	AT THE INTERSECTION OF ROUTE 99	416 83011032	3/16/2022	9:09 PM	TRAFFIC SIGNAL	I	2-3	DARK-ROAD UNLIGHTED	DRY	CLEAR	HEAD ON	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
STATE ROUTE 416	AT THE INTERSECTION OF NEELYTOWN RD		9/22/2022	8:57 AM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	WET	CLOUDY	REAR END	V1:(FOLLOWING TOO CLOSELY,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
STATE ROUTE 416	AT THE INTERSECTION OF NEELYTOWN RD		9/21/2023	3:27 PM	TRAFFIC SIGNAL	I	2-3	DAYLIGHT	DRY	CLEAR	LEFT TURN (AGAINST OTHER CAR)	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
STATE ROUTE 416	AT THE INTERSECTION OF NEELYTOWN RD	416 83011032	10/3/2023	6:31 PM	TRAFFIC SIGNAL	I	2-1	DUSK	DRY	CLEAR	HEAD ON	V1:(DRIVER INATTENTION,TURNING IMPROPER) / V2:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE)
STATE ROUTE 416	AT THE INTERSECTION OF NEELYTOWN RD	416 83011032	10/30/2023	8:03 AM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	WET	RAIN	REAR END	V1:(DRIVER INATTENTION,OTHER (VEHICLE)) / V2:(NOT APPLICABLE,NOT APPLICABLE)
NEELYTOWN RD	AT THE INTERSECTION OF STATE ROUTE 416		4/15/2024	8:38 AM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
STATE ROUTE 416	AT THE INTERSECTION OF NEELYTOWN RD	416 83011032	6/21/2024	4:46 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	WET	RAIN	RIGHT TURN (WITH OTHER CAR)	V1:(PAVEMENT SLIPPERY,DRIVER INEXPERIENCE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
STATE ROUTE 416	AT THE INTERSECTION OF NEELYTOWN RD	416 83011032	6/30/2024	7:25 AM	NONE	PDO	1-0	DAYLIGHT	DRY	CLEAR	OTHER	V1:(ANIMALS ACTION,NOT APPLICABLE)
STATE ROUTE 416	AT THE INTERSECTION OF NEELYTOWN RD	416 83011032	12/21/2024	7:15 AM	NONE	PDO	1-0	DAYLIGHT	SNOW/ICE	SNOW	OTHER	V1:(PAVEMENT SLIPPERY,NOT APPLICABLE)

NOTES:

1) ACCIDENT DATA OBTAINED FROM THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION (NYSDOT) RECORDS ACCESS DEPARTMENT FOR THE TIME PERIOD BETWEEN JANUARY 1, 2021 THROUGH DECEMBER 31, 2024.

2) ACCIDENT CLASS: PDO = PROPERTY DAMAGE ONLY, I = INJURY, F = FATALITY, UNKOWN = NON-REPORTABLE

TABLE NO. 7
ACCIDENT DATA SUMMARY
NYS ROUTE 211 & NYS ROUTE 416

On Street	Location	Mile Marker	Date	Time	Traffic Control	Accident Class	# of Vehicles Injuries	Light Condition	Road Condition	Weather	Manner of Collision	Apparent Contributing Factors
UNION ST	AT THE INTERSECTION OF ROUTE 416	416 83011042	2/11/2021	3:40 PM	YIELD SIGN	PDO	2-0	DAYLIGHT	WET	CLEAR	LEFT TURN (WITH OTHER CAR)	V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(VIEW OBSTRUCTED/LIMITED,NOT APPLICABLE)
STATE HWY 416	AT THE INTERSECTION OF RAMP	416 83011042	6/3/2022	7:54 AM	NONE	PDO	2-0	DAYLIGHT	WET	CLOUDY	REAR END	V1:(DRIVER INATTENTION,FOLLOWING TOO CLOSELY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
STATE ROUTE 416	AT THE INTERSECTION OF UNION STREET	416 83011042	10/17/2022	10:00 AM	NONE	I	2-1	DAYLIGHT	WET	CLOUDY	LEFT TURN (AGAINST OTHER CAR)	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
STATE ROUTE 416	AT THE INTERSECTION OF UNION STREET	416 83011042	10/31/2022	4:15 PM	YIELD SIGN	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(FOLLOWING TOO CLOSELY,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
UNION STREET	AT THE INTERSECTION OF STATE ROUTE 416	211 83013092	9/15/2023	8:40 AM	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	RIGHT ANGLE	V1:(NOT APPLICABLE,NOT APPLICABLE) / V2:(BACKING UNSAFELY,NOT APPLICABLE)
UNION STREET	AT THE INTERSECTION OF STATE ROUTE 416	211 83013092	5/8/2024	8:20 AM	YIELD SIGN	PDO	2-0	DAYLIGHT	WET	CLOUDY	REAR END	V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
STATE ROUTE 416	AT THE INTERSECTION OF RAMP	416 83011042	8/6/2024	9:11 PM	STOP SIGN	PDO	2-0	DARK-ROAD UNLIGHTED	WET	RAIN	REAR END	V1:(FOLLOWING TOO CLOSELY,FOLLOWING TOO CLOSELY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
UNION STREET	AT THE INTERSECTION OF STATE ROUTE 416	211 83013092	9/26/2024	5:50 AM	NONE	PDO	2-0	DARK-ROAD UNLIGHTED	WET	RAIN	REAR END	V1:(UNSAFE SPEED,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)

TABLE NO. 8
ACCIDENT DATA SUMMARY
BEAVER DAM ROAD & GOODWILL ROAD

On Street	Location	Mile Marker	Date	Time	Traffic Control	Accident Class	# of Vehicles Injuries	Light Condition	Road Condition	Weather	Manner of Collision	Apparent Contributing Factors
BEAVER DAM RD	AT THE INTERSECTION OF GOODWILL RD		10/24/2024	6:40 PM	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	OTHER	V1:(ANIMALS ACTION,NOT APPLICABLE)

TABLE NO. 9
ACCIDENT DATA SUMMARY
BEAVER DAM ROAD & CHANDLER LANE

On Street	Location	Mile Marker	Date	Time	Traffic Control	Accident Class	# of Vehicles Injuries	Light Condition	Road Condition	Weather	Manner of Collision	Apparent Contributing Factors
BEAVER DAM RD	AT THE INTERSECTION OF CHANDLER LANE		1/31/2023	10:15 AM	NONE	PDO	1-0	DAYLIGHT	WET	CLEAR	OTHER	V1:(DRIVER INATTENTION,VIEW OBSTRUCTED/LIMITED)
BEAVER DAM RD	AT THE INTERSECTION OF CHANDLER LANE		4/9/2023	9:00 PM	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	OTHER	V1:(NOT ENTERED,NOT ENTERED)

NOTES:

1) ACCIDENT DATA OBTAINED FROM THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION (NYSDOT) RECORDS ACCESS DEPARTMENT FOR THE TIME PERIOD BETWEEN JANUARY 1, 2021 THROUGH DECEMBER 31, 2024.

2) ACCIDENT CLASS: PDO = PROPERTY DAMAGE ONLY, I = INJURY, F = FATALITY, UNKOWN = NON-REPORTABLE

Traffic Impact Study

Appendix C | Level of Service Standards

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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, 6th Edition* published by the Transportation Research Board.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

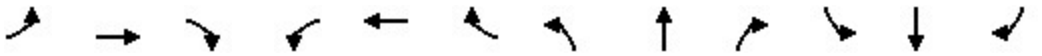
Control Delay (s/veh)	v/c ≤ 1.0	v/c ≥ 1.0
0-10	A	F
>10-15	B	F
>15-25	C	F
>25-35	D	F
>35-50	E	F
>50	F	F

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

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Traffic Impact Study

Appendix D | Capacity Analysis



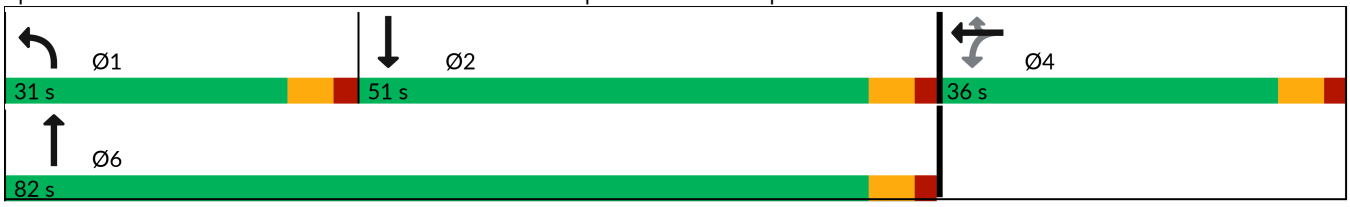
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	304	1	193	115	430	0	0	537	254
Future Volume (vph)	0	0	0	304	1	193	115	430	0	0	537	254
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			2%	
Storage Length (ft)	0		0	0		360	145		0	245		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt						0.850					0.952	
Flt Protected					0.953		0.950					
Satd. Flow (prot)	0	0	0	0	1490	1474	1253	3312	0	0	3130	0
Flt Permitted					0.953		0.950					
Satd. Flow (perm)	0	0	0	0	1490	1474	1253	3312	0	0	3130	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						217					77	
Link Speed (mph)		30			40			45			45	
Link Distance (ft)		287			1203			796			861	
Travel Time (s)		6.5			20.5			12.1			13.0	
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 (%)	0%	0%	0%	21%	0%	9%	44%	9%	0%	0%	10%	6%
Adj. Flow (vph)	0	0	0	342	1	217	129	483	0	0	603	285
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	343	217	129	483	0	0	888	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
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	1.01	1.01	1.01	1.00	1.00	1.00	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				2	2	2	2	2			2	
Detector Template				Left	Thru	Right	Left	Thru			Thru	
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	Perm	Prot	NA			NA	

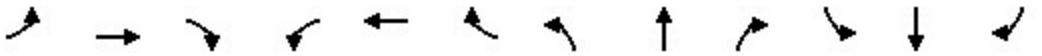
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases					4		1	6			2	
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6			2	
Switch Phase												
Minimum Initial (s)				6.0	6.0	6.0	5.0	15.0			15.0	
Minimum Split (s)				12.0	12.0	12.0	11.0	21.0			21.0	
Total Split (s)				36.0	36.0	36.0	31.0	82.0			51.0	
Total Split (%)				30.5%	30.5%	30.5%	26.3%	69.5%			43.2%	
Maximum Green (s)				30.0	30.0	30.0	25.0	76.0			45.0	
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)					6.0	6.0	6.0	6.0			6.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Recall Mode				None	None	None	None	Min			Min	
v/c Ratio					0.78	0.37	0.65	0.26			0.81	
Control Delay (s/veh)					45.5	6.4	53.6	10.1			32.0	
Queue Delay					0.0	0.0	0.0	0.0			0.0	
Total Delay (s/veh)					45.5	6.4	53.6	10.1			32.0	
Queue Length 50th (ft)					171	0	70	72			225	
Queue Length 95th (ft)					#406	57	148	98			338	
Internal Link Dist (ft)		207			1123			716			781	
Turn Bay Length (ft)						360	145					
Base Capacity (vph)					533	666	373	2813			1715	
Starvation Cap Reductn					0	0	0	0			0	
Spillback Cap Reductn					0	0	0	0			0	
Storage Cap Reductn					0	0	0	0			0	
Reduced v/c Ratio					0.64	0.33	0.35	0.17			0.52	

Intersection Summary

Area Type: Other
Cycle Length: 118
Actuated Cycle Length: 88.3
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: 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	304	1	193	115	430	0	0	537	254
Future Volume (veh/h)	0	0	0	304	1	193	115	430	0	0	537	254
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1583	1894	1761	1248	1767	0	0	1728	1788
Adj Flow Rate, veh/h				342	1	217	129	483	0	0	603	285
Peak Hour Factor				0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %				21	0	9	44	9	0	0	10	6
Cap, veh/h				431	1	357	152	1891	0	0	730	345
Arrive On Green				0.24	0.24	0.24	0.13	0.56	0.00	0.00	0.34	0.34
Sat Flow, veh/h				1799	5	1492	1188	3445	0	0	2250	1022
Grp Volume(v), veh/h				343	0	217	129	483	0	0	457	431
Grp Sat Flow(s),veh/h/ln				1804	0	1492	1188	1678	0	0	1642	1544
Q Serve(g_s), s				10.9	0.0	7.9	6.5	4.5	0.0	0.0	15.6	15.6
Cycle Q Clear(g_c), s				10.9	0.0	7.9	6.5	4.5	0.0	0.0	15.6	15.6
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.66
Lane Grp Cap(c), veh/h				432	0	357	152	1891	0	0	554	521
V/C Ratio(X)				0.79	0.00	0.61	0.85	0.26	0.00	0.00	0.83	0.83
Avail Cap(c_a), veh/h				889	0	735	488	4191	0	0	1214	1142
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				21.7	0.0	20.6	26.0	6.8	0.0	0.0	18.5	18.5
Incr Delay (d2), s/veh				1.3	0.0	0.6	5.1	0.0	0.0	0.0	1.2	1.3
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.2	0.0	2.5	1.8	1.1	0.0	0.0	5.0	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				23.0	0.0	21.2	31.0	6.8	0.0	0.0	19.8	19.8
LnGrp LOS				C		C	C	A			B	B
Approach Vol, veh/h					560			612			888	
Approach Delay, s/veh					22.3			11.9			19.8	
Approach LOS					C			B			B	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	13.8	26.5		20.6		40.3						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	25.0	45.0		30.0		76.0						
Max Q Clear Time (g_c+I1), s	8.5	17.6		12.9		6.5						
Green Ext Time (p_c), s	0.3	2.9		1.7		1.7						

Intersection Summary		
HCM 6th Ctrl Delay, s/veh		18.1
HCM 6th LOS		B

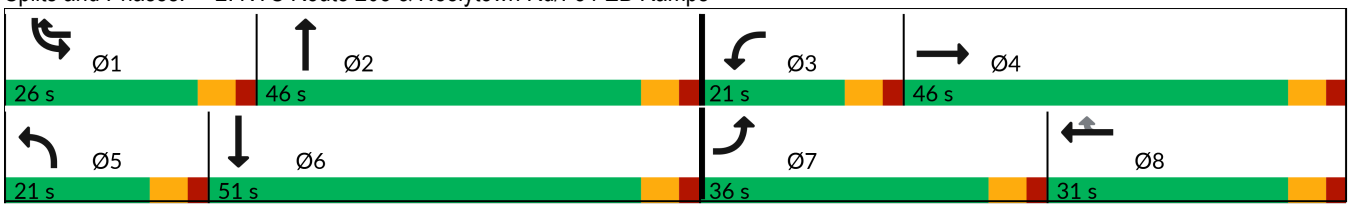
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	200	19	41	85	174	26	221	127	205	228	408
Future Volume (vph)	150	200	19	41	85	174	26	221	127	205	228	408
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			1%			1%	
Storage Length (ft)	400		400	220		220	145		145	330		280
Storage Lanes	2		0	1		1	1		1	2		1
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.987				0.850		0.945				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1271	2439	0	1687	1743	1553	1414	3041	0	3256	3123	1350
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1271	2439	0	1687	1743	1553	1414	3041	0	3256	3123	1350
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7				181		81				425
Link Speed (mph)		45			25			45			45	
Link Distance (ft)		639			871			1257			796	
Travel Time (s)		9.7			23.8			19.0			12.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	42%	49%	16%	7%	9%	4%	27%	12%	11%	7%	15%	19%
Adj. Flow (vph)	156	208	20	43	89	181	27	230	132	214	238	425
Shared Lane Traffic (%)												
Lane Group Flow (vph)	156	228	0	43	89	181	27	362	0	214	238	425
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	2		2	2	2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	83	83		83	83	83	83	83		83	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		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	43	43
Detector 2 Size(ft)	40	40		40	40	40	40	40		40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	Free

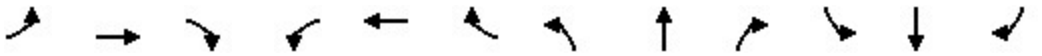
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases						8						Free
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.0	24.0		11.0	24.0	11.0	11.0	24.0		11.0	24.0	
Total Split (s)	36.0	46.0		21.0	31.0	26.0	21.0	46.0		26.0	51.0	
Total Split (%)	25.9%	33.1%		15.1%	22.3%	18.7%	15.1%	33.1%		18.7%	36.7%	
Maximum Green (s)	30.0	40.0		15.0	25.0	20.0	15.0	40.0		20.0	45.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	2.0		2.0	2.0	2.0	2.0	3.0		2.0	3.0	
Recall Mode	None	None		None	None	None	None	Min		None	Min	
v/c Ratio	0.54	0.32		0.26	0.41	0.30	0.21	0.55		0.46	0.21	0.31
Control Delay (s/veh)	35.2	23.2		39.8	39.4	4.9	40.9	25.9		34.9	21.5	0.6
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)	35.2	23.2		39.8	39.4	4.9	40.9	25.9		34.9	21.5	0.6
Queue Length 50th (ft)	61	42		18	37	0	11	59		45	34	0
Queue Length 95th (ft)	146	88		59	99	44	43	129		98	95	0
Internal Link Dist (ft)		559			791			1177			716	
Turn Bay Length (ft)	400			220		220	145			330		280
Base Capacity (vph)	570	1461		378	651	815	317	1851		973	2094	1350
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	0.27	0.16		0.11	0.14	0.22	0.09	0.20		0.22	0.11	0.31

Intersection Summary

Area Type: Other
Cycle Length: 139
Actuated Cycle Length: 71.7
Natural Cycle: 75
Control Type: Actuated-Uncoordinated

Splits and Phases: 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	200	19	41	85	174	26	221	127	205	228	408
Future Volume (veh/h)	150	200	19	41	85	174	26	221	127	205	228	408
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1278	1174	1663	1796	1767	1841	1494	1716	1731	1790	1672	1613
Adj Flow Rate, veh/h	156	208	20	43	89	181	27	230	132	214	238	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	42	49	16	7	9	4	27	12	11	7	15	19
Cap, veh/h	195	546	52	74	262	391	43	356	197	340	789	
Arrive On Green	0.16	0.27	0.27	0.04	0.15	0.15	0.03	0.18	0.18	0.10	0.25	0.00
Sat Flow, veh/h	1217	2058	196	1711	1767	1560	1423	2026	1119	3308	3176	1367
Grp Volume(v), veh/h	156	112	116	43	89	181	27	183	179	214	238	0
Grp Sat Flow(s),veh/h/ln	1217	1115	1139	1711	1767	1560	1423	1630	1515	1654	1588	1367
Q Serve(g_s), s	7.2	4.8	4.9	1.4	2.6	5.7	1.1	6.1	6.4	3.6	3.5	0.0
Cycle Q Clear(g_c), s	7.2	4.8	4.9	1.4	2.6	5.7	1.1	6.1	6.4	3.6	3.5	0.0
Prop In Lane	1.00		0.17	1.00		1.00	1.00		0.74	1.00		1.00
Lane Grp Cap(c), veh/h	195	296	302	74	262	391	43	287	266	340	789	
V/C Ratio(X)	0.80	0.38	0.38	0.58	0.34	0.46	0.62	0.64	0.67	0.63	0.30	
Avail Cap(c_a), veh/h	628	767	784	442	760	831	367	1122	1043	1138	2459	
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	0.00
Uniform Delay (d), s/veh	23.5	17.4	17.5	27.3	22.2	18.4	27.8	22.2	22.4	25.0	17.7	0.0
Incr Delay (d2), s/veh	10.2	0.3	0.3	2.7	0.3	0.3	5.4	2.4	2.9	0.7	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	1.1	1.1	0.6	1.1	2.0	0.4	2.2	2.2	1.3	1.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.7	17.7	17.8	30.0	22.5	18.8	33.2	24.6	25.3	25.7	18.0	0.0
LnGrp LOS	C	B	B	C	C	B	C	C	C	C	B	
Approach Vol, veh/h		384			313			389			452	
Approach Delay, s/veh		24.2			21.4			25.5			21.6	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	16.2	8.5	21.4	7.8	20.4	15.3	14.6
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	20.0	40.0	15.0	40.0	15.0	45.0	30.0	25.0
Max Q Clear Time (g_c+I1), s	5.6	8.4	3.4	6.9	3.1	5.5	9.2	7.7
Green Ext Time (p_c), s	0.6	1.8	0.1	0.7	0.0	1.3	1.0	0.9

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	23.2
HCM 6th LOS	C

Notes

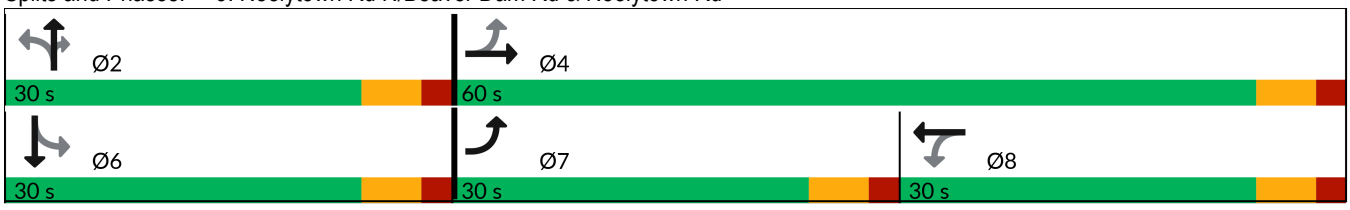
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

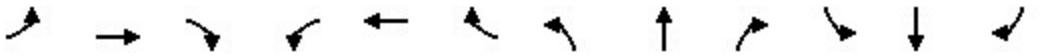
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	159	16	49	318	5	37	23	32	8	10	8
Future Volume (vph)	2	159	16	49	318	5	37	23	32	8	10	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	16	12	12	12
Grade (%)		1%			2%			-2%			0%	
Storage Length (ft)	70		0	220		0	0		150	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986			0.998				0.850		0.958	
Flt Protected	0.950			0.950				0.970			0.985	
Satd. Flow (prot)	1796	1520	0	1514	1425	0	0	1717	1479	0	1723	0
Flt Permitted	0.452			0.639				0.828			0.930	
Satd. Flow (perm)	855	1520	0	1019	1425	0	0	1466	1479	0	1627	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			1				109		9	
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		2146			540			620			646	
Travel Time (s)		32.5			8.2			12.1			12.6	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	23%	19%	18%	31%	80%	8%	9%	25%	13%	0%	0%
Adj. Flow (vph)	2	171	17	53	342	5	40	25	34	9	11	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	2	188	0	53	347	0	0	65	34	0	29	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	0.99	0.99	0.84	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2	2	2	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	83	83		83	83		83	83	83	83	83	
Trailing Detector (ft)	-5	-5		-5	-5		-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5		-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	40		40	40		40	40	40	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43		43	43		43	43	43	43	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	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	7	4			8			2			6	
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		8	8		2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		14.0	14.0	14.0	14.0	14.0	
Total Split (s)	30.0	60.0		30.0	30.0		30.0	30.0	30.0	30.0	30.0	
Total Split (%)	33.3%	66.7%		33.3%	33.3%		33.3%	33.3%	33.3%	33.3%	33.3%	
Maximum Green (s)	24.0	54.0		24.0	24.0		24.0	24.0	24.0	24.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
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	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Max		Max	Max		Max	Max	Max	Max	Max	
v/c Ratio	0.00	0.21		0.09	0.43			0.17	0.07		0.07	
Control Delay (s/veh)	7.0	8.4		11.2	14.4			26.8	0.3		19.6	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay (s/veh)	7.0	8.4		11.2	14.4			26.8	0.3		19.6	
Queue Length 50th (ft)	0	42		12	95			28	0		8	
Queue Length 95th (ft)	3	74		40	226			62	0		30	
Internal Link Dist (ft)		2066			460			540			566	
Turn Bay Length (ft)	70			220					150			
Base Capacity (vph)	763	916		579	811			390	474		440	
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.00	0.21		0.09	0.43			0.17	0.07		0.07	

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

Splits and Phases: 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	159	16	49	318	5	37	23	32	8	10	8
Future Volume (veh/h)	2	159	16	49	318	5	37	23	32	8	10	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1894	1553	1613	1610	1417	691	1859	1844	1668	1707	1900	1900
Adj Flow Rate, veh/h	2	171	17	53	342	5	40	25	34	9	11	9
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	23	19	18	31	80	8	9	25	13	0	0
Cap, veh/h	481	834	83	624	737	11	301	174	377	162	194	136
Arrive On Green	0.00	0.60	0.60	0.53	0.53	0.53	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1804	1390	138	1029	1393	20	888	651	1413	409	727	511
Grp Volume(v), veh/h	2	0	188	53	0	347	65	0	34	29	0	0
Grp Sat Flow(s),veh/h/ln	1804	0	1528	1029	0	1413	1539	0	1413	1648	0	0
Q Serve(g_s), s	0.0	0.0	5.0	2.3	0.0	13.8	1.4	0.0	1.6	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	5.0	2.3	0.0	13.8	2.7	0.0	1.6	1.1	0.0	0.0
Prop In Lane	1.00		0.09	1.00		0.01	0.62		1.00	0.31		0.31
Lane Grp Cap(c), veh/h	481	0	917	624	0	748	475	0	377	492	0	0
V/C Ratio(X)	0.00	0.00	0.21	0.08	0.00	0.46	0.14	0.00	0.09	0.06	0.00	0.00
Avail Cap(c_a), veh/h	954	0	917	624	0	748	475	0	377	492	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.3	0.0	8.2	10.5	0.0	13.2	25.1	0.0	24.8	24.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.5	0.3	0.0	2.1	0.6	0.0	0.5	0.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.5	0.5	0.0	4.2	1.1	0.0	0.6	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.3	0.0	8.7	10.8	0.0	15.3	25.7	0.0	25.3	24.8	0.0	0.0
LnGrp LOS	B		A	B		B	C		C	C		
Approach Vol, veh/h		190			400			99			29	
Approach Delay, s/veh		8.7			14.7			25.6			24.8	
Approach LOS		A			B			C			C	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		30.0		60.0		30.0	6.4	53.6				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		24.0		54.0		24.0	24.0	24.0				
Max Q Clear Time (g_c+I1), s		4.7		7.0		3.1	2.0	15.8				
Green Ext Time (p_c), s		0.4		0.9		0.1	0.0	1.3				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			15.0									
HCM 6th LOS			B									

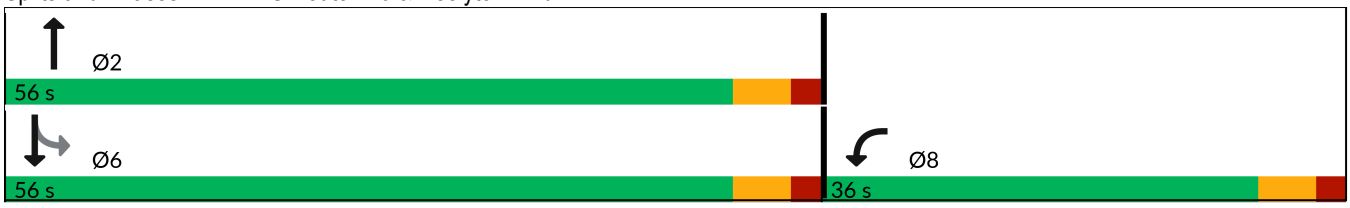


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	57	128	62	59	120	155
Future Volume (vph)	57	128	62	59	120	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		-1%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.907		0.934			
Flt Protected	0.985					0.979
Satd. Flow (prot)	1330	0	1673	0	0	1670
Flt Permitted	0.985					0.795
Satd. Flow (perm)	1330	0	1673	0	0	1356
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	131		66			
Link Speed (mph)	45		55			55
Link Distance (ft)	2393		959			1086
Travel Time (s)	36.3		11.9			13.5
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	11%	35%	10%	3%	17%	7%
Adj. Flow (vph)	64	144	70	66	135	174
Shared Lane Traffic (%)						
Lane Group Flow (vph)	208	0	136	0	0	309
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	0.99	0.99	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2		1	2
Detector Template					Left	
Leading Detector (ft)	83		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Detector 1 Position(ft)	-5		-5		0	-5
Detector 1 Size(ft)	40		40		20	40
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)	40		40			40
Detector 2 Size(ft)	43		43			43
Detector 2 Type	Cl+Ex		Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Switch Phase						
Minimum Initial (s)	5.0		10.0		10.0	10.0
Minimum Split (s)	11.0		16.0		16.0	16.0
Total Split (s)	36.0		56.0		56.0	56.0
Total Split (%)	39.1%		60.9%		60.9%	60.9%
Maximum Green (s)	30.0		50.0		50.0	50.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	6.0		6.0			6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0		2.0	2.0
Recall Mode	None		Min		Min	Min
v/c Ratio	0.54		0.18			0.53
Control Delay (s/veh)	11.1		4.8			11.9
Queue Delay	0.0		0.0			0.0
Total Delay (s/veh)	11.1		4.8			11.9
Queue Length 50th (ft)	10		6			35
Queue Length 95th (ft)	54		30			103
Internal Link Dist (ft)	2313		879			1006
Turn Bay Length (ft)						
Base Capacity (vph)	1176		1673			1356
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.18		0.08			0.23

Intersection Summary	
Area Type:	Other
Cycle Length: 92	
Actuated Cycle Length: 34.6	
Natural Cycle: 40	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 4: NYS Route 416 & Neelytown Rd





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	57	128	62	59	120	155
Future Volume (veh/h)	57	128	62	59	120	155
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1737	1381	1789	1894	1648	1796
Adj Flow Rate, veh/h	64	144	70	66	135	174
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	11	35	10	3	17	7
Cap, veh/h	84	189	316	298	380	390
Arrive On Green	0.18	0.18	0.37	0.37	0.37	0.37
Sat Flow, veh/h	467	1050	847	799	503	1046
Grp Volume(v), veh/h	209	0	0	136	309	0
Grp Sat Flow(s),veh/h/ln	1525	0	0	1645	1549	0
Q Serve(g_s), s	3.5	0.0	0.0	1.5	1.6	0.0
Cycle Q Clear(g_c), s	3.5	0.0	0.0	1.5	3.8	0.0
Prop In Lane	0.31	0.69		0.49	0.44	
Lane Grp Cap(c), veh/h	274	0	0	613	770	0
V/C Ratio(X)	0.76	0.00	0.00	0.22	0.40	0.00
Avail Cap(c_a), veh/h	1705	0	0	3067	2974	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	10.5	0.0	0.0	5.8	6.4	0.0
Incr Delay (d2), s/veh	1.7	0.0	0.0	0.1	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	0.1	0.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	12.1	0.0	0.0	5.8	6.5	0.0
LnGrp LOS	B			A	A	
Approach Vol, veh/h	209		136			309
Approach Delay, s/veh	12.1		5.8			6.5
Approach LOS	B		A			A

Timer - Assigned Phs		2				6	8
Phs Duration (G+Y+Rc), s		16.0				16.0	10.8
Change Period (Y+Rc), s		6.0				6.0	6.0
Max Green Setting (Gmax), s		50.0				50.0	30.0
Max Q Clear Time (g_c+I1), s		3.5				5.8	5.5
Green Ext Time (p_c), s		0.4				0.9	0.6

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	8.2
HCM 6th LOS	A



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	39	98	125	20	147	234
Future Volume (vph)	39	98	125	20	147	234
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	12	12	12	12
Storage Length (ft)	0	50		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.981			
Flt Protected	0.950					0.981
Satd. Flow (prot)	1073	1545	1534	0	0	1765
Flt Permitted	0.950					0.981
Satd. Flow (perm)	1073	1545	1534	0	0	1765
Link Speed (mph)	30		30			30
Link Distance (ft)	561		726			643
Travel Time (s)	12.8		16.5			14.6
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	85%	15%	13%	75%	5%	6%
Adj. Flow (vph)	45	113	144	23	169	269
Shared Lane Traffic (%)						
Lane Group Flow (vph)	45	113	167	0	0	438
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	15		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.88	0.88	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60	60	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	4.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	39	98	125	20	147	234
Future Vol, veh/h	39	98	125	20	147	234
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	50	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	85	15	13	75	5	6
Mvmt Flow	45	113	144	23	169	269

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	763	156	0	0	167	0
Stage 1	156	-	-	-	-	-
Stage 2	607	-	-	-	-	-
Critical Hdwy	7.25	6.35	-	-	4.15	-
Critical Hdwy Stg 1	6.25	-	-	-	-	-
Critical Hdwy Stg 2	6.25	-	-	-	-	-
Follow-up Hdwy	4.265	3.435	-	-	2.245	-
Pot Cap-1 Maneuver	276	857	-	-	1393	-
Stage 1	705	-	-	-	-	-
Stage 2	413	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	237	857	-	-	1393	-
Mov Cap-2 Maneuver	237	-	-	-	-	-
Stage 1	705	-	-	-	-	-
Stage 2	354	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	13.8	0	3.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	237	857	1393	-
HCM Lane V/C Ratio	-	-	0.189	0.131	0.121	-
HCM Ctrl Dly (s/v)	-	-	23.7	9.8	7.9	0
HCM Lane LOS	-	-	C	A	A	A
HCM 95th %tile Q (veh)	-	-	0.7	0.5	0.4	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	48	25	38	76	24	67
Future Volume (vph)	48	25	38	76	24	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	11	11
Grade (%)	4%			4%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.953				0.901	
Flt Protected				0.984	0.987	
Satd. Flow (prot)	1570	0	0	1574	1559	0
Flt Permitted				0.984	0.987	
Satd. Flow (perm)	1570	0	0	1574	1559	0
Link Speed (mph)	30			30	35	
Link Distance (ft)	853			580	1607	
Travel Time (s)	19.4			13.2	31.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	12%	8%	9%	8%	5%
Adj. Flow (vph)	49	26	39	78	25	69
Shared Lane Traffic (%)						
Lane Group Flow (vph)	75	0	0	117	94	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.12	1.12	1.12	1.12	1.03	1.03
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	4.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	48	25	38	76	24	67
Future Vol, veh/h	48	25	38	76	24	67
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	4	-	-	4	-2	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	12	8	9	8	5
Mvmt Flow	49	26	39	78	25	69

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	75	0	218	62
Stage 1	-	-	-	-	62	-
Stage 2	-	-	-	-	156	-
Critical Hdwy	-	-	4.18	-	6.08	6.05
Critical Hdwy Stg 1	-	-	-	-	5.08	-
Critical Hdwy Stg 2	-	-	-	-	5.08	-
Follow-up Hdwy	-	-	2.272	-	3.572	3.345
Pot Cap-1 Maneuver	-	-	1487	-	776	998
Stage 1	-	-	-	-	952	-
Stage 2	-	-	-	-	873	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1487	-	755	998
Mov Cap-2 Maneuver	-	-	-	-	755	-
Stage 1	-	-	-	-	952	-
Stage 2	-	-	-	-	849	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.5	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	920	-	-	1487	-
HCM Lane V/C Ratio	0.102	-	-	0.026	-
HCM Ctrl Dly (s/v)	9.4	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q (veh)	0.3	-	-	0.1	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	55	0	1	35	34	26
Future Volume (vph)	55	0	1	35	34	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	10	10
Grade (%)	0%			1%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.941	
Flt Protected	0.950			0.999		
Satd. Flow (prot)	1589	0	0	1698	1513	0
Flt Permitted	0.950			0.999		
Satd. Flow (perm)	1589	0	0	1698	1513	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	777			545	1607	
Travel Time (s)	17.7			10.6	31.3	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	6%	0%	100%	9%	12%	8%
Adj. Flow (vph)	63	0	1	40	39	30
Shared Lane Traffic (%)						
Lane Group Flow (vph)	63	0	0	41	69	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	1.09	1.09	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

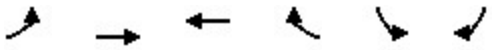
Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	55	0	1	35	34	26
Future Vol, veh/h	55	0	1	35	34	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	1	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	6	0	100	9	12	8
Mvmt Flow	63	0	1	40	39	30

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	96	54	69	0	-	0
Stage 1	54	-	-	-	-	-
Stage 2	42	-	-	-	-	-
Critical Hdwy	6.46	6.2	5.1	-	-	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.3	3.1	-	-	-
Pot Cap-1 Maneuver	894	1019	1085	-	-	-
Stage 1	958	-	-	-	-	-
Stage 2	970	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	893	1019	1085	-	-	-
Mov Cap-2 Maneuver	893	-	-	-	-	-
Stage 1	957	-	-	-	-	-
Stage 2	970	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.3	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1085	-	893	-	-
HCM Lane V/C Ratio	0.001	-	0.07	-	-
HCM Ctrl Dly (s/v)	8.3	0	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0.2	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	199	382	0	0	0
Future Volume (vph)	0	199	382	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1545	1462	0	1900	0
Flt Permitted						
Satd. Flow (perm)	0	1545	1462	0	1900	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		532	1138		660	
Travel Time (s)		8.1	17.2		15.0	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	23%	30%	0%	0%	0%
Adj. Flow (vph)	0	214	411	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	214	411	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		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)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	199	382	0	0	0
Future Vol, veh/h	0	199	382	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	23	30	0	0	0
Mvmt Flow	0	214	411	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	411	0	-	0	625	411
Stage 1	-	-	-	-	411	-
Stage 2	-	-	-	-	214	-
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	1159	-	-	-	452	645
Stage 1	-	-	-	-	674	-
Stage 2	-	-	-	-	826	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1159	-	-	-	452	645
Mov Cap-2 Maneuver	-	-	-	-	452	-
Stage 1	-	-	-	-	674	-
Stage 2	-	-	-	-	826	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1159	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q (veh)	0	-	-	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	30	0	0	26
Future Volume (vph)	0	0	30	0	0	26
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						
Flt Protected						
Satd. Flow (prot)	1900	0	1652	0	0	1827
Flt Permitted						
Satd. Flow (perm)	1900	0	1652	0	0	1827
Link Speed (mph)	30		35			35
Link Distance (ft)	515		1081			1606
Travel Time (s)	11.7		21.1			31.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	15%	0%	0%	4%
Adj. Flow (vph)	0	0	32	0	0	28
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	32	0	0	28
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	30	0	0	26
Future Vol, veh/h	0	0	30	0	0	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	15	0	0	4
Mvmt Flow	0	0	32	0	0	28

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	60	32	0	0	32	0
Stage 1	32	-	-	-	-	-
Stage 2	28	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	952	1048	-	-	1593	-
Stage 1	996	-	-	-	-	-
Stage 2	1000	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	952	1048	-	-	1593	-
Mov Cap-2 Maneuver	952	-	-	-	-	-
Stage 1	996	-	-	-	-	-
Stage 2	1000	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1593	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q (veh)	-	-	-	0	-

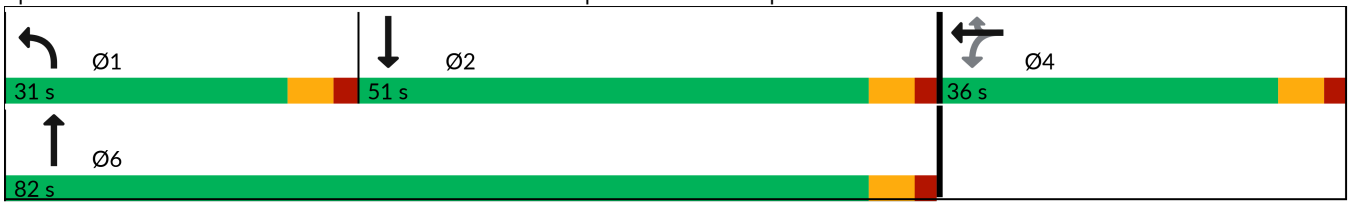
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	296	0	289	126	586	0	0	474	247
Future Volume (vph)	0	0	0	296	0	289	126	586	0	0	474	247
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			2%	
Storage Length (ft)	0		0	0		360	145		0	245		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt						0.850					0.949	
Flt Protected					0.950		0.950					
Satd. Flow (prot)	0	0	0	0	1330	1516	1444	3471	0	0	3273	0
Flt Permitted					0.950		0.950					
Satd. Flow (perm)	0	0	0	0	1330	1516	1444	3471	0	0	3273	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						301					92	
Link Speed (mph)		30			40			45			45	
Link Distance (ft)		287			1203			796			861	
Travel Time (s)		6.5			20.5			12.1			13.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	35%	0%	6%	25%	4%	0%	0%	5%	1%
Adj. Flow (vph)	0	0	0	308	0	301	131	610	0	0	494	257
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	308	301	131	610	0	0	751	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
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	1.01	1.01	1.01	1.00	1.00	1.00	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				2	2	2	2	2			2	
Detector Template				Left	Thru	Right	Left	Thru			Thru	
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	Perm	Prot	NA			NA	

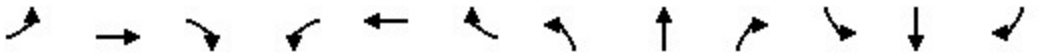
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases					4		1	6			2	
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6			2	
Switch Phase												
Minimum Initial (s)				6.0	6.0	6.0	5.0	15.0			15.0	
Minimum Split (s)				12.0	12.0	12.0	11.0	21.0			21.0	
Total Split (s)				36.0	36.0	36.0	31.0	82.0			51.0	
Total Split (%)				30.5%	30.5%	30.5%	26.3%	69.5%			43.2%	
Maximum Green (s)				30.0	30.0	30.0	25.0	76.0			45.0	
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)					6.0	6.0	6.0	6.0			6.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Recall Mode				None	None	None	None	Min			Min	
v/c Ratio					0.72	0.44	0.59	0.34			0.75	
Control Delay (s/veh)					36.6	5.3	44.7	11.6			28.3	
Queue Delay					0.0	0.0	0.0	0.0			0.0	
Total Delay (s/veh)					36.6	5.3	44.7	11.6			28.3	
Queue Length 50th (ft)					126	0	60	88			155	
Queue Length 95th (ft)					#305	60	133	130			254	
Internal Link Dist (ft)		207			1123			716			781	
Turn Bay Length (ft)						360	145					
Base Capacity (vph)					533	788	482	3199			2007	
Starvation Cap Reductn					0	0	0	0			0	
Spillback Cap Reductn					0	0	0	0			0	
Storage Cap Reductn					0	0	0	0			0	
Reduced v/c Ratio					0.58	0.38	0.27	0.19			0.37	

Intersection Summary

Area Type: Other
Cycle Length: 118
Actuated Cycle Length: 77.7
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: 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

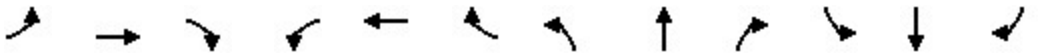




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	296	0	289	126	586	0	0	474	247
Future Volume (veh/h)	0	0	0	296	0	289	126	586	0	0	474	247
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1375	1894	1805	1530	1841	0	0	1802	1862
Adj Flow Rate, veh/h				308	0	301	131	610	0	0	494	257
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %				35	0	6	25	4	0	0	5	1
Cap, veh/h				463	0	392	163	1808	0	0	636	329
Arrive On Green				0.26	0.00	0.26	0.11	0.52	0.00	0.00	0.29	0.29
Sat Flow, veh/h				1804	0	1530	1457	3589	0	0	2272	1130
Grp Volume(v), veh/h				308	0	301	131	610	0	0	387	364
Grp Sat Flow(s),veh/h/ln				1804	0	1530	1457	1749	0	0	1712	1599
Q Serve(g_s), s				8.1	0.0	9.6	4.6	5.4	0.0	0.0	11.0	11.0
Cycle Q Clear(g_c), s				8.1	0.0	9.6	4.6	5.4	0.0	0.0	11.0	11.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.71
Lane Grp Cap(c), veh/h				463	0	392	163	1808	0	0	499	466
V/C Ratio(X)				0.67	0.00	0.77	0.80	0.34	0.00	0.00	0.78	0.78
Avail Cap(c_a), veh/h				1022	0	867	688	5020	0	0	1455	1359
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				17.6	0.0	18.2	22.9	7.5	0.0	0.0	17.2	17.2
Incr Delay (d2), s/veh				0.6	0.0	1.2	3.5	0.0	0.0	0.0	1.0	1.1
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.9	0.0	3.0	1.5	1.3	0.0	0.0	3.6	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				18.3	0.0	19.4	26.4	7.5	0.0	0.0	18.2	18.3
LnGrp LOS				B		B	C	A			B	B
Approach Vol, veh/h					609			741			751	
Approach Delay, s/veh					18.8			10.9			18.2	
Approach LOS					B			B			B	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	11.9	21.4		19.6		33.4						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	25.0	45.0		30.0		76.0						
Max Q Clear Time (g_c+I1), s	6.6	13.0		11.6		7.4						
Green Ext Time (p_c), s	0.3	2.4		1.9		2.2						

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			15.8									
HCM 6th LOS			B									



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	173	231	29	55	65	214	25	325	108	140	362	268
Future Volume (vph)	173	231	29	55	65	214	25	325	108	140	362	268
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			1%			1%	
Storage Length (ft)	400		400	220		220	145		145	330		280
Storage Lanes	2		0	1		1	1		1	2		1
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.983				0.850		0.963				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1467	2994	0	1626	1086	1568	1403	3350	0	3350	3454	1164
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1467	2994	0	1626	1086	1568	1403	3350	0	3350	3454	1164
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10				233		33				291
Link Speed (mph)		45			25			45			45	
Link Distance (ft)		639			871			1257			796	
Travel Time (s)		9.7			23.8			19.0			12.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	23%	20%	7%	11%	75%	3%	28%	3%	4%	4%	4%	38%
Adj. Flow (vph)	188	251	32	60	71	233	27	353	117	152	393	291
Shared Lane Traffic (%)												
Lane Group Flow (vph)	188	283	0	60	71	233	27	470	0	152	393	291
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	2		2	2	2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	83	83		83	83	83	83	83		83	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		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	43	43
Detector 2 Size(ft)	40	40		40	40	40	40	40		40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	Free

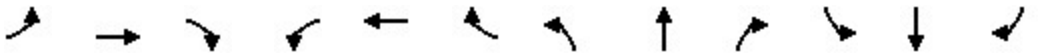
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases						8						Free
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.0	24.0		11.0	24.0	11.0	11.0	24.0		11.0	24.0	
Total Split (s)	36.0	46.0		21.0	31.0	26.0	21.0	46.0		26.0	51.0	
Total Split (%)	25.9%	33.1%		15.1%	22.3%	18.7%	15.1%	33.1%		18.7%	36.7%	
Maximum Green (s)	30.0	40.0		15.0	25.0	20.0	15.0	40.0		20.0	45.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	2.0		2.0	2.0	2.0	2.0	3.0		2.0	3.0	
Recall Mode	None	None		None	None	None	None	Min		None	Min	
v/c Ratio	0.56	0.37		0.34	0.48	0.38	0.22	0.61		0.38	0.31	0.25
Control Delay (s/veh)	36.9	25.5		43.6	46.8	5.3	44.5	30.7		39.3	23.0	0.5
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)	36.9	25.5		43.6	46.8	5.3	44.5	30.7		39.3	23.0	0.5
Queue Length 50th (ft)	79	55		27	31	0	12	98		35	63	0
Queue Length 95th (ft)	185	113		81	91	52	46	194		82	162	0
Internal Link Dist (ft)		559			791			1177			716	
Turn Bay Length (ft)	400			220		220	145			330		280
Base Capacity (vph)	634	1730		351	391	846	303	1945		965	2212	1164
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	0.16		0.17	0.18	0.28	0.09	0.24		0.16	0.18	0.25

Intersection Summary

Area Type: Other
Cycle Length: 139
Actuated Cycle Length: 76.1
Natural Cycle: 75
Control Type: Actuated-Uncoordinated

Splits and Phases: 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	173	231	29	55	65	214	25	325	108	140	362	268
Future Volume (veh/h)	173	231	29	55	65	214	25	325	108	140	362	268
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1559	1604	1796	1737	789	1856	1479	1850	1835	1835	1835	1331
Adj Flow Rate, veh/h	188	251	32	60	71	233	27	353	117	152	393	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	23	20	7	11	75	3	28	3	4	4	4	38
Cap, veh/h	245	793	100	86	140	399	42	514	168	256	848	
Arrive On Green	0.17	0.29	0.29	0.05	0.18	0.18	0.03	0.20	0.20	0.08	0.24	0.00
Sat Flow, veh/h	1485	2722	343	1654	789	1572	1409	2604	850	3390	3486	1128
Grp Volume(v), veh/h	188	139	144	60	71	233	27	236	234	152	393	0
Grp Sat Flow(s),veh/h/ln	1485	1523	1542	1654	789	1572	1409	1757	1697	1695	1743	1128
Q Serve(g_s), s	7.6	4.5	4.6	2.2	5.1	8.1	1.2	7.8	8.0	2.7	6.0	0.0
Cycle Q Clear(g_c), s	7.6	4.5	4.6	2.2	5.1	8.1	1.2	7.8	8.0	2.7	6.0	0.0
Prop In Lane	1.00		0.22	1.00		1.00	1.00		0.50	1.00		1.00
Lane Grp Cap(c), veh/h	245	444	449	86	140	399	42	347	335	256	848	
V/C Ratio(X)	0.77	0.31	0.32	0.70	0.51	0.58	0.64	0.68	0.70	0.59	0.46	
Avail Cap(c_a), veh/h	712	974	986	397	315	747	338	1124	1085	1084	2508	
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	0.00
Uniform Delay (d), s/veh	25.0	17.3	17.3	29.2	23.2	20.5	30.0	23.3	23.4	28.0	20.2	0.0
Incr Delay (d2), s/veh	7.0	0.1	0.2	3.8	1.0	0.5	5.9	2.4	2.6	0.8	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	1.4	1.4	1.0	0.9	2.9	0.4	3.1	3.1	1.0	2.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.9	17.4	17.5	33.0	24.3	21.0	35.9	25.6	26.0	28.8	20.6	0.0
LnGrp LOS	C	B	B	C	C	C	D	C	C	C	C	
Approach Vol, veh/h		471			364			497			545	
Approach Delay, s/veh		23.2			23.6			26.4			22.9	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.7	18.4	9.2	24.2	7.9	21.2	16.3	17.1
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	20.0	40.0	15.0	40.0	15.0	45.0	30.0	25.0
Max Q Clear Time (g_c+I1), s	4.7	10.0	4.2	6.6	3.2	8.0	9.6	10.1
Green Ext Time (p_c), s	0.4	2.3	0.1	0.8	0.0	2.2	1.2	1.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	24.0
HCM 6th LOS	C

Notes

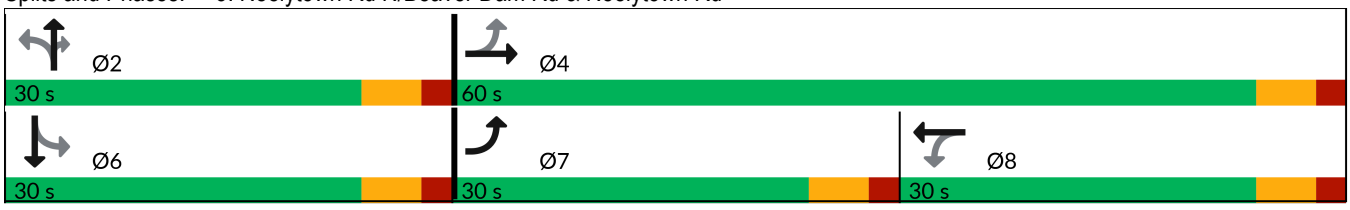
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

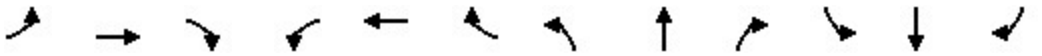
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	249	37	40	203	8	27	15	86	6	16	8
Future Volume (vph)	10	249	37	40	203	8	27	15	86	6	16	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	16	12	12	12
Grade (%)		1%			2%			-2%			0%	
Storage Length (ft)	70		0	220		0	0		150	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.981			0.994				0.850		0.964	
Flt Protected	0.950			0.950				0.969			0.990	
Satd. Flow (prot)	1796	1710	0	1735	1562	0	0	1738	1744	0	1596	0
Flt Permitted	0.516			0.545				0.826			0.954	
Satd. Flow (perm)	975	1710	0	995	1562	0	0	1481	1744	0	1538	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			2				109		10	
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		2146			540			620			646	
Travel Time (s)		32.5			8.2			12.1			12.6	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	0%	9%	5%	3%	20%	13%	7%	7%	6%	17%	19%	0%
Adj. Flow (vph)	13	315	47	51	257	10	34	19	109	8	20	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	13	362	0	51	267	0	0	53	109	0	38	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	0.99	0.99	0.84	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2	2	2	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	83	83		83	83		83	83	83	83	83	
Trailing Detector (ft)	-5	-5		-5	-5		-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5		-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	40		40	40		40	40	40	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43		43	43		43	43	43	43	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	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	7	4			8			2			6	
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		8	8		2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		14.0	14.0	14.0	14.0	14.0	
Total Split (s)	30.0	60.0		30.0	30.0		30.0	30.0	30.0	30.0	30.0	
Total Split (%)	33.3%	66.7%		33.3%	33.3%		33.3%	33.3%	33.3%	33.3%	33.3%	
Maximum Green (s)	24.0	54.0		24.0	24.0		24.0	24.0	24.0	24.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
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	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Max		Max	Max		Max	Max	Max	Max	Max	
v/c Ratio	0.02	0.35		0.09	0.30			0.13	0.20		0.09	
Control Delay (s/veh)	7.4	9.9		11.3	12.4			26.3	6.4		20.6	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay (s/veh)	7.4	9.9		11.3	12.4			26.3	6.4		20.6	
Queue Length 50th (ft)	3	91		11	67			23	0		12	
Queue Length 95th (ft)	9	119		34	134			46	27		31	
Internal Link Dist (ft)		2066			460			540			566	
Turn Bay Length (ft)	70			220					150			
Base Capacity (vph)	803	1032		566	889			394	545		417	
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.02	0.35		0.09	0.30			0.13	0.20		0.09	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Natural Cycle: 45	
Control Type: Semi Act-Uncoord	

Splits and Phases: 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	249	37	40	203	8	27	15	86	6	16	8
Future Volume (veh/h)	10	249	37	40	203	8	27	15	86	6	16	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1894	1761	1820	1832	1580	1684	1874	1874	1964	1648	1618	1900
Adj Flow Rate, veh/h	13	315	47	51	257	10	34	19	109	8	20	10
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	0	9	5	3	20	13	7	7	6	17	19	0
Cap, veh/h	584	898	134	573	768	30	316	163	444	104	229	102
Arrive On Green	0.02	0.60	0.60	0.51	0.51	0.51	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1804	1497	223	999	1511	59	937	611	1665	209	858	381
Grp Volume(v), veh/h	13	0	362	51	0	267	53	0	109	38	0	0
Grp Sat Flow(s),veh/h/ln	1804	0	1721	999	0	1569	1548	0	1665	1449	0	0
Q Serve(g_s), s	0.3	0.0	9.6	2.5	0.0	9.1	0.3	0.0	4.6	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.3	0.0	9.6	3.8	0.0	9.1	2.0	0.0	4.6	1.7	0.0	0.0
Prop In Lane	1.00		0.13	1.00		0.04	0.64		1.00	0.21		0.26
Lane Grp Cap(c), veh/h	584	0	1032	573	0	798	479	0	444	435	0	0
V/C Ratio(X)	0.02	0.00	0.35	0.09	0.00	0.33	0.11	0.00	0.25	0.09	0.00	0.00
Avail Cap(c_a), veh/h	1021	0	1032	573	0	798	479	0	444	435	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.6	0.0	9.1	12.2	0.0	13.1	24.9	0.0	25.9	24.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.9	0.3	0.0	1.1	0.5	0.0	1.3	0.4	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	3.2	0.5	0.0	3.1	0.9	0.0	1.9	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.7	0.0	10.1	12.5	0.0	14.2	25.4	0.0	27.2	25.2	0.0	0.0
LnGrp LOS	A		B	B		B	C		C	C		
Approach Vol, veh/h		375			318			162			38	
Approach Delay, s/veh		10.0			13.9			26.6			25.2	
Approach LOS		B			B			C			C	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		30.0		60.0		30.0	8.2	51.8				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		24.0		54.0		24.0	24.0	24.0				
Max Q Clear Time (g_c+I1), s		6.6		11.6		3.7	2.3	11.1				
Green Ext Time (p_c), s		0.7		1.9		0.1	0.0	1.3				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			15.1									
HCM 6th LOS			B									

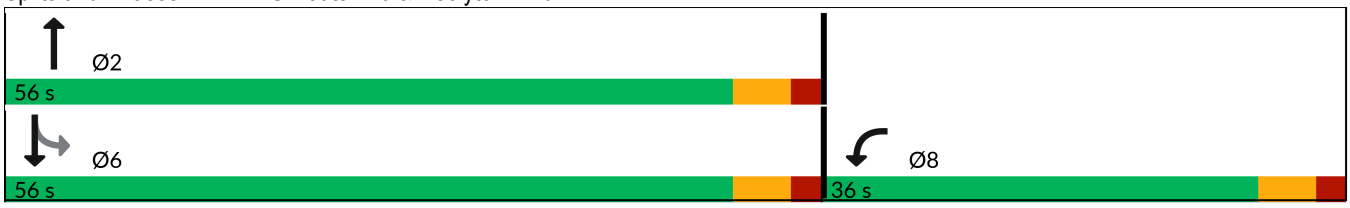


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	67	178	166	65	101	107
Future Volume (vph)	67	178	166	65	101	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		-1%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.902		0.962			
Flt Protected	0.987					0.976
Satd. Flow (prot)	1537	0	1759	0	0	1638
Flt Permitted	0.987					0.726
Satd. Flow (perm)	1537	0	1759	0	0	1218
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	155		33			
Link Speed (mph)	45		55			55
Link Distance (ft)	2393		959			1086
Travel Time (s)	36.3		11.9			13.5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	5%	12%	5%	3%	22%	5%
Adj. Flow (vph)	71	189	177	69	107	114
Shared Lane Traffic (%)						
Lane Group Flow (vph)	260	0	246	0	0	221
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	0.99	0.99	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2		1	2
Detector Template					Left	
Leading Detector (ft)	83		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Detector 1 Position(ft)	-5		-5		0	-5
Detector 1 Size(ft)	40		40		20	40
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)	40		40			40
Detector 2 Size(ft)	43		43			43
Detector 2 Type	Cl+Ex		Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Switch Phase						
Minimum Initial (s)	5.0		10.0		10.0	10.0
Minimum Split (s)	11.0		16.0		16.0	16.0
Total Split (s)	36.0		56.0		56.0	56.0
Total Split (%)	39.1%		60.9%		60.9%	60.9%
Maximum Green (s)	30.0		50.0		50.0	50.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	6.0		6.0			6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0		2.0	2.0
Recall Mode	None		Min		Min	Min
v/c Ratio	0.55		0.36			0.48
Control Delay (s/veh)	9.8		8.2			12.1
Queue Delay	0.0		0.0			0.0
Total Delay (s/veh)	9.8		8.2			12.1
Queue Length 50th (ft)	13		22			24
Queue Length 95th (ft)	59		65			75
Internal Link Dist (ft)	2313		879			1006
Turn Bay Length (ft)						
Base Capacity (vph)	1445		1759			1218
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.18		0.14			0.18

Intersection Summary	
Area Type:	Other
Cycle Length: 92	
Actuated Cycle Length: 31.5	
Natural Cycle: 40	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 4: NYS Route 416 & Neelytown Rd





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	67	178	166	65	101	107
Future Volume (veh/h)	67	178	166	65	101	107
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1826	1722	1864	1894	1574	1826
Adj Flow Rate, veh/h	71	189	177	69	107	114
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	12	5	3	22	5
Cap, veh/h	95	253	453	177	359	313
Arrive On Green	0.22	0.22	0.35	0.35	0.35	0.35
Sat Flow, veh/h	434	1156	1277	498	476	882
Grp Volume(v), veh/h	261	0	0	246	221	0
Grp Sat Flow(s),veh/h/ln	1596	0	0	1775	1358	0
Q Serve(g_s), s	4.3	0.0	0.0	2.9	0.8	0.0
Cycle Q Clear(g_c), s	4.3	0.0	0.0	2.9	3.7	0.0
Prop In Lane	0.27	0.72		0.28	0.48	
Lane Grp Cap(c), veh/h	350	0	0	630	671	0
V/C Ratio(X)	0.75	0.00	0.00	0.39	0.33	0.00
Avail Cap(c_a), veh/h	1700	0	0	3149	2643	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	10.3	0.0	0.0	6.8	6.8	0.0
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.1	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	0.3	0.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	11.5	0.0	0.0	7.0	6.9	0.0
LnGrp LOS	B			A	A	
Approach Vol, veh/h	261		246			221
Approach Delay, s/veh	11.5		7.0			6.9
Approach LOS	B		A			A

Timer - Assigned Phs		2				6	8
Phs Duration (G+Y+Rc), s		16.0				16.0	12.2
Change Period (Y+Rc), s		6.0				6.0	6.0
Max Green Setting (Gmax), s		50.0				50.0	30.0
Max Q Clear Time (g_c+I1), s		4.9				5.7	6.3
Green Ext Time (p_c), s		0.6				0.7	0.8

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	8.6
HCM 6th LOS	A



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	19	217	257	29	132	178
Future Volume (vph)	19	217	257	29	132	178
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	12	12	12	12
Storage Length (ft)	0	50		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.986			
Flt Protected	0.950					0.979
Satd. Flow (prot)	1141	1708	1688	0	0	1794
Flt Permitted	0.950					0.979
Satd. Flow (perm)	1141	1708	1688	0	0	1794
Link Speed (mph)	30		30			30
Link Distance (ft)	561		726			643
Travel Time (s)	12.8		16.5			14.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	74%	4%	4%	72%	6%	2%
Adj. Flow (vph)	21	236	279	32	143	193
Shared Lane Traffic (%)						
Lane Group Flow (vph)	21	236	311	0	0	336
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	15		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.88	0.88	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60	60	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	4.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	19	217	257	29	132	178
Future Vol, veh/h	19	217	257	29	132	178
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	50	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	74	4	4	72	6	2
Mvmt Flow	21	236	279	32	143	193

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	774	295	0	0	311	0
Stage 1	295	-	-	-	-	-
Stage 2	479	-	-	-	-	-
Critical Hdwy	7.14	6.24	-	-	4.16	-
Critical Hdwy Stg 1	6.14	-	-	-	-	-
Critical Hdwy Stg 2	6.14	-	-	-	-	-
Follow-up Hdwy	4.166	3.336	-	-	2.254	-
Pot Cap-1 Maneuver	282	740	-	-	1227	-
Stage 1	617	-	-	-	-	-
Stage 2	497	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	245	740	-	-	1227	-
Mov Cap-2 Maneuver	245	-	-	-	-	-
Stage 1	617	-	-	-	-	-
Stage 2	432	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	12.8	0	3.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	245	740	1227	-
HCM Lane V/C Ratio	-	-	0.084	0.319	0.117	-
HCM Ctrl Dly (s/v)	-	-	21	12.1	8.3	0
HCM Lane LOS	-	-	C	B	A	A
HCM 95th %tile Q (veh)	-	-	0.3	1.4	0.4	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	128	23	80	187	29	48
Future Volume (vph)	128	23	80	187	29	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	11	11
Grade (%)	4%			4%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.979				0.916	
Flt Protected				0.985	0.982	
Satd. Flow (prot)	1664	0	0	1664	1569	0
Flt Permitted				0.985	0.982	
Satd. Flow (perm)	1664	0	0	1664	1569	0
Link Speed (mph)	30			30	35	
Link Distance (ft)	853			580	1607	
Travel Time (s)	19.4			13.2	31.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	9%	5%	2%	17%	0%
Adj. Flow (vph)	133	24	83	195	30	50
Shared Lane Traffic (%)						
Lane Group Flow (vph)	157	0	0	278	80	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.12	1.12	1.12	1.12	1.03	1.03
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	2.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	128	23	80	187	29	48
Future Vol, veh/h	128	23	80	187	29	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	4	-	-	4	-2	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	9	5	2	17	0
Mvmt Flow	133	24	83	195	30	50

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	157	0	506	145
Stage 1	-	-	-	-	145	-
Stage 2	-	-	-	-	361	-
Critical Hdwy	-	-	4.15	-	6.17	6
Critical Hdwy Stg 1	-	-	-	-	5.17	-
Critical Hdwy Stg 2	-	-	-	-	5.17	-
Follow-up Hdwy	-	-	2.245	-	3.653	3.3
Pot Cap-1 Maneuver	-	-	1405	-	529	915
Stage 1	-	-	-	-	861	-
Stage 2	-	-	-	-	701	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1405	-	494	915
Mov Cap-2 Maneuver	-	-	-	-	494	-
Stage 1	-	-	-	-	861	-
Stage 2	-	-	-	-	655	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.3	10.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	693	-	-	1405	-
HCM Lane V/C Ratio	0.116	-	-	0.059	-
HCM Ctrl Dly (s/v)	10.9	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q (veh)	0.4	-	-	0.2	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	51	3	1	32	45	53
Future Volume (vph)	51	3	1	32	45	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	10	10
Grade (%)	0%			1%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.993				0.927	
Flt Protected	0.955			0.999		
Satd. Flow (prot)	1682	0	0	1889	1629	0
Flt Permitted	0.955			0.999		
Satd. Flow (perm)	1682	0	0	1889	1629	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	777			545	1607	
Travel Time (s)	17.7			10.6	31.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	0%	2%	0%
Adj. Flow (vph)	54	3	1	34	48	56
Shared Lane Traffic (%)						
Lane Group Flow (vph)	57	0	0	35	104	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	1.09	1.09	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

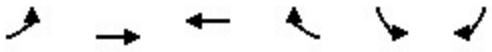
Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	51	3	1	32	45	53
Future Vol, veh/h	51	3	1	32	45	53
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	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	2	0
Mvmt Flow	54	3	1	34	48	56

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	112	76	104	0	-	0
Stage 1	76	-	-	-	-	-
Stage 2	36	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	890	991	1500	-	-	-
Stage 1	952	-	-	-	-	-
Stage 2	992	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	889	991	1500	-	-	-
Mov Cap-2 Maneuver	889	-	-	-	-	-
Stage 1	951	-	-	-	-	-
Stage 2	992	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.3	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1500	-	894	-	-
HCM Lane V/C Ratio	0.001	-	0.064	-	-
HCM Ctrl Dly (s/v)	7.4	0	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0.2	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	341	251	0	0	0
Future Volume (vph)	0	341	251	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1597	1624	0	1900	0
Flt Permitted						
Satd. Flow (perm)	0	1597	1624	0	1900	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		532	1138		660	
Travel Time (s)		8.1	17.2		15.0	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	0%	19%	17%	0%	0%	0%
Adj. Flow (vph)	0	432	318	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	432	318	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		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)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	341	251	0	0	0
Future Vol, veh/h	0	341	251	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	0	19	17	0	0	0
Mvmt Flow	0	432	318	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	318	0	-	0	750	318
Stage 1	-	-	-	-	318	-
Stage 2	-	-	-	-	432	-
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	1253	-	-	-	382	727
Stage 1	-	-	-	-	742	-
Stage 2	-	-	-	-	659	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1253	-	-	-	382	727
Mov Cap-2 Maneuver	-	-	-	-	382	-
Stage 1	-	-	-	-	742	-
Stage 2	-	-	-	-	659	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1253	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q (veh)	0	-	-	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	33	0	0	30
Future Volume (vph)	0	0	33	0	0	30
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						
Flt Protected						
Satd. Flow (prot)	1900	0	1681	0	0	1681
Flt Permitted						
Satd. Flow (perm)	1900	0	1681	0	0	1681
Link Speed (mph)	30		35			35
Link Distance (ft)	515		1081			1606
Travel Time (s)	11.7		21.1			31.3
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	0%	0%	13%	0%	0%	13%
Adj. Flow (vph)	0	0	42	0	0	38
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	42	0	0	38
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	33	0	0	30
Future Vol, veh/h	0	0	33	0	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	0	0	13	0	0	13
Mvmt Flow	0	0	42	0	0	38

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	80	42	0	0	42	0
Stage 1	42	-	-	-	-	-
Stage 2	38	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	927	1034	-	-	1580	-
Stage 1	986	-	-	-	-	-
Stage 2	990	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	927	1034	-	-	1580	-
Mov Cap-2 Maneuver	927	-	-	-	-	-
Stage 1	986	-	-	-	-	-
Stage 2	990	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1580	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q (veh)	-	-	-	0	-

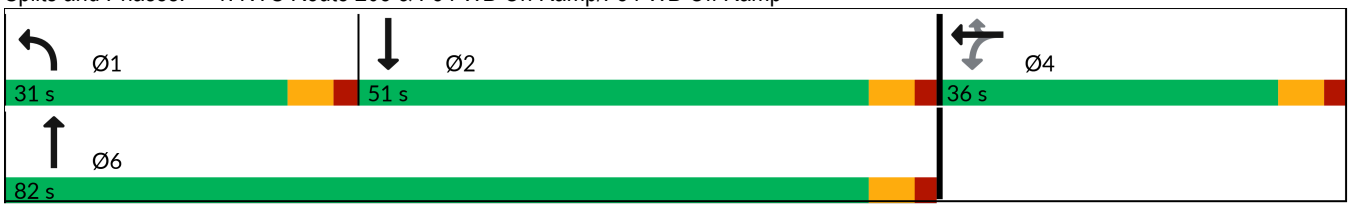
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	113	0	141	47	329	0	0	397	165
Future Volume (vph)	0	0	0	113	0	141	47	329	0	0	397	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			2%	
Storage Length (ft)	0		0	0		360	145		0	245		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt						0.850					0.956	
Flt Protected					0.950		0.950					
Satd. Flow (prot)	0	0	0	0	1522	1607	1626	3574	0	0	3359	0
Flt Permitted					0.950		0.950					
Satd. Flow (perm)	0	0	0	0	1522	1607	1626	3574	0	0	3359	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						158					62	
Link Speed (mph)		30			40			45			45	
Link Distance (ft)		287			1203			796			861	
Travel Time (s)		6.5			20.5			12.1			13.0	
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 (%)	0%	0%	0%	18%	0%	0%	11%	1%	0%	0%	2%	1%
Adj. Flow (vph)	0	0	0	127	0	158	53	370	0	0	446	185
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	127	158	53	370	0	0	631	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
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	1.01	1.01	1.01	1.00	1.00	1.00	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				2	2	2	2	2			2	
Detector Template				Left	Thru	Right	Left	Thru			Thru	
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	Perm	Prot	NA			NA	

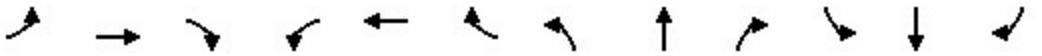
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases					4		1	6			2	
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6			2	
Switch Phase												
Minimum Initial (s)				6.0	6.0	6.0	5.0	15.0			15.0	
Minimum Split (s)				12.0	12.0	12.0	11.0	21.0			21.0	
Total Split (s)				36.0	36.0	36.0	31.0	82.0			51.0	
Total Split (%)				30.5%	30.5%	30.5%	26.3%	69.5%			43.2%	
Maximum Green (s)				30.0	30.0	30.0	25.0	76.0			45.0	
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)					6.0	6.0	6.0	6.0			6.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Recall Mode				None	None	None	None	Min			Min	
v/c Ratio					0.41	0.35	0.22	0.20			0.50	
Control Delay (s/veh)					22.5	6.6	23.3	6.1			13.6	
Queue Delay					0.0	0.0	0.0	0.0			0.0	
Total Delay (s/veh)					22.5	6.6	23.3	6.1			13.6	
Queue Length 50th (ft)					32	0	14	22			68	
Queue Length 95th (ft)					81	39	45	46			132	
Internal Link Dist (ft)		207			1123			716			781	
Turn Bay Length (ft)						360	145					
Base Capacity (vph)					1058	1165	941	3574			3059	
Starvation Cap Reductn					0	0	0	0			0	
Spillback Cap Reductn					0	0	0	0			0	
Storage Cap Reductn					0	0	0	0			0	
Reduced v/c Ratio					0.12	0.14	0.06	0.10			0.21	

Intersection Summary

Area Type: Other
Cycle Length: 118
Actuated Cycle Length: 45.6
Natural Cycle: 45
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

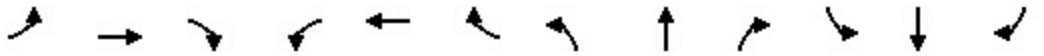




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	113	0	141	47	329	0	0	397	165
Future Volume (veh/h)	0	0	0	113	0	141	47	329	0	0	397	165
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1627	1894	1894	1737	1885	0	0	1847	1862
Adj Flow Rate, veh/h				127	0	158	53	370	0	0	446	185
Peak Hour Factor				0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %				18	0	0	11	1	0	0	2	1
Cap, veh/h				279	0	249	91	1998	0	0	871	358
Arrive On Green				0.15	0.00	0.15	0.05	0.56	0.00	0.00	0.36	0.36
Sat Flow, veh/h				1804	0	1605	1654	3676	0	0	2517	997
Grp Volume(v), veh/h				127	0	158	53	370	0	0	322	309
Grp Sat Flow(s),veh/h/ln				1804	0	1605	1654	1791	0	0	1754	1667
Q Serve(g_s), s				2.7	0.0	3.9	1.3	2.1	0.0	0.0	6.0	6.1
Cycle Q Clear(g_c), s				2.7	0.0	3.9	1.3	2.1	0.0	0.0	6.0	6.1
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.60
Lane Grp Cap(c), veh/h				279	0	249	91	1998	0	0	630	599
V/C Ratio(X)				0.45	0.00	0.64	0.58	0.19	0.00	0.00	0.51	0.52
Avail Cap(c_a), veh/h				1296	0	1153	990	6518	0	0	1890	1796
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				16.0	0.0	16.5	19.3	4.6	0.0	0.0	10.5	10.5
Incr Delay (d2), s/veh				0.4	0.0	1.0	2.2	0.0	0.0	0.0	0.2	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
%ile BackOfQ(50%),veh/ln				0.9	0.0	1.2	0.5	0.3	0.0	0.0	1.6	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				16.5	0.0	17.5	21.5	4.6	0.0	0.0	10.7	10.8
LnGrp LOS				B		B	C	A			B	B
Approach Vol, veh/h					285			423			631	
Approach Delay, s/veh					17.1			6.7			10.8	
Approach LOS					B			A			B	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	8.3	21.0		12.5		29.3						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	25.0	45.0		30.0		76.0						
Max Q Clear Time (g_c+I1), s	3.3	8.1		5.9		4.1						
Green Ext Time (p_c), s	0.1	1.9		0.9		1.2						

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			10.8									
HCM 6th LOS			B									



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	56	5	29	6	139	10	177	76	164	240	65
Future Volume (vph)	57	56	5	29	6	139	10	177	76	164	240	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			1%			1%	
Storage Length (ft)	400		400	220		220	145		145	330		280
Storage Lanes	2		0	1		1	1		1	2		1
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.989				0.850		0.955				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3240	0	1687	1188	1568	1301	3396	0	3450	3556	1246
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1752	3240	0	1687	1188	1568	1301	3396	0	3450	3556	1246
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5				153		48				212
Link Speed (mph)		45			25			45			45	
Link Distance (ft)		639			871			1257			796	
Travel Time (s)		9.7			23.8			19.0			12.1	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	3%	11%	0%	7%	60%	3%	38%	1%	1%	1%	1%	29%
Adj. Flow (vph)	63	62	5	32	7	153	11	195	84	180	264	71
Shared Lane Traffic (%)												
Lane Group Flow (vph)	63	67	0	32	7	153	11	279	0	180	264	71
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	2		2	2	2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	83	83		83	83	83	83	83		83	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		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	43	43
Detector 2 Size(ft)	40	40		40	40	40	40	40		40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	Free

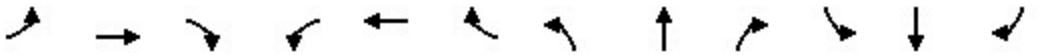
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases						8						Free
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.0	24.0		11.0	24.0	11.0	11.0	24.0		11.0	24.0	
Total Split (s)	36.0	46.0		21.0	31.0	26.0	21.0	46.0		26.0	51.0	
Total Split (%)	25.9%	33.1%		15.1%	22.3%	18.7%	15.1%	33.1%		18.7%	36.7%	
Maximum Green (s)	30.0	40.0		15.0	25.0	20.0	15.0	40.0		20.0	45.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	2.0		2.0	2.0	2.0	2.0	3.0		2.0	3.0	
Recall Mode	None	None		None	None	None	None	Min		None	Min	
v/c Ratio	0.15	0.13		0.13	0.04	0.33	0.06	0.30		0.29	0.11	0.06
Control Delay (s/veh)	18.3	20.1		24.0	24.8	5.9	24.8	15.2		20.7	10.2	0.1
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)	18.3	20.1		24.0	24.8	5.9	24.8	15.2		20.7	10.2	0.1
Queue Length 50th (ft)	13	6		7	2	0	3	24		20	14	0
Queue Length 95th (ft)	51	26		34	13	33	17	72		58	71	0
Internal Link Dist (ft)		559			791			1177			716	
Turn Bay Length (ft)	400			220		220	145			330		280
Base Capacity (vph)	1298	2769		652	765	936	503	2909		1779	3218	1246
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	0.05	0.02		0.05	0.01	0.16	0.02	0.10		0.10	0.08	0.06

Intersection Summary

Area Type: Other
Cycle Length: 139
Actuated Cycle Length: 43.5
Natural Cycle: 70
Control Type: Actuated-Uncoordinated

Splits and Phases: 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps





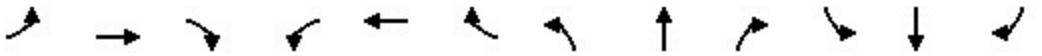
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	56	5	29	6	139	10	177	76	164	240	65
Future Volume (veh/h)	57	56	5	29	6	139	10	177	76	164	240	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1737	1900	1796	1011	1856	1331	1879	1879	1879	1879	1464
Adj Flow Rate, veh/h	63	62	5	32	7	153	11	195	84	180	264	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	11	0	7	60	3	38	1	1	1	1	29
Cap, veh/h	105	480	38	62	133	357	18	516	214	331	1039	
Arrive On Green	0.06	0.15	0.15	0.04	0.13	0.13	0.01	0.21	0.21	0.10	0.29	0.00
Sat Flow, veh/h	1767	3096	247	1711	1011	1572	1268	2460	1021	3472	3571	1241
Grp Volume(v), veh/h	63	33	34	32	7	153	11	140	139	180	264	0
Grp Sat Flow(s),veh/h/ln	1767	1650	1693	1711	1011	1572	1268	1785	1695	1736	1785	1241
Q Serve(g_s), s	1.7	0.8	0.8	0.9	0.3	4.0	0.4	3.2	3.4	2.4	2.7	0.0
Cycle Q Clear(g_c), s	1.7	0.8	0.8	0.9	0.3	4.0	0.4	3.2	3.4	2.4	2.7	0.0
Prop In Lane	1.00		0.15	1.00		1.00	1.00		0.60	1.00		1.00
Lane Grp Cap(c), veh/h	105	256	262	62	133	357	18	375	356	331	1039	
V/C Ratio(X)	0.60	0.13	0.13	0.52	0.05	0.43	0.61	0.37	0.39	0.54	0.25	
Avail Cap(c_a), veh/h	1113	1385	1421	539	530	975	399	1499	1423	1457	3372	
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	0.00
Uniform Delay (d), s/veh	21.9	17.4	17.4	22.6	18.1	15.8	23.4	16.1	16.2	20.6	12.9	0.0
Incr Delay (d2), s/veh	7.6	0.1	0.1	2.5	0.1	0.3	11.8	0.6	0.7	0.5	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.3	0.3	0.4	0.1	1.3	0.2	1.1	1.1	0.8	0.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.5	17.4	17.4	25.0	18.1	16.1	35.1	16.7	16.9	21.1	13.1	0.0
LnGrp LOS	C	B	B	C	B	B	D	B	B	C	B	
Approach Vol, veh/h		130			192			290			444	
Approach Delay, s/veh		23.3			17.6			17.5			16.3	
Approach LOS		C			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.5	16.0	7.7	13.4	6.7	19.9	8.8	12.3
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	20.0	40.0	15.0	40.0	15.0	45.0	30.0	25.0
Max Q Clear Time (g_c+I1), s	4.4	5.4	2.9	2.8	2.4	4.7	3.7	6.0
Green Ext Time (p_c), s	0.5	1.3	0.0	0.2	0.0	1.4	0.3	0.5

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	17.7
HCM 6th LOS	B

Notes

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

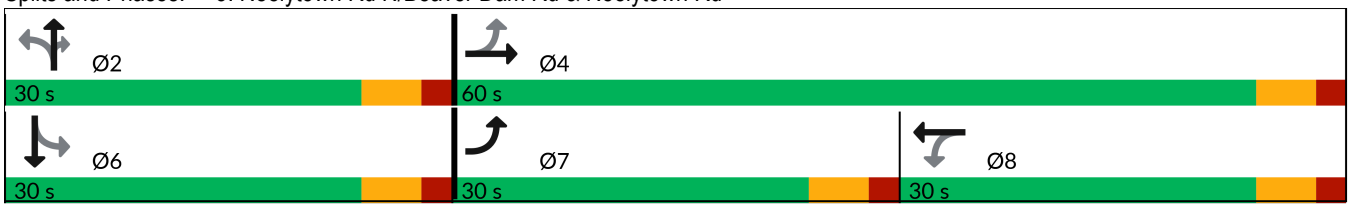


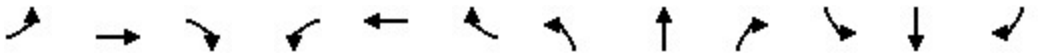
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	99	19	16	76	7	20	9	64	2	6	6
Future Volume (vph)	3	99	19	16	76	7	20	9	64	2	6	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	16	12	12	12
Grade (%)		1%			2%			-2%			0%	
Storage Length (ft)	70		0	220		0	0		150	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.976			0.988				0.850		0.943	
Flt Protected	0.950			0.950				0.967			0.992	
Satd. Flow (prot)	1350	1757	0	1787	1633	0	0	1856	1761	0	1659	0
Flt Permitted	0.614			0.657				0.836			0.974	
Satd. Flow (perm)	873	1757	0	1236	1633	0	0	1604	1761	0	1629	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19			5				109		8	
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		2146			540			620			646	
Travel Time (s)		32.5			8.2			12.1			12.6	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	33%	6%	0%	0%	15%	0%	0%	0%	5%	0%	0%	17%
Adj. Flow (vph)	4	132	25	21	101	9	27	12	85	3	8	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	4	157	0	21	110	0	0	39	85	0	19	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	0.99	0.99	0.84	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2	2	2	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	83	83		83	83		83	83	83	83	83	
Trailing Detector (ft)	-5	-5		-5	-5		-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5		-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	40		40	40		40	40	40	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43		43	43		43	43	43	43	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	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	7	4			8			2			6	
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		8	8		2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		14.0	14.0	14.0	14.0	14.0	
Total Split (s)	30.0	60.0		30.0	30.0		30.0	30.0	30.0	30.0	30.0	
Total Split (%)	33.3%	66.7%		33.3%	33.3%		33.3%	33.3%	33.3%	33.3%	33.3%	
Maximum Green (s)	24.0	54.0		24.0	24.0		24.0	24.0	24.0	24.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
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	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Max		Max	Max		Max	Max	Max	Max	Max	
v/c Ratio	0.01	0.15		0.03	0.12			0.09	0.15		0.04	
Control Delay (s/veh)	7.3	7.3		10.9	10.4			25.7	4.0		18.4	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay (s/veh)	7.3	7.3		10.9	10.4			25.7	4.0		18.4	
Queue Length 50th (ft)	1	31		4	23			17	0		5	
Queue Length 95th (ft)	4	46		17	54			34	11		17	
Internal Link Dist (ft)		2066			460			540			566	
Turn Bay Length (ft)	70			220					150			
Base Capacity (vph)	651	1061		703	930			427	549		440	
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.01	0.15		0.03	0.12			0.09	0.15		0.04	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Natural Cycle: 45	
Control Type: Semi Act-Uncoord	

Splits and Phases: 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	99	19	16	76	7	20	9	64	2	6	6
Future Volume (veh/h)	3	99	19	16	76	7	20	9	64	2	6	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1405	1805	1894	1876	1654	1876	1979	1979	1980	1900	1900	1648
Adj Flow Rate, veh/h	4	132	25	21	101	9	27	12	85	3	8	8
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Percent Heavy Veh, %	33	6	0	0	15	0	0	0	5	0	0	17
Cap, veh/h	564	885	168	727	786	70	353	146	447	89	220	191
Arrive On Green	0.01	0.60	0.60	0.52	0.52	0.52	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1338	1475	279	1234	1497	133	1069	548	1678	160	824	716
Grp Volume(v), veh/h	4	0	157	21	0	110	39	0	85	19	0	0
Grp Sat Flow(s),veh/h/ln	1338	0	1755	1234	0	1630	1617	0	1678	1701	0	0
Q Serve(g_s), s	0.1	0.0	3.5	0.7	0.0	3.1	0.5	0.0	3.5	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	0.0	3.5	0.7	0.0	3.1	1.4	0.0	3.5	0.7	0.0	0.0
Prop In Lane	1.00		0.16	1.00		0.08	0.69		1.00	0.16		0.42
Lane Grp Cap(c), veh/h	564	0	1053	727	0	856	499	0	447	500	0	0
V/C Ratio(X)	0.01	0.00	0.15	0.03	0.00	0.13	0.08	0.00	0.19	0.04	0.00	0.00
Avail Cap(c_a), veh/h	910	0	1053	727	0	856	499	0	447	500	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.1	0.0	7.9	10.3	0.0	10.9	24.7	0.0	25.5	24.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.3	0.1	0.0	0.3	0.3	0.0	0.9	0.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.2	0.2	0.0	1.1	0.6	0.0	1.5	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.1	0.0	8.2	10.4	0.0	11.2	25.0	0.0	26.4	24.6	0.0	0.0
LnGrp LOS	A		A	B		B	C		C	C		
Approach Vol, veh/h		161			131			124			19	
Approach Delay, s/veh		8.2			11.1			26.0			24.6	
Approach LOS		A			B			C			C	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		30.0		60.0		30.0	6.8	53.2				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		24.0		54.0		24.0	24.0	24.0				
Max Q Clear Time (g_c+I1), s		5.5		5.5		2.7	2.1	5.1				
Green Ext Time (p_c), s		0.5		0.7		0.0	0.0	0.5				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			14.9									
HCM 6th LOS			B									

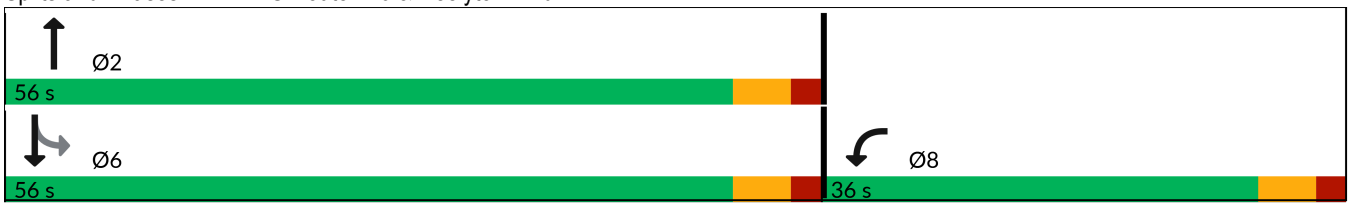


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	27	42	95	29	44	47
Future Volume (vph)	27	42	95	29	44	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		-1%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.917		0.969			
Flt Protected	0.981					0.976
Satd. Flow (prot)	1689	0	1768	0	0	1760
Flt Permitted	0.981					0.847
Satd. Flow (perm)	1689	0	1768	0	0	1527
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	44		26			
Link Speed (mph)	45		55			55
Link Distance (ft)	2393		959			1086
Travel Time (s)	36.3		11.9			13.5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	2%	3%	10%	9%	2%
Adj. Flow (vph)	28	44	99	30	46	49
Shared Lane Traffic (%)						
Lane Group Flow (vph)	72	0	129	0	0	95
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	0.99	0.99	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2		1	2
Detector Template					Left	
Leading Detector (ft)	83		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Detector 1 Position(ft)	-5		-5		0	-5
Detector 1 Size(ft)	40		40		20	40
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)	40		40			40
Detector 2 Size(ft)	43		43			43
Detector 2 Type	Cl+Ex		Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Switch Phase						
Minimum Initial (s)	5.0		10.0		10.0	10.0
Minimum Split (s)	11.0		16.0		16.0	16.0
Total Split (s)	36.0		56.0		56.0	56.0
Total Split (%)	39.1%		60.9%		60.9%	60.9%
Maximum Green (s)	30.0		50.0		50.0	50.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	6.0		6.0			6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0		2.0	2.0
Recall Mode	None		Min		Min	Min
v/c Ratio	0.23		0.10			0.09
Control Delay (s/veh)	8.4		4.4			5.1
Queue Delay	0.0		0.0			0.0
Total Delay (s/veh)	8.4		4.4			5.1
Queue Length 50th (ft)	6		8			8
Queue Length 95th (ft)	17		24			22
Internal Link Dist (ft)	2313		879			1006
Turn Bay Length (ft)						
Base Capacity (vph)	1525		1768			1527
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.05		0.07			0.06

Intersection Summary	
Area Type:	Other
Cycle Length: 92	
Actuated Cycle Length: 33.5	
Natural Cycle: 40	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 4: NYS Route 416 & Neelytown Rd





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	27	42	95	29	44	47
Future Volume (veh/h)	27	42	95	29	44	47
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1870	1894	1789	1767	1870
Adj Flow Rate, veh/h	28	44	99	30	46	49
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	2	3	10	9	2
Cap, veh/h	52	82	583	177	467	420
Arrive On Green	0.08	0.08	0.42	0.42	0.42	0.42
Sat Flow, veh/h	646	1016	1395	423	583	1005
Grp Volume(v), veh/h	73	0	0	129	95	0
Grp Sat Flow(s),veh/h/ln	1685	0	0	1818	1589	0
Q Serve(g_s), s	1.0	0.0	0.0	1.1	0.0	0.0
Cycle Q Clear(g_c), s	1.0	0.0	0.0	1.1	0.7	0.0
Prop In Lane	0.38	0.60		0.23	0.48	
Lane Grp Cap(c), veh/h	135	0	0	760	887	0
V/C Ratio(X)	0.54	0.00	0.00	0.17	0.11	0.00
Avail Cap(c_a), veh/h	2113	0	0	3800	3422	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	10.6	0.0	0.0	4.4	4.3	0.0
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	11.8	0.0	0.0	4.4	4.3	0.0
LnGrp LOS	B			A	A	
Approach Vol, veh/h	73		129			95
Approach Delay, s/veh	11.8		4.4			4.3
Approach LOS	B		A			A

Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		16.0			16.0	7.9
Change Period (Y+Rc), s		6.0			6.0	6.0
Max Green Setting (Gmax), s		50.0			50.0	30.0
Max Q Clear Time (g_c+I1), s		3.1			2.7	3.0
Green Ext Time (p_c), s		0.3			0.2	0.2

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	6.2
HCM 6th LOS	A



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	8	90	191	10	65	164
Future Volume (vph)	8	90	191	10	65	164
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	12	12	12	12
Storage Length (ft)	0	50		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.993			
Flt Protected	0.950					0.986
Satd. Flow (prot)	1588	1776	1860	0	0	1804
Flt Permitted	0.950					0.986
Satd. Flow (perm)	1588	1776	1860	0	0	1804
Link Speed (mph)	30		30			30
Link Distance (ft)	561		726			643
Travel Time (s)	12.8		16.5			14.6
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	25%	0%	1%	10%	11%	1%
Adj. Flow (vph)	9	99	210	11	71	180
Shared Lane Traffic (%)						
Lane Group Flow (vph)	9	99	221	0	0	251
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	15		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.88	0.88	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60	60	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	2.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	90	191	10	65	164
Future Vol, veh/h	8	90	191	10	65	164
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	50	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	25	0	1	10	11	1
Mvmt Flow	9	99	210	11	71	180

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	538	216	0	0	221	0
Stage 1	216	-	-	-	-	-
Stage 2	322	-	-	-	-	-
Critical Hdwy	6.65	6.2	-	-	4.21	-
Critical Hdwy Stg 1	5.65	-	-	-	-	-
Critical Hdwy Stg 2	5.65	-	-	-	-	-
Follow-up Hdwy	3.725	3.3	-	-	2.299	-
Pot Cap-1 Maneuver	467	829	-	-	1297	-
Stage 1	768	-	-	-	-	-
Stage 2	686	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	439	829	-	-	1297	-
Mov Cap-2 Maneuver	439	-	-	-	-	-
Stage 1	768	-	-	-	-	-
Stage 2	644	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.2	0	2.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	439	829	1297	-
HCM Lane V/C Ratio	-	-	0.02	0.119	0.055	-
HCM Ctrl Dly (s/v)	-	-	13.4	9.9	7.9	0
HCM Lane LOS	-	-	B	A	A	A
HCM 95th %tile Q (veh)	-	-	0.1	0.4	0.2	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	123	0	53	139	17	42
Future Volume (vph)	123	0	53	139	17	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	11	11
Grade (%)	4%			4%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.904	
Flt Protected				0.986	0.986	
Satd. Flow (prot)	1738	0	0	1701	1653	0
Flt Permitted				0.986	0.986	
Satd. Flow (perm)	1738	0	0	1701	1653	0
Link Speed (mph)	30			30	35	
Link Distance (ft)	853			580	1607	
Travel Time (s)	19.4			13.2	31.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	128	0	55	145	18	44
Shared Lane Traffic (%)						
Lane Group Flow (vph)	128	0	0	200	62	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.12	1.12	1.12	1.12	1.03	1.03
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	2.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	123	0	53	139	17	42
Future Vol, veh/h	123	0	53	139	17	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	4	-	-	4	-2	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	128	0	55	145	18	44

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	128	0	383	128
Stage 1	-	-	-	-	128	-
Stage 2	-	-	-	-	255	-
Critical Hdwy	-	-	4.1	-	6	6
Critical Hdwy Stg 1	-	-	-	-	5	-
Critical Hdwy Stg 2	-	-	-	-	5	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1470	-	651	934
Stage 1	-	-	-	-	916	-
Stage 2	-	-	-	-	815	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1470	-	624	934
Mov Cap-2 Maneuver	-	-	-	-	624	-
Stage 1	-	-	-	-	916	-
Stage 2	-	-	-	-	782	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.1	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	817	-	-	1470	-
HCM Lane V/C Ratio	0.075	-	-	0.038	-
HCM Ctrl Dly (s/v)	9.8	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q (veh)	0.2	-	-	0.1	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	45	1	0	18	27	41
Future Volume (vph)	45	1	0	18	27	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	10	10
Grade (%)	0%			1%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.997				0.919	
Flt Protected	0.953					
Satd. Flow (prot)	1653	0	0	1890	1604	0
Flt Permitted	0.953					
Satd. Flow (perm)	1653	0	0	1890	1604	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	777			545	1607	
Travel Time (s)	17.7			10.6	31.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	0%	0%	0%	4%	0%
Adj. Flow (vph)	48	1	0	19	29	44
Shared Lane Traffic (%)						
Lane Group Flow (vph)	49	0	0	19	73	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	1.09	1.09	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

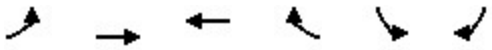
Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	45	1	0	18	27	41
Future Vol, veh/h	45	1	0	18	27	41
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	94	94	94	94	94	94
Heavy Vehicles, %	2	0	0	0	4	0
Mvmt Flow	48	1	0	19	29	44

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	70	51	73	0	-	0
Stage 1	51	-	-	-	-	-
Stage 2	19	-	-	-	-	-
Critical Hdwy	6.42	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	934	1023	1540	-	-	-
Stage 1	971	-	-	-	-	-
Stage 2	1004	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	934	1023	1540	-	-	-
Mov Cap-2 Maneuver	934	-	-	-	-	-
Stage 1	971	-	-	-	-	-
Stage 2	1004	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.1	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1540	-	936	-	-
HCM Lane V/C Ratio	-	-	0.052	-	-
HCM Ctrl Dly (s/v)	0	-	9.1	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q (veh)	0	-	0.2	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	165	99	0	0	0
Future Volume (vph)	0	165	99	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1810	1712	0	1900	0
Flt Permitted						
Satd. Flow (perm)	0	1810	1712	0	1900	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		532	1138		660	
Travel Time (s)		8.1	17.2		15.0	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	0%	5%	11%	0%	0%	0%
Adj. Flow (vph)	0	220	132	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	220	132	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		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)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	165	99	0	0	0
Future Vol, veh/h	0	165	99	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	5	11	0	0	0
Mvmt Flow	0	220	132	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	132	0	-	0	352	132
Stage 1	-	-	-	-	132	-
Stage 2	-	-	-	-	220	-
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	1466	-	-	-	650	923
Stage 1	-	-	-	-	899	-
Stage 2	-	-	-	-	821	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1466	-	-	-	650	923
Mov Cap-2 Maneuver	-	-	-	-	650	-
Stage 1	-	-	-	-	899	-
Stage 2	-	-	-	-	821	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1466	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q (veh)	0	-	-	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	19	0	0	14
Future Volume (vph)	0	0	19	0	0	14
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						
Flt Protected						
Satd. Flow (prot)	1900	0	1810	0	0	1776
Flt Permitted						
Satd. Flow (perm)	1900	0	1810	0	0	1776
Link Speed (mph)	30		35			35
Link Distance (ft)	515		1081			1606
Travel Time (s)	11.7		21.1			31.3
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	0%	0%	5%	0%	0%	7%
Adj. Flow (vph)	0	0	25	0	0	19
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	25	0	0	19
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

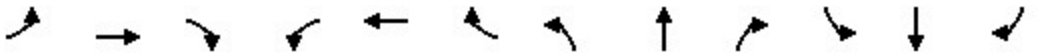
Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	19	0	0	14
Future Vol, veh/h	0	0	19	0	0	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	5	0	0	7
Mvmt Flow	0	0	25	0	0	19

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	44	25	0	0	25	0
Stage 1	25	-	-	-	-	-
Stage 2	19	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	972	1057	-	-	1603	-
Stage 1	1003	-	-	-	-	-
Stage 2	1009	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	972	1057	-	-	1603	-
Mov Cap-2 Maneuver	972	-	-	-	-	-
Stage 1	1003	-	-	-	-	-
Stage 2	1009	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1603	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q (veh)	-	-	-	0	-



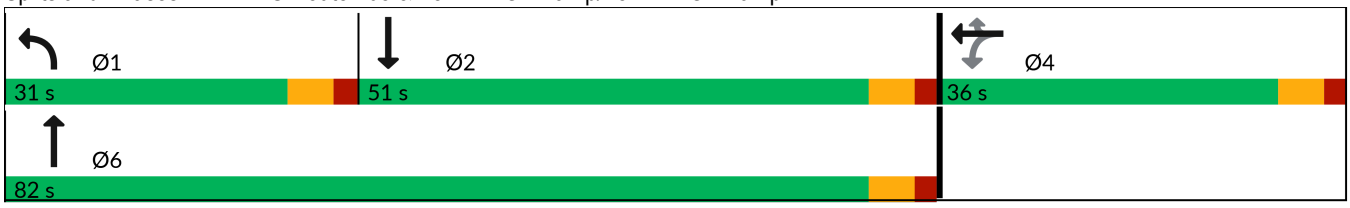
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	518	1	225	153	544	0	0	678	296
Future Volume (vph)	0	0	0	518	1	225	153	544	0	0	678	296
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			2%	
Storage Length (ft)	0		0	0		360	145		0	245		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt						0.850					0.954	
Flt Protected					0.952		0.950					
Satd. Flow (prot)	0	0	0	0	1488	1474	1253	3312	0	0	3134	0
Flt Permitted					0.952		0.950					
Satd. Flow (perm)	0	0	0	0	1488	1474	1253	3312	0	0	3134	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						253					68	
Link Speed (mph)		30			40			45			45	
Link Distance (ft)		287			1203			796			861	
Travel Time (s)		6.5			20.5			12.1			13.0	
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 (%)	0%	0%	0%	21%	0%	9%	44%	9%	0%	0%	10%	6%
Adj. Flow (vph)	0	0	0	582	1	253	172	611	0	0	762	333
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	583	253	172	611	0	0	1095	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
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	1.01	1.01	1.01	1.00	1.00	1.00	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				2	2	2	2	2			2	
Detector Template				Left	Thru	Right	Left	Thru			Thru	
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	Perm	Prot	NA			NA	

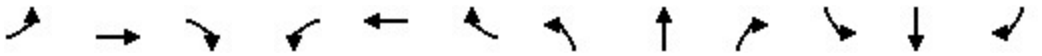
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases					4		1	6			2	
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6			2	
Switch Phase												
Minimum Initial (s)				6.0	6.0	6.0	5.0	15.0			15.0	
Minimum Split (s)				12.0	12.0	12.0	11.0	21.0			21.0	
Total Split (s)				36.0	36.0	36.0	31.0	82.0			51.0	
Total Split (%)				30.5%	30.5%	30.5%	26.3%	69.5%			43.2%	
Maximum Green (s)				30.0	30.0	30.0	25.0	76.0			45.0	
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)					6.0	6.0	6.0	6.0			6.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Recall Mode				None	None	None	None	Min			Min	
v/c Ratio					1.37	0.42	0.80	0.31			0.91	
Control Delay (s/veh)					212.3	6.7	69.1	10.5			42.6	
Queue Delay					0.0	0.0	0.0	0.0			0.0	
Total Delay (s/veh)					212.3	6.7	69.1	10.5			42.6	
Queue Length 50th (ft)					~565	0	118	98			353	
Queue Length 95th (ft)					#831	62	197	126			#477	
Internal Link Dist (ft)		207			1123			716			781	
Turn Bay Length (ft)						360	145					
Base Capacity (vph)					426	602	299	2405			1386	
Starvation Cap Reductn					0	0	0	0			0	
Spillback Cap Reductn					0	0	0	0			0	
Storage Cap Reductn					0	0	0	0			0	
Reduced v/c Ratio					1.37	0.42	0.58	0.25			0.79	

Intersection Summary

Area Type: Other
Cycle Length: 118
Actuated Cycle Length: 106.1
Natural Cycle: 120
Control Type: Actuated-Uncoordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	518	1	225	153	544	0	0	678	296
Future Volume (veh/h)	0	0	0	518	1	225	153	544	0	0	678	296
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1583	1894	1761	1248	1767	0	0	1728	1788
Adj Flow Rate, veh/h				582	1	253	172	611	0	0	762	333
Peak Hour Factor				0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %				21	0	9	44	9	0	0	10	6
Cap, veh/h				522	1	433	193	1993	0	0	830	362
Arrive On Green				0.29	0.29	0.29	0.16	0.59	0.00	0.00	0.37	0.37
Sat Flow, veh/h				1801	3	1492	1188	3445	0	0	2311	971
Grp Volume(v), veh/h				583	0	253	172	611	0	0	562	533
Grp Sat Flow(s),veh/h/ln				1804	0	1492	1188	1678	0	0	1642	1553
Q Serve(g_s), s				30.0	0.0	15.0	14.7	9.3	0.0	0.0	33.8	33.8
Cycle Q Clear(g_c), s				30.0	0.0	15.0	14.7	9.3	0.0	0.0	33.8	33.8
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.63
Lane Grp Cap(c), veh/h				523	0	433	193	1993	0	0	613	580
V/C Ratio(X)				1.11	0.00	0.58	0.89	0.31	0.00	0.00	0.92	0.92
Avail Cap(c_a), veh/h				523	0	433	287	2467	0	0	714	676
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				36.7	0.0	31.4	42.4	10.4	0.0	0.0	30.9	30.9
Incr Delay (d2), s/veh				74.5	0.0	1.4	15.1	0.0	0.0	0.0	14.3	15.2
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				23.4	0.0	5.4	4.9	3.0	0.0	0.0	14.8	14.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				111.2	0.0	32.8	57.5	10.5	0.0	0.0	45.2	46.1
LnGrp LOS				F		C	E	B			D	D
Approach Vol, veh/h					836			783			1095	
Approach Delay, s/veh					87.5			20.8			45.6	
Approach LOS					F			C			D	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	22.8	44.6		36.0		67.4						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	25.0	45.0		30.0		76.0						
Max Q Clear Time (g_c+I1), s	16.7	35.8		32.0		11.3						
Green Ext Time (p_c), s	0.3	2.8		0.0		2.2						

Intersection Summary			
HCM 6th Ctrl Delay, s/veh			51.3
HCM 6th LOS			D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	175	219	40	141	147	230	47	292	166	240	455	501
Future Volume (vph)	175	219	40	141	147	230	47	292	166	240	455	501
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			1%			1%	
Storage Length (ft)	400		400	220		220	145		145	330		280
Storage Lanes	2		0	1		1	1		1	2		1
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.977				0.850		0.946				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1271	2452	0	1687	1743	1553	1414	3044	0	3256	3123	1350
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1271	2452	0	1687	1743	1553	1414	3044	0	3256	3123	1350
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15				240		81				522
Link Speed (mph)		45			25			45			45	
Link Distance (ft)		639			871			1257			796	
Travel Time (s)		9.7			23.8			19.0			12.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	42%	49%	16%	7%	9%	4%	27%	12%	11%	7%	15%	19%
Adj. Flow (vph)	182	228	42	147	153	240	49	304	173	250	474	522
Shared Lane Traffic (%)												
Lane Group Flow (vph)	182	270	0	147	153	240	49	477	0	250	474	522
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	2		2	2	2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	83	83		83	83	83	83	83		83	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		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	43	43
Detector 2 Size(ft)	40	40		40	40	40	40	40		40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	Free

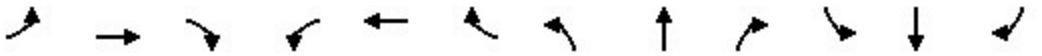
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases						8						Free
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.0	24.0		11.0	24.0	11.0	11.0	24.0		11.0	24.0	
Total Split (s)	36.0	46.0		21.0	31.0	26.0	21.0	46.0		26.0	51.0	
Total Split (%)	25.9%	33.1%		15.1%	22.3%	18.7%	15.1%	33.1%		18.7%	36.7%	
Maximum Green (s)	30.0	40.0		15.0	25.0	20.0	15.0	40.0		20.0	45.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	2.0		2.0	2.0	2.0	2.0	3.0		2.0	3.0	
Recall Mode	None	None		None	None	None	None	Min		None	Min	
v/c Ratio	0.65	0.48		0.60	0.60	0.34	0.38	0.68		0.55	0.52	0.39
Control Delay (s/veh)	46.1	32.4		51.9	49.2	4.6	53.2	34.0		43.7	31.9	0.8
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)	46.1	32.4		51.9	49.2	4.6	53.2	34.0		43.7	31.9	0.8
Queue Length 50th (ft)	90	64		74	79	0	26	105		66	118	0
Queue Length 95th (ft)	208	124		#207	182	52	78	207		137	222	0
Internal Link Dist (ft)		559			791			1177			716	
Turn Bay Length (ft)	400			220		220	145			330		280
Base Capacity (vph)	450	1167		299	515	837	250	1482		770	1662	1350
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	0.40	0.23		0.49	0.30	0.29	0.20	0.32		0.32	0.29	0.39

Intersection Summary

Area Type: Other
Cycle Length: 139
Actuated Cycle Length: 89.4
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: 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	219	40	141	147	230	47	292	166	240	455	501
Future Volume (veh/h)	175	219	40	141	147	230	47	292	166	240	455	501
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1278	1174	1663	1796	1767	1841	1494	1716	1731	1790	1672	1613
Adj Flow Rate, veh/h	182	228	42	147	153	240	49	304	173	250	474	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	42	49	16	7	9	4	27	12	11	7	15	19
Cap, veh/h	221	467	85	186	309	442	61	416	231	359	861	
Arrive On Green	0.18	0.25	0.25	0.11	0.17	0.17	0.04	0.21	0.21	0.11	0.27	0.00
Sat Flow, veh/h	1217	1886	342	1711	1767	1560	1423	2022	1122	3308	3176	1367
Grp Volume(v), veh/h	182	133	137	147	153	240	49	244	233	250	474	0
Grp Sat Flow(s),veh/h/ln	1217	1115	1112	1711	1767	1560	1423	1630	1514	1654	1588	1367
Q Serve(g_s), s	10.5	7.4	7.7	6.1	5.7	9.5	2.5	10.2	10.5	5.3	9.3	0.0
Cycle Q Clear(g_c), s	10.5	7.4	7.7	6.1	5.7	9.5	2.5	10.2	10.5	5.3	9.3	0.0
Prop In Lane	1.00		0.31	1.00		1.00	1.00		0.74	1.00		1.00
Lane Grp Cap(c), veh/h	221	276	276	186	309	442	61	335	311	359	861	
V/C Ratio(X)	0.82	0.48	0.50	0.79	0.49	0.54	0.80	0.73	0.75	0.70	0.55	
Avail Cap(c_a), veh/h	501	612	611	352	606	705	293	895	832	908	1962	
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	0.00
Uniform Delay (d), s/veh	28.7	23.4	23.5	31.7	27.1	22.1	34.5	27.0	27.2	31.3	22.8	0.0
Incr Delay (d2), s/veh	10.4	0.5	0.5	2.9	0.5	0.4	8.5	3.0	3.6	0.9	0.6	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	1.8	1.9	2.6	2.4	3.4	0.9	3.9	3.8	2.0	3.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.1	23.9	24.0	34.5	27.6	22.5	43.0	30.0	30.8	32.2	23.3	0.0
LnGrp LOS	D	C	C	C	C	C	D	C	C	C	C	
Approach Vol, veh/h		452			540			526			724	
Approach Delay, s/veh		30.1			27.2			31.6			26.4	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.9	21.0	13.9	24.1	9.1	25.7	19.2	18.7
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	20.0	40.0	15.0	40.0	15.0	45.0	30.0	25.0
Max Q Clear Time (g_c+I1), s	7.3	12.5	8.1	9.7	4.5	11.3	12.5	11.5
Green Ext Time (p_c), s	0.6	2.4	0.2	0.8	0.1	2.7	1.1	1.3

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	28.5
HCM 6th LOS	C

Notes

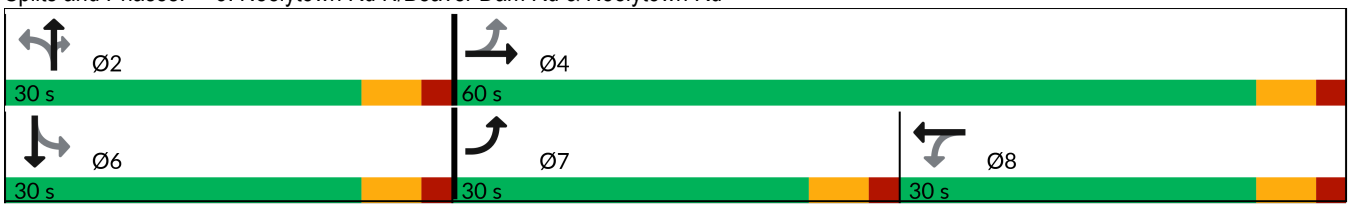
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

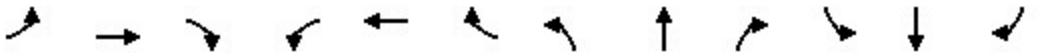
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	194	38	174	365	5	43	26	53	8	20	8
Future Volume (vph)	2	194	38	174	365	5	43	26	53	8	20	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	16	12	12	12
Grade (%)		1%			2%			-2%			0%	
Storage Length (ft)	70		0	220		0	0		150	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.975			0.998				0.850		0.970	
Flt Protected	0.950			0.950				0.970			0.989	
Satd. Flow (prot)	1796	1507	0	1514	1426	0	0	1718	1479	0	1771	0
Flt Permitted	0.414			0.604				0.814			0.946	
Satd. Flow (perm)	783	1507	0	963	1426	0	0	1441	1479	0	1694	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20			1				109		9	
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		2146			540			620			646	
Travel Time (s)		32.5			8.2			12.1			12.6	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	23%	19%	18%	31%	80%	8%	9%	25%	13%	0%	0%
Adj. Flow (vph)	2	209	41	187	392	5	46	28	57	9	22	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	2	250	0	187	397	0	0	74	57	0	40	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	0.99	0.99	0.84	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2	2	2	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	83	83		83	83		83	83	83	83	83	
Trailing Detector (ft)	-5	-5		-5	-5		-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5		-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	40		40	40		40	40	40	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43		43	43		43	43	43	43	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	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	7	4			8			2			6	
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		8	8		2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		14.0	14.0	14.0	14.0	14.0	
Total Split (s)	30.0	60.0		30.0	30.0		30.0	30.0	30.0	30.0	30.0	
Total Split (%)	33.3%	66.7%		33.3%	33.3%		33.3%	33.3%	33.3%	33.3%	33.3%	
Maximum Green (s)	24.0	54.0		24.0	24.0		24.0	24.0	24.0	24.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
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	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Max		Max	Max		Max	Max	Max	Max	Max	
v/c Ratio	0.00	0.27		0.34	0.49			0.19	0.12		0.09	
Control Delay (s/veh)	7.0	8.8		14.2	15.5			27.2	1.3		21.2	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay (s/veh)	7.0	8.8		14.2	15.5			27.2	1.3		21.2	
Queue Length 50th (ft)	0	56		48	114			33	0		13	
Queue Length 95th (ft)	3	97		131	268			68	5		38	
Internal Link Dist (ft)		2066			460			540			566	
Turn Bay Length (ft)	70			220					150			
Base Capacity (vph)	739	912		547	812			384	474		458	
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.00	0.27		0.34	0.49			0.19	0.12		0.09	

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

Splits and Phases: 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	194	38	174	365	5	43	26	53	8	20	8
Future Volume (veh/h)	2	194	38	174	365	5	43	26	53	8	20	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1894	1553	1613	1610	1417	691	1859	1844	1668	1707	1900	1900
Adj Flow Rate, veh/h	2	209	41	187	392	5	46	28	57	9	22	9
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	23	19	18	31	80	8	9	25	13	0	0
Cap, veh/h	433	757	148	586	738	9	303	170	377	122	281	103
Arrive On Green	0.00	0.60	0.60	0.53	0.53	0.53	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1804	1261	247	972	1396	18	892	637	1413	273	1055	386
Grp Volume(v), veh/h	2	0	250	187	0	397	74	0	57	40	0	0
Grp Sat Flow(s),veh/h/ln	1804	0	1509	972	0	1414	1529	0	1413	1714	0	0
Q Serve(g_s), s	0.0	0.0	7.2	10.3	0.0	16.6	1.6	0.0	2.8	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	7.2	11.0	0.0	16.6	3.1	0.0	2.8	1.5	0.0	0.0
Prop In Lane	1.00		0.16	1.00		0.01	0.62		1.00	0.22		0.22
Lane Grp Cap(c), veh/h	433	0	905	586	0	748	473	0	377	506	0	0
V/C Ratio(X)	0.00	0.00	0.28	0.32	0.00	0.53	0.16	0.00	0.15	0.08	0.00	0.00
Avail Cap(c_a), veh/h	906	0	905	586	0	748	473	0	377	506	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.8	0.0	8.6	12.8	0.0	13.9	25.3	0.0	25.2	24.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.8	1.4	0.0	2.7	0.7	0.0	0.8	0.3	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	2.1	2.2	0.0	5.1	1.3	0.0	1.0	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.8	0.0	9.4	14.2	0.0	16.6	26.0	0.0	26.1	25.0	0.0	0.0
LnGrp LOS	B		A	B		B	C		C	C		
Approach Vol, veh/h		252			584			131			40	
Approach Delay, s/veh		9.4			15.8			26.0			25.0	
Approach LOS		A			B			C			C	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		30.0		60.0		30.0	6.4	53.6				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		24.0		54.0		24.0	24.0	24.0				
Max Q Clear Time (g_c+I1), s		5.1		9.2		3.5	2.0	18.6				
Green Ext Time (p_c), s		0.5		1.3		0.1	0.0	1.6				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			15.9									
HCM 6th LOS			B									

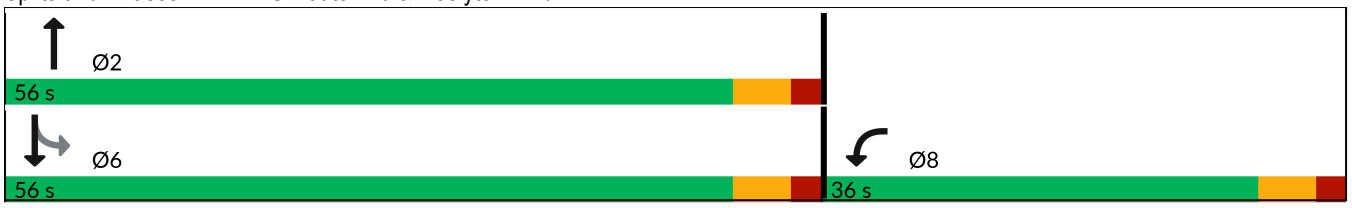


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	69	150	64	76	168	161
Future Volume (vph)	69	150	64	76	168	161
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		-1%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.908		0.927			
Flt Protected	0.984					0.975
Satd. Flow (prot)	1332	0	1667	0	0	1652
Flt Permitted	0.984					0.758
Satd. Flow (perm)	1332	0	1667	0	0	1285
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	126		85			
Link Speed (mph)	45		55			55
Link Distance (ft)	2393		959			1086
Travel Time (s)	36.3		11.9			13.5
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	11%	35%	10%	3%	17%	7%
Adj. Flow (vph)	78	169	72	85	189	181
Shared Lane Traffic (%)						
Lane Group Flow (vph)	247	0	157	0	0	370
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	0.99	0.99	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2		1	2
Detector Template					Left	
Leading Detector (ft)	83		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Detector 1 Position(ft)	-5		-5		0	-5
Detector 1 Size(ft)	40		40		20	40
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)	40		40			40
Detector 2 Size(ft)	43		43			43
Detector 2 Type	Cl+Ex		Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Switch Phase						
Minimum Initial (s)	5.0		10.0		10.0	10.0
Minimum Split (s)	11.0		16.0		16.0	16.0
Total Split (s)	36.0		56.0		56.0	56.0
Total Split (%)	39.1%		60.9%		60.9%	60.9%
Maximum Green (s)	30.0		50.0		50.0	50.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	6.0		6.0			6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0		2.0	2.0
Recall Mode	None		Min		Min	Min
v/c Ratio	0.60		0.20			0.65
Control Delay (s/veh)	14.5		4.6			15.6
Queue Delay	0.0		0.0			0.0
Total Delay (s/veh)	14.5		4.6			15.6
Queue Length 50th (ft)	20		8			53
Queue Length 95th (ft)	89		37			156
Internal Link Dist (ft)	2313		879			1006
Turn Bay Length (ft)						
Base Capacity (vph)	1099		1621			1248
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.22		0.10			0.30

Intersection Summary	
Area Type:	Other
Cycle Length: 92	
Actuated Cycle Length: 39.5	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 4: NYS Route 416 & Neelytown Rd





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	69	150	64	76	168	161
Future Volume (veh/h)	69	150	64	76	168	161
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1737	1381	1789	1894	1648	1796
Adj Flow Rate, veh/h	78	169	72	85	189	181
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	11	35	10	3	17	7
Cap, veh/h	103	223	267	315	403	286
Arrive On Green	0.21	0.21	0.36	0.36	0.36	0.36
Sat Flow, veh/h	480	1040	748	883	586	802
Grp Volume(v), veh/h	248	0	0	157	370	0
Grp Sat Flow(s),veh/h/ln	1526	0	0	1630	1388	0
Q Serve(g_s), s	4.3	0.0	0.0	1.9	4.7	0.0
Cycle Q Clear(g_c), s	4.3	0.0	0.0	1.9	6.6	0.0
Prop In Lane	0.31	0.68		0.54	0.51	
Lane Grp Cap(c), veh/h	327	0	0	582	690	0
V/C Ratio(X)	0.76	0.00	0.00	0.27	0.54	0.00
Avail Cap(c_a), veh/h	1635	0	0	2911	2716	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	10.3	0.0	0.0	6.4	7.9	0.0
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.1	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	0.2	0.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	11.7	0.0	0.0	6.5	8.2	0.0
LnGrp LOS	B			A	A	
Approach Vol, veh/h	248		157			370
Approach Delay, s/veh	11.7		6.5			8.2
Approach LOS	B		A			A

Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		16.0			16.0	12.0
Change Period (Y+Rc), s		6.0			6.0	6.0
Max Green Setting (Gmax), s		50.0			50.0	30.0
Max Q Clear Time (g_c+I1), s		3.9			8.6	6.3
Green Ext Time (p_c), s		0.4			1.1	0.8

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	9.0
HCM 6th LOS	A



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	41	119	130	21	196	243
Future Volume (vph)	41	119	130	21	196	243
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	12	12	12	12
Storage Length (ft)	0	50		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.981			
Flt Protected	0.950					0.978
Satd. Flow (prot)	1073	1545	1533	0	0	1760
Flt Permitted	0.950					0.978
Satd. Flow (perm)	1073	1545	1533	0	0	1760
Link Speed (mph)	30		30			30
Link Distance (ft)	561		726			643
Travel Time (s)	12.8		16.5			14.6
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	85%	15%	13%	75%	5%	6%
Adj. Flow (vph)	47	137	149	24	225	279
Shared Lane Traffic (%)						
Lane Group Flow (vph)	47	137	173	0	0	504
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	15		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.88	0.88	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60	60	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	5.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	41	119	130	21	196	243
Future Vol, veh/h	41	119	130	21	196	243
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	50	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	85	15	13	75	5	6
Mvmt Flow	47	137	149	24	225	279

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	890	161	0	0	173	0
Stage 1	161	-	-	-	-	-
Stage 2	729	-	-	-	-	-
Critical Hdwy	7.25	6.35	-	-	4.15	-
Critical Hdwy Stg 1	6.25	-	-	-	-	-
Critical Hdwy Stg 2	6.25	-	-	-	-	-
Follow-up Hdwy	4.265	3.435	-	-	2.245	-
Pot Cap-1 Maneuver	228	851	-	-	1386	-
Stage 1	701	-	-	-	-	-
Stage 2	356	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	184	851	-	-	1386	-
Mov Cap-2 Maneuver	184	-	-	-	-	-
Stage 1	701	-	-	-	-	-
Stage 2	288	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	15.4	0	3.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	184	851	1386	-
HCM Lane V/C Ratio	-	-	0.256	0.161	0.163	-
HCM Ctrl Dly (s/v)	-	-	31.2	10	8.1	0
HCM Lane LOS	-	-	D	B	A	A
HCM 95th %tile Q (veh)	-	-	1	0.6	0.6	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	50	36	40	79	27	70
Future Volume (vph)	50	36	40	79	27	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	11	11
Grade (%)	4%			4%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.944				0.903	
Flt Protected				0.983	0.986	
Satd. Flow (prot)	1545	0	0	1572	1561	0
Flt Permitted				0.983	0.986	
Satd. Flow (perm)	1545	0	0	1572	1561	0
Link Speed (mph)	30			30	35	
Link Distance (ft)	853			580	1607	
Travel Time (s)	19.4			13.2	31.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	12%	8%	9%	8%	5%
Adj. Flow (vph)	52	37	41	81	28	72
Shared Lane Traffic (%)						
Lane Group Flow (vph)	89	0	0	122	100	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.12	1.12	1.12	1.12	1.03	1.03
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	50	36	40	79	27	70
Future Vol, veh/h	50	36	40	79	27	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	4	-	-	4	-2	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	12	8	9	8	5
Mvmt Flow	52	37	41	81	28	72

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	89	0	234	71
Stage 1	-	-	-	-	71	-
Stage 2	-	-	-	-	163	-
Critical Hdwy	-	-	4.18	-	6.08	6.05
Critical Hdwy Stg 1	-	-	-	-	5.08	-
Critical Hdwy Stg 2	-	-	-	-	5.08	-
Follow-up Hdwy	-	-	2.272	-	3.572	3.345
Pot Cap-1 Maneuver	-	-	1469	-	761	987
Stage 1	-	-	-	-	944	-
Stage 2	-	-	-	-	867	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1469	-	739	987
Mov Cap-2 Maneuver	-	-	-	-	739	-
Stage 1	-	-	-	-	944	-
Stage 2	-	-	-	-	842	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.5	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	903	-	-	1469	-
HCM Lane V/C Ratio	0.111	-	-	0.028	-
HCM Ctrl Dly (s/v)	9.5	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q (veh)	0.4	-	-	0.1	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	57	0	1	38	45	27
Future Volume (vph)	57	0	1	38	45	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	10	10
Grade (%)	0%			1%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.949	
Flt Protected	0.950			0.999		
Satd. Flow (prot)	1589	0	0	1700	1523	0
Flt Permitted	0.950			0.999		
Satd. Flow (perm)	1589	0	0	1700	1523	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	777			545	1607	
Travel Time (s)	17.7			10.6	31.3	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	6%	0%	100%	9%	12%	8%
Adj. Flow (vph)	65	0	1	43	51	31
Shared Lane Traffic (%)						
Lane Group Flow (vph)	65	0	0	44	82	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	1.09	1.09	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

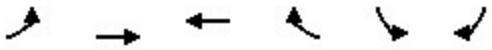
Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	57	0	1	38	45	27
Future Vol, veh/h	57	0	1	38	45	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, %	0	-	-	1	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	6	0	100	9	12	8
Mvmt Flow	65	0	1	43	51	31

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	112	67	82	0	-	0
Stage 1	67	-	-	-	-	-
Stage 2	45	-	-	-	-	-
Critical Hdwy	6.46	6.2	5.1	-	-	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.3	3.1	-	-	-
Pot Cap-1 Maneuver	875	1002	1071	-	-	-
Stage 1	946	-	-	-	-	-
Stage 2	967	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	874	1002	1071	-	-	-
Mov Cap-2 Maneuver	874	-	-	-	-	-
Stage 1	945	-	-	-	-	-
Stage 2	967	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.4	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1071	-	874	-	-
HCM Lane V/C Ratio	0.001	-	0.074	-	-
HCM Ctrl Dly (s/v)	8.4	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0.2	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	256	554	0	0	0
Future Volume (vph)	0	256	554	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1545	1462	0	1900	0
Flt Permitted						
Satd. Flow (perm)	0	1545	1462	0	1900	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		532	1138		660	
Travel Time (s)		8.1	17.2		15.0	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	23%	30%	0%	0%	0%
Adj. Flow (vph)	0	275	596	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	275	596	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		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)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	256	554	0	0	0
Future Vol, veh/h	0	256	554	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	23	30	0	0	0
Mvmt Flow	0	275	596	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	596	0	-	0	871	596
Stage 1	-	-	-	-	596	-
Stage 2	-	-	-	-	275	-
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	990	-	-	-	324	507
Stage 1	-	-	-	-	554	-
Stage 2	-	-	-	-	776	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	990	-	-	-	324	507
Mov Cap-2 Maneuver	-	-	-	-	324	-
Stage 1	-	-	-	-	554	-
Stage 2	-	-	-	-	776	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	990	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q (veh)	0	-	-	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	33	0	0	37
Future Volume (vph)	0	0	33	0	0	37
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						
Flt Protected						
Satd. Flow (prot)	1900	0	1652	0	0	1827
Flt Permitted						
Satd. Flow (perm)	1900	0	1652	0	0	1827
Link Speed (mph)	30		35			35
Link Distance (ft)	515		1081			1606
Travel Time (s)	11.7		21.1			31.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	15%	0%	0%	4%
Adj. Flow (vph)	0	0	35	0	0	40
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	35	0	0	40
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	33	0	0	37
Future Vol, veh/h	0	0	33	0	0	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	15	0	0	4
Mvmt Flow	0	0	35	0	0	40

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	75	35	0	0	35	0
Stage 1	35	-	-	-	-	-
Stage 2	40	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	933	1044	-	-	1589	-
Stage 1	993	-	-	-	-	-
Stage 2	988	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	933	1044	-	-	1589	-
Mov Cap-2 Maneuver	933	-	-	-	-	-
Stage 1	993	-	-	-	-	-
Stage 2	988	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1589	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q (veh)	-	-	-	0	-

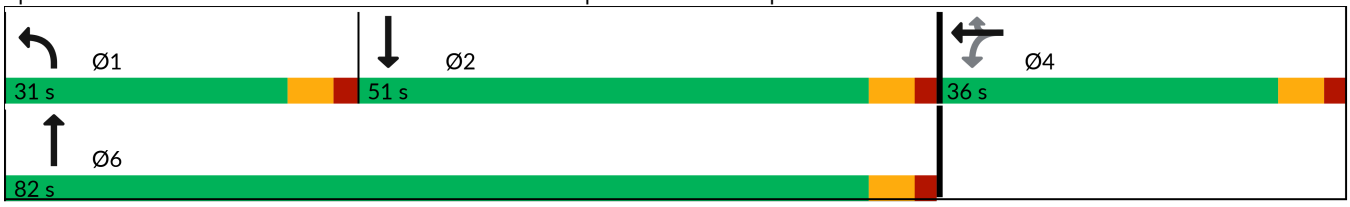
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	358	0	328	279	732	0	0	561	304
Future Volume (vph)	0	0	0	358	0	328	279	732	0	0	561	304
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			2%	
Storage Length (ft)	0		0	0		360	145		0	245		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt						0.850					0.947	
Flt Protected					0.950		0.950					
Satd. Flow (prot)	0	0	0	0	1330	1516	1444	3471	0	0	3267	0
Flt Permitted					0.950		0.950					
Satd. Flow (perm)	0	0	0	0	1330	1516	1444	3471	0	0	3267	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						232					100	
Link Speed (mph)		30			40			45			45	
Link Distance (ft)		287			1203			796			861	
Travel Time (s)		6.5			20.5			12.1			13.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	35%	0%	6%	25%	4%	0%	0%	5%	1%
Adj. Flow (vph)	0	0	0	373	0	342	291	763	0	0	584	317
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	373	342	291	763	0	0	901	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
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	1.01	1.01	1.01	1.00	1.00	1.00	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				2	2	2	2	2			2	
Detector Template				Left	Thru	Right	Left	Thru			Thru	
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	Perm	Prot	NA			NA	

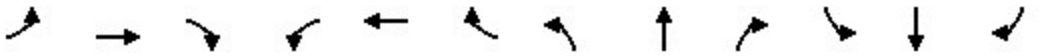
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases					4		1	6			2	
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6			2	
Switch Phase												
Minimum Initial (s)				6.0	6.0	6.0	5.0	15.0			15.0	
Minimum Split (s)				12.0	12.0	12.0	11.0	21.0			21.0	
Total Split (s)				36.0	36.0	36.0	31.0	82.0			51.0	
Total Split (%)				30.5%	30.5%	30.5%	26.3%	69.5%			43.2%	
Maximum Green (s)				30.0	30.0	30.0	25.0	76.0			45.0	
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)					6.0	6.0	6.0	6.0			6.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Recall Mode				None	None	None	None	Min			Min	
v/c Ratio					0.96	0.56	0.87	0.37			0.86	
Control Delay (s/veh)					75.6	15.2	65.2	11.4			39.2	
Queue Delay					0.0	0.0	0.0	0.0			0.0	
Total Delay (s/veh)					75.6	15.2	65.2	11.4			39.2	
Queue Length 50th (ft)					245	56	185	128			267	
Queue Length 95th (ft)					#497	167	#380	163			344	
Internal Link Dist (ft)		207			1123			716			781	
Turn Bay Length (ft)						360	145					
Base Capacity (vph)					388	607	351	2570			1488	
Starvation Cap Reductn					0	0	0	0			0	
Spillback Cap Reductn					0	0	0	0			0	
Storage Cap Reductn					0	0	0	0			0	
Reduced v/c Ratio					0.96	0.56	0.83	0.30			0.61	

Intersection Summary

Area Type: Other
Cycle Length: 118
Actuated Cycle Length: 103.3
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: 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	358	0	328	279	732	0	0	561	304
Future Volume (veh/h)	0	0	0	358	0	328	279	732	0	0	561	304
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1375	1894	1805	1530	1841	0	0	1802	1862
Adj Flow Rate, veh/h				373	0	342	291	762	0	0	584	317
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %				35	0	6	25	4	0	0	5	1
Cap, veh/h				465	0	394	324	2114	0	0	671	364
Arrive On Green				0.26	0.00	0.26	0.22	0.60	0.00	0.00	0.31	0.31
Sat Flow, veh/h				1804	0	1530	1457	3589	0	0	2233	1163
Grp Volume(v), veh/h				373	0	342	291	762	0	0	467	434
Grp Sat Flow(s),veh/h/ln				1804	0	1530	1457	1749	0	0	1712	1593
Q Serve(g_s), s				16.9	0.0	18.6	16.9	9.6	0.0	0.0	22.4	22.4
Cycle Q Clear(g_c), s				16.9	0.0	18.6	16.9	9.6	0.0	0.0	22.4	22.4
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.73
Lane Grp Cap(c), veh/h				465	0	394	324	2114	0	0	537	499
V/C Ratio(X)				0.80	0.00	0.87	0.90	0.36	0.00	0.00	0.87	0.87
Avail Cap(c_a), veh/h				621	0	527	418	3051	0	0	885	823
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				30.2	0.0	30.9	32.9	8.7	0.0	0.0	28.2	28.2
Incr Delay (d2), s/veh				4.0	0.0	9.2	16.1	0.0	0.0	0.0	2.8	3.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.4	0.0	7.4	7.0	2.9	0.0	0.0	8.8	8.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				34.2	0.0	40.1	49.0	8.8	0.0	0.0	31.0	31.3
LnGrp LOS				C		D	D	A			C	C
Approach Vol, veh/h					715			1053			901	
Approach Delay, s/veh					37.0			19.9			31.1	
Approach LOS					D			B			C	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	25.4	33.3		28.5		58.7						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	25.0	45.0		30.0		76.0						
Max Q Clear Time (g_c+I1), s	18.9	24.4		20.6		11.6						
Green Ext Time (p_c), s	0.5	2.9		1.8		2.8						

Intersection Summary			
HCM 6th Ctrl Delay, s/veh			28.3
HCM 6th LOS			C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	253	296	48	82	81	257	47	502	255	168	453	298
Future Volume (vph)	253	296	48	82	81	257	47	502	255	168	453	298
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			1%			1%	
Storage Length (ft)	400		400	220		220	145		145	330		280
Storage Lanes	2		0	1		1	1		1	2		1
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.979				0.850		0.950				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1467	2990	0	1626	1086	1568	1403	3302	0	3350	3454	1164
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1467	2990	0	1626	1086	1568	1403	3302	0	3350	3454	1164
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13				132		65				324
Link Speed (mph)		45			25			45			45	
Link Distance (ft)		639			871			1257			796	
Travel Time (s)		9.7			23.8			19.0			12.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	23%	20%	7%	11%	75%	3%	28%	3%	4%	4%	4%	38%
Adj. Flow (vph)	275	322	52	89	88	279	51	546	277	183	492	324
Shared Lane Traffic (%)												
Lane Group Flow (vph)	275	374	0	89	88	279	51	823	0	183	492	324
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	2		2	2	2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	83	83		83	83	83	83	83		83	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		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	43	43
Detector 2 Size(ft)	40	40		40	40	40	40	40		40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	Free

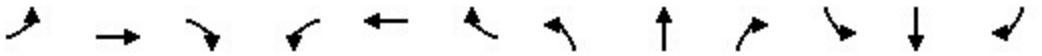
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases						8						Free
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.0	24.0		11.0	24.0	11.0	11.0	24.0		11.0	24.0	
Total Split (s)	36.0	46.0		21.0	31.0	26.0	21.0	46.0		26.0	51.0	
Total Split (%)	25.9%	33.1%		15.1%	22.3%	18.7%	15.1%	33.1%		18.7%	36.7%	
Maximum Green (s)	30.0	40.0		15.0	25.0	20.0	15.0	40.0		20.0	45.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	2.0		2.0	2.0	2.0	2.0	3.0		2.0	3.0	
Recall Mode	None	None		None	None	None	None	Min		None	Min	
v/c Ratio	0.74	0.44		0.55	0.62	0.56	0.44	0.79		0.52	0.39	0.28
Control Delay (s/veh)	52.8	33.8		64.3	67.8	21.9	64.4	38.8		54.4	30.4	0.6
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)	52.8	33.8		64.3	67.8	21.9	64.4	38.8		54.4	30.4	0.6
Queue Length 50th (ft)	178	109		62	61	86	36	267		65	148	0
Queue Length 95th (ft)	#374	183		131	127	179	85	398		115	229	0
Internal Link Dist (ft)		559			791			1177			716	
Turn Bay Length (ft)	400			220		220	145			330		280
Base Capacity (vph)	447	1223		247	275	641	213	1380		680	1579	1164
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	0.62	0.31		0.36	0.32	0.44	0.24	0.60		0.27	0.31	0.28

Intersection Summary

Area Type: Other
Cycle Length: 139
Actuated Cycle Length: 105.2
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: 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	253	296	48	82	81	257	47	502	255	168	453	298
Future Volume (veh/h)	253	296	48	82	81	257	47	502	255	168	453	298
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1559	1604	1796	1737	789	1856	1479	1850	1835	1835	1835	1331
Adj Flow Rate, veh/h	275	322	52	89	88	279	51	546	277	183	492	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	23	20	7	11	75	3	28	3	4	4	4	38
Cap, veh/h	314	871	139	112	148	415	60	647	327	259	1116	
Arrive On Green	0.21	0.33	0.33	0.07	0.19	0.19	0.04	0.29	0.29	0.08	0.32	0.00
Sat Flow, veh/h	1485	2631	420	1654	789	1572	1409	2258	1143	3390	3486	1128
Grp Volume(v), veh/h	275	185	189	89	88	279	51	425	398	183	492	0
Grp Sat Flow(s),veh/h/ln	1485	1523	1528	1654	789	1572	1409	1757	1644	1695	1743	1128
Q Serve(g_s), s	18.0	9.3	9.5	5.3	10.3	16.0	3.6	22.9	23.0	5.3	11.3	0.0
Cycle Q Clear(g_c), s	18.0	9.3	9.5	5.3	10.3	16.0	3.6	22.9	23.0	5.3	11.3	0.0
Prop In Lane	1.00		0.28	1.00		1.00	1.00		0.70	1.00		1.00
Lane Grp Cap(c), veh/h	314	504	506	112	148	415	60	503	471	259	1116	
V/C Ratio(X)	0.88	0.37	0.37	0.79	0.60	0.67	0.85	0.84	0.85	0.71	0.44	
Avail Cap(c_a), veh/h	442	605	607	246	196	511	210	698	653	673	1558	
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	0.00
Uniform Delay (d), s/veh	38.4	25.7	25.7	46.2	37.4	33.2	47.9	33.8	33.8	45.4	27.1	0.0
Incr Delay (d2), s/veh	15.1	0.2	0.2	4.7	1.4	1.5	11.3	6.8	7.4	1.3	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.6	3.2	3.3	2.3	2.0	6.2	1.4	10.1	9.6	2.2	4.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	53.5	25.8	25.9	50.9	38.9	34.7	59.2	40.6	41.2	46.7	27.4	0.0
LnGrp LOS	D	C	C	D	D	C	E	D	D	D	C	
Approach Vol, veh/h		649			456			874			675	
Approach Delay, s/veh		37.6			38.6			42.0			32.6	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.7	34.8	12.8	39.3	10.3	38.2	27.3	24.9
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	20.0	40.0	15.0	40.0	15.0	45.0	30.0	25.0
Max Q Clear Time (g_c+I1), s	7.3	25.0	7.3	11.5	5.6	13.3	20.0	18.0
Green Ext Time (p_c), s	0.4	3.9	0.1	1.1	0.0	2.8	1.3	0.9

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	37.9
HCM 6th LOS	D

Notes

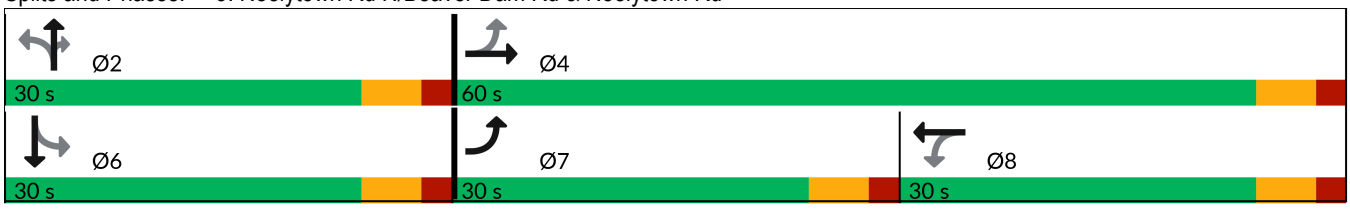
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

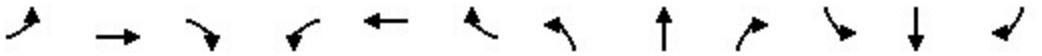
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	292	46	65	239	8	49	25	203	6	19	8
Future Volume (vph)	10	292	46	65	239	8	49	25	203	6	19	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	16	12	12	12
Grade (%)		1%			2%			-2%			0%	
Storage Length (ft)	70		0	220		0	0		150	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.980			0.995				0.850		0.968	
Flt Protected	0.950			0.950				0.968			0.991	
Satd. Flow (prot)	1796	1708	0	1735	1563	0	0	1736	1744	0	1597	0
Flt Permitted	0.479			0.513				0.789			0.953	
Satd. Flow (perm)	906	1708	0	937	1563	0	0	1415	1744	0	1536	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			2				257		10	
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		2146			540			620			646	
Travel Time (s)		32.5			8.2			12.1			12.6	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	0%	9%	5%	3%	20%	13%	7%	7%	6%	17%	19%	0%
Adj. Flow (vph)	13	370	58	82	303	10	62	32	257	8	24	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	13	428	0	82	313	0	0	94	257	0	42	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	0.99	0.99	0.84	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2	2	2	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	83	83		83	83		83	83	83	83	83	
Trailing Detector (ft)	-5	-5		-5	-5		-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5		-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	40		40	40		40	40	40	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43		43	43		43	43	43	43	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	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	7	4			8			2			6	
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		8	8		2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		14.0	14.0	14.0	14.0	14.0	
Total Split (s)	30.0	60.0		30.0	30.0		30.0	30.0	30.0	30.0	30.0	
Total Split (%)	33.3%	66.7%		33.3%	33.3%		33.3%	33.3%	33.3%	33.3%	33.3%	
Maximum Green (s)	24.0	54.0		24.0	24.0		24.0	24.0	24.0	24.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
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	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Max		Max	Max		Max	Max	Max	Max	Max	
v/c Ratio	0.02	0.42		0.15	0.35			0.25	0.39		0.10	
Control Delay (s/veh)	7.4	10.7		11.8	13.0			28.1	5.5		21.1	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay (s/veh)	7.4	10.7		11.8	13.0			28.1	5.5		21.1	
Queue Length 50th (ft)	3	114		19	81			42	0		14	
Queue Length 95th (ft)	9	145		50	160			72	34		33	
Internal Link Dist (ft)		2066			460			540			566	
Turn Bay Length (ft)	70			220					150			
Base Capacity (vph)	780	1031		533	889			377	653		416	
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.02	0.42		0.15	0.35			0.25	0.39		0.10	

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

Splits and Phases: 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	292	46	65	239	8	49	25	203	6	19	8
Future Volume (veh/h)	10	292	46	65	239	8	49	25	203	6	19	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1894	1761	1820	1832	1580	1684	1874	1874	1964	1648	1618	1900
Adj Flow Rate, veh/h	13	370	58	82	303	10	62	32	257	8	24	10
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	0	9	5	3	20	13	7	7	6	17	19	0
Cap, veh/h	542	892	140	519	774	26	323	154	444	95	244	91
Arrive On Green	0.02	0.60	0.60	0.51	0.51	0.51	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1804	1486	233	940	1521	50	962	577	1665	176	914	341
Grp Volume(v), veh/h	13	0	428	82	0	313	94	0	257	42	0	0
Grp Sat Flow(s),veh/h/ln	1804	0	1719	940	0	1571	1539	0	1665	1431	0	0
Q Serve(g_s), s	0.3	0.0	11.9	4.6	0.0	11.0	2.1	0.0	12.1	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.3	0.0	11.9	8.3	0.0	11.0	3.9	0.0	12.1	1.8	0.0	0.0
Prop In Lane	1.00		0.14	1.00		0.03	0.66		1.00	0.19		0.24
Lane Grp Cap(c), veh/h	542	0	1031	519	0	799	477	0	444	429	0	0
V/C Ratio(X)	0.02	0.00	0.42	0.16	0.00	0.39	0.20	0.00	0.58	0.10	0.00	0.00
Avail Cap(c_a), veh/h	978	0	1031	519	0	799	477	0	444	429	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.9	0.0	9.6	14.0	0.0	13.6	25.6	0.0	28.6	24.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	1.2	0.6	0.0	1.4	0.9	0.0	5.4	0.5	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	4.0	1.0	0.0	3.7	1.6	0.0	5.3	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.9	0.0	10.8	14.6	0.0	15.0	26.5	0.0	34.0	25.3	0.0	0.0
LnGrp LOS	A		B	B		B	C		C	C		
Approach Vol, veh/h		441			395			351			42	
Approach Delay, s/veh		10.8			14.9			32.0			25.3	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	2	4	6	7	8
Phs Duration (G+Y+Rc), s	30.0	60.0	30.0	8.2	51.8
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	24.0	54.0	24.0	24.0	24.0
Max Q Clear Time (g_c+I1), s	14.1	13.9	3.8	2.3	13.0
Green Ext Time (p_c), s	1.3	2.3	0.1	0.0	1.6

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	18.7
HCM 6th LOS	B

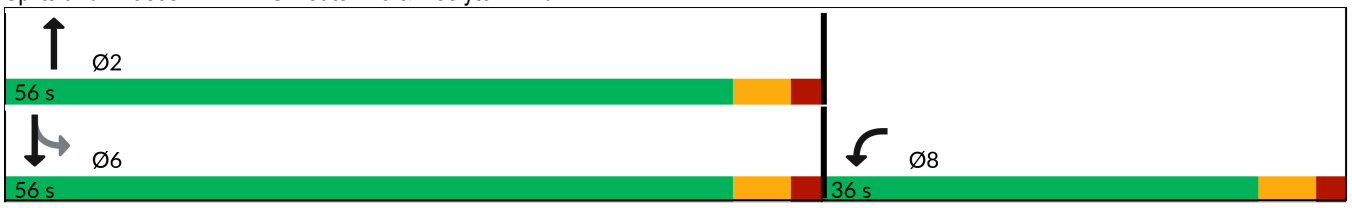


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	83	230	173	79	124	111
Future Volume (vph)	83	230	173	79	124	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		-1%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.901		0.958			
Flt Protected	0.987					0.974
Satd. Flow (prot)	1534	0	1753	0	0	1624
Flt Permitted	0.987					0.698
Satd. Flow (perm)	1534	0	1753	0	0	1164
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	162		39			
Link Speed (mph)	45		55			55
Link Distance (ft)	2393		959			1086
Travel Time (s)	36.3		11.9			13.5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	5%	12%	5%	3%	22%	5%
Adj. Flow (vph)	88	245	184	84	132	118
Shared Lane Traffic (%)						
Lane Group Flow (vph)	333	0	268	0	0	250
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	0.99	0.99	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2		1	2
Detector Template					Left	
Leading Detector (ft)	83		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Detector 1 Position(ft)	-5		-5		0	-5
Detector 1 Size(ft)	40		40		20	40
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)	40		40			40
Detector 2 Size(ft)	43		43			43
Detector 2 Type	Cl+Ex		Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Switch Phase						
Minimum Initial (s)	5.0		10.0		10.0	10.0
Minimum Split (s)	11.0		16.0		16.0	16.0
Total Split (s)	36.0		56.0		56.0	56.0
Total Split (%)	39.1%		60.9%		60.9%	60.9%
Maximum Green (s)	30.0		50.0		50.0	50.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	6.0		6.0			6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0		2.0	2.0
Recall Mode	None		Min		Min	Min
v/c Ratio	0.64		0.38			0.56
Control Delay (s/veh)	12.9		9.0			14.8
Queue Delay	0.0		0.0			0.0
Total Delay (s/veh)	12.9		9.0			14.8
Queue Length 50th (ft)	24		27			33
Queue Length 95th (ft)	100		83			103
Internal Link Dist (ft)	2313		879			1006
Turn Bay Length (ft)						
Base Capacity (vph)	1333		1747			1160
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.25		0.15			0.22

Intersection Summary	
Area Type:	Other
Cycle Length: 92	
Actuated Cycle Length: 35.7	
Natural Cycle: 40	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 4: NYS Route 416 & Neelytown Rd





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	83	230	173	79	124	111
Future Volume (veh/h)	83	230	173	79	124	111
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1826	1722	1864	1894	1574	1826
Adj Flow Rate, veh/h	88	245	184	84	132	118
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	12	5	3	22	5
Cap, veh/h	116	322	399	182	330	238
Arrive On Green	0.28	0.28	0.33	0.33	0.33	0.33
Sat Flow, veh/h	420	1170	1212	553	450	721
Grp Volume(v), veh/h	334	0	0	268	250	0
Grp Sat Flow(s),veh/h/ln	1594	0	0	1765	1172	0
Q Serve(g_s), s	5.8	0.0	0.0	3.6	2.6	0.0
Cycle Q Clear(g_c), s	5.8	0.0	0.0	3.6	6.2	0.0
Prop In Lane	0.26	0.73		0.31	0.53	
Lane Grp Cap(c), veh/h	439	0	0	581	567	0
V/C Ratio(X)	0.76	0.00	0.00	0.46	0.44	0.00
Avail Cap(c_a), veh/h	1576	0	0	2907	2336	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	10.1	0.0	0.0	8.0	8.8	0.0
Incr Delay (d2), s/veh	1.0	0.0	0.0	0.2	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.0	0.5	0.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	11.1	0.0	0.0	8.3	9.0	0.0
LnGrp LOS	B			A	A	
Approach Vol, veh/h	334		268			250
Approach Delay, s/veh	11.1		8.3			9.0
Approach LOS	B		A			A

Timer - Assigned Phs	2			6	8
Phs Duration (G+Y+Rc), s	16.0			16.0	14.3
Change Period (Y+Rc), s	6.0			6.0	6.0
Max Green Setting (Gmax), s	50.0			50.0	30.0
Max Q Clear Time (g_c+I1), s	5.6			8.2	7.8
Green Ext Time (p_c), s	0.7			0.8	1.1

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	9.6
HCM 6th LOS	A



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	20	271	267	30	156	185
Future Volume (vph)	20	271	267	30	156	185
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	12	12	12	12
Storage Length (ft)	0	50		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.986			
Flt Protected	0.950					0.978
Satd. Flow (prot)	1141	1708	1689	0	0	1790
Flt Permitted	0.950					0.978
Satd. Flow (perm)	1141	1708	1689	0	0	1790
Link Speed (mph)	30		30			30
Link Distance (ft)	561		726			643
Travel Time (s)	12.8		16.5			14.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	74%	4%	4%	72%	6%	2%
Adj. Flow (vph)	22	295	290	33	170	201
Shared Lane Traffic (%)						
Lane Group Flow (vph)	22	295	323	0	0	371
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	15		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.88	0.88	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60	60	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	5.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	271	267	30	156	185
Future Vol, veh/h	20	271	267	30	156	185
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	50	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	74	4	4	72	6	2
Mvmt Flow	22	295	290	33	170	201

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	848	307	0	0	323	0
Stage 1	307	-	-	-	-	-
Stage 2	541	-	-	-	-	-
Critical Hdwy	7.14	6.24	-	-	4.16	-
Critical Hdwy Stg 1	6.14	-	-	-	-	-
Critical Hdwy Stg 2	6.14	-	-	-	-	-
Follow-up Hdwy	4.166	3.336	-	-	2.254	-
Pot Cap-1 Maneuver	252	728	-	-	1215	-
Stage 1	608	-	-	-	-	-
Stage 2	462	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	212	728	-	-	1215	-
Mov Cap-2 Maneuver	212	-	-	-	-	-
Stage 1	608	-	-	-	-	-
Stage 2	389	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	14	0	3.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	212	728	1215	-
HCM Lane V/C Ratio	-	-	0.103	0.405	0.14	-
HCM Ctrl Dly (s/v)	-	-	23.9	13.3	8.4	0
HCM Lane LOS	-	-	C	B	A	A
HCM 95th %tile Q (veh)	-	-	0.3	2	0.5	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	133	26	83	194	39	50
Future Volume (vph)	133	26	83	194	39	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	11	11
Grade (%)	4%			4%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.978				0.925	
Flt Protected				0.985	0.978	
Satd. Flow (prot)	1661	0	0	1664	1561	0
Flt Permitted				0.985	0.978	
Satd. Flow (perm)	1661	0	0	1664	1561	0
Link Speed (mph)	30			30	35	
Link Distance (ft)	853			580	1607	
Travel Time (s)	19.4			13.2	31.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	9%	5%	2%	17%	0%
Adj. Flow (vph)	139	27	86	202	41	52
Shared Lane Traffic (%)						
Lane Group Flow (vph)	166	0	0	288	93	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.12	1.12	1.12	1.12	1.03	1.03
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	3.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	133	26	83	194	39	50
Future Vol, veh/h	133	26	83	194	39	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	4	-	-	4	-2	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	9	5	2	17	0
Mvmt Flow	139	27	86	202	41	52

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	166	0	527	153
Stage 1	-	-	-	-	153	-
Stage 2	-	-	-	-	374	-
Critical Hdwy	-	-	4.15	-	6.17	6
Critical Hdwy Stg 1	-	-	-	-	5.17	-
Critical Hdwy Stg 2	-	-	-	-	5.17	-
Follow-up Hdwy	-	-	2.245	-	3.653	3.3
Pot Cap-1 Maneuver	-	-	1394	-	516	906
Stage 1	-	-	-	-	854	-
Stage 2	-	-	-	-	692	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1394	-	480	906
Mov Cap-2 Maneuver	-	-	-	-	480	-
Stage 1	-	-	-	-	854	-
Stage 2	-	-	-	-	644	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.3	11.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	652	-	-	1394	-
HCM Lane V/C Ratio	0.142	-	-	0.062	-
HCM Ctrl Dly (s/v)	11.4	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q (veh)	0.5	-	-	0.2	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	53	3	1	42	49	55
Future Volume (vph)	53	3	1	42	49	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	10	10
Grade (%)	0%			1%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.993				0.928	
Flt Protected	0.955			0.999		
Satd. Flow (prot)	1682	0	0	1889	1630	0
Flt Permitted	0.955			0.999		
Satd. Flow (perm)	1682	0	0	1889	1630	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	777			545	1607	
Travel Time (s)	17.7			10.6	31.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	0%	2%	0%
Adj. Flow (vph)	56	3	1	45	52	59
Shared Lane Traffic (%)						
Lane Group Flow (vph)	59	0	0	46	111	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	1.09	1.09	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

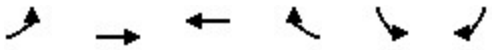
Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	53	3	1	42	49	55
Future Vol, veh/h	53	3	1	42	49	55
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	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	2	0
Mvmt Flow	56	3	1	45	52	59

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	129	82	111	0	-	0
Stage 1	82	-	-	-	-	-
Stage 2	47	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	870	983	1492	-	-	-
Stage 1	946	-	-	-	-	-
Stage 2	981	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	869	983	1492	-	-	-
Mov Cap-2 Maneuver	869	-	-	-	-	-
Stage 1	945	-	-	-	-	-
Stage 2	981	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.4	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1492	-	874	-	-
HCM Lane V/C Ratio	0.001	-	0.068	-	-
HCM Ctrl Dly (s/v)	7.4	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0.2	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	502	312	0	0	0
Future Volume (vph)	0	502	312	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1597	1624	0	1900	0
Flt Permitted						
Satd. Flow (perm)	0	1597	1624	0	1900	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		532	1138		660	
Travel Time (s)		8.1	17.2		15.0	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	0%	19%	17%	0%	0%	0%
Adj. Flow (vph)	0	635	395	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	635	395	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		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)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	502	312	0	0	0
Future Vol, veh/h	0	502	312	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	0	19	17	0	0	0
Mvmt Flow	0	635	395	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	395	0	-	0	1030	395
Stage 1	-	-	-	-	395	-
Stage 2	-	-	-	-	635	-
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	1175	-	-	-	261	659
Stage 1	-	-	-	-	685	-
Stage 2	-	-	-	-	532	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1175	-	-	-	261	659
Mov Cap-2 Maneuver	-	-	-	-	261	-
Stage 1	-	-	-	-	685	-
Stage 2	-	-	-	-	532	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1175	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q (veh)	0	-	-	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	43	0	0	33
Future Volume (vph)	0	0	43	0	0	33
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						
Flt Protected						
Satd. Flow (prot)	1900	0	1681	0	0	1681
Flt Permitted						
Satd. Flow (perm)	1900	0	1681	0	0	1681
Link Speed (mph)	30		35			35
Link Distance (ft)	515		1081			1606
Travel Time (s)	11.7		21.1			31.3
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	0%	0%	13%	0%	0%	13%
Adj. Flow (vph)	0	0	54	0	0	42
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	54	0	0	42
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

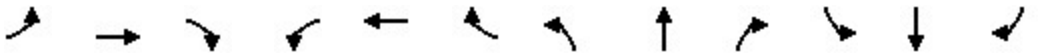
Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	43	0	0	33
Future Vol, veh/h	0	0	43	0	0	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	0	0	13	0	0	13
Mvmt Flow	0	0	54	0	0	42

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	96	54	0	0	54	0
Stage 1	54	-	-	-	-	-
Stage 2	42	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	908	1019	-	-	1564	-
Stage 1	974	-	-	-	-	-
Stage 2	986	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	908	1019	-	-	1564	-
Mov Cap-2 Maneuver	908	-	-	-	-	-
Stage 1	974	-	-	-	-	-
Stage 2	986	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1564	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q (veh)	-	-	-	0	-



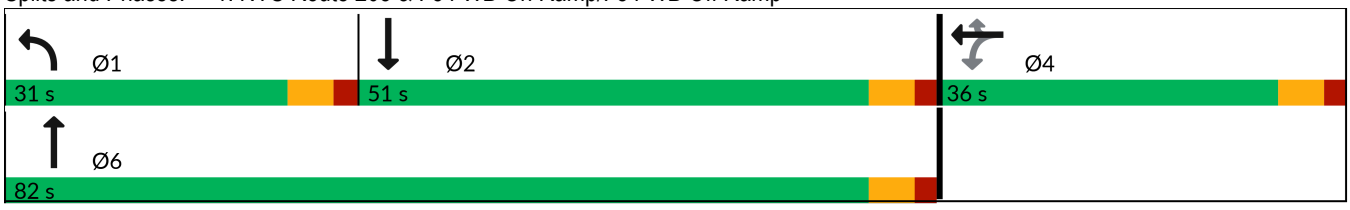
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	237	0	171	133	448	0	0	502	210
Future Volume (vph)	0	0	0	237	0	171	133	448	0	0	502	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			2%	
Storage Length (ft)	0		0	0		360	145		0	245		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt						0.850					0.956	
Flt Protected					0.950		0.950					
Satd. Flow (prot)	0	0	0	0	1522	1607	1626	3574	0	0	3359	0
Flt Permitted					0.950		0.950					
Satd. Flow (perm)	0	0	0	0	1522	1607	1626	3574	0	0	3359	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						192					63	
Link Speed (mph)		30			40			45			45	
Link Distance (ft)		287			1203			796			861	
Travel Time (s)		6.5			20.5			12.1			13.0	
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 (%)	0%	0%	0%	18%	0%	0%	11%	1%	0%	0%	2%	1%
Adj. Flow (vph)	0	0	0	266	0	192	149	503	0	0	564	236
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	266	192	149	503	0	0	800	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
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	1.01	1.01	1.01	1.00	1.00	1.00	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				2	2	2	2	2			2	
Detector Template				Left	Thru	Right	Left	Thru			Thru	
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	Perm	Prot	NA			NA	

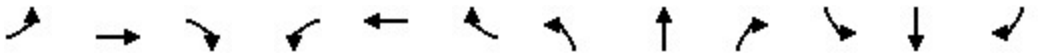
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases					4		1	6			2	
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6			2	
Switch Phase												
Minimum Initial (s)				6.0	6.0	6.0	5.0	15.0			15.0	
Minimum Split (s)				12.0	12.0	12.0	11.0	21.0			21.0	
Total Split (s)				36.0	36.0	36.0	31.0	82.0			51.0	
Total Split (%)				30.5%	30.5%	30.5%	26.3%	69.5%			43.2%	
Maximum Green (s)				30.0	30.0	30.0	25.0	76.0			45.0	
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)					6.0	6.0	6.0	6.0			6.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Recall Mode				None	None	None	None	Min			Min	
v/c Ratio					0.70	0.35	0.56	0.25			0.72	
Control Delay (s/veh)					36.5	6.1	39.4	8.5			25.3	
Queue Delay					0.0	0.0	0.0	0.0			0.0	
Total Delay (s/veh)					36.5	6.1	39.4	8.5			25.3	
Queue Length 50th (ft)					103	0	59	50			144	
Queue Length 95th (ft)					227	48	147	103			277	
Internal Link Dist (ft)		207			1123			716			781	
Turn Bay Length (ft)						360	145					
Base Capacity (vph)					675	819	601	3350			2256	
Starvation Cap Reductn					0	0	0	0			0	
Spillback Cap Reductn					0	0	0	0			0	
Storage Cap Reductn					0	0	0	0			0	
Reduced v/c Ratio					0.39	0.23	0.25	0.15			0.35	

Intersection Summary

Area Type: Other
Cycle Length: 118
Actuated Cycle Length: 71.9
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	237	0	171	133	448	0	0	502	210
Future Volume (veh/h)	0	0	0	237	0	171	133	448	0	0	502	210
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1627	1894	1894	1737	1885	0	0	1847	1862
Adj Flow Rate, veh/h				266	0	192	149	503	0	0	564	236
Peak Hour Factor				0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %				18	0	0	11	1	0	0	2	1
Cap, veh/h				373	0	332	194	1961	0	0	741	309
Arrive On Green				0.21	0.00	0.21	0.12	0.55	0.00	0.00	0.31	0.31
Sat Flow, veh/h				1804	0	1605	1654	3676	0	0	2505	1007
Grp Volume(v), veh/h				266	0	192	149	503	0	0	410	390
Grp Sat Flow(s),veh/h/ln				1804	0	1605	1654	1791	0	0	1754	1665
Q Serve(g_s), s				6.7	0.0	5.3	4.3	3.6	0.0	0.0	10.3	10.4
Cycle Q Clear(g_c), s				6.7	0.0	5.3	4.3	3.6	0.0	0.0	10.3	10.4
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.60
Lane Grp Cap(c), veh/h				373	0	332	194	1961	0	0	539	512
V/C Ratio(X)				0.71	0.00	0.58	0.77	0.26	0.00	0.00	0.76	0.76
Avail Cap(c_a), veh/h				1108	0	986	847	5575	0	0	1617	1535
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				18.0	0.0	17.4	20.9	5.8	0.0	0.0	15.3	15.3
Incr Delay (d2), s/veh				1.0	0.0	0.6	2.4	0.0	0.0	0.0	0.8	0.9
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.4	0.0	1.7	1.5	0.8	0.0	0.0	3.2	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				19.0	0.0	18.0	23.3	5.8	0.0	0.0	16.1	16.2
LnGrp LOS				B		B	C	A			B	B
Approach Vol, veh/h					458			652			800	
Approach Delay, s/veh					18.6			9.8			16.2	
Approach LOS					B			A			B	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	11.7	21.0		16.1		32.7						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	25.0	45.0		30.0		76.0						
Max Q Clear Time (g_c+I1), s	6.3	12.4		8.7		5.6						
Green Ext Time (p_c), s	0.3	2.5		1.4		1.7						

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			14.6									
HCM 6th LOS			B									

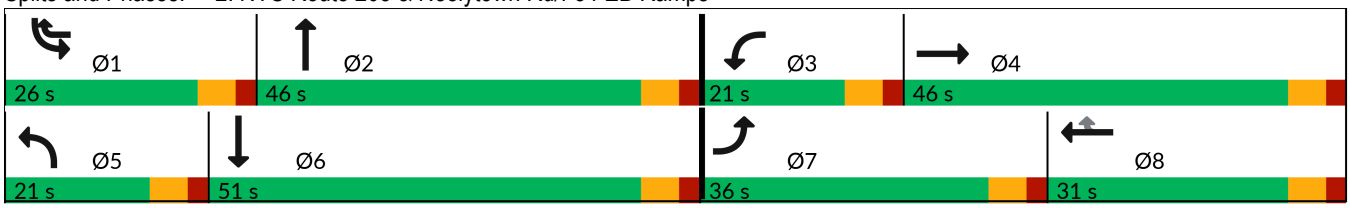
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	86	23	92	35	185	29	296	168	194	396	107
Future Volume (vph)	98	86	23	92	35	185	29	296	168	194	396	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			1%			1%	
Storage Length (ft)	400		400	220		220	145		145	330		280
Storage Lanes	2		0	1		1	1		1	2		1
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.969				0.850		0.946				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3218	0	1687	1188	1568	1301	3364	0	3450	3556	1246
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1752	3218	0	1687	1188	1568	1301	3364	0	3450	3556	1246
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24				203		81				212
Link Speed (mph)		45			25			45			45	
Link Distance (ft)		639			871			1257			796	
Travel Time (s)		9.7			23.8			19.0			12.1	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	3%	11%	0%	7%	60%	3%	38%	1%	1%	1%	1%	29%
Adj. Flow (vph)	108	95	25	101	38	203	32	325	185	213	435	118
Shared Lane Traffic (%)												
Lane Group Flow (vph)	108	120	0	101	38	203	32	510	0	213	435	118
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	2		2	2	2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	83	83		83	83	83	83	83		83	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		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	43	43
Detector 2 Size(ft)	40	40		40	40	40	40	40		40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	Free

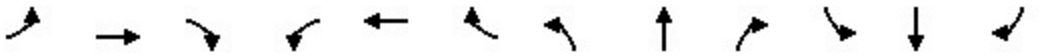
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases						8						Free
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.0	24.0		11.0	24.0	11.0	11.0	24.0		11.0	24.0	
Total Split (s)	36.0	46.0		21.0	31.0	26.0	21.0	46.0		26.0	51.0	
Total Split (%)	25.9%	33.1%		15.1%	22.3%	18.7%	15.1%	33.1%		18.7%	36.7%	
Maximum Green (s)	30.0	40.0		15.0	25.0	20.0	15.0	40.0		20.0	45.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	2.0		2.0	2.0	2.0	2.0	3.0		2.0	3.0	
Recall Mode	None	None		None	None	None	None	Min		None	Min	
v/c Ratio	0.29	0.27		0.42	0.28	0.32	0.23	0.59		0.42	0.30	0.09
Control Delay (s/veh)	28.9	25.9		34.7	36.9	4.6	36.4	23.1		30.9	17.6	0.1
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)	28.9	25.9		34.7	36.9	4.6	36.4	23.1		30.9	17.6	0.1
Queue Length 50th (ft)	39	18		38	14	0	12	81		41	54	0
Queue Length 95th (ft)	100	50		97	49	44	44	156		88	140	0
Internal Link Dist (ft)		559			791			1177			716	
Turn Bay Length (ft)	400			220		220	145			330		280
Base Capacity (vph)	873	2139		420	493	893	324	2254		1146	2560	1246
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	0.12	0.06		0.24	0.08	0.23	0.10	0.23		0.19	0.17	0.09

Intersection Summary

Area Type: Other
Cycle Length: 139
Actuated Cycle Length: 64.6
Natural Cycle: 70
Control Type: Actuated-Uncoordinated

Splits and Phases: 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps





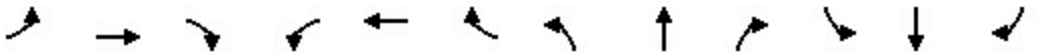
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	86	23	92	35	185	29	296	168	194	396	107
Future Volume (veh/h)	98	86	23	92	35	185	29	296	168	194	396	107
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1737	1900	1796	1011	1856	1331	1879	1879	1879	1879	1464
Adj Flow Rate, veh/h	108	95	25	101	38	203	32	325	185	213	435	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	11	0	7	60	3	38	1	1	1	1	29
Cap, veh/h	153	443	113	131	162	410	44	488	272	351	1024	
Arrive On Green	0.09	0.17	0.17	0.08	0.16	0.16	0.04	0.22	0.22	0.10	0.29	0.00
Sat Flow, veh/h	1767	2605	663	1711	1011	1572	1268	2211	1232	3472	3571	1241
Grp Volume(v), veh/h	108	59	61	101	38	203	32	261	249	213	435	0
Grp Sat Flow(s),veh/h/ln	1767	1650	1618	1711	1011	1572	1268	1785	1658	1736	1785	1241
Q Serve(g_s), s	3.3	1.7	1.8	3.2	1.8	6.1	1.4	7.4	7.7	3.3	5.5	0.0
Cycle Q Clear(g_c), s	3.3	1.7	1.8	3.2	1.8	6.1	1.4	7.4	7.7	3.3	5.5	0.0
Prop In Lane	1.00		0.41	1.00		1.00	1.00		0.74	1.00		1.00
Lane Grp Cap(c), veh/h	153	280	275	131	162	410	44	394	366	351	1024	
V/C Ratio(X)	0.71	0.21	0.22	0.77	0.23	0.49	0.72	0.66	0.68	0.61	0.42	
Avail Cap(c_a), veh/h	954	1187	1164	462	455	866	342	1284	1193	1249	2890	
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	0.00
Uniform Delay (d), s/veh	24.7	19.9	19.9	25.2	20.4	17.4	26.6	19.8	19.9	23.9	16.1	0.0
Incr Delay (d2), s/veh	8.2	0.1	0.1	3.6	0.3	0.3	7.9	1.9	2.2	0.6	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.6	0.6	1.4	0.4	2.1	0.5	2.8	2.7	1.2	1.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.9	20.0	20.1	28.8	20.7	17.8	34.4	21.7	22.1	24.6	16.4	0.0
LnGrp LOS	C	C	C	C	C	B	C	C	C	C	B	
Approach Vol, veh/h		228			342			542			648	
Approach Delay, s/veh		26.1			21.3			22.6			19.1	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.6	18.3	10.3	15.4	7.9	21.9	10.8	14.9
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	20.0	40.0	15.0	40.0	15.0	45.0	30.0	25.0
Max Q Clear Time (g_c+I1), s	5.3	9.7	5.2	3.8	3.4	7.5	5.3	8.1
Green Ext Time (p_c), s	0.6	2.6	0.2	0.3	0.0	2.5	0.6	0.8

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	21.5
HCM 6th LOS	C

Notes

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

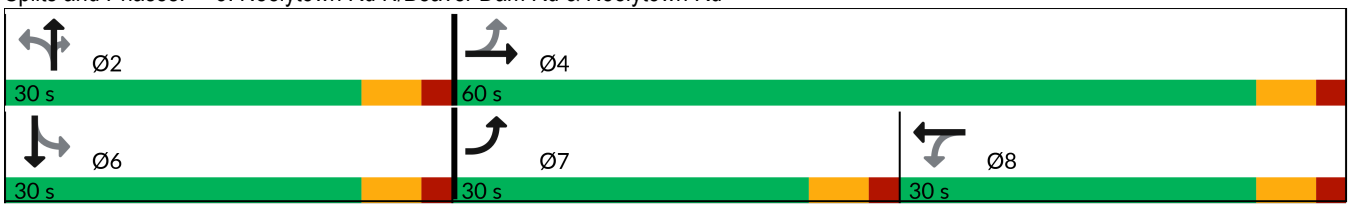


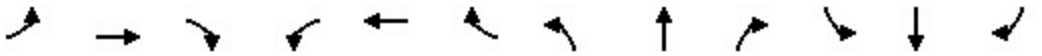
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	118	34	90	93	7	34	15	134	2	12	6
Future Volume (vph)	3	118	34	90	93	7	34	15	134	2	12	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	16	12	12	12
Grade (%)		1%			2%			-2%			0%	
Storage Length (ft)	70		0	220		0	0		150	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.967			0.990				0.850		0.960	
Flt Protected	0.950			0.950				0.967			0.994	
Satd. Flow (prot)	1350	1747	0	1787	1634	0	0	1856	1761	0	1726	0
Flt Permitted	0.601			0.631				0.807			0.979	
Satd. Flow (perm)	854	1747	0	1187	1634	0	0	1549	1761	0	1700	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		29			4				179		8	
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		2146			540			620			646	
Travel Time (s)		32.5			8.2			12.1			12.6	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	33%	6%	0%	0%	15%	0%	0%	0%	5%	0%	0%	17%
Adj. Flow (vph)	4	157	45	120	124	9	45	20	179	3	16	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	4	202	0	120	133	0	0	65	179	0	27	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	0.99	0.99	0.84	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2	2	2	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	83	83		83	83		83	83	83	83	83	
Trailing Detector (ft)	-5	-5		-5	-5		-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5		-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	40		40	40		40	40	40	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43		43	43		43	43	43	43	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	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	7	4			8			2			6	
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		8	8		2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		14.0	14.0	14.0	14.0	14.0	
Total Split (s)	30.0	60.0		30.0	30.0		30.0	30.0	30.0	30.0	30.0	
Total Split (%)	33.3%	66.7%		33.3%	33.3%		33.3%	33.3%	33.3%	33.3%	33.3%	
Maximum Green (s)	24.0	54.0		24.0	24.0		24.0	24.0	24.0	24.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
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	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Max		Max	Max		Max	Max	Max	Max	Max	
v/c Ratio	0.01	0.19		0.18	0.14			0.16	0.30		0.06	
Control Delay (s/veh)	7.3	7.4		11.7	10.7			26.6	5.6		19.8	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay (s/veh)	7.3	7.4		11.7	10.7			26.6	5.6		19.8	
Queue Length 50th (ft)	1	40		28	29			28	0		8	
Queue Length 95th (ft)	4	56		63	64			50	26		23	
Internal Link Dist (ft)		2066			460			540			566	
Turn Bay Length (ft)	70			220					150			
Base Capacity (vph)	644	1059		675	931			413	600		459	
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.01	0.19		0.18	0.14			0.16	0.30		0.06	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Natural Cycle: 45	
Control Type: Semi Act-Uncoord	

Splits and Phases: 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	118	34	90	93	7	34	15	134	2	12	6
Future Volume (veh/h)	3	118	34	90	93	7	34	15	134	2	12	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1405	1805	1894	1876	1654	1876	1979	1979	1980	1900	1900	1648
Adj Flow Rate, veh/h	4	157	45	120	124	9	45	20	179	3	16	8
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Percent Heavy Veh, %	33	6	0	0	15	0	0	0	5	0	0	17
Cap, veh/h	547	809	232	702	800	58	351	146	447	69	304	138
Arrive On Green	0.01	0.60	0.60	0.52	0.52	0.52	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1338	1349	387	1184	1524	111	1064	546	1678	94	1139	519
Grp Volume(v), veh/h	4	0	202	120	0	133	65	0	179	27	0	0
Grp Sat Flow(s),veh/h/ln	1338	0	1736	1184	0	1634	1610	0	1678	1752	0	0
Q Serve(g_s), s	0.1	0.0	4.7	4.8	0.0	3.8	1.6	0.0	7.9	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	0.0	4.7	4.8	0.0	3.8	2.6	0.0	7.9	1.0	0.0	0.0
Prop In Lane	1.00		0.22	1.00		0.07	0.69		1.00	0.11		0.30
Lane Grp Cap(c), veh/h	547	0	1041	702	0	858	497	0	447	512	0	0
V/C Ratio(X)	0.01	0.00	0.19	0.17	0.00	0.16	0.13	0.00	0.40	0.05	0.00	0.00
Avail Cap(c_a), veh/h	893	0	1041	702	0	858	497	0	447	512	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.1	0.0	8.1	11.3	0.0	11.1	25.1	0.0	27.1	24.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.4	0.5	0.0	0.4	0.5	0.0	2.7	0.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.6	1.2	0.0	1.3	1.1	0.0	3.4	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.1	0.0	8.6	11.8	0.0	11.4	25.6	0.0	29.7	24.8	0.0	0.0
LnGrp LOS	A		A	B		B	C		C	C		
Approach Vol, veh/h		206			253			244			27	
Approach Delay, s/veh		8.6			11.6			28.7			24.8	
Approach LOS		A			B			C			C	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		30.0		60.0		30.0	6.8	53.2				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		24.0		54.0		24.0	24.0	24.0				
Max Q Clear Time (g_c+I1), s		9.9		6.7		3.0	2.1	6.8				
Green Ext Time (p_c), s		1.0		1.0		0.1	0.0	1.1				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			16.9									
HCM 6th LOS			B									

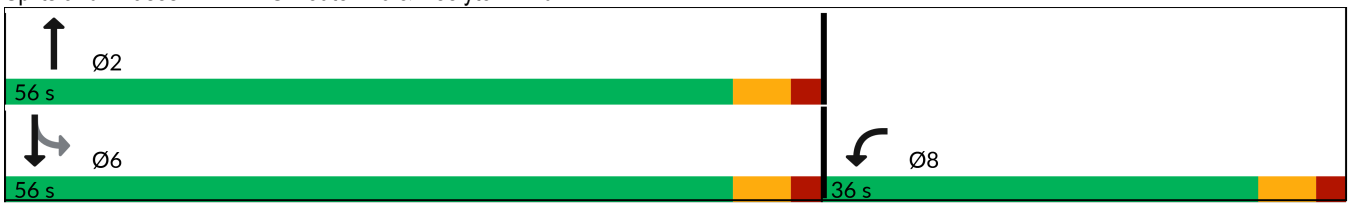


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	35	64	99	39	67	49
Future Volume (vph)	35	64	99	39	67	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		-1%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.912		0.962			
Flt Protected	0.983					0.972
Satd. Flow (prot)	1681	0	1750	0	0	1741
Flt Permitted	0.983					0.785
Satd. Flow (perm)	1681	0	1750	0	0	1406
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	67		34			
Link Speed (mph)	45		55			55
Link Distance (ft)	2393		959			1086
Travel Time (s)	36.3		11.9			13.5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	2%	3%	10%	9%	2%
Adj. Flow (vph)	36	67	103	41	70	51
Shared Lane Traffic (%)						
Lane Group Flow (vph)	103	0	144	0	0	121
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	0.99	0.99	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2		1	2
Detector Template					Left	
Leading Detector (ft)	83		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Detector 1 Position(ft)	-5		-5		0	-5
Detector 1 Size(ft)	40		40		20	40
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)	40		40			40
Detector 2 Size(ft)	43		43			43
Detector 2 Type	Cl+Ex		Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Switch Phase						
Minimum Initial (s)	5.0		10.0		10.0	10.0
Minimum Split (s)	11.0		16.0		16.0	16.0
Total Split (s)	36.0		56.0		56.0	56.0
Total Split (%)	39.1%		60.9%		60.9%	60.9%
Maximum Green (s)	30.0		50.0		50.0	50.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	6.0		6.0			6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0		2.0	2.0
Recall Mode	None		Min		Min	Min
v/c Ratio	0.30		0.14			0.15
Control Delay (s/veh)	7.4		5.2			6.5
Queue Delay	0.0		0.0			0.0
Total Delay (s/veh)	7.4		5.2			6.5
Queue Length 50th (ft)	6		9			10
Queue Length 95th (ft)	21		27			28
Internal Link Dist (ft)	2313		879			1006
Turn Bay Length (ft)						
Base Capacity (vph)	1540		1750			1406
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.07		0.08			0.09

Intersection Summary	
Area Type:	Other
Cycle Length: 92	
Actuated Cycle Length: 32.8	
Natural Cycle: 40	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 4: NYS Route 416 & Neelytown Rd





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	35	64	99	39	67	49
Future Volume (veh/h)	35	64	99	39	67	49
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1870	1894	1789	1767	1870
Adj Flow Rate, veh/h	36	67	103	41	70	51
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	2	3	10	9	2
Cap, veh/h	60	112	525	209	524	323
Arrive On Green	0.10	0.10	0.41	0.41	0.41	0.41
Sat Flow, veh/h	580	1080	1289	513	718	792
Grp Volume(v), veh/h	104	0	0	144	121	0
Grp Sat Flow(s),veh/h/ln	1677	0	0	1802	1509	0
Q Serve(g_s), s	1.5	0.0	0.0	1.3	0.0	0.0
Cycle Q Clear(g_c), s	1.5	0.0	0.0	1.3	1.0	0.0
Prop In Lane	0.35	0.64		0.28	0.58	
Lane Grp Cap(c), veh/h	173	0	0	734	847	0
V/C Ratio(X)	0.60	0.00	0.00	0.20	0.14	0.00
Avail Cap(c_a), veh/h	2050	0	0	3672	3208	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	10.5	0.0	0.0	4.7	4.6	0.0
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	11.8	0.0	0.0	4.7	4.6	0.0
LnGrp LOS	B			A	A	
Approach Vol, veh/h	104		144			121
Approach Delay, s/veh	11.8		4.7			4.6
Approach LOS	B		A			A

Timer - Assigned Phs		2				6	8
Phs Duration (G+Y+Rc), s		16.0				16.0	8.5
Change Period (Y+Rc), s		6.0				6.0	6.0
Max Green Setting (Gmax), s		50.0				50.0	30.0
Max Q Clear Time (g_c+I1), s		3.3				3.0	3.5
Green Ext Time (p_c), s		0.4				0.3	0.3

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	6.7
HCM 6th LOS	A



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	8	114	199	10	89	171
Future Volume (vph)	8	114	199	10	89	171
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	12	12	12	12
Storage Length (ft)	0	50		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.994			
Flt Protected	0.950					0.983
Satd. Flow (prot)	1588	1776	1862	0	0	1789
Flt Permitted	0.950					0.983
Satd. Flow (perm)	1588	1776	1862	0	0	1789
Link Speed (mph)	30		30			30
Link Distance (ft)	561		726			643
Travel Time (s)	12.8		16.5			14.6
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	25%	0%	1%	10%	11%	1%
Adj. Flow (vph)	9	125	219	11	98	188
Shared Lane Traffic (%)						
Lane Group Flow (vph)	9	125	230	0	0	286
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	15		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.88	0.88	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60	60	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	3.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	114	199	10	89	171
Future Vol, veh/h	8	114	199	10	89	171
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	50	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	25	0	1	10	11	1
Mvmt Flow	9	125	219	11	98	188

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	609	225	0	0	230	0
Stage 1	225	-	-	-	-	-
Stage 2	384	-	-	-	-	-
Critical Hdwy	6.65	6.2	-	-	4.21	-
Critical Hdwy Stg 1	5.65	-	-	-	-	-
Critical Hdwy Stg 2	5.65	-	-	-	-	-
Follow-up Hdwy	3.725	3.3	-	-	2.299	-
Pot Cap-1 Maneuver	423	819	-	-	1287	-
Stage 1	761	-	-	-	-	-
Stage 2	641	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	387	819	-	-	1287	-
Mov Cap-2 Maneuver	387	-	-	-	-	-
Stage 1	761	-	-	-	-	-
Stage 2	587	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.5	0	2.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	387	819	1287	-
HCM Lane V/C Ratio	-	-	0.023	0.153	0.076	-
HCM Ctrl Dly (s/v)	-	-	14.5	10.2	8	0
HCM Lane LOS	-	-	B	B	A	A
HCM 95th %tile Q (veh)	-	-	0.1	0.5	0.2	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	128	6	55	145	23	44
Future Volume (vph)	128	6	55	145	23	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	11	11
Grade (%)	4%			4%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.994				0.911	
Flt Protected				0.986	0.983	
Satd. Flow (prot)	1727	0	0	1701	1661	0
Flt Permitted				0.986	0.983	
Satd. Flow (perm)	1727	0	0	1701	1661	0
Link Speed (mph)	30			30	35	
Link Distance (ft)	853			580	1607	
Travel Time (s)	19.4			13.2	31.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	133	6	57	151	24	46
Shared Lane Traffic (%)						
Lane Group Flow (vph)	139	0	0	208	70	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.12	1.12	1.12	1.12	1.03	1.03
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	128	6	55	145	23	44
Future Vol, veh/h	128	6	55	145	23	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	4	-	-	4	-2	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	133	6	57	151	24	46

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	139	0	401	136
Stage 1	-	-	-	-	136	-
Stage 2	-	-	-	-	265	-
Critical Hdwy	-	-	4.1	-	6	6
Critical Hdwy Stg 1	-	-	-	-	5	-
Critical Hdwy Stg 2	-	-	-	-	5	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1457	-	637	925
Stage 1	-	-	-	-	909	-
Stage 2	-	-	-	-	807	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1457	-	610	925
Mov Cap-2 Maneuver	-	-	-	-	610	-
Stage 1	-	-	-	-	909	-
Stage 2	-	-	-	-	772	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.1	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	786	-	-	1457	-
HCM Lane V/C Ratio	0.089	-	-	0.039	-
HCM Ctrl Dly (s/v)	10	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q (veh)	0.3	-	-	0.1	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	47	1	0	24	34	43
Future Volume (vph)	47	1	0	24	34	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	10	10
Grade (%)	0%			1%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.997				0.924	
Flt Protected	0.953					
Satd. Flow (prot)	1653	0	0	1890	1610	0
Flt Permitted	0.953					
Satd. Flow (perm)	1653	0	0	1890	1610	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	777			545	1607	
Travel Time (s)	17.7			10.6	31.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	0%	0%	0%	4%	0%
Adj. Flow (vph)	50	1	0	26	36	46
Shared Lane Traffic (%)						
Lane Group Flow (vph)	51	0	0	26	82	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	1.09	1.09	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

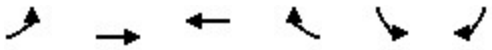
Intersection	
Int Delay, s/veh	3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	47	1	0	24	34	43
Future Vol, veh/h	47	1	0	24	34	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	1	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	0	0	0	4	0
Mvmt Flow	50	1	0	26	36	46

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	85	59	82	0	-	0
Stage 1	59	-	-	-	-	-
Stage 2	26	-	-	-	-	-
Critical Hdwy	6.42	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	916	1012	1528	-	-	-
Stage 1	964	-	-	-	-	-
Stage 2	997	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	916	1012	1528	-	-	-
Mov Cap-2 Maneuver	916	-	-	-	-	-
Stage 1	964	-	-	-	-	-
Stage 2	997	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.2	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1528	-	918	-	-
HCM Lane V/C Ratio	-	-	0.056	-	-
HCM Ctrl Dly (s/v)	0	-	9.2	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q (veh)	0	-	0.2	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	254	190	0	0	0
Future Volume (vph)	0	254	190	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1810	1712	0	1900	0
Flt Permitted						
Satd. Flow (perm)	0	1810	1712	0	1900	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		532	1138		660	
Travel Time (s)		8.1	17.2		15.0	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	0%	5%	11%	0%	0%	0%
Adj. Flow (vph)	0	339	253	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	339	253	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		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)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	254	190	0	0	0
Future Vol, veh/h	0	254	190	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	5	11	0	0	0
Mvmt Flow	0	339	253	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	253	0	-	0	592	253
Stage 1	-	-	-	-	253	-
Stage 2	-	-	-	-	339	-
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	1324	-	-	-	472	791
Stage 1	-	-	-	-	794	-
Stage 2	-	-	-	-	726	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1324	-	-	-	472	791
Mov Cap-2 Maneuver	-	-	-	-	472	-
Stage 1	-	-	-	-	794	-
Stage 2	-	-	-	-	726	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1324	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q (veh)	0	-	-	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	25	0	0	21
Future Volume (vph)	0	0	25	0	0	21
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						
Flt Protected						
Satd. Flow (prot)	1900	0	1810	0	0	1776
Flt Permitted						
Satd. Flow (perm)	1900	0	1810	0	0	1776
Link Speed (mph)	30		35			35
Link Distance (ft)	515		1081			1606
Travel Time (s)	11.7		21.1			31.3
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	0%	0%	5%	0%	0%	7%
Adj. Flow (vph)	0	0	33	0	0	28
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	33	0	0	28
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

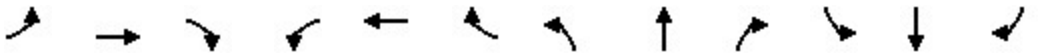
Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	25	0	0	21
Future Vol, veh/h	0	0	25	0	0	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	5	0	0	7
Mvmt Flow	0	0	33	0	0	28

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	61	33	0	0	33	0
Stage 1	33	-	-	-	-	-
Stage 2	28	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	950	1046	-	-	1592	-
Stage 1	995	-	-	-	-	-
Stage 2	1000	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	950	1046	-	-	1592	-
Mov Cap-2 Maneuver	950	-	-	-	-	-
Stage 1	995	-	-	-	-	-
Stage 2	1000	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1592	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q (veh)	-	-	-	0	-



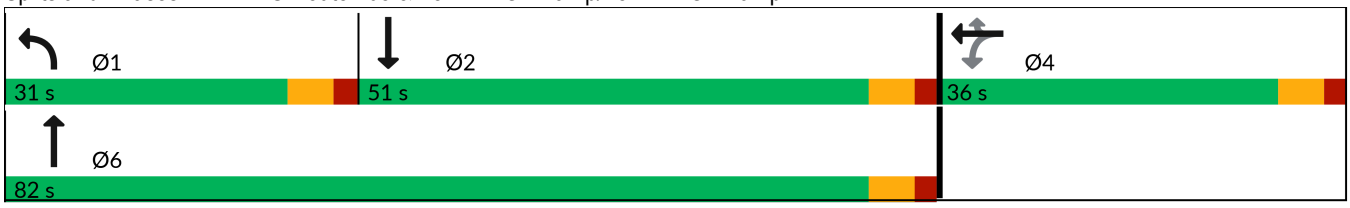
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	621	1	225	167	550	0	0	719	296
Future Volume (vph)	0	0	0	621	1	225	167	550	0	0	719	296
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			2%	
Storage Length (ft)	0		0	0		360	145		0	245		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt						0.850					0.956	
Flt Protected					0.952		0.950					
Satd. Flow (prot)	0	0	0	0	1607	1488	1347	3343	0	0	3189	0
Flt Permitted					0.952		0.950					
Satd. Flow (perm)	0	0	0	0	1607	1488	1347	3343	0	0	3189	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						228					61	
Link Speed (mph)		30			40			45			45	
Link Distance (ft)		287			1203			796			861	
Travel Time (s)		6.5			20.5			12.1			13.0	
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 (%)	0%	0%	0%	12%	0%	8%	34%	8%	0%	0%	8%	5%
Adj. Flow (vph)	0	0	0	698	1	253	188	618	0	0	808	333
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	699	253	188	618	0	0	1141	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
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	1.01	1.01	1.01	1.00	1.00	1.00	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				2	2	2	2	2			2	
Detector Template				Left	Thru	Right	Left	Thru			Thru	
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	Perm	Prot	NA			NA	

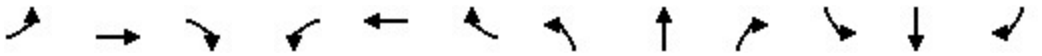
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases					4		1	6			2	
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6			2	
Switch Phase												
Minimum Initial (s)				6.0	6.0	6.0	5.0	15.0			15.0	
Minimum Split (s)				12.0	12.0	12.0	11.0	21.0			21.0	
Total Split (s)				36.0	36.0	36.0	31.0	82.0			51.0	
Total Split (%)				30.5%	30.5%	30.5%	26.3%	69.5%			43.2%	
Maximum Green (s)				30.0	30.0	30.0	25.0	76.0			45.0	
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)					6.0	6.0	6.0	6.0			6.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Recall Mode				None	None	None	None	Min			Min	
v/c Ratio					1.55	0.43	0.80	0.31			0.92	
Control Delay (s/veh)					285.9	9.0	68.5	10.4			43.9	
Queue Delay					0.0	0.0	0.0	0.0			0.0	
Total Delay (s/veh)					285.9	9.0	68.5	10.4			43.9	
Queue Length 50th (ft)					~735	14	132	100			378	
Queue Length 95th (ft)					#1001	82	212	127			#536	
Internal Link Dist (ft)		207			1123			716			781	
Turn Bay Length (ft)						360	145					
Base Capacity (vph)					452	582	316	2385			1382	
Starvation Cap Reductn					0	0	0	0			0	
Spillback Cap Reductn					0	0	0	0			0	
Storage Cap Reductn					0	0	0	0			0	
Reduced v/c Ratio					1.55	0.43	0.59	0.26			0.83	

Intersection Summary

Area Type: Other
Cycle Length: 118
Actuated Cycle Length: 107.7
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: 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

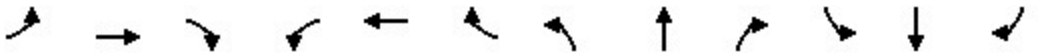




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	621	1	225	167	550	0	0	719	296
Future Volume (veh/h)	0	0	0	621	1	225	167	550	0	0	719	296
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1716	1894	1776	1396	1781	0	0	1758	1802
Adj Flow Rate, veh/h				698	1	253	188	618	0	0	808	333
Peak Hour Factor				0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %				12	0	8	34	8	0	0	8	5
Cap, veh/h				518	1	433	213	2022	0	0	877	361
Arrive On Green				0.29	0.29	0.29	0.16	0.60	0.00	0.00	0.38	0.38
Sat Flow, veh/h				1801	3	1505	1330	3474	0	0	2396	949
Grp Volume(v), veh/h				699	0	253	188	618	0	0	584	557
Grp Sat Flow(s),veh/h/ln				1804	0	1505	1330	1692	0	0	1670	1587
Q Serve(g_s), s				30.0	0.0	15.0	14.4	9.4	0.0	0.0	34.8	35.0
Cycle Q Clear(g_c), s				30.0	0.0	15.0	14.4	9.4	0.0	0.0	34.8	35.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.60
Lane Grp Cap(c), veh/h				519	0	433	213	2022	0	0	635	603
V/C Ratio(X)				1.35	0.00	0.58	0.88	0.31	0.00	0.00	0.92	0.92
Avail Cap(c_a), veh/h				519	0	433	319	2465	0	0	720	684
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				37.2	0.0	31.8	42.9	10.3	0.0	0.0	30.8	30.9
Incr Delay (d2), s/veh				168.9	0.0	1.4	12.8	0.0	0.0	0.0	15.1	16.1
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				36.9	0.0	5.4	5.3	3.1	0.0	0.0	15.6	15.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				206.0	0.0	33.2	55.7	10.4	0.0	0.0	45.9	47.0
LnGrp LOS				F		C	E	B			D	D
Approach Vol, veh/h					952			806			1141	
Approach Delay, s/veh					160.1			20.9			46.4	
Approach LOS					F			C			D	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	22.7	45.7		36.0		68.3						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	25.0	45.0		30.0		76.0						
Max Q Clear Time (g_c+I1), s	16.4	37.0		32.0		11.4						
Green Ext Time (p_c), s	0.3	2.7		0.0		2.2						

Intersection Summary		
HCM 6th Ctrl Delay, s/veh		76.7
HCM 6th LOS		E



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	196	234	45	141	250	230	88	292	166	240	455	645
Future Volume (vph)	196	234	45	141	250	230	88	292	166	240	455	645
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			1%			1%	
Storage Length (ft)	400		400	220		220	145		145	330		280
Storage Lanes	2		0	1		1	1		1	2		1
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.976				0.850		0.946				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1327	2528	0	1770	1792	1568	1618	3117	0	3287	3326	1410
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1327	2528	0	1770	1792	1568	1618	3117	0	3287	3326	1410
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16				240		81				672
Link Speed (mph)		45			25			45			45	
Link Distance (ft)		639			871			1257			796	
Travel Time (s)		9.7			23.8			19.0			12.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	36%	45%	10%	2%	6%	3%	11%	9%	9%	6%	8%	14%
Adj. Flow (vph)	204	244	47	147	260	240	92	304	173	250	474	672
Shared Lane Traffic (%)												
Lane Group Flow (vph)	204	291	0	147	260	240	92	477	0	250	474	672
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	2		2	2	2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	83	83		83	83	83	83	83		83	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		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	43	43
Detector 2 Size(ft)	40	40		40	40	40	40	40		40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	Free

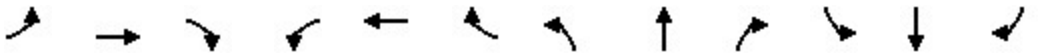
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases						8						Free
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.0	24.0		11.0	24.0	11.0	11.0	24.0		11.0	24.0	
Total Split (s)	36.0	46.0		21.0	31.0	26.0	21.0	46.0		26.0	51.0	
Total Split (%)	25.9%	33.1%		15.1%	22.3%	18.7%	15.1%	33.1%		18.7%	36.7%	
Maximum Green (s)	30.0	40.0		15.0	25.0	20.0	15.0	40.0		20.0	45.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	2.0		2.0	2.0	2.0	2.0	3.0		2.0	3.0	
Recall Mode	None	None		None	None	None	None	Min		None	Min	
v/c Ratio	0.70	0.39		0.64	0.73	0.32	0.55	0.71		0.58	0.56	0.48
Control Delay (s/veh)	51.6	29.2		59.0	53.0	4.2	59.6	38.4		49.0	38.1	1.2
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	51.6	29.2		59.0	53.0	4.2	59.6	38.4		49.0	38.1	1.2
Queue Length 50th (ft)	118	72		88	154	0	56	124		77	145	0
Queue Length 95th (ft)	240	132		#210	#313	51	128	214		142	235	0
Internal Link Dist (ft)		559			791			1177			716	
Turn Bay Length (ft)	400			220		220	145			330		280
Base Capacity (vph)	421	1080		281	474	868	257	1368		696	1585	1410
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	0.48	0.27		0.52	0.55	0.28	0.36	0.35		0.36	0.30	0.48

Intersection Summary

Area Type: Other
Cycle Length: 139
Actuated Cycle Length: 98.9
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: 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	196	234	45	141	250	230	88	292	166	240	455	645
Future Volume (veh/h)	196	234	45	141	250	230	88	292	166	240	455	645
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1366	1233	1752	1870	1811	1856	1731	1761	1761	1805	1776	1687
Adj Flow Rate, veh/h	204	244	47	147	260	240	92	304	173	250	474	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	36	45	10	2	6	3	11	9	9	6	8	14
Cap, veh/h	248	530	100	187	334	458	117	415	230	356	796	
Arrive On Green	0.19	0.27	0.27	0.11	0.18	0.18	0.07	0.20	0.20	0.11	0.24	0.00
Sat Flow, veh/h	1301	1965	372	1781	1811	1572	1649	2075	1152	3335	3374	1429
Grp Volume(v), veh/h	204	144	147	147	260	240	92	244	233	250	474	0
Grp Sat Flow(s),veh/h/ln	1301	1171	1166	1781	1811	1572	1649	1673	1553	1668	1687	1429
Q Serve(g_s), s	11.3	7.7	7.9	6.1	10.3	9.6	4.1	10.3	10.7	5.5	9.4	0.0
Cycle Q Clear(g_c), s	11.3	7.7	7.9	6.1	10.3	9.6	4.1	10.3	10.7	5.5	9.4	0.0
Prop In Lane	1.00		0.32	1.00		1.00	1.00		0.74	1.00		1.00
Lane Grp Cap(c), veh/h	248	316	314	187	334	458	117	335	311	356	796	
V/C Ratio(X)	0.82	0.46	0.47	0.79	0.78	0.52	0.79	0.73	0.75	0.70	0.60	
Avail Cap(c_a), veh/h	518	622	619	355	601	690	328	888	825	885	2015	
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	0.00
Uniform Delay (d), s/veh	29.3	22.9	23.0	32.9	29.3	22.3	34.4	28.2	28.4	32.5	25.6	0.0
Incr Delay (d2), s/veh	9.4	0.4	0.4	2.8	1.5	0.3	4.4	3.0	3.7	0.9	0.7	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	3.9	2.0	2.0	2.7	4.5	3.5	1.7	4.0	3.9	2.1	3.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.7	23.3	23.4	35.6	30.8	22.7	38.8	31.2	32.0	33.4	26.3	0.0
LnGrp LOS	D	C	C	D	C	C	D	C	C	C	C	
Approach Vol, veh/h		495			647			569			724	
Approach Delay, s/veh		29.7			28.9			32.8			28.8	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.1	21.1	13.9	26.3	11.3	23.8	20.3	19.9
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	20.0	40.0	15.0	40.0	15.0	45.0	30.0	25.0
Max Q Clear Time (g_c+I1), s	7.5	12.7	8.1	9.9	6.1	11.4	13.3	12.3
Green Ext Time (p_c), s	0.6	2.4	0.2	0.9	0.1	2.7	1.2	1.6

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	29.9
HCM 6th LOS	C

Notes

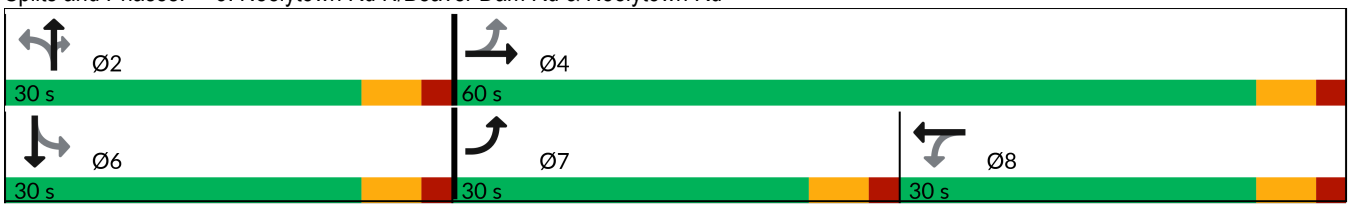
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

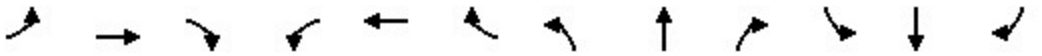
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	199	38	174	367	5	43	64	53	24	25	13
Future Volume (vph)	40	199	38	174	367	5	43	64	53	24	25	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	16	12	12	12
Grade (%)		1%			2%			-2%			0%	
Storage Length (ft)	70		0	220		0	0		150	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.976			0.998				0.850		0.972	
Flt Protected	0.950			0.950				0.980			0.981	
Satd. Flow (prot)	1796	1552	0	1702	1448	0	0	1798	1594	0	1784	0
Flt Permitted	0.390			0.601				0.861			0.870	
Satd. Flow (perm)	737	1552	0	1077	1448	0	0	1580	1594	0	1582	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19			1				109		14	
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		2146			540			620			646	
Travel Time (s)		32.5			8.2			12.1			12.6	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	21%	8%	5%	29%	80%	7%	3%	16%	4%	0%	0%
Adj. Flow (vph)	43	214	41	187	395	5	46	69	57	26	27	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	43	255	0	187	400	0	0	115	57	0	67	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	0.99	0.99	0.84	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2	2	2	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	83	83		83	83		83	83	83	83	83	
Trailing Detector (ft)	-5	-5		-5	-5		-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5		-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	40		40	40		40	40	40	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43		43	43		43	43	43	43	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	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	7	4			8			2			6	
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		8	8		2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		14.0	14.0	14.0	14.0	14.0	
Total Split (s)	30.0	60.0		30.0	30.0		30.0	30.0	30.0	30.0	30.0	
Total Split (%)	33.3%	66.7%		33.3%	33.3%		33.3%	33.3%	33.3%	33.3%	33.3%	
Maximum Green (s)	24.0	54.0		24.0	24.0		24.0	24.0	24.0	24.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
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	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Max		Max	Max		Max	Max	Max	Max	Max	
v/c Ratio	0.08	0.27		0.34	0.54			0.27	0.11		0.16	
Control Delay (s/veh)	7.8	8.8		17.5	20.4			28.3	1.2		22.0	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay (s/veh)	7.8	8.8		17.5	20.4			28.3	1.2		22.0	
Queue Length 50th (ft)	9	58		69	168			52	0		23	
Queue Length 95th (ft)	22	98		125	268			98	5		56	
Internal Link Dist (ft)		2066			460			540			566	
Turn Bay Length (ft)	70			220					150			
Base Capacity (vph)	724	938		545	734			421	505		432	
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.06	0.27		0.34	0.54			0.27	0.11		0.16	

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

Splits and Phases: 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	199	38	174	367	5	43	64	53	24	25	13
Future Volume (veh/h)	40	199	38	174	367	5	43	64	53	24	25	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1894	1583	1776	1802	1447	691	1874	1934	1808	1841	1900	1900
Adj Flow Rate, veh/h	43	214	41	187	395	5	46	69	57	26	27	14
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	21	8	5	29	80	7	3	16	4	0	0
Cap, veh/h	458	775	148	595	677	9	214	302	409	188	188	85
Arrive On Green	0.06	0.60	0.60	0.47	0.47	0.47	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1804	1291	247	1084	1425	18	594	1133	1532	497	706	318
Grp Volume(v), veh/h	43	0	255	187	0	400	115	0	57	67	0	0
Grp Sat Flow(s),veh/h/ln	1804	0	1538	1084	0	1443	1727	0	1532	1521	0	0
Q Serve(g_s), s	1.0	0.0	7.2	9.9	0.0	18.1	0.0	0.0	2.6	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.0	0.0	7.2	9.9	0.0	18.1	4.2	0.0	2.6	4.2	0.0	0.0
Prop In Lane	1.00		0.16	1.00		0.01	0.40		1.00	0.39		0.21
Lane Grp Cap(c), veh/h	458	0	923	595	0	685	516	0	409	461	0	0
V/C Ratio(X)	0.09	0.00	0.28	0.31	0.00	0.58	0.22	0.00	0.14	0.15	0.00	0.00
Avail Cap(c_a), veh/h	834	0	923	595	0	685	516	0	409	461	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.5	0.0	8.6	15.0	0.0	17.2	25.7	0.0	25.1	25.1	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.7	1.4	0.0	3.6	1.0	0.0	0.7	0.7	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	2.2	2.4	0.0	6.0	2.0	0.0	1.0	1.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.5	0.0	9.4	16.4	0.0	20.8	26.7	0.0	25.8	25.8	0.0	0.0
LnGrp LOS	B		A	B		C	C		C	C		
Approach Vol, veh/h		298			587			172			67	
Approach Delay, s/veh		9.7			19.4			26.4			25.8	
Approach LOS		A			B			C			C	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		30.0		60.0		30.0	11.3	48.7				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		24.0		54.0		24.0	24.0	24.0				
Max Q Clear Time (g_c+I1), s		6.2		9.2		6.2	3.0	20.1				
Green Ext Time (p_c), s		0.7		1.3		0.2	0.1	1.2				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			18.3									
HCM 6th LOS			B									

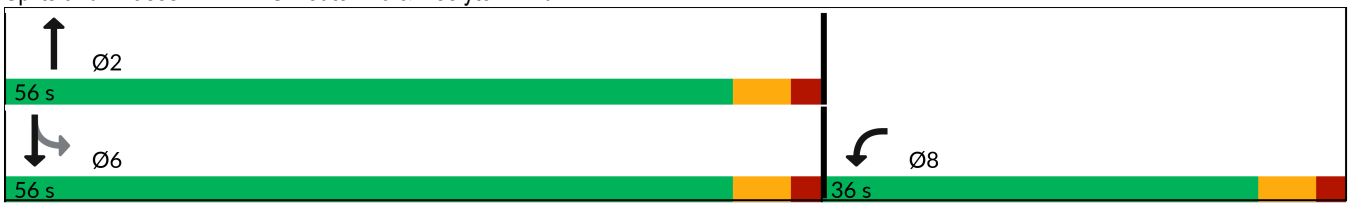


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	73	154	64	98	189	161
Future Volume (vph)	73	154	64	98	189	161
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		-1%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.908		0.918			
Flt Protected	0.984					0.974
Satd. Flow (prot)	1363	0	1648	0	0	1687
Flt Permitted	0.984					0.735
Satd. Flow (perm)	1363	0	1648	0	0	1273
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	123		110			
Link Speed (mph)	45		55			55
Link Distance (ft)	2393		959			1086
Travel Time (s)	36.3		11.9			13.5
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	11%	31%	10%	4%	12%	7%
Adj. Flow (vph)	82	173	72	110	212	181
Shared Lane Traffic (%)						
Lane Group Flow (vph)	255	0	182	0	0	393
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	0.99	0.99	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2		1	2
Detector Template					Left	
Leading Detector (ft)	83		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Detector 1 Position(ft)	-5		-5		0	-5
Detector 1 Size(ft)	40		40		20	40
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)	40		40			40
Detector 2 Size(ft)	43		43			43
Detector 2 Type	Cl+Ex		Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Switch Phase						
Minimum Initial (s)	5.0		10.0		10.0	10.0
Minimum Split (s)	11.0		16.0		16.0	16.0
Total Split (s)	36.0		56.0		56.0	56.0
Total Split (%)	39.1%		60.9%		60.9%	60.9%
Maximum Green (s)	30.0		50.0		50.0	50.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	6.0		6.0			6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0		2.0	2.0
Recall Mode	None		Min		Min	Min
v/c Ratio	0.61		0.23			0.69
Control Delay (s/veh)	15.4		4.3			16.8
Queue Delay	0.0		0.0			0.0
Total Delay (s/veh)	15.4		4.3			16.8
Queue Length 50th (ft)	23		8			60
Queue Length 95th (ft)	99		39			176
Internal Link Dist (ft)	2313		879			1006
Turn Bay Length (ft)						
Base Capacity (vph)	1087		1586			1221
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.23		0.11			0.32

Intersection Summary	
Area Type:	Other
Cycle Length: 92	
Actuated Cycle Length: 41.3	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 4: NYS Route 416 & Neelytown Rd





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	73	154	64	98	189	161
Future Volume (veh/h)	73	154	64	98	189	161
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1737	1441	1789	1879	1722	1796
Adj Flow Rate, veh/h	82	173	72	110	212	181
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	11	31	10	4	12	7
Cap, veh/h	108	227	243	372	410	273
Arrive On Green	0.22	0.22	0.38	0.38	0.38	0.38
Sat Flow, veh/h	489	1032	638	975	592	716
Grp Volume(v), veh/h	256	0	0	182	393	0
Grp Sat Flow(s),veh/h/ln	1527	0	0	1614	1307	0
Q Serve(g_s), s	4.7	0.0	0.0	2.4	5.9	0.0
Cycle Q Clear(g_c), s	4.7	0.0	0.0	2.4	8.3	0.0
Prop In Lane	0.32	0.68		0.60	0.54	
Lane Grp Cap(c), veh/h	336	0	0	615	683	0
V/C Ratio(X)	0.76	0.00	0.00	0.30	0.58	0.00
Avail Cap(c_a), veh/h	1522	0	0	2680	2451	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	11.0	0.0	0.0	6.5	8.4	0.0
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.1	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.0	0.3	0.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	12.4	0.0	0.0	6.6	8.7	0.0
LnGrp LOS	B			A	A	
Approach Vol, veh/h	256		182			393
Approach Delay, s/veh	12.4		6.6			8.7
Approach LOS	B		A			A

Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		17.5			17.5	12.6
Change Period (Y+Rc), s		6.0			6.0	6.0
Max Green Setting (Gmax), s		50.0			50.0	30.0
Max Q Clear Time (g_c+I1), s		4.4			10.3	6.7
Green Ext Time (p_c), s		0.5			1.2	0.8

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	9.4
HCM 6th LOS	A



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	41	122	130	21	197	243
Future Volume (vph)	41	122	130	21	197	243
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	12	12	12	12
Storage Length (ft)	0	50		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.981			
Flt Protected	0.950					0.978
Satd. Flow (prot)	1073	1572	1533	0	0	1760
Flt Permitted	0.950					0.978
Satd. Flow (perm)	1073	1572	1533	0	0	1760
Link Speed (mph)	30		30			30
Link Distance (ft)	561		726			643
Travel Time (s)	12.8		16.5			14.6
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	85%	13%	13%	75%	5%	6%
Adj. Flow (vph)	47	140	149	24	226	279
Shared Lane Traffic (%)						
Lane Group Flow (vph)	47	140	173	0	0	505
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	15		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.88	0.88	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60	60	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	5.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	41	122	130	21	197	243
Future Vol, veh/h	41	122	130	21	197	243
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	50	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	85	13	13	75	5	6
Mvmt Flow	47	140	149	24	226	279

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	892	161	0	0	173	0
Stage 1	161	-	-	-	-	-
Stage 2	731	-	-	-	-	-
Critical Hdwy	7.25	6.33	-	-	4.15	-
Critical Hdwy Stg 1	6.25	-	-	-	-	-
Critical Hdwy Stg 2	6.25	-	-	-	-	-
Follow-up Hdwy	4.265	3.417	-	-	2.245	-
Pot Cap-1 Maneuver	227	856	-	-	1386	-
Stage 1	701	-	-	-	-	-
Stage 2	355	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	183	856	-	-	1386	-
Mov Cap-2 Maneuver	183	-	-	-	-	-
Stage 1	701	-	-	-	-	-
Stage 2	286	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	15.4	0	3.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	183	856	1386	-
HCM Lane V/C Ratio	-	-	0.258	0.164	0.163	-
HCM Ctrl Dly (s/v)	-	-	31.4	10	8.1	0
HCM Lane LOS	-	-	D	B	A	A
HCM 95th %tile Q (veh)	-	-	1	0.6	0.6	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	50	74	40	79	31	70
Future Volume (vph)	50	74	40	79	31	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	11	11
Grade (%)	4%			4%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.920				0.907	
Flt Protected				0.983	0.985	
Satd. Flow (prot)	1549	0	0	1572	1574	0
Flt Permitted				0.983	0.985	
Satd. Flow (perm)	1549	0	0	1572	1574	0
Link Speed (mph)	30			30	35	
Link Distance (ft)	853			580	1607	
Travel Time (s)	19.4			13.2	31.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	4%	8%	9%	6%	5%
Adj. Flow (vph)	52	76	41	81	32	72
Shared Lane Traffic (%)						
Lane Group Flow (vph)	128	0	0	122	104	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.12	1.12	1.12	1.12	1.03	1.03
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	3.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	50	74	40	79	31	70
Future Vol, veh/h	50	74	40	79	31	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	4	-	-	4	-2	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	4	8	9	6	5
Mvmt Flow	52	76	41	81	32	72

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	128	0	253	90
Stage 1	-	-	-	-	90	-
Stage 2	-	-	-	-	163	-
Critical Hdwy	-	-	4.18	-	6.06	6.05
Critical Hdwy Stg 1	-	-	-	-	5.06	-
Critical Hdwy Stg 2	-	-	-	-	5.06	-
Follow-up Hdwy	-	-	2.272	-	3.554	3.345
Pot Cap-1 Maneuver	-	-	1422	-	748	964
Stage 1	-	-	-	-	933	-
Stage 2	-	-	-	-	872	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1422	-	726	964
Mov Cap-2 Maneuver	-	-	-	-	726	-
Stage 1	-	-	-	-	933	-
Stage 2	-	-	-	-	846	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.6	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	876	-	-	1422	-
HCM Lane V/C Ratio	0.119	-	-	0.029	-
HCM Ctrl Dly (s/v)	9.7	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q (veh)	0.4	-	-	0.1	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	57	0	1	43	84	27
Future Volume (vph)	57	0	1	43	84	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	10	10
Grade (%)	0%			1%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.967	
Flt Protected	0.950			0.999		
Satd. Flow (prot)	1589	0	0	1719	1622	0
Flt Permitted	0.950			0.999		
Satd. Flow (perm)	1589	0	0	1719	1622	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	777			545	1607	
Travel Time (s)	17.7			10.6	31.3	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	6%	0%	100%	8%	5%	8%
Adj. Flow (vph)	65	0	1	49	95	31
Shared Lane Traffic (%)						
Lane Group Flow (vph)	65	0	0	50	126	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	1.09	1.09	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

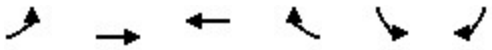
Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	57	0	1	43	84	27
Future Vol, veh/h	57	0	1	43	84	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, %	0	-	-	1	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	6	0	100	8	5	8
Mvmt Flow	65	0	1	49	95	31

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	162	111	126	0	-	0
Stage 1	111	-	-	-	-	-
Stage 2	51	-	-	-	-	-
Critical Hdwy	6.46	6.2	5.1	-	-	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.3	3.1	-	-	-
Pot Cap-1 Maneuver	820	948	1025	-	-	-
Stage 1	904	-	-	-	-	-
Stage 2	961	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	819	948	1025	-	-	-
Mov Cap-2 Maneuver	819	-	-	-	-	-
Stage 1	903	-	-	-	-	-
Stage 2	961	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.8	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1025	-	819	-	-
HCM Lane V/C Ratio	0.001	-	0.079	-	-
HCM Ctrl Dly (s/v)	8.5	0	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0.3	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	4	272	554	286	25	2
Future Volume (vph)	4	272	554	286	25	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			150	0	0
Storage Lanes	1			1	1	0
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850	0.991	
Flt Protected	0.950				0.956	
Satd. Flow (prot)	902	1610	1557	1524	1265	0
Flt Permitted	0.950				0.956	
Satd. Flow (perm)	902	1610	1557	1524	1265	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		532	1138		660	
Travel Time (s)		8.1	17.2		15.0	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	100%	18%	22%	6%	38%	100%
Adj. Flow (vph)	4	292	596	308	27	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	292	596	308	29	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	1.00	1.00	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

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	272	554	286	25	2
Future Vol, veh/h	4	272	554	286	25	2
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	-	-	150	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	100	18	22	6	38	100
Mvmt Flow	4	292	596	308	27	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	904	0	-	0	896	596
Stage 1	-	-	-	-	596	-
Stage 2	-	-	-	-	300	-
Critical Hdwy	5.1	-	-	-	6.78	7.2
Critical Hdwy Stg 1	-	-	-	-	5.78	-
Critical Hdwy Stg 2	-	-	-	-	5.78	-
Follow-up Hdwy	3.1	-	-	-	3.842	4.2
Pot Cap-1 Maneuver	464	-	-	-	269	361
Stage 1	-	-	-	-	486	-
Stage 2	-	-	-	-	676	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	464	-	-	-	267	361
Mov Cap-2 Maneuver	-	-	-	-	267	-
Stage 1	-	-	-	-	482	-
Stage 2	-	-	-	-	676	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.2	0	19.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	464	-	-	-	272
HCM Lane V/C Ratio	0.009	-	-	-	0.107
HCM Ctrl Dly (s/v)	12.8	-	-	-	19.8
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q (veh)	0	-	-	-	0.4



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	25	5	33	77	38	37
Future Volume (vph)	25	5	33	77	38	37
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	0.979		0.905			
Flt Protected	0.960					0.975
Satd. Flow (prot)	1786	0	1651	0	0	1825
Flt Permitted	0.960					0.975
Satd. Flow (perm)	1786	0	1651	0	0	1825
Link Speed (mph)	30		35			35
Link Distance (ft)	515		1081			1606
Travel Time (s)	11.7		21.1			31.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	14%	0%	0%	3%
Adj. Flow (vph)	27	5	35	83	41	40
Shared Lane Traffic (%)						
Lane Group Flow (vph)	32	0	118	0	0	81
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

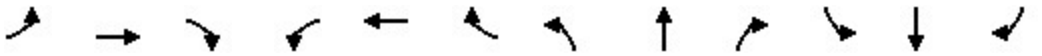
Intersection	
Int Delay, s/veh	2.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	5	33	77	38	37
Future Vol, veh/h	25	5	33	77	38	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	14	0	0	3
Mvmt Flow	27	5	35	83	41	40

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	199	77	0	0	118	0
Stage 1	77	-	-	-	-	-
Stage 2	122	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	794	990	-	-	1483	-
Stage 1	951	-	-	-	-	-
Stage 2	908	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	772	990	-	-	1483	-
Mov Cap-2 Maneuver	772	-	-	-	-	-
Stage 1	951	-	-	-	-	-
Stage 2	883	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.7	0	3.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	801	1483	-
HCM Lane V/C Ratio	-	-	0.04	0.028	-
HCM Ctrl Dly (s/v)	-	-	9.7	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q (veh)	-	-	0.1	0.1	-



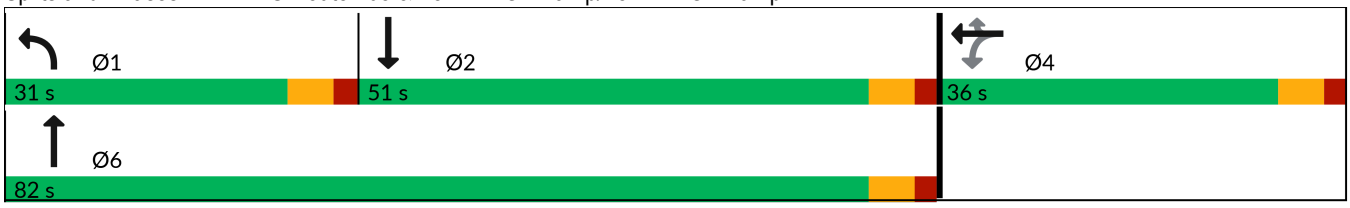
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	381	0	328	371	769	0	0	570	304
Future Volume (vph)	0	0	0	381	0	328	371	769	0	0	570	304
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			2%	
Storage Length (ft)	0		0	0		360	145		0	245		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt						0.850					0.948	
Flt Protected					0.950		0.950					
Satd. Flow (prot)	0	0	0	0	1382	1516	1612	3471	0	0	3270	0
Flt Permitted					0.950		0.950					
Satd. Flow (perm)	0	0	0	0	1382	1516	1612	3471	0	0	3270	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						215					96	
Link Speed (mph)		30			40			45			45	
Link Distance (ft)		287			1203			796			861	
Travel Time (s)		6.5			20.5			12.1			13.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	30%	0%	6%	12%	4%	0%	0%	5%	1%
Adj. Flow (vph)	0	0	0	397	0	342	386	801	0	0	594	317
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	397	342	386	801	0	0	911	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
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	1.01	1.01	1.01	1.00	1.00	1.00	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				2	2	2	2	2			2	
Detector Template				Left	Thru	Right	Left	Thru			Thru	
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	Perm	Prot	NA			NA	

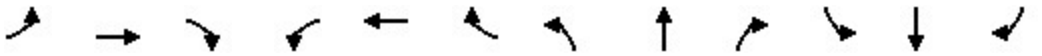
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases					4		1	6			2	
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6			2	
Switch Phase												
Minimum Initial (s)				6.0	6.0	6.0	5.0	15.0			15.0	
Minimum Split (s)				12.0	12.0	12.0	11.0	21.0			21.0	
Total Split (s)				36.0	36.0	36.0	31.0	82.0			51.0	
Total Split (%)				30.5%	30.5%	30.5%	26.3%	69.5%			43.2%	
Maximum Green (s)				30.0	30.0	30.0	25.0	76.0			45.0	
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)					6.0	6.0	6.0	6.0			6.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Recall Mode				None	None	None	None	Min			Min	
v/c Ratio					1.00	0.58	1.00	0.39			0.87	
Control Delay (s/veh)					85.2	17.1	88.3	11.5			40.2	
Queue Delay					0.0	0.0	0.0	0.0			0.0	
Total Delay (s/veh)					85.2	17.1	88.3	11.5			40.2	
Queue Length 50th (ft)					~266	67	~260	137			273	
Queue Length 95th (ft)					#532	183	#520	173			351	
Internal Link Dist (ft)		207			1123			716			781	
Turn Bay Length (ft)						360	145					
Base Capacity (vph)					396	588	385	2524			1462	
Starvation Cap Reductn					0	0	0	0			0	
Spillback Cap Reductn					0	0	0	0			0	
Storage Cap Reductn					0	0	0	0			0	
Reduced v/c Ratio					1.00	0.58	1.00	0.32			0.62	

Intersection Summary

Area Type: Other
Cycle Length: 118
Actuated Cycle Length: 104.9
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	381	0	328	371	769	0	0	570	304
Future Volume (veh/h)	0	0	0	381	0	328	371	769	0	0	570	304
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1450	1894	1805	1722	1841	0	0	1802	1862
Adj Flow Rate, veh/h				397	0	342	386	801	0	0	594	317
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %				30	0	6	12	4	0	0	5	1
Cap, veh/h				455	0	386	413	2184	0	0	671	358
Arrive On Green				0.25	0.00	0.25	0.25	0.62	0.00	0.00	0.31	0.31
Sat Flow, veh/h				1804	0	1530	1640	3589	0	0	2247	1151
Grp Volume(v), veh/h				397	0	342	386	801	0	0	472	439
Grp Sat Flow(s),veh/h/ln				1804	0	1530	1640	1749	0	0	1712	1595
Q Serve(g_s), s				20.6	0.0	21.0	22.5	10.9	0.0	0.0	25.5	25.5
Cycle Q Clear(g_c), s				20.6	0.0	21.0	22.5	10.9	0.0	0.0	25.5	25.5
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.72
Lane Grp Cap(c), veh/h				455	0	386	413	2184	0	0	533	497
V/C Ratio(X)				0.87	0.00	0.89	0.94	0.37	0.00	0.00	0.88	0.89
Avail Cap(c_a), veh/h				555	0	471	421	2726	0	0	790	736
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				34.9	0.0	35.1	35.7	8.9	0.0	0.0	31.9	31.9
Incr Delay (d2), s/veh				10.8	0.0	14.1	27.5	0.0	0.0	0.0	6.0	6.4
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				10.0	0.0	8.9	11.6	3.4	0.0	0.0	10.7	10.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				45.7	0.0	49.2	63.2	9.0	0.0	0.0	37.9	38.3
LnGrp LOS				D		D	E	A			D	D
Approach Vol, veh/h					739			1187			911	
Approach Delay, s/veh					47.3			26.6			38.1	
Approach LOS					D			C			D	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	30.5	36.4		30.6		66.9						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	25.0	45.0		30.0		76.0						
Max Q Clear Time (g_c+I1), s	24.5	27.5		23.0		12.9						
Green Ext Time (p_c), s	0.1	2.8		1.6		3.0						

Intersection Summary		
HCM 6th Ctrl Delay, s/veh		35.7
HCM 6th LOS		D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	381	389	84	82	104	257	56	502	255	168	453	330
Future Volume (vph)	381	389	84	82	104	257	56	502	255	168	453	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			1%			1%	
Storage Length (ft)	400		400	220		220	145		145	330		280
Storage Lanes	2		0	1		1	1		1	2		1
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.973				0.850		0.950				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1570	3092	0	1671	1226	1568	1535	3345	0	3383	3487	1190
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1570	3092	0	1671	1226	1568	1535	3345	0	3383	3487	1190
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18				118		65				359
Link Speed (mph)		45			25			45			45	
Link Distance (ft)		639			871			1257			796	
Travel Time (s)		9.7			23.8			19.0			12.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	15%	15%	7%	8%	55%	3%	17%	2%	2%	3%	3%	35%
Adj. Flow (vph)	414	423	91	89	113	279	61	546	277	183	492	359
Shared Lane Traffic (%)												
Lane Group Flow (vph)	414	514	0	89	113	279	61	823	0	183	492	359
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	2		2	2	2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	83	83		83	83	83	83	83		83	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		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	43	43
Detector 2 Size(ft)	40	40		40	40	40	40	40		40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	Free

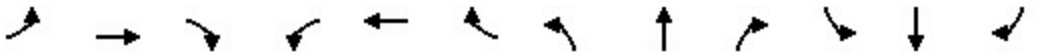
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases						8						Free
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.0	24.0		11.0	24.0	11.0	11.0	24.0		11.0	24.0	
Total Split (s)	36.0	46.0		21.0	31.0	26.0	21.0	46.0		26.0	51.0	
Total Split (%)	25.9%	33.1%		15.1%	22.3%	18.7%	15.1%	33.1%		18.7%	36.7%	
Maximum Green (s)	30.0	40.0		15.0	25.0	20.0	15.0	40.0		20.0	45.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	2.0		2.0	2.0	2.0	2.0	3.0		2.0	3.0	
Recall Mode	None	None		None	None	None	None	Min		None	Min	
v/c Ratio	0.98	0.53		0.57	0.69	0.52	0.50	0.84		0.56	0.44	0.30
Control Delay (s/veh)	81.3	34.9		67.1	69.8	22.8	67.1	44.0		57.4	33.3	0.7
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)	81.3	34.9		67.1	69.8	22.8	67.1	44.0		57.4	33.3	0.7
Queue Length 50th (ft)	301	157		63	79	96	43	271		66	151	0
Queue Length 95th (ft)	#638	252		132	157	190	99	403		117	234	0
Internal Link Dist (ft)		559			791			1177			716	
Turn Bay Length (ft)	400			220		220	145			330		280
Base Capacity (vph)	424	1127		226	276	653	207	1248		610	1415	1190
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	0.98	0.46		0.39	0.41	0.43	0.29	0.66		0.30	0.35	0.30

Intersection Summary

Area Type: Other
Cycle Length: 139
Actuated Cycle Length: 112.9
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: 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	381	389	84	82	104	257	56	502	255	168	453	330
Future Volume (veh/h)	381	389	84	82	104	257	56	502	255	168	453	330
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1678	1678	1796	1781	1085	1856	1642	1864	1864	1850	1850	1375
Adj Flow Rate, veh/h	414	423	91	89	113	279	61	546	277	183	492	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	15	15	7	8	55	3	17	2	2	3	3	35
Cap, veh/h	415	986	210	112	199	404	76	628	318	250	1056	
Arrive On Green	0.26	0.38	0.38	0.07	0.18	0.18	0.05	0.28	0.28	0.07	0.30	0.00
Sat Flow, veh/h	1598	2613	558	1697	1085	1572	1564	2276	1152	3417	3514	1166
Grp Volume(v), veh/h	414	257	257	89	113	279	61	425	398	183	492	0
Grp Sat Flow(s),veh/h/ln	1598	1594	1577	1697	1085	1572	1564	1771	1657	1709	1757	1166
Q Serve(g_s), s	29.9	13.8	14.0	6.0	11.0	18.5	4.5	26.4	26.5	6.1	13.2	0.0
Cycle Q Clear(g_c), s	29.9	13.8	14.0	6.0	11.0	18.5	4.5	26.4	26.5	6.1	13.2	0.0
Prop In Lane	1.00		0.35	1.00		1.00	1.00		0.70	1.00		1.00
Lane Grp Cap(c), veh/h	415	601	595	112	199	404	76	489	457	250	1056	
V/C Ratio(X)	1.00	0.43	0.43	0.80	0.57	0.69	0.80	0.87	0.87	0.73	0.47	
Avail Cap(c_a), veh/h	415	601	595	220	235	455	203	613	574	592	1369	
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	0.00
Uniform Delay (d), s/veh	42.7	26.7	26.8	53.2	43.0	38.8	54.4	39.8	39.9	52.4	32.9	0.0
Incr Delay (d2), s/veh	43.5	0.2	0.2	4.8	0.9	2.8	7.2	10.7	11.6	1.6	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.3	5.0	5.1	2.7	3.0	7.5	1.9	12.4	11.8	2.6	5.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	86.3	26.9	27.0	57.9	43.9	41.6	61.7	50.5	51.4	54.0	33.2	0.0
LnGrp LOS	F	C	C	E	D	D	E	D	D	D	C	
Approach Vol, veh/h		928			481			884			675	
Approach Delay, s/veh		53.4			45.2			51.7			38.8	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.5	37.9	13.6	49.6	11.6	40.7	36.0	27.2
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	20.0	40.0	15.0	40.0	15.0	45.0	30.0	25.0
Max Q Clear Time (g_c+I1), s	8.1	28.5	8.0	16.0	6.5	15.2	31.9	20.5
Green Ext Time (p_c), s	0.4	3.4	0.1	1.5	0.1	2.8	0.0	0.7

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	48.2
HCM 6th LOS	D

Notes

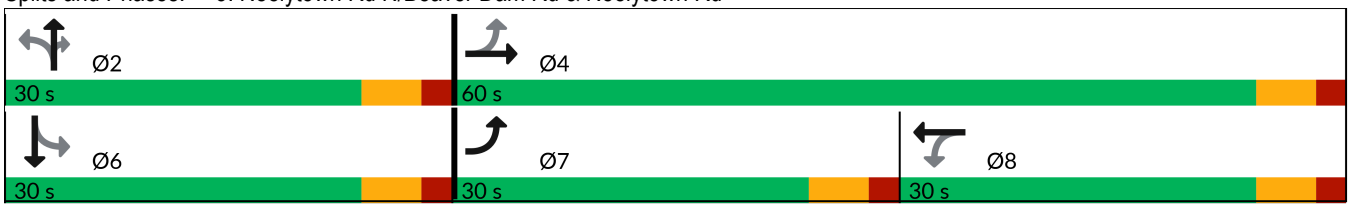
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

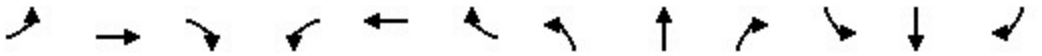
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	296	46	65	247	8	49	31	203	120	51	41
Future Volume (vph)	17	296	46	65	247	8	49	31	203	120	51	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	16	12	12	12
Grade (%)		1%			2%			-2%			0%	
Storage Length (ft)	70		0	220		0	0		150	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.980			0.995				0.850		0.974	
Flt Protected	0.950			0.950				0.970			0.973	
Satd. Flow (prot)	1796	1710	0	1752	1562	0	0	1797	1795	0	1765	0
Flt Permitted	0.462			0.511				0.696			0.769	
Satd. Flow (perm)	873	1710	0	942	1562	0	0	1289	1795	0	1395	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			2				257		13	
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		2146			540			620			646	
Travel Time (s)		32.5			8.2			12.1			12.6	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	0%	9%	4%	2%	20%	13%	4%	3%	3%	1%	6%	0%
Adj. Flow (vph)	22	375	58	82	313	10	62	39	257	152	65	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	22	433	0	82	323	0	0	101	257	0	269	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	0.99	0.99	0.84	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2	2	2	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	83	83		83	83		83	83	83	83	83	
Trailing Detector (ft)	-5	-5		-5	-5		-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5		-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	40		40	40		40	40	40	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43		43	43		43	43	43	43	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	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	7	4			8			2			6	
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		8	8		2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		14.0	14.0	14.0	14.0	14.0	
Total Split (s)	30.0	60.0		30.0	30.0		30.0	30.0	30.0	30.0	30.0	
Total Split (%)	33.3%	66.7%		33.3%	33.3%		33.3%	33.3%	33.3%	33.3%	33.3%	
Maximum Green (s)	24.0	54.0		24.0	24.0		24.0	24.0	24.0	24.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
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	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Max		Max	Max		Max	Max	Max	Max	Max	
v/c Ratio	0.04	0.42		0.16	0.38			0.29	0.39		0.71	
Control Delay (s/veh)	7.5	10.8		14.0	15.5			29.1	5.4		40.0	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay (s/veh)	7.5	10.8		14.0	15.5			29.1	5.4		40.0	
Queue Length 50th (ft)	5	116		19	84			46	0		132	
Queue Length 95th (ft)	12	148		50	165			78	34		185	
Internal Link Dist (ft)		2066			460			540			566	
Turn Bay Length (ft)	70			220					150			
Base Capacity (vph)	769	1032		506	841			343	667		381	
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.03	0.42		0.16	0.38			0.29	0.39		0.71	

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

Splits and Phases: 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	296	46	65	247	8	49	31	203	120	51	41
Future Volume (veh/h)	17	296	46	65	247	8	49	31	203	120	51	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1894	1761	1835	1847	1580	1684	1919	1934	2011	1885	1811	1900
Adj Flow Rate, veh/h	22	375	58	82	313	10	62	39	257	152	65	52
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	0	9	4	2	20	13	4	3	3	1	6	0
Cap, veh/h	539	893	138	519	755	24	272	158	454	213	84	56
Arrive On Green	0.04	0.60	0.60	0.50	0.50	0.50	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1804	1489	230	943	1523	49	778	591	1704	565	317	211
Grp Volume(v), veh/h	22	0	433	82	0	323	101	0	257	269	0	0
Grp Sat Flow(s),veh/h/ln	1804	0	1719	943	0	1571	1369	0	1704	1094	0	0
Q Serve(g_s), s	0.5	0.0	12.1	4.6	0.0	11.7	0.0	0.0	11.7	17.1	0.0	0.0
Cycle Q Clear(g_c), s	0.5	0.0	12.1	7.3	0.0	11.7	4.8	0.0	11.7	21.9	0.0	0.0
Prop In Lane	1.00		0.13	1.00		0.03	0.61		1.00	0.57		0.19
Lane Grp Cap(c), veh/h	539	0	1032	519	0	779	430	0	454	354	0	0
V/C Ratio(X)	0.04	0.00	0.42	0.16	0.00	0.41	0.24	0.00	0.57	0.76	0.00	0.00
Avail Cap(c_a), veh/h	952	0	1032	519	0	779	430	0	454	354	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.1	0.0	9.6	14.1	0.0	14.4	25.8	0.0	28.5	33.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	1.3	0.6	0.0	1.6	1.3	0.0	5.0	14.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	4.1	1.0	0.0	4.0	1.8	0.0	5.2	6.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.1	0.0	10.9	14.7	0.0	16.0	27.1	0.0	33.5	47.6	0.0	0.0
LnGrp LOS	B		B	B		B	C		C	D		
Approach Vol, veh/h		455			405			358			269	
Approach Delay, s/veh		10.8			15.8			31.7			47.6	
Approach LOS		B			B			C			D	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		30.0		60.0		30.0	9.4	50.6				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		24.0		54.0		24.0	24.0	24.0				
Max Q Clear Time (g_c+I1), s		13.7		14.1		23.9	2.5	13.7				
Green Ext Time (p_c), s		1.4		2.3		0.0	0.0	1.5				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			23.9									
HCM 6th LOS			C									

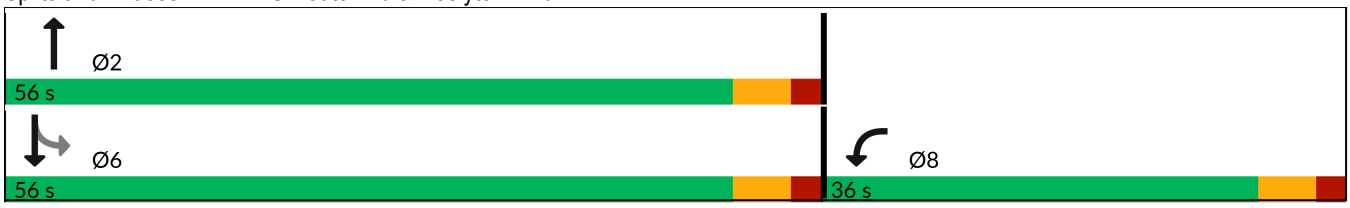


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	103	250	173	84	130	111
Future Volume (vph)	103	250	173	84	130	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		-1%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.904		0.956			
Flt Protected	0.986					0.974
Satd. Flow (prot)	1552	0	1739	0	0	1636
Flt Permitted	0.986					0.691
Satd. Flow (perm)	1552	0	1739	0	0	1161
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	140		41			
Link Speed (mph)	45		55			55
Link Distance (ft)	2393		959			1086
Travel Time (s)	36.3		11.9			13.5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	7%	10%	5%	5%	20%	5%
Adj. Flow (vph)	110	266	184	89	138	118
Shared Lane Traffic (%)						
Lane Group Flow (vph)	376	0	273	0	0	256
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	0.99	0.99	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2		1	2
Detector Template					Left	
Leading Detector (ft)	83		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Detector 1 Position(ft)	-5		-5		0	-5
Detector 1 Size(ft)	40		40		20	40
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)	40		40			40
Detector 2 Size(ft)	43		43			43
Detector 2 Type	Cl+Ex		Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Switch Phase						
Minimum Initial (s)	5.0		10.0		10.0	10.0
Minimum Split (s)	11.0		16.0		16.0	16.0
Total Split (s)	36.0		56.0		56.0	56.0
Total Split (%)	39.1%		60.9%		60.9%	60.9%
Maximum Green (s)	30.0		50.0		50.0	50.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	6.0		6.0			6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0		2.0	2.0
Recall Mode	None		Min		Min	Min
v/c Ratio	0.68		0.40			0.58
Control Delay (s/veh)	15.4		9.8			16.2
Queue Delay	0.0		0.0			0.0
Total Delay (s/veh)	15.4		9.8			16.2
Queue Length 50th (ft)	37		31			38
Queue Length 95th (ft)	138		94			118
Internal Link Dist (ft)	2313		879			1006
Turn Bay Length (ft)						
Base Capacity (vph)	1272		1693			1129
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.30		0.16			0.23

Intersection Summary	
Area Type:	Other
Cycle Length: 92	
Actuated Cycle Length: 39.3	
Natural Cycle: 40	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 4: NYS Route 416 & Neelytown Rd





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	103	250	173	84	130	111
Future Volume (veh/h)	103	250	173	84	130	111
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1796	1752	1864	1864	1604	1826
Adj Flow Rate, veh/h	110	266	184	89	138	118
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	7	10	5	5	20	5
Cap, veh/h	141	341	376	182	311	213
Arrive On Green	0.31	0.31	0.32	0.32	0.32	0.32
Sat Flow, veh/h	459	1110	1187	574	433	673
Grp Volume(v), veh/h	377	0	0	273	256	0
Grp Sat Flow(s),veh/h/ln	1573	0	0	1761	1107	0
Q Serve(g_s), s	7.0	0.0	0.0	4.0	3.3	0.0
Cycle Q Clear(g_c), s	7.0	0.0	0.0	4.0	7.3	0.0
Prop In Lane	0.29	0.71		0.33	0.54	
Lane Grp Cap(c), veh/h	484	0	0	558	524	0
V/C Ratio(X)	0.78	0.00	0.00	0.49	0.49	0.00
Avail Cap(c_a), veh/h	1479	0	0	2758	2186	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	10.1	0.0	0.0	8.8	10.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	0.0	0.2	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	0.7	0.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	11.1	0.0	0.0	9.1	10.2	0.0
LnGrp LOS	B			A	B	
Approach Vol, veh/h	377		273			256
Approach Delay, s/veh	11.1		9.1			10.2
Approach LOS	B		A			B

Timer - Assigned Phs		2				6	8
Phs Duration (G+Y+Rc), s		16.1				16.1	15.8
Change Period (Y+Rc), s		6.0				6.0	6.0
Max Green Setting (Gmax), s		50.0				50.0	30.0
Max Q Clear Time (g_c+I1), s		6.0				9.3	9.0
Green Ext Time (p_c), s		0.7				0.8	1.2

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	10.2
HCM 6th LOS	B



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	20	291	267	30	162	185
Future Volume (vph)	20	291	267	30	162	185
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	12	12	12	12
Storage Length (ft)	0	50		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.986			
Flt Protected	0.950					0.977
Satd. Flow (prot)	1141	1708	1689	0	0	1787
Flt Permitted	0.950					0.977
Satd. Flow (perm)	1141	1708	1689	0	0	1787
Link Speed (mph)	30		30			30
Link Distance (ft)	561		726			643
Travel Time (s)	12.8		16.5			14.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	74%	4%	4%	72%	6%	2%
Adj. Flow (vph)	22	316	290	33	176	201
Shared Lane Traffic (%)						
Lane Group Flow (vph)	22	316	323	0	0	377
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	15		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.88	0.88	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60	60	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	6.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	291	267	30	162	185
Future Vol, veh/h	20	291	267	30	162	185
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	50	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	74	4	4	72	6	2
Mvmt Flow	22	316	290	33	176	201

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	860	307	0	0	323	0
Stage 1	307	-	-	-	-	-
Stage 2	553	-	-	-	-	-
Critical Hdwy	7.14	6.24	-	-	4.16	-
Critical Hdwy Stg 1	6.14	-	-	-	-	-
Critical Hdwy Stg 2	6.14	-	-	-	-	-
Follow-up Hdwy	4.166	3.336	-	-	2.254	-
Pot Cap-1 Maneuver	248	728	-	-	1215	-
Stage 1	608	-	-	-	-	-
Stage 2	456	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	208	728	-	-	1215	-
Mov Cap-2 Maneuver	208	-	-	-	-	-
Stage 1	608	-	-	-	-	-
Stage 2	382	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	14.4	0	4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	208	728	1215	-
HCM Lane V/C Ratio	-	-	0.105	0.434	0.145	-
HCM Ctrl Dly (s/v)	-	-	24.3	13.7	8.5	0
HCM Lane LOS	-	-	C	B	A	A
HCM 95th %tile Q (veh)	-	-	0.3	2.2	0.5	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	133	33	83	194	72	50
Future Volume (vph)	133	33	83	194	72	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	11	11
Grade (%)	4%			4%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.973				0.945	
Flt Protected				0.985	0.971	
Satd. Flow (prot)	1655	0	0	1664	1635	0
Flt Permitted				0.985	0.971	
Satd. Flow (perm)	1655	0	0	1664	1635	0
Link Speed (mph)	30			30	35	
Link Distance (ft)	853			580	1607	
Travel Time (s)	19.4			13.2	31.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	7%	5%	2%	7%	0%
Adj. Flow (vph)	139	34	86	202	75	52
Shared Lane Traffic (%)						
Lane Group Flow (vph)	173	0	0	288	127	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.12	1.12	1.12	1.12	1.03	1.03
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	3.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	133	33	83	194	72	50
Future Vol, veh/h	133	33	83	194	72	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	4	-	-	4	-2	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	7	5	2	7	0
Mvmt Flow	139	34	86	202	75	52

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	173	0	530	156
Stage 1	-	-	-	-	156	-
Stage 2	-	-	-	-	374	-
Critical Hdwy	-	-	4.15	-	6.07	6
Critical Hdwy Stg 1	-	-	-	-	5.07	-
Critical Hdwy Stg 2	-	-	-	-	5.07	-
Follow-up Hdwy	-	-	2.245	-	3.563	3.3
Pot Cap-1 Maneuver	-	-	1386	-	531	903
Stage 1	-	-	-	-	875	-
Stage 2	-	-	-	-	714	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1386	-	494	903
Mov Cap-2 Maneuver	-	-	-	-	494	-
Stage 1	-	-	-	-	875	-
Stage 2	-	-	-	-	664	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.3	12.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	607	-	-	1386	-
HCM Lane V/C Ratio	0.209	-	-	0.062	-
HCM Ctrl Dly (s/v)	12.5	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q (veh)	0.8	-	-	0.2	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	53	3	1	75	56	55
Future Volume (vph)	53	3	1	75	56	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	10	10
Grade (%)	0%			1%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.993				0.933	
Flt Protected	0.955			0.999		
Satd. Flow (prot)	1682	0	0	1889	1638	0
Flt Permitted	0.955			0.999		
Satd. Flow (perm)	1682	0	0	1889	1638	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	777			545	1607	
Travel Time (s)	17.7			10.6	31.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	0%	2%	0%
Adj. Flow (vph)	56	3	1	80	60	59
Shared Lane Traffic (%)						
Lane Group Flow (vph)	59	0	0	81	119	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	1.09	1.09	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

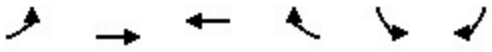
Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	53	3	1	75	56	55
Future Vol, veh/h	53	3	1	75	56	55
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	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	2	0
Mvmt Flow	56	3	1	80	60	59

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	172	90	119	0	-	0
Stage 1	90	-	-	-	-	-
Stage 2	82	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	823	973	1482	-	-	-
Stage 1	939	-	-	-	-	-
Stage 2	946	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	822	973	1482	-	-	-
Mov Cap-2 Maneuver	822	-	-	-	-	-
Stage 1	938	-	-	-	-	-
Stage 2	946	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.7	0.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1482	-	829	-	-
HCM Lane V/C Ratio	0.001	-	0.072	-	-
HCM Ctrl Dly (s/v)	7.4	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0.2	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	4	615	312	65	143	7
Future Volume (vph)	4	615	312	65	143	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			150	0	0
Storage Lanes	1			1	1	0
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850	0.994	
Flt Protected	0.950				0.955	
Satd. Flow (prot)	902	1712	1667	1272	1446	0
Flt Permitted	0.950				0.955	
Satd. Flow (perm)	902	1712	1667	1272	1446	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		532	1138		660	
Travel Time (s)		8.1	17.2		15.0	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	100%	11%	14%	27%	21%	100%
Adj. Flow (vph)	5	778	395	82	181	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	778	395	82	190	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	1.00	1.00	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

Intersection	
Int Delay, s/veh	13.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	615	312	65	143	7
Future Vol, veh/h	4	615	312	65	143	7
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	-	-	150	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	100	11	14	27	21	100
Mvmt Flow	5	778	395	82	181	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	477	0	-	0	1183	395
Stage 1	-	-	-	-	395	-
Stage 2	-	-	-	-	788	-
Critical Hdwy	5.1	-	-	-	6.61	7.2
Critical Hdwy Stg 1	-	-	-	-	5.61	-
Critical Hdwy Stg 2	-	-	-	-	5.61	-
Follow-up Hdwy	3.1	-	-	-	3.689	4.2
Pot Cap-1 Maneuver	720	-	-	-	192	486
Stage 1	-	-	-	-	641	-
Stage 2	-	-	-	-	417	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	720	-	-	-	191	486
Mov Cap-2 Maneuver	-	-	-	-	191	-
Stage 1	-	-	-	-	637	-
Stage 2	-	-	-	-	417	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.1	0	104.5
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	720	-	-	-	197
HCM Lane V/C Ratio	0.007	-	-	-	0.964
HCM Ctrl Dly (s/v)	10	-	-	-	104.5
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q (veh)	0	-	-	-	8



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	179	33	43	14	7	33
Future Volume (vph)	179	33	43	14	7	33
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	0.979		0.966			
Flt Protected	0.960					0.991
Satd. Flow (prot)	1786	0	1707	0	0	1714
Flt Permitted	0.960					0.991
Satd. Flow (perm)	1786	0	1707	0	0	1714
Link Speed (mph)	30		35			35
Link Distance (ft)	515		1081			1606
Travel Time (s)	11.7		21.1			31.3
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	0%	0%	10%	0%	0%	12%
Adj. Flow (vph)	227	42	54	18	9	42
Shared Lane Traffic (%)						
Lane Group Flow (vph)	269	0	72	0	0	51
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

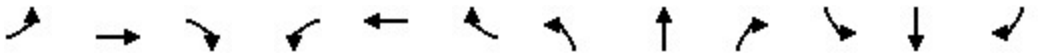
Intersection	
Int Delay, s/veh	7.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	179	33	43	14	7	33
Future Vol, veh/h	179	33	43	14	7	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	0	0	10	0	0	12
Mvmt Flow	227	42	54	18	9	42

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	123	63	0	0	72	0
Stage 1	63	-	-	-	-	-
Stage 2	60	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	877	1007	-	-	1541	-
Stage 1	965	-	-	-	-	-
Stage 2	968	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	872	1007	-	-	1541	-
Mov Cap-2 Maneuver	872	-	-	-	-	-
Stage 1	965	-	-	-	-	-
Stage 2	962	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.8	0	1.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	891	1541	-
HCM Lane V/C Ratio	-	-	0.301	0.006	-
HCM Ctrl Dly (s/v)	-	-	10.8	7.4	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q (veh)	-	-	1.3	0	-



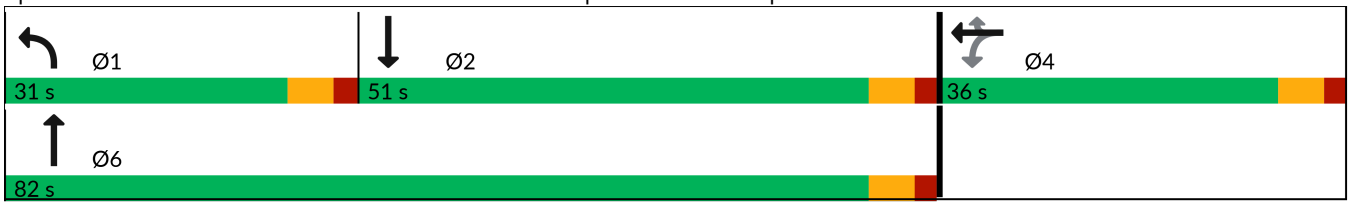
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	300	0	171	188	469	0	0	527	210
Future Volume (vph)	0	0	0	300	0	171	188	469	0	0	527	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			2%	
Storage Length (ft)	0		0	0		360	145		0	245		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt						0.850					0.957	
Flt Protected					0.950		0.950					
Satd. Flow (prot)	0	0	0	0	1648	1607	1687	3574	0	0	3363	0
Flt Permitted					0.950		0.950					
Satd. Flow (perm)	0	0	0	0	1648	1607	1687	3574	0	0	3363	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						192					58	
Link Speed (mph)		30			40			45			45	
Link Distance (ft)		287			1203			796			861	
Travel Time (s)		6.5			20.5			12.1			13.0	
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 (%)	0%	0%	0%	9%	0%	0%	7%	1%	0%	0%	2%	1%
Adj. Flow (vph)	0	0	0	337	0	192	211	527	0	0	592	236
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	337	192	211	527	0	0	828	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
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	1.01	1.01	1.01	1.00	1.00	1.00	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				2	2	2	2	2			2	
Detector Template				Left	Thru	Right	Left	Thru			Thru	
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	Perm	Prot	NA			NA	

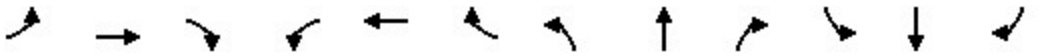
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases					4		1	6			2	
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6			2	
Switch Phase												
Minimum Initial (s)				6.0	6.0	6.0	5.0	15.0			15.0	
Minimum Split (s)				12.0	12.0	12.0	11.0	21.0			21.0	
Total Split (s)				36.0	36.0	36.0	31.0	82.0			51.0	
Total Split (%)				30.5%	30.5%	30.5%	26.3%	69.5%			43.2%	
Maximum Green (s)				30.0	30.0	30.0	25.0	76.0			45.0	
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)					6.0	6.0	6.0	6.0			6.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Recall Mode				None	None	None	None	Min			Min	
v/c Ratio					0.76	0.33	0.66	0.26			0.77	
Control Delay (s/veh)					41.8	6.3	44.3	9.2			30.3	
Queue Delay					0.0	0.0	0.0	0.0			0.0	
Total Delay (s/veh)					41.8	6.3	44.3	9.2			30.3	
Queue Length 50th (ft)					158	0	102	65			186	
Queue Length 95th (ft)					#323	52	209	106			313	
Internal Link Dist (ft)		207			1123			716			781	
Turn Bay Length (ft)						360	145					
Base Capacity (vph)					639	740	545	3150			1980	
Starvation Cap Reductn					0	0	0	0			0	
Spillback Cap Reductn					0	0	0	0			0	
Storage Cap Reductn					0	0	0	0			0	
Reduced v/c Ratio					0.53	0.26	0.39	0.17			0.42	

Intersection Summary

Area Type: Other
Cycle Length: 118
Actuated Cycle Length: 82.2
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: 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

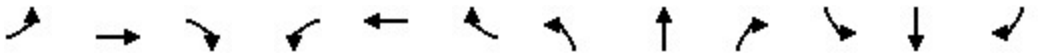




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	300	0	171	188	469	0	0	527	210
Future Volume (veh/h)	0	0	0	300	0	171	188	469	0	0	527	210
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1761	1894	1894	1796	1885	0	0	1847	1862
Adj Flow Rate, veh/h				337	0	192	211	527	0	0	592	236
Peak Hour Factor				0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %				9	0	0	7	1	0	0	2	1
Cap, veh/h				427	0	380	267	2004	0	0	739	294
Arrive On Green				0.24	0.00	0.24	0.16	0.56	0.00	0.00	0.30	0.30
Sat Flow, veh/h				1804	0	1605	1711	3676	0	0	2543	975
Grp Volume(v), veh/h				337	0	192	211	527	0	0	424	404
Grp Sat Flow(s),veh/h/ln				1804	0	1605	1711	1791	0	0	1754	1671
Q Serve(g_s), s				10.3	0.0	6.1	7.0	4.5	0.0	0.0	13.1	13.1
Cycle Q Clear(g_c), s				10.3	0.0	6.1	7.0	4.5	0.0	0.0	13.1	13.1
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.58
Lane Grp Cap(c), veh/h				427	0	380	267	2004	0	0	529	504
V/C Ratio(X)				0.79	0.00	0.51	0.79	0.26	0.00	0.00	0.80	0.80
Avail Cap(c_a), veh/h				919	0	818	727	4625	0	0	1341	1278
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				21.1	0.0	19.5	23.9	6.7	0.0	0.0	18.9	18.9
Incr Delay (d2), s/veh				1.3	0.0	0.4	2.0	0.0	0.0	0.0	1.1	1.1
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.9	0.0	2.0	2.6	1.1	0.0	0.0	4.5	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				22.3	0.0	19.9	25.9	6.7	0.0	0.0	20.0	20.1
LnGrp LOS				C		B	C	A			C	C
Approach Vol, veh/h					529			738			828	
Approach Delay, s/veh					21.4			12.2			20.0	
Approach LOS					C			B			C	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	15.2	23.8		19.9		38.9						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	25.0	45.0		30.0		76.0						
Max Q Clear Time (g_c+I1), s	9.0	15.1		12.3		6.5						
Green Ext Time (p_c), s	0.5	2.6		1.6		1.8						

Intersection Summary		
HCM 6th Ctrl Delay, s/veh		17.6
HCM 6th LOS		B



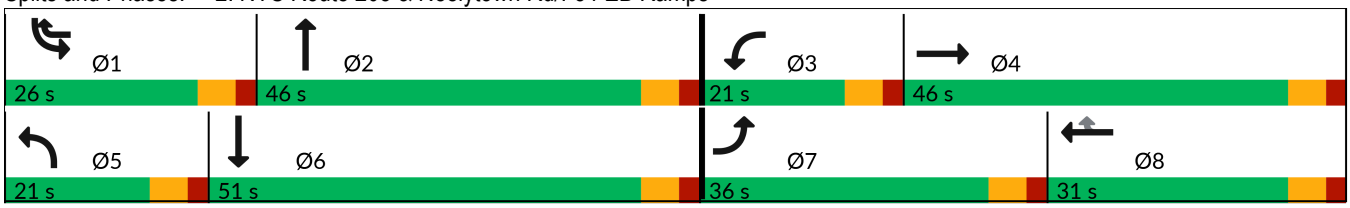
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	173	140	44	92	98	185	54	296	168	194	396	195
Future Volume (vph)	173	140	44	92	98	185	54	296	168	194	396	195
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			1%			1%	
Storage Length (ft)	400		400	220		220	145		145	330		280
Storage Lanes	2		0	1		1	1		1	2		1
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.964				0.850		0.946				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1687	3191	0	1770	1712	1583	1618	3376	0	3450	3556	1397
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1687	3191	0	1770	1712	1583	1618	3376	0	3450	3556	1397
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30				203		81				214
Link Speed (mph)		45			25			45			45	
Link Distance (ft)		639			871			1257			796	
Travel Time (s)		9.7			23.8			19.0			12.1	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	7%	10%	6%	2%	11%	2%	11%	1%	0%	1%	1%	15%
Adj. Flow (vph)	190	154	48	101	108	203	59	325	185	213	435	214
Shared Lane Traffic (%)												
Lane Group Flow (vph)	190	202	0	101	108	203	59	510	0	213	435	214
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	2		2	2	2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	83	83		83	83	83	83	83		83	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		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	43	43
Detector 2 Size(ft)	40	40		40	40	40	40	40		40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	Free

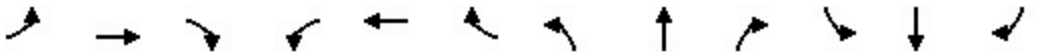
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases						8						Free
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.0	24.0		11.0	24.0	11.0	11.0	24.0		11.0	24.0	
Total Split (s)	36.0	46.0		21.0	31.0	26.0	21.0	46.0		26.0	51.0	
Total Split (%)	25.9%	33.1%		15.1%	22.3%	18.7%	15.1%	33.1%		18.7%	36.7%	
Maximum Green (s)	30.0	40.0		15.0	25.0	20.0	15.0	40.0		20.0	45.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	2.0		2.0	2.0	2.0	2.0	3.0		2.0	3.0	
Recall Mode	None	None		None	None	None	None	Min		None	Min	
v/c Ratio	0.55	0.24		0.46	0.48	0.30	0.36	0.65		0.47	0.43	0.15
Control Delay (s/veh)	36.7	24.0		42.9	42.8	4.7	44.0	28.8		37.8	27.2	0.2
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	36.7	24.0		42.9	42.8	4.7	44.0	28.8		37.8	27.2	0.2
Queue Length 50th (ft)	80	35		45	48	0	26	96		48	92	0
Queue Length 95th (ft)	183	81		116	122	47	79	190		105	175	0
Internal Link Dist (ft)		559			791			1177			716	
Turn Bay Length (ft)	400			220		220	145			330		280
Base Capacity (vph)	674	1714		353	570	861	323	1837		919	2132	1397
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	0.28	0.12		0.29	0.19	0.24	0.18	0.28		0.23	0.20	0.15

Intersection Summary

Area Type: Other
Cycle Length: 139
Actuated Cycle Length: 78.3
Natural Cycle: 75
Control Type: Actuated-Uncoordinated

Splits and Phases: 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	173	140	44	92	98	185	54	296	168	194	396	195
Future Volume (veh/h)	173	140	44	92	98	185	54	296	168	194	396	195
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1752	1811	1870	1737	1870	1731	1879	1894	1879	1879	1672
Adj Flow Rate, veh/h	190	154	48	101	108	203	59	325	185	213	435	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	7	10	6	2	11	2	11	1	0	1	1	15
Cap, veh/h	258	589	178	133	274	404	84	470	262	338	923	
Arrive On Green	0.15	0.23	0.23	0.07	0.16	0.16	0.05	0.21	0.21	0.10	0.26	0.00
Sat Flow, veh/h	1711	2519	760	1781	1737	1585	1649	2211	1232	3472	3571	1417
Grp Volume(v), veh/h	190	100	102	101	108	203	59	261	249	213	435	0
Grp Sat Flow(s),veh/h/ln	1711	1664	1615	1781	1737	1585	1649	1785	1658	1736	1785	1417
Q Serve(g_s), s	6.7	3.1	3.2	3.5	3.5	6.9	2.2	8.5	8.8	3.7	6.5	0.0
Cycle Q Clear(g_c), s	6.7	3.1	3.2	3.5	3.5	6.9	2.2	8.5	8.8	3.7	6.5	0.0
Prop In Lane	1.00		0.47	1.00		1.00	1.00		0.74	1.00		1.00
Lane Grp Cap(c), veh/h	258	389	378	133	274	404	84	379	352	338	923	
V/C Ratio(X)	0.74	0.26	0.27	0.76	0.39	0.50	0.70	0.69	0.71	0.63	0.47	
Avail Cap(c_a), veh/h	816	1059	1027	425	691	784	393	1136	1054	1104	2555	
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	0.00
Uniform Delay (d), s/veh	25.5	19.6	19.7	28.5	23.8	20.0	29.4	22.8	22.9	27.3	19.7	0.0
Incr Delay (d2), s/veh	5.7	0.1	0.1	3.3	0.3	0.4	3.9	2.2	2.6	0.7	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	1.1	1.1	1.6	1.4	2.4	0.9	3.4	3.2	1.4	2.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.2	19.8	19.8	31.9	24.1	20.4	33.2	25.1	25.6	28.0	20.1	0.0
LnGrp LOS	C	B	B	C	C	C	C	C	C	C	C	
Approach Vol, veh/h		392			412			569			648	
Approach Delay, s/veh		25.3			24.2			26.1			22.7	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.1	19.4	10.7	20.7	9.2	22.3	15.5	15.9
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	20.0	40.0	15.0	40.0	15.0	45.0	30.0	25.0
Max Q Clear Time (g_c+I1), s	5.7	10.8	5.5	5.2	4.2	8.5	8.7	8.9
Green Ext Time (p_c), s	0.6	2.6	0.2	0.6	0.1	2.5	1.2	1.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	24.5
HCM 6th LOS	C

Notes

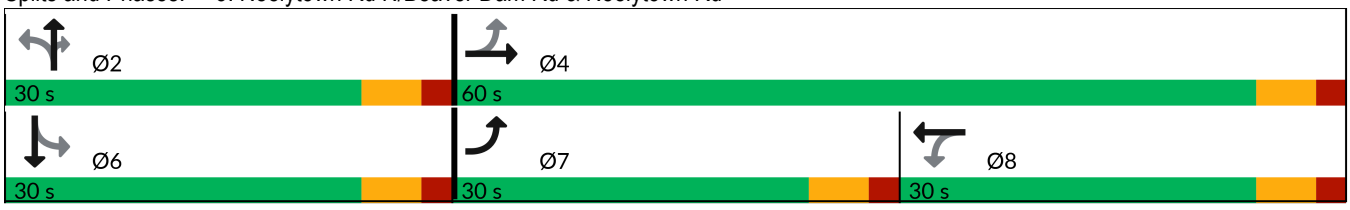
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

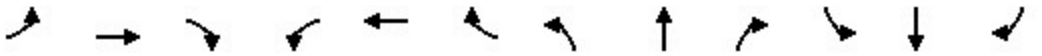
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	123	34	90	98	7	34	37	134	67	31	25
Future Volume (vph)	26	123	34	90	98	7	34	37	134	67	31	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	16	12	12	12
Grade (%)		1%			2%			-2%			0%	
Storage Length (ft)	70		0	220		0	0		150	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.968			0.990				0.850		0.973	
Flt Protected	0.950			0.950				0.977			0.973	
Satd. Flow (prot)	1727	1709	0	1787	1607	0	0	1875	1812	0	1784	0
Flt Permitted	0.590			0.627				0.820			0.779	
Satd. Flow (perm)	1072	1709	0	1179	1607	0	0	1574	1812	0	1429	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27			4				179		14	
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		2146			540			620			646	
Travel Time (s)		32.5			8.2			12.1			12.6	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	4%	9%	0%	0%	17%	0%	0%	0%	2%	0%	0%	4%
Adj. Flow (vph)	35	164	45	120	131	9	45	49	179	89	41	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	35	209	0	120	140	0	0	94	179	0	163	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	0.99	0.99	0.84	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2	2	2	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	83	83		83	83		83	83	83	83	83	
Trailing Detector (ft)	-5	-5		-5	-5		-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5		-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	40		40	40		40	40	40	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43		43	43		43	43	43	43	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	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	7	4			8			2			6	
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		8	8		2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		14.0	14.0	14.0	14.0	14.0	
Total Split (s)	30.0	60.0		30.0	30.0		30.0	30.0	30.0	30.0	30.0	
Total Split (%)	33.3%	66.7%		33.3%	33.3%		33.3%	33.3%	33.3%	33.3%	33.3%	
Maximum Green (s)	24.0	54.0		24.0	24.0		24.0	24.0	24.0	24.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
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	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Max		Max	Max		Max	Max	Max	Max	Max	
v/c Ratio	0.05	0.20		0.20	0.17			0.22	0.29		0.42	
Control Delay (s/veh)	7.6	7.6		15.3	14.2			27.5	5.5		28.7	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay (s/veh)	7.6	7.6		15.3	14.2			27.5	5.5		28.7	
Queue Length 50th (ft)	7	42		41	45			42	0		69	
Queue Length 95th (ft)	16	59		63	67			67	26		102	
Internal Link Dist (ft)		2066			460			540			566	
Turn Bay Length (ft)	70			220					150			
Base Capacity (vph)	817	1036		597	816			419	614		391	
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.04	0.20		0.20	0.17			0.22	0.29		0.42	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Natural Cycle: 45	
Control Type: Semi Act-Uncoord	

Splits and Phases: 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	123	34	90	98	7	34	37	134	67	31	25
Future Volume (veh/h)	26	123	34	90	98	7	34	37	134	67	31	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1835	1761	1894	1876	1625	1876	1979	1979	2027	1900	1900	1841
Adj Flow Rate, veh/h	35	164	45	120	131	9	45	49	179	89	41	33
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Percent Heavy Veh, %	4	9	0	0	17	0	0	0	2	0	0	4
Cap, veh/h	700	798	219	647	724	50	248	253	458	233	106	70
Arrive On Green	0.05	0.60	0.60	0.48	0.48	0.48	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1747	1330	365	1177	1503	103	707	950	1717	641	397	263
Grp Volume(v), veh/h	35	0	209	120	0	140	94	0	179	163	0	0
Grp Sat Flow(s),veh/h/ln	1747	0	1695	1177	0	1606	1657	0	1717	1301	0	0
Q Serve(g_s), s	0.8	0.0	5.1	5.3	0.0	4.5	0.0	0.0	7.7	6.8	0.0	0.0
Cycle Q Clear(g_c), s	0.8	0.0	5.1	5.3	0.0	4.5	3.6	0.0	7.7	10.4	0.0	0.0
Prop In Lane	1.00		0.22	1.00		0.06	0.48		1.00	0.55		0.20
Lane Grp Cap(c), veh/h	700	0	1017	647	0	773	501	0	458	409	0	0
V/C Ratio(X)	0.05	0.00	0.21	0.19	0.00	0.18	0.19	0.00	0.39	0.40	0.00	0.00
Avail Cap(c_a), veh/h	1075	0	1017	647	0	773	501	0	458	409	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.3	0.0	8.2	13.5	0.0	13.3	25.4	0.0	27.0	28.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.5	0.6	0.0	0.5	0.8	0.0	2.5	2.9	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	1.7	1.4	0.0	1.6	1.6	0.0	3.4	3.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.3	0.0	8.7	14.1	0.0	13.8	26.3	0.0	29.5	31.2	0.0	0.0
LnGrp LOS	A		A	B		B	C		C	C		
Approach Vol, veh/h		244			260			273			163	
Approach Delay, s/veh		8.8			13.9			28.4			31.2	
Approach LOS		A			B			C			C	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		30.0		60.0		30.0	10.7	49.3				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		24.0		54.0		24.0	24.0	24.0				
Max Q Clear Time (g_c+I1), s		9.7		7.1		12.4	2.8	7.3				
Green Ext Time (p_c), s		1.2		1.0		0.6	0.1	1.1				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			19.8									
HCM 6th LOS			B									

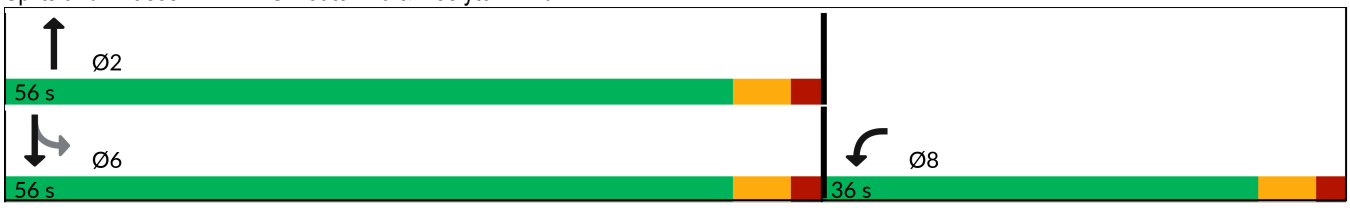


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	47	76	99	52	81	49
Future Volume (vph)	47	76	99	52	81	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		-1%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.917		0.954			
Flt Protected	0.981					0.970
Satd. Flow (prot)	1622	0	1728	0	0	1743
Flt Permitted	0.981					0.747
Satd. Flow (perm)	1622	0	1728	0	0	1342
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	79		45			
Link Speed (mph)	45		55			55
Link Distance (ft)	2393		959			1086
Travel Time (s)	36.3		11.9			13.5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	6%	5%	3%	10%	8%	2%
Adj. Flow (vph)	49	79	103	54	84	51
Shared Lane Traffic (%)						
Lane Group Flow (vph)	128	0	157	0	0	135
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	0.99	0.99	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2		1	2
Detector Template					Left	
Leading Detector (ft)	83		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Detector 1 Position(ft)	-5		-5		0	-5
Detector 1 Size(ft)	40		40		20	40
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)	40		40			40
Detector 2 Size(ft)	43		43			43
Detector 2 Type	Cl+Ex		Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Switch Phase						
Minimum Initial (s)	5.0		10.0		10.0	10.0
Minimum Split (s)	11.0		16.0		16.0	16.0
Total Split (s)	36.0		56.0		56.0	56.0
Total Split (%)	39.1%		60.9%		60.9%	60.9%
Maximum Green (s)	30.0		50.0		50.0	50.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	6.0		6.0			6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0		2.0	2.0
Recall Mode	None		Min		Min	Min
v/c Ratio	0.35		0.17			0.19
Control Delay (s/veh)	7.6		5.4			7.3
Queue Delay	0.0		0.0			0.0
Total Delay (s/veh)	7.6		5.4			7.3
Queue Length 50th (ft)	6		9			12
Queue Length 95th (ft)	25		30			33
Internal Link Dist (ft)	2313		879			1006
Turn Bay Length (ft)						
Base Capacity (vph)	1554		1728			1342
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.08		0.09			0.10

Intersection Summary	
Area Type:	Other
Cycle Length: 92	
Actuated Cycle Length: 30.9	
Natural Cycle: 40	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 4: NYS Route 416 & Neelytown Rd





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	47	76	99	52	81	49
Future Volume (veh/h)	47	76	99	52	81	49
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1811	1826	1894	1789	1781	1870
Adj Flow Rate, veh/h	49	79	103	54	84	51
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	6	5	3	10	8	2
Cap, veh/h	72	116	469	246	535	273
Arrive On Green	0.12	0.12	0.40	0.40	0.40	0.40
Sat Flow, veh/h	609	982	1170	614	752	682
Grp Volume(v), veh/h	129	0	0	157	135	0
Grp Sat Flow(s),veh/h/ln	1604	0	0	1784	1434	0
Q Serve(g_s), s	1.9	0.0	0.0	1.4	0.0	0.0
Cycle Q Clear(g_c), s	1.9	0.0	0.0	1.4	1.5	0.0
Prop In Lane	0.38	0.61		0.34	0.62	
Lane Grp Cap(c), veh/h	190	0	0	715	809	0
V/C Ratio(X)	0.68	0.00	0.00	0.22	0.17	0.00
Avail Cap(c_a), veh/h	1928	0	0	3574	3072	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	10.5	0.0	0.0	4.9	4.8	0.0
Incr Delay (d2), s/veh	1.6	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	12.1	0.0	0.0	5.0	4.9	0.0
LnGrp LOS	B			A	A	
Approach Vol, veh/h	129		157			135
Approach Delay, s/veh	12.1		5.0			4.9
Approach LOS	B		A			A

Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		16.0			16.0	9.0
Change Period (Y+Rc), s		6.0			6.0	6.0
Max Green Setting (Gmax), s		50.0			50.0	30.0
Max Q Clear Time (g_c+I1), s		3.4			3.5	3.9
Green Ext Time (p_c), s		0.4			0.4	0.3

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	7.1
HCM 6th LOS	A



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	8	126	199	10	103	171
Future Volume (vph)	8	126	199	10	103	171
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	12	12	12	12
Storage Length (ft)	0	50		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.994			
Flt Protected	0.950					0.982
Satd. Flow (prot)	1588	1742	1862	0	0	1794
Flt Permitted	0.950					0.982
Satd. Flow (perm)	1588	1742	1862	0	0	1794
Link Speed (mph)	30		30			30
Link Distance (ft)	561		726			643
Travel Time (s)	12.8		16.5			14.6
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	25%	2%	1%	10%	9%	1%
Adj. Flow (vph)	9	138	219	11	113	188
Shared Lane Traffic (%)						
Lane Group Flow (vph)	9	138	230	0	0	301
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	15		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.88	0.88	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60	60	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	3.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	126	199	10	103	171
Future Vol, veh/h	8	126	199	10	103	171
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	50	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	25	2	1	10	9	1
Mvmt Flow	9	138	219	11	113	188

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	639	225	0	0	230	0
Stage 1	225	-	-	-	-	-
Stage 2	414	-	-	-	-	-
Critical Hdwy	6.65	6.22	-	-	4.19	-
Critical Hdwy Stg 1	5.65	-	-	-	-	-
Critical Hdwy Stg 2	5.65	-	-	-	-	-
Follow-up Hdwy	3.725	3.318	-	-	2.281	-
Pot Cap-1 Maneuver	406	814	-	-	1298	-
Stage 1	761	-	-	-	-	-
Stage 2	620	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	367	814	-	-	1298	-
Mov Cap-2 Maneuver	367	-	-	-	-	-
Stage 1	761	-	-	-	-	-
Stage 2	560	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.6	0	3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	367	814	1298	-
HCM Lane V/C Ratio	-	-	0.024	0.17	0.087	-
HCM Ctrl Dly (s/v)	-	-	15.1	10.3	8	0
HCM Lane LOS	-	-	C	B	A	A
HCM 95th %tile Q (veh)	-	-	0.1	0.6	0.3	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	128	29	55	145	42	44
Future Volume (vph)	128	29	55	145	42	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	11	11
Grade (%)	4%			4%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.975				0.931	
Flt Protected				0.986	0.976	
Satd. Flow (prot)	1694	0	0	1701	1686	0
Flt Permitted				0.986	0.976	
Satd. Flow (perm)	1694	0	0	1701	1686	0
Link Speed (mph)	30			30	35	
Link Distance (ft)	853			580	1607	
Travel Time (s)	19.4			13.2	31.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	133	30	57	151	44	46
Shared Lane Traffic (%)						
Lane Group Flow (vph)	163	0	0	208	90	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.12	1.12	1.12	1.12	1.03	1.03
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	128	29	55	145	42	44
Future Vol, veh/h	128	29	55	145	42	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	4	-	-	4	-2	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	133	30	57	151	44	46

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	163	0	413	148
Stage 1	-	-	-	-	148	-
Stage 2	-	-	-	-	265	-
Critical Hdwy	-	-	4.1	-	6	6
Critical Hdwy Stg 1	-	-	-	-	5	-
Critical Hdwy Stg 2	-	-	-	-	5	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1428	-	627	912
Stage 1	-	-	-	-	899	-
Stage 2	-	-	-	-	807	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1428	-	599	912
Mov Cap-2 Maneuver	-	-	-	-	599	-
Stage 1	-	-	-	-	899	-
Stage 2	-	-	-	-	771	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.1	10.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	727	-	-	1428	-
HCM Lane V/C Ratio	0.123	-	-	0.04	-
HCM Ctrl Dly (s/v)	10.6	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q (veh)	0.4	-	-	0.1	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	47	1	0	43	57	43
Future Volume (vph)	47	1	0	43	57	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	10	10
Grade (%)	0%			1%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.997				0.942	
Flt Protected	0.953					
Satd. Flow (prot)	1653	0	0	1890	1652	0
Flt Permitted	0.953					
Satd. Flow (perm)	1653	0	0	1890	1652	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	777			545	1607	
Travel Time (s)	17.7			10.6	31.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	0%	0%	0%	2%	0%
Adj. Flow (vph)	50	1	0	46	61	46
Shared Lane Traffic (%)						
Lane Group Flow (vph)	51	0	0	46	107	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	1.09	1.09	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

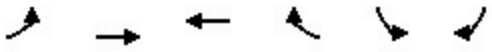
Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	47	1	0	43	57	43
Future Vol, veh/h	47	1	0	43	57	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	1	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	0	0	0	2	0
Mvmt Flow	50	1	0	46	61	46

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	130	84	107	0	-	0
Stage 1	84	-	-	-	-	-
Stage 2	46	-	-	-	-	-
Critical Hdwy	6.42	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	864	981	1497	-	-	-
Stage 1	939	-	-	-	-	-
Stage 2	976	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	864	981	1497	-	-	-
Mov Cap-2 Maneuver	864	-	-	-	-	-
Stage 1	939	-	-	-	-	-
Stage 2	976	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.4	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1497	-	866	-	-
HCM Lane V/C Ratio	-	-	0.059	-	-
HCM Ctrl Dly (s/v)	0	-	9.4	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q (veh)	0	-	0.2	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	4	319	190	176	85	5
Future Volume (vph)	4	319	190	176	85	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			150	0	0
Storage Lanes	1			1	1	0
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850	0.992	
Flt Protected	0.950				0.955	
Satd. Flow (prot)	902	1845	1792	1468	1401	0
Flt Permitted	0.950				0.955	
Satd. Flow (perm)	902	1845	1792	1468	1401	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		532	1138		660	
Travel Time (s)		8.1	17.2		15.0	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	100%	3%	6%	10%	24%	100%
Adj. Flow (vph)	5	425	253	235	113	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	425	253	235	120	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	1.00	1.00	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

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	319	190	176	85	5
Future Vol, veh/h	4	319	190	176	85	5
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	-	-	150	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	100	3	6	10	24	100
Mvmt Flow	5	425	253	235	113	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	488	0	-	0	688	253
Stage 1	-	-	-	-	253	-
Stage 2	-	-	-	-	435	-
Critical Hdwy	5.1	-	-	-	6.64	7.2
Critical Hdwy Stg 1	-	-	-	-	5.64	-
Critical Hdwy Stg 2	-	-	-	-	5.64	-
Follow-up Hdwy	3.1	-	-	-	3.716	4.2
Pot Cap-1 Maneuver	712	-	-	-	380	597
Stage 1	-	-	-	-	741	-
Stage 2	-	-	-	-	608	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	712	-	-	-	377	597
Mov Cap-2 Maneuver	-	-	-	-	377	-
Stage 1	-	-	-	-	736	-
Stage 2	-	-	-	-	608	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.1	0	18.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	712	-	-	-	385
HCM Lane V/C Ratio	0.007	-	-	-	0.312
HCM Ctrl Dly (s/v)	10.1	-	-	-	18.5
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q (veh)	0	-	-	-	1.3



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	102	19	25	45	23	21
Future Volume (vph)	102	19	25	45	23	21
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	0.979		0.913			
Flt Protected	0.959					0.974
Satd. Flow (prot)	1784	0	1710	0	0	1808
Flt Permitted	0.959					0.974
Satd. Flow (perm)	1784	0	1710	0	0	1808
Link Speed (mph)	30		35			35
Link Distance (ft)	515		1081			1606
Travel Time (s)	11.7		21.1			31.3
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	0%	0%	4%	0%	0%	5%
Adj. Flow (vph)	136	25	33	60	31	28
Shared Lane Traffic (%)						
Lane Group Flow (vph)	161	0	93	0	0	59
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

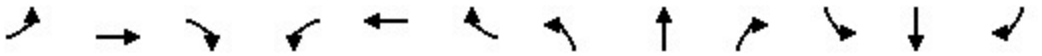
Intersection	
Int Delay, s/veh	6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	102	19	25	45	23	21
Future Vol, veh/h	102	19	25	45	23	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	4	0	0	5
Mvmt Flow	136	25	33	60	31	28

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	153	63	0	0	93	0
Stage 1	63	-	-	-	-	-
Stage 2	90	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	843	1007	-	-	1514	-
Stage 1	965	-	-	-	-	-
Stage 2	939	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	825	1007	-	-	1514	-
Mov Cap-2 Maneuver	825	-	-	-	-	-
Stage 1	965	-	-	-	-	-
Stage 2	919	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.2	0	3.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	849	1514	-
HCM Lane V/C Ratio	-	-	0.19	0.02	-
HCM Ctrl Dly (s/v)	-	-	10.2	7.4	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q (veh)	-	-	0.7	0.1	-



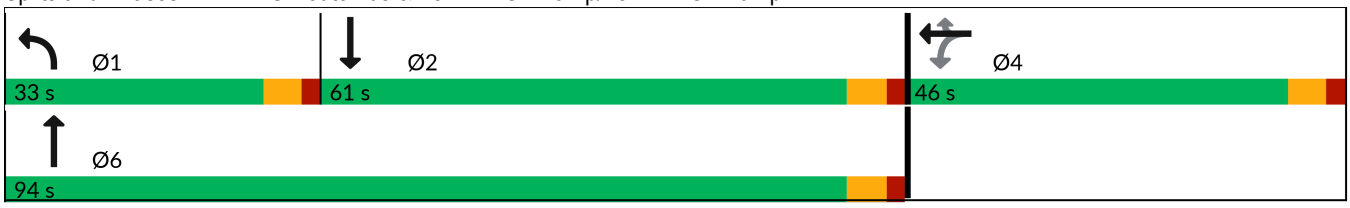
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	621	1	225	167	550	0	0	719	296
Future Volume (vph)	0	0	0	621	1	225	167	550	0	0	719	296
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			2%	
Storage Length (ft)	0		0	0		360	145		0	245		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt						0.850					0.956	
Flt Protected					0.952		0.950					
Satd. Flow (prot)	0	0	0	0	1607	1488	1347	3343	0	0	3189	0
Flt Permitted					0.952		0.950					
Satd. Flow (perm)	0	0	0	0	1607	1488	1347	3343	0	0	3189	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						201					53	
Link Speed (mph)		30			40			45			45	
Link Distance (ft)		287			1203			796			861	
Travel Time (s)		6.5			20.5			12.1			13.0	
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 (%)	0%	0%	0%	12%	0%	8%	34%	8%	0%	0%	8%	5%
Adj. Flow (vph)	0	0	0	698	1	253	188	618	0	0	808	333
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	699	253	188	618	0	0	1141	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
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	1.01	1.01	1.01	1.00	1.00	1.00	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				2	2	2	2	2			2	
Detector Template				Left	Thru	Right	Left	Thru			Thru	
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	Perm	Prot	NA			NA	

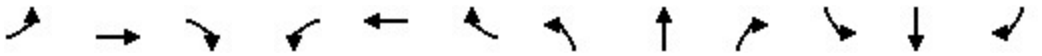
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases					4		1	6			2	
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6			2	
Switch Phase												
Minimum Initial (s)				6.0	6.0	6.0	5.0	15.0			15.0	
Minimum Split (s)				12.0	12.0	12.0	11.0	21.0			21.0	
Total Split (s)				46.0	46.0	46.0	33.0	94.0			61.0	
Total Split (%)				32.9%	32.9%	32.9%	23.6%	67.1%			43.6%	
Maximum Green (s)				40.0	40.0	40.0	27.0	88.0			55.0	
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)					6.0	6.0	6.0	6.0			6.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Recall Mode				None	None	None	None	Min			Min	
v/c Ratio					1.38	0.42	0.84	0.31			0.93	
Control Delay (s/veh)					218.9	11.7	82.3	13.3			50.1	
Queue Delay					0.0	0.0	0.0	0.0			0.0	
Total Delay (s/veh)					218.9	11.7	82.3	13.3			50.1	
Queue Length 50th (ft)					~830	33	159	127			466	
Queue Length 95th (ft)					#1114	111	#263	158			579	
Internal Link Dist (ft)		207			1123			716			781	
Turn Bay Length (ft)						360	145					
Base Capacity (vph)					506	606	286	2316			1411	
Starvation Cap Reductn					0	0	0	0			0	
Spillback Cap Reductn					0	0	0	0			0	
Storage Cap Reductn					0	0	0	0			0	
Reduced v/c Ratio					1.38	0.42	0.66	0.27			0.81	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 128.4
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: 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

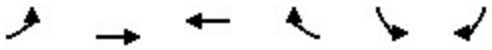




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	621	1	225	167	550	0	0	719	296
Future Volume (veh/h)	0	0	0	621	1	225	167	550	0	0	719	296
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1716	1894	1776	1396	1781	0	0	1758	1802
Adj Flow Rate, veh/h				698	1	253	188	618	0	0	808	333
Peak Hour Factor				0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %				12	0	8	34	8	0	0	8	5
Cap, veh/h				578	1	483	209	1973	0	0	872	359
Arrive On Green				0.32	0.32	0.32	0.16	0.58	0.00	0.00	0.38	0.38
Sat Flow, veh/h				1801	3	1505	1330	3474	0	0	2396	949
Grp Volume(v), veh/h				699	0	253	188	618	0	0	584	557
Grp Sat Flow(s),veh/h/ln				1804	0	1505	1330	1692	0	0	1670	1587
Q Serve(g_s), s				40.0	0.0	17.1	17.3	11.6	0.0	0.0	41.7	41.9
Cycle Q Clear(g_c), s				40.0	0.0	17.1	17.3	11.6	0.0	0.0	41.7	41.9
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.60
Lane Grp Cap(c), veh/h				579	0	483	209	1973	0	0	631	600
V/C Ratio(X)				1.21	0.00	0.52	0.90	0.31	0.00	0.00	0.93	0.93
Avail Cap(c_a), veh/h				579	0	483	288	2389	0	0	737	700
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				42.3	0.0	34.6	51.6	13.3	0.0	0.0	37.1	37.2
Incr Delay (d2), s/veh				109.0	0.0	0.5	19.6	0.0	0.0	0.0	15.2	16.2
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				34.7	0.0	6.2	6.8	4.1	0.0	0.0	18.8	18.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				151.3	0.0	35.1	71.2	13.3	0.0	0.0	52.3	53.4
LnGrp LOS				F		D	E	B			D	D
Approach Vol, veh/h					952			806			1141	
Approach Delay, s/veh					120.4			26.8			52.8	
Approach LOS					F			C			D	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	25.6	53.1		46.0		78.7						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	27.0	55.0		40.0		88.0						
Max Q Clear Time (g_c+I1), s	19.3	43.9		42.0		13.6						
Green Ext Time (p_c), s	0.3	3.2		0.0		2.2						

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			67.8									
HCM 6th LOS			E									

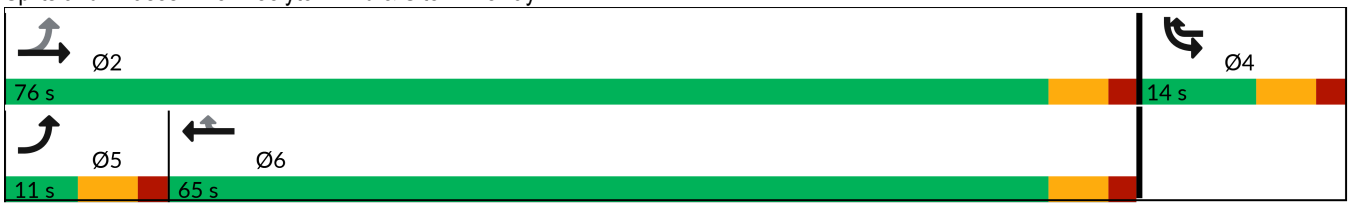


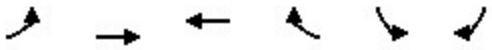
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	4	272	554	286	25	2
Future Volume (vph)	4	272	554	286	25	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			150	0	0
Storage Lanes	1			1	1	0
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850	0.991	
Flt Protected	0.950				0.956	
Satd. Flow (prot)	902	1610	1557	1524	1265	0
Flt Permitted	0.240				0.956	
Satd. Flow (perm)	228	1610	1557	1524	1265	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				308	2	
Link Speed (mph)		45	45		30	
Link Distance (ft)		532	1138		660	
Travel Time (s)		8.1	17.2		15.0	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	100%	18%	22%	6%	38%	100%
Adj. Flow (vph)	4	292	596	308	27	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	292	596	308	29	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	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2	2	2	
Detector Template						
Leading Detector (ft)	83	83	83	83	83	
Trailing Detector (ft)	-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	40	40	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43	43	43	43	
Detector 2 Size(ft)	40	40	40	40	40	
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Turn Type	pm+pt	NA	NA	pm+ov	Prot	
Protected Phases	5	2	6	4	4	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases	2			6		
Detector Phase	5	2	6	4	4	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	
Total Split (s)	11.0	76.0	65.0	14.0	14.0	
Total Split (%)	12.2%	84.4%	72.2%	15.6%	15.6%	
Maximum Green (s)	5.0	70.0	59.0	8.0	8.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	
v/c Ratio	0.02	0.34	0.76	0.21	0.14	
Control Delay (s/veh)	3.8	6.0	15.8	0.6	22.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	3.8	6.0	15.8	0.6	22.9	
Queue Length 50th (ft)	1	31	84	0	5	
Queue Length 95th (ft)	2	59	278	13	35	
Internal Link Dist (ft)		452	1058		580	
Turn Bay Length (ft)	150			150		
Base Capacity (vph)	207	1595	1496	1352	256	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.02	0.18	0.40	0.23	0.11	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 43.7	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 8: Neelytown Rd & Site Driveway 1





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	4	272	554	286	25	2
Future Volume (veh/h)	4	272	554	286	25	2
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	418	1633	1574	1811	1337	418
Adj Flow Rate, veh/h	4	292	596	308	27	2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	100	18	22	6	38	100
Cap, veh/h	212	1077	789	770	40	3
Arrive On Green	0.01	0.66	0.50	0.50	0.04	0.04
Sat Flow, veh/h	398	1633	1574	1535	1138	84
Grp Volume(v), veh/h	4	292	596	308	30	0
Grp Sat Flow(s),veh/h/ln	398	1633	1574	1535	1265	0
Q Serve(g_s), s	0.2	2.9	12.0	4.9	0.9	0.0
Cycle Q Clear(g_c), s	0.2	2.9	12.0	4.9	0.9	0.0
Prop In Lane	1.00			1.00	0.90	0.07
Lane Grp Cap(c), veh/h	212	1077	789	770	45	0
V/C Ratio(X)	0.02	0.27	0.76	0.40	0.67	0.00
Avail Cap(c_a), veh/h	261	2906	2361	2302	257	0
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	0.00
Uniform Delay (d), s/veh	6.4	2.8	7.9	6.1	18.7	0.0
Incr Delay (d2), s/veh	0.0	0.1	1.5	0.3	15.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	2.1	0.8	0.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	6.5	2.9	9.4	6.5	34.5	0.0
LnGrp LOS	A	A	A	A	C	
Approach Vol, veh/h		296	904		30	
Approach Delay, s/veh		3.0	8.4		34.5	
Approach LOS		A	A		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		31.9		7.4	6.2	25.7
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		70.0		8.0	5.0	59.0
Max Q Clear Time (g_c+I1), s		4.9		2.9	2.2	14.0
Green Ext Time (p_c), s		1.5		0.0	0.0	5.8

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	7.7
HCM 6th LOS	A

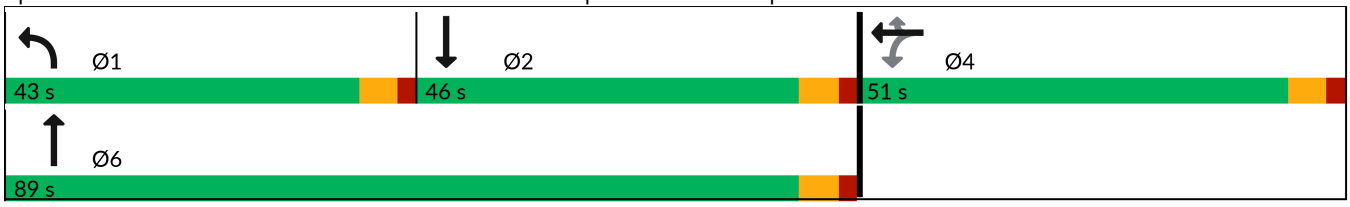
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	381	0	328	371	769	0	0	570	304
Future Volume (vph)	0	0	0	381	0	328	371	769	0	0	570	304
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			2%	
Storage Length (ft)	0		0	0		360	145		0	245		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt						0.850					0.948	
Flt Protected					0.950		0.950					
Satd. Flow (prot)	0	0	0	0	1382	1516	1612	3471	0	0	3270	0
Flt Permitted					0.950		0.950					
Satd. Flow (perm)	0	0	0	0	1382	1516	1612	3471	0	0	3270	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						185					70	
Link Speed (mph)		30			40			45			45	
Link Distance (ft)		287			1203			796			861	
Travel Time (s)		6.5			20.5			12.1			13.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	30%	0%	6%	12%	4%	0%	0%	5%	1%
Adj. Flow (vph)	0	0	0	397	0	342	386	801	0	0	594	317
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	397	342	386	801	0	0	911	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
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	1.01	1.01	1.01	1.00	1.00	1.00	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				2	2	2	2	2			2	
Detector Template				Left	Thru	Right	Left	Thru			Thru	
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	Perm	Prot	NA			NA	

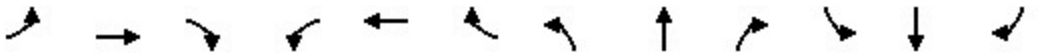
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases					4		1	6			2	
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6			2	
Switch Phase												
Minimum Initial (s)				6.0	6.0	6.0	5.0	15.0			15.0	
Minimum Split (s)				12.0	12.0	12.0	11.0	21.0			21.0	
Total Split (s)				51.0	51.0	51.0	43.0	89.0			46.0	
Total Split (%)				36.4%	36.4%	36.4%	30.7%	63.6%			32.9%	
Maximum Green (s)				45.0	45.0	45.0	37.0	83.0			40.0	
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)					6.0	6.0	6.0	6.0			6.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Recall Mode				None	None	None	None	Min			Min	
v/c Ratio					0.92	0.57	0.92	0.39			0.93	
Control Delay (s/veh)					72.1	21.0	75.4	14.9			58.1	
Queue Delay					0.0	0.0	0.0	0.0			0.0	
Total Delay (s/veh)					72.1	21.0	75.4	14.9			58.1	
Queue Length 50th (ft)					344	116	342	194			398	
Queue Length 95th (ft)					#538	218	#533	237			#527	
Internal Link Dist (ft)		207			1123			716			781	
Turn Bay Length (ft)						360	145					
Base Capacity (vph)					490	656	470	2268			1078	
Starvation Cap Reductn					0	0	0	0			0	
Spillback Cap Reductn					0	0	0	0			0	
Storage Cap Reductn					0	0	0	0			0	
Reduced v/c Ratio					0.81	0.52	0.82	0.35			0.85	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 129.6
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

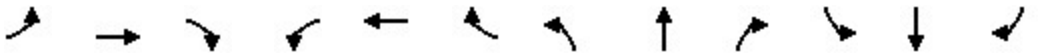




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	381	0	328	371	769	0	0	570	304
Future Volume (veh/h)	0	0	0	381	0	328	371	769	0	0	570	304
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1450	1894	1805	1722	1841	0	0	1802	1862
Adj Flow Rate, veh/h				397	0	342	386	801	0	0	594	317
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %				30	0	6	12	4	0	0	5	1
Cap, veh/h				465	0	395	422	2182	0	0	663	353
Arrive On Green				0.26	0.00	0.26	0.26	0.62	0.00	0.00	0.31	0.31
Sat Flow, veh/h				1804	0	1530	1640	3589	0	0	2247	1151
Grp Volume(v), veh/h				397	0	342	386	801	0	0	472	439
Grp Sat Flow(s),veh/h/ln				1804	0	1530	1640	1749	0	0	1712	1595
Q Serve(g_s), s				21.3	0.0	21.7	23.2	11.3	0.0	0.0	26.7	26.8
Cycle Q Clear(g_c), s				21.3	0.0	21.7	23.2	11.3	0.0	0.0	26.7	26.8
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.72
Lane Grp Cap(c), veh/h				465	0	395	422	2182	0	0	526	490
V/C Ratio(X)				0.85	0.00	0.87	0.91	0.37	0.00	0.00	0.90	0.90
Avail Cap(c_a), veh/h				799	0	678	598	2859	0	0	674	628
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				35.8	0.0	36.0	36.6	9.3	0.0	0.0	33.6	33.6
Incr Delay (d2), s/veh				1.8	0.0	2.5	12.0	0.0	0.0	0.0	10.7	11.4
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				9.2	0.0	8.0	10.2	3.7	0.0	0.0	12.0	11.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				37.6	0.0	38.5	48.6	9.4	0.0	0.0	44.4	45.1
LnGrp LOS				D		D	D	A			D	D
Approach Vol, veh/h					739			1187			911	
Approach Delay, s/veh					38.0			22.1			44.7	
Approach LOS					D			C			D	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	32.2	37.2		32.2		69.3						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	37.0	40.0		45.0		83.0						
Max Q Clear Time (g_c+I1), s	25.2	28.8		23.7		13.3						
Green Ext Time (p_c), s	0.9	2.4		2.5		3.0						

Intersection Summary			
HCM 6th Ctrl Delay, s/veh		33.5	
HCM 6th LOS		C	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	381	389	84	82	104	257	56	502	255	168	453	330
Future Volume (vph)	381	389	84	82	104	257	56	502	255	168	453	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			1%			1%	
Storage Length (ft)	400		400	220		220	145		145	330		280
Storage Lanes	2		0	1		1	1		1	2		1
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.973				0.850		0.950				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1570	3092	0	1671	1226	1568	1535	3345	0	3383	3487	1190
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1570	3092	0	1671	1226	1568	1535	3345	0	3383	3487	1190
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20				141		63				359
Link Speed (mph)		45			25			45			45	
Link Distance (ft)		639			871			1257			796	
Travel Time (s)		9.7			23.8			19.0			12.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	15%	15%	7%	8%	55%	3%	17%	2%	2%	3%	3%	35%
Adj. Flow (vph)	414	423	91	89	113	279	61	546	277	183	492	359
Shared Lane Traffic (%)												
Lane Group Flow (vph)	414	514	0	89	113	279	61	823	0	183	492	359
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	2		2	2	2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	83	83		83	83	83	83	83		83	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		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	43	43
Detector 2 Size(ft)	40	40		40	40	40	40	40		40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	Free

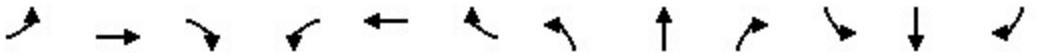
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases						8						Free
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.0	24.0		11.0	24.0	11.0	11.0	24.0		11.0	24.0	
Total Split (s)	51.0	56.0		20.0	25.0	19.0	17.0	44.0		19.0	46.0	
Total Split (%)	36.7%	40.3%		14.4%	18.0%	13.7%	12.2%	31.7%		13.7%	33.1%	
Maximum Green (s)	45.0	50.0		14.0	19.0	13.0	11.0	38.0		13.0	40.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	2.0		2.0	2.0	2.0	2.0	3.0		2.0	3.0	
Recall Mode	None	None		None	None	None	None	Min		None	Min	
v/c Ratio	0.86	0.48		0.61	0.74	0.54	0.55	0.86		0.60	0.44	0.30
Control Delay (s/veh)	59.1	32.3		75.1	83.2	23.7	79.0	49.5		65.2	37.4	0.7
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)	59.1	32.3		75.1	83.2	23.7	79.0	49.5		65.2	37.4	0.7
Queue Length 50th (ft)	330	170		75	94	99	51	323		78	180	0
Queue Length 95th (ft)	#510	233		137	#184	197	103	433		124	251	0
Internal Link Dist (ft)		559			791			1177			716	
Turn Bay Length (ft)	400			220		220	145			330		280
Base Capacity (vph)	604	1334		200	199	549	144	1129		376	1193	1190
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	0.69	0.39		0.45	0.57	0.51	0.42	0.73		0.49	0.41	0.30

Intersection Summary

Area Type: Other
Cycle Length: 139
Actuated Cycle Length: 121
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: 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps





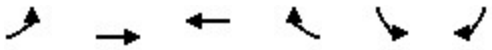
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	381	389	84	82	104	257	56	502	255	168	453	330
Future Volume (veh/h)	381	389	84	82	104	257	56	502	255	168	453	330
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1678	1678	1796	1781	1085	1856	1642	1864	1864	1850	1850	1375
Adj Flow Rate, veh/h	414	423	91	89	113	279	61	546	277	183	492	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	15	15	7	8	55	3	17	2	2	3	3	35
Cap, veh/h	460	1006	215	112	176	368	76	621	314	244	1040	
Arrive On Green	0.29	0.38	0.38	0.07	0.16	0.16	0.05	0.27	0.27	0.07	0.30	0.00
Sat Flow, veh/h	1598	2613	558	1697	1085	1572	1564	2276	1152	3417	3514	1166
Grp Volume(v), veh/h	414	257	257	89	113	279	61	425	398	183	492	0
Grp Sat Flow(s),veh/h/ln	1598	1594	1577	1697	1085	1572	1564	1771	1657	1709	1757	1166
Q Serve(g_s), s	29.1	13.8	14.0	6.0	11.4	19.0	4.5	26.8	26.9	6.1	13.4	0.0
Cycle Q Clear(g_c), s	29.1	13.8	14.0	6.0	11.4	19.0	4.5	26.8	26.9	6.1	13.4	0.0
Prop In Lane	1.00		0.35	1.00		1.00	1.00		0.70	1.00		1.00
Lane Grp Cap(c), veh/h	460	613	607	112	176	368	76	483	452	244	1040	
V/C Ratio(X)	0.90	0.42	0.42	0.80	0.64	0.76	0.81	0.88	0.88	0.75	0.47	
Avail Cap(c_a), veh/h	615	682	675	203	176	368	147	576	539	380	1203	
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	0.00
Uniform Delay (d), s/veh	40.0	26.4	26.4	53.8	45.8	41.7	55.1	40.7	40.7	53.2	33.7	0.0
Incr Delay (d2), s/veh	14.5	0.2	0.2	4.8	6.0	7.9	7.4	12.9	13.9	1.7	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.8	5.1	5.1	2.7	3.4	8.3	1.9	12.9	12.3	2.6	5.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.5	26.5	26.6	58.7	51.7	49.6	62.5	53.6	54.6	55.0	34.0	0.0
LnGrp LOS	D	C	C	E	D	D	E	D	D	D	C	
Approach Vol, veh/h		928			481			884			675	
Approach Delay, s/veh		39.0			51.8			54.6			39.7	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.3	37.9	13.7	51.0	11.6	40.6	39.7	25.0
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	13.0	38.0	14.0	50.0	11.0	40.0	45.0	19.0
Max Q Clear Time (g_c+I1), s	8.1	28.9	8.0	16.0	6.5	15.4	31.1	21.0
Green Ext Time (p_c), s	0.2	3.0	0.1	1.5	0.0	2.7	2.6	0.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	45.9
HCM 6th LOS	D

Notes

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

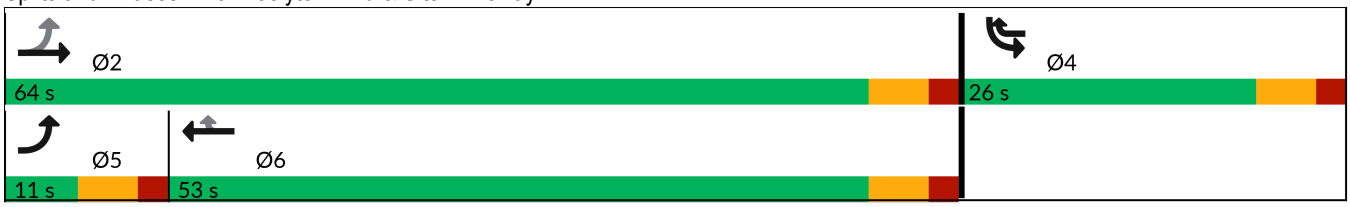


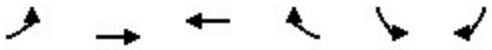
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	4	615	312	65	143	7
Future Volume (vph)	4	615	312	65	143	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			150	0	0
Storage Lanes	1			1	1	0
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850	0.994	
Flt Protected	0.950				0.955	
Satd. Flow (prot)	902	1712	1667	1272	1446	0
Flt Permitted	0.404				0.955	
Satd. Flow (perm)	384	1712	1667	1272	1446	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				82	3	
Link Speed (mph)		45	45		30	
Link Distance (ft)		532	1138		660	
Travel Time (s)		8.1	17.2		15.0	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	100%	11%	14%	27%	21%	100%
Adj. Flow (vph)	5	778	395	82	181	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	778	395	82	190	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	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2	2	2	
Detector Template						
Leading Detector (ft)	83	83	83	83	83	
Trailing Detector (ft)	-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	40	40	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43	43	43	43	
Detector 2 Size(ft)	40	40	40	40	40	
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Turn Type	pm+pt	NA	NA	pm+ov	Prot	
Protected Phases	5	2	6	4	4	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases	2			6		
Detector Phase	5	2	6	4	4	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	
Total Split (s)	11.0	64.0	53.0	26.0	26.0	
Total Split (%)	12.2%	71.1%	58.9%	28.9%	28.9%	
Maximum Green (s)	5.0	58.0	47.0	20.0	20.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	
v/c Ratio	0.02	0.81	0.44	0.07	0.59	
Control Delay (s/veh)	6.0	18.3	11.2	0.4	32.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	6.0	18.3	11.2	0.4	32.6	
Queue Length 50th (ft)	1	188	68	0	57	
Queue Length 95th (ft)	4	302	171	5	141	
Internal Link Dist (ft)		452	1058		580	
Turn Bay Length (ft)	150			150		
Base Capacity (vph)	261	1527	1333	1218	529	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.02	0.51	0.30	0.07	0.36	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 60.3	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 8: Neelytown Rd & Site Driveway 1

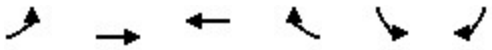




Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	4	615	312	65	143	7
Future Volume (veh/h)	4	615	312	65	143	7
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	418	1737	1693	1500	1589	418
Adj Flow Rate, veh/h	5	778	395	82	181	9
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	100	11	14	27	21	100
Cap, veh/h	219	945	664	499	237	12
Arrive On Green	0.01	0.54	0.39	0.39	0.17	0.17
Sat Flow, veh/h	398	1737	1693	1271	1426	71
Grp Volume(v), veh/h	5	778	395	82	191	0
Grp Sat Flow(s),veh/h/ln	398	1737	1693	1271	1505	0
Q Serve(g_s), s	0.3	15.3	7.7	1.7	5.0	0.0
Cycle Q Clear(g_c), s	0.3	15.3	7.7	1.7	5.0	0.0
Prop In Lane	1.00			1.00	0.95	0.05
Lane Grp Cap(c), veh/h	219	945	664	499	251	0
V/C Ratio(X)	0.02	0.82	0.59	0.16	0.76	0.00
Avail Cap(c_a), veh/h	264	2432	1920	1442	726	0
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	0.00
Uniform Delay (d), s/veh	7.8	7.8	10.0	8.2	16.5	0.0
Incr Delay (d2), s/veh	0.0	1.9	0.9	0.2	4.8	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.9	1.9	0.3	1.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	7.8	9.7	10.8	8.3	21.2	0.0
LnGrp LOS	A	A	B	A	C	
Approach Vol, veh/h		783	477		191	
Approach Delay, s/veh		9.7	10.4		21.2	
Approach LOS		A	B		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		28.5		12.9	6.3	22.3
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		58.0		20.0	5.0	47.0
Max Q Clear Time (g_c+I1), s		17.3		7.0	2.3	9.7
Green Ext Time (p_c), s		5.2		0.7	0.0	2.5

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	11.4
HCM 6th LOS	B

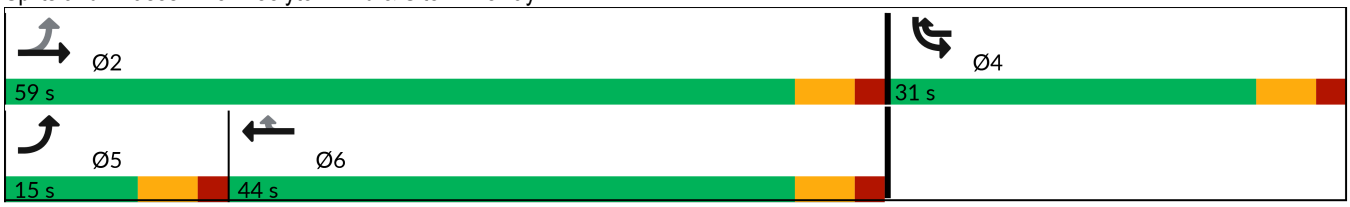


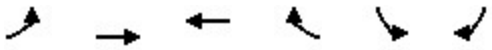
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	4	319	190	176	85	5
Future Volume (vph)	4	319	190	176	85	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			150	0	0
Storage Lanes	1			1	1	0
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850	0.992	
Flt Protected	0.950				0.955	
Satd. Flow (prot)	902	1845	1792	1468	1401	0
Flt Permitted	0.418				0.955	
Satd. Flow (perm)	397	1845	1792	1468	1401	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				235	3	
Link Speed (mph)		45	45		30	
Link Distance (ft)		532	1138		660	
Travel Time (s)		8.1	17.2		15.0	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	100%	3%	6%	10%	24%	100%
Adj. Flow (vph)	5	425	253	235	113	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	425	253	235	120	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	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2	2	2	
Detector Template						
Leading Detector (ft)	83	83	83	83	83	
Trailing Detector (ft)	-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	40	40	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43	43	43	43	
Detector 2 Size(ft)	40	40	40	40	40	
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Turn Type	pm+pt	NA	NA	pm+ov	Prot	
Protected Phases	5	2	6	4	4	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases	2			6		
Detector Phase	5	2	6	4	4	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	
Total Split (s)	15.0	59.0	44.0	31.0	31.0	
Total Split (%)	16.7%	65.6%	48.9%	34.4%	34.4%	
Maximum Green (s)	9.0	53.0	38.0	25.0	25.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	
v/c Ratio	0.02	0.56	0.39	0.17	0.34	
Control Delay (s/veh)	6.5	11.5	12.5	0.7	16.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	6.5	11.5	12.5	0.7	16.3	
Queue Length 50th (ft)	1	56	30	0	17	
Queue Length 95th (ft)	4	105	99	9	57	
Internal Link Dist (ft)		452	1058		580	
Turn Bay Length (ft)	150			150		
Base Capacity (vph)	292	1820	1673	1368	1005	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.02	0.23	0.15	0.17	0.12	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 37.2	
Natural Cycle: 40	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 8: Neelytown Rd & Site Driveway 1





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	4	319	190	176	85	5
Future Volume (veh/h)	4	319	190	176	85	5
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	418	1856	1811	1752	1544	418
Adj Flow Rate, veh/h	5	425	253	235	113	7
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Percent Heavy Veh, %	100	3	6	10	24	100
Cap, veh/h	278	916	519	426	144	9
Arrive On Green	0.01	0.49	0.29	0.29	0.11	0.11
Sat Flow, veh/h	398	1856	1811	1485	1364	85
Grp Volume(v), veh/h	5	425	253	235	121	0
Grp Sat Flow(s),veh/h/ln	398	1856	1811	1485	1461	0
Q Serve(g_s), s	0.2	4.5	3.5	4.0	2.4	0.0
Cycle Q Clear(g_c), s	0.2	4.5	3.5	4.0	2.4	0.0
Prop In Lane	1.00			1.00	0.93	0.06
Lane Grp Cap(c), veh/h	278	916	519	426	155	0
V/C Ratio(X)	0.02	0.46	0.49	0.55	0.78	0.00
Avail Cap(c_a), veh/h	394	3281	2296	1882	1218	0
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	0.00
Uniform Delay (d), s/veh	7.3	5.0	8.9	9.1	13.1	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.7	1.1	8.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.5	0.8	0.8	1.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	7.3	5.3	9.6	10.2	21.4	0.0
LnGrp LOS	A	A	A	B	C	
Approach Vol, veh/h		430	488		121	
Approach Delay, s/veh		5.4	9.9		21.4	
Approach LOS		A	A		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		20.8		9.2	6.2	14.6
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		53.0		25.0	9.0	38.0
Max Q Clear Time (g_c+I1), s		6.5		4.4	2.2	6.0
Green Ext Time (p_c), s		2.2		0.5	0.0	2.6

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	9.3
HCM 6th LOS	A

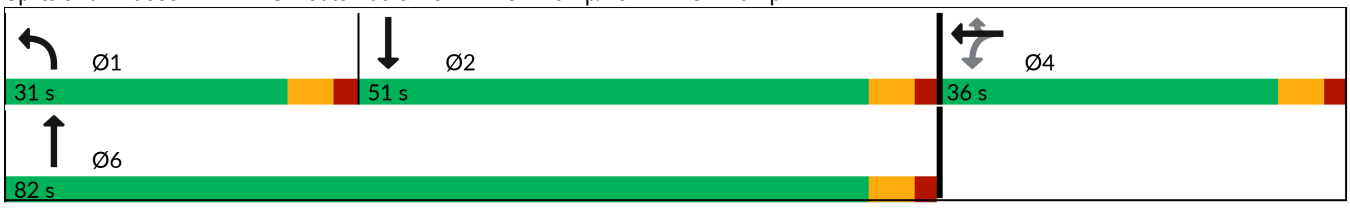
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	549	1	244	164	587	0	0	732	322
Future Volume (vph)	0	0	0	549	1	244	164	587	0	0	732	322
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			2%	
Storage Length (ft)	0		0	0		360	145		0	245		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt						0.850					0.954	
Flt Protected					0.952		0.950					
Satd. Flow (prot)	0	0	0	0	1488	1474	1253	3312	0	0	3134	0
Flt Permitted					0.952		0.950					
Satd. Flow (perm)	0	0	0	0	1488	1474	1253	3312	0	0	3134	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						274					68	
Link Speed (mph)		30			40			45			45	
Link Distance (ft)		287			1203			796			861	
Travel Time (s)		6.5			20.5			12.1			13.0	
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 (%)	0%	0%	0%	21%	0%	9%	44%	9%	0%	0%	10%	6%
Adj. Flow (vph)	0	0	0	617	1	274	184	660	0	0	822	362
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	618	274	184	660	0	0	1184	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
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	1.01	1.01	1.01	1.00	1.00	1.00	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				2	2	2	2	2			2	
Detector Template				Left	Thru	Right	Left	Thru			Thru	
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	Perm	Prot	NA			NA	

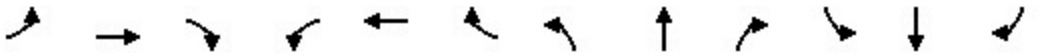
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases					4		1	6			2	
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6			2	
Switch Phase												
Minimum Initial (s)				6.0	6.0	6.0	5.0	15.0			15.0	
Minimum Split (s)				12.0	12.0	12.0	11.0	21.0			21.0	
Total Split (s)				36.0	36.0	36.0	31.0	82.0			51.0	
Total Split (%)				30.5%	30.5%	30.5%	26.3%	69.5%			43.2%	
Maximum Green (s)				30.0	30.0	30.0	25.0	76.0			45.0	
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)					6.0	6.0	6.0	6.0			6.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Recall Mode				None	None	None	None	Min			Min	
v/c Ratio					1.53	0.46	0.83	0.32			0.94	
Control Delay (s/veh)					281.8	6.9	73.1	10.3			46.9	
Queue Delay					0.0	0.0	0.0	0.0			0.0	
Total Delay (s/veh)					281.8	6.9	73.1	10.3			46.9	
Queue Length 50th (ft)					~648	0	130	108			412	
Queue Length 95th (ft)					#890	64	#222	137			#577	
Internal Link Dist (ft)		207			1123			716			781	
Turn Bay Length (ft)						360	145					
Base Capacity (vph)					404	600	283	2280			1317	
Starvation Cap Reductn					0	0	0	0			0	
Spillback Cap Reductn					0	0	0	0			0	
Storage Cap Reductn					0	0	0	0			0	
Reduced v/c Ratio					1.53	0.46	0.65	0.29			0.90	

Intersection Summary

Area Type: Other
Cycle Length: 118
Actuated Cycle Length: 111.1
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: 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	549	1	244	164	587	0	0	732	322
Future Volume (veh/h)	0	0	0	549	1	244	164	587	0	0	732	322
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1583	1894	1761	1248	1767	0	0	1728	1788
Adj Flow Rate, veh/h				617	1	274	184	660	0	0	822	362
Peak Hour Factor				0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %				21	0	9	44	9	0	0	10	6
Cap, veh/h				491	1	407	204	2075	0	0	870	382
Arrive On Green				0.27	0.27	0.27	0.17	0.62	0.00	0.00	0.39	0.39
Sat Flow, veh/h				1801	3	1492	1188	3445	0	0	2307	974
Grp Volume(v), veh/h				618	0	274	184	660	0	0	607	577
Grp Sat Flow(s),veh/h/ln				1804	0	1492	1188	1678	0	0	1642	1553
Q Serve(g_s), s				30.0	0.0	18.0	16.7	10.3	0.0	0.0	39.2	39.5
Cycle Q Clear(g_c), s				30.0	0.0	18.0	16.7	10.3	0.0	0.0	39.2	39.5
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.63
Lane Grp Cap(c), veh/h				492	0	407	204	2075	0	0	643	609
V/C Ratio(X)				1.26	0.00	0.67	0.90	0.32	0.00	0.00	0.94	0.95
Avail Cap(c_a), veh/h				492	0	407	270	2319	0	0	672	635
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				40.0	0.0	35.6	44.6	10.0	0.0	0.0	32.3	32.4
Incr Delay (d2), s/veh				130.9	0.0	3.5	22.3	0.0	0.0	0.0	21.0	22.7
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				30.7	0.0	6.7	6.0	3.3	0.0	0.0	18.2	17.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				170.9	0.0	39.2	66.9	10.0	0.0	0.0	53.3	55.1
LnGrp LOS				F		D	E	B			D	E
Approach Vol, veh/h					892			844			1184	
Approach Delay, s/veh					130.5			22.4			54.1	
Approach LOS					F			C			D	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	24.9	49.1		36.0		74.0						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	25.0	45.0		30.0		76.0						
Max Q Clear Time (g_c+I1), s	18.7	41.5		32.0		12.3						
Green Ext Time (p_c), s	0.3	1.6		0.0		2.4						

Intersection Summary		
HCM 6th Ctrl Delay, s/veh		68.3
HCM 6th LOS		E

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	190	239	42	145	156	247	50	314	179	261	478	542
Future Volume (vph)	190	239	42	145	156	247	50	314	179	261	478	542
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			1%			1%	
Storage Length (ft)	400		400	220		220	145		145	330		280
Storage Lanes	2		0	1		1	1		1	2		1
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.977				0.850		0.946				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1271	2449	0	1687	1743	1553	1414	3044	0	3256	3123	1350
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1271	2449	0	1687	1743	1553	1414	3044	0	3256	3123	1350
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15				257		81				565
Link Speed (mph)		45			25			45			45	
Link Distance (ft)		639			871			1257			796	
Travel Time (s)		9.7			23.8			19.0			12.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	42%	49%	16%	7%	9%	4%	27%	12%	11%	7%	15%	19%
Adj. Flow (vph)	198	249	44	151	163	257	52	327	186	272	498	565
Shared Lane Traffic (%)												
Lane Group Flow (vph)	198	293	0	151	163	257	52	513	0	272	498	565
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	2		2	2	2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	83	83		83	83	83	83	83		83	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		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	43	43
Detector 2 Size(ft)	40	40		40	40	40	40	40		40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	Free

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases						8						Free
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.0	24.0		11.0	24.0	11.0	11.0	24.0		11.0	24.0	
Total Split (s)	36.0	46.0		21.0	31.0	26.0	21.0	46.0		26.0	51.0	
Total Split (%)	25.9%	33.1%		15.1%	22.3%	18.7%	15.1%	33.1%		18.7%	36.7%	
Maximum Green (s)	30.0	40.0		15.0	25.0	20.0	15.0	40.0		20.0	45.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	2.0		2.0	2.0	2.0	2.0	3.0		2.0	3.0	
Recall Mode	None	None		None	None	None	None	Min		None	Min	
v/c Ratio	0.69	0.50		0.63	0.63	0.36	0.41	0.72		0.59	0.53	0.42
Control Delay (s/veh)	49.7	33.8		56.3	52.7	4.6	57.3	36.6		46.6	33.0	1.0
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)	49.7	33.8		56.3	52.7	4.6	57.3	36.6		46.6	33.0	1.0
Queue Length 50th (ft)	107	76		83	92	0	30	125		78	135	0
Queue Length 95th (ft)	237	140		#228	198	54	84	231		152	237	0
Internal Link Dist (ft)		559			791			1177			716	
Turn Bay Length (ft)	400			220		220	145			330		280
Base Capacity (vph)	423	1095		280	483	824	235	1396		722	1559	1350
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	0.47	0.27		0.54	0.34	0.31	0.22	0.37		0.38	0.32	0.42

Intersection Summary

Area Type: Other
Cycle Length: 139
Actuated Cycle Length: 95.1
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: 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps



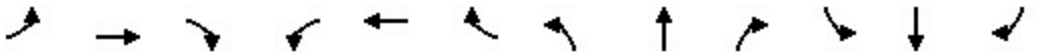
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	190	239	42	145	156	247	50	314	179	261	478	542
Future Volume (veh/h)	190	239	42	145	156	247	50	314	179	261	478	542
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1278	1174	1663	1796	1767	1841	1494	1716	1731	1790	1672	1613
Adj Flow Rate, veh/h	198	249	44	151	162	257	52	327	186	272	498	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	42	49	16	7	9	4	27	12	11	7	15	19
Cap, veh/h	235	501	87	188	319	457	61	431	240	373	901	
Arrive On Green	0.19	0.26	0.26	0.11	0.18	0.18	0.04	0.21	0.21	0.11	0.28	0.00
Sat Flow, veh/h	1217	1899	331	1711	1767	1560	1423	2020	1124	3308	3176	1367
Grp Volume(v), veh/h	198	145	148	151	162	257	52	263	250	272	498	0
Grp Sat Flow(s),veh/h/ln	1217	1115	1114	1711	1767	1560	1423	1630	1514	1654	1588	1367
Q Serve(g_s), s	12.5	8.8	9.0	6.9	6.6	11.2	2.9	12.1	12.5	6.4	10.7	0.0
Cycle Q Clear(g_c), s	12.5	8.8	9.0	6.9	6.6	11.2	2.9	12.1	12.5	6.4	10.7	0.0
Prop In Lane	1.00		0.30	1.00		1.00	1.00		0.74	1.00		1.00
Lane Grp Cap(c), veh/h	235	294	294	188	319	457	61	348	323	373	901	
V/C Ratio(X)	0.84	0.49	0.50	0.80	0.51	0.56	0.85	0.75	0.77	0.73	0.55	
Avail Cap(c_a), veh/h	456	557	557	321	552	663	267	815	757	827	1786	
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	0.00
Uniform Delay (d), s/veh	31.1	24.9	25.0	34.8	29.6	23.9	38.0	29.5	29.7	34.3	24.4	0.0
Incr Delay (d2), s/veh	10.9	0.5	0.5	3.0	0.5	0.4	11.7	3.3	4.0	1.0	0.5	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	4.1	2.2	2.2	3.0	2.8	4.1	1.2	4.7	4.5	2.4	3.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.0	25.4	25.5	37.8	30.1	24.3	49.8	32.8	33.6	35.3	24.9	0.0
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	C	
Approach Vol, veh/h		491			570			565			770	
Approach Delay, s/veh		32.1			29.5			34.7			28.6	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	23.1	14.8	27.1	9.4	28.7	21.5	20.4
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	20.0	40.0	15.0	40.0	15.0	45.0	30.0	25.0
Max Q Clear Time (g_c+I1), s	8.4	14.5	8.9	11.0	4.9	12.7	14.5	13.2
Green Ext Time (p_c), s	0.7	2.6	0.2	0.9	0.1	2.9	1.1	1.3

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	31.0
HCM 6th LOS	C

Notes

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

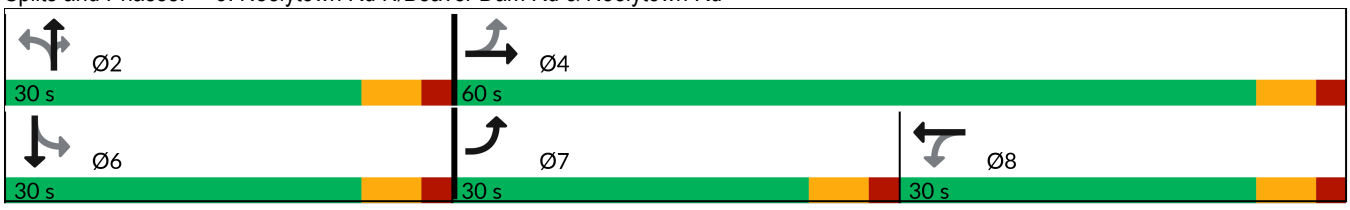


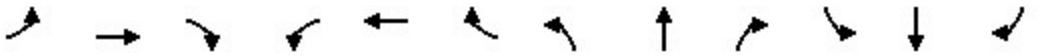
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	210	39	179	397	6	47	28	56	9	21	9
Future Volume (vph)	2	210	39	179	397	6	47	28	56	9	21	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	16	12	12	12
Grade (%)		1%			2%			-2%			0%	
Storage Length (ft)	70		0	220		0	0		150	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.976			0.998				0.850		0.969	
Flt Protected	0.950			0.950				0.969			0.989	
Satd. Flow (prot)	1796	1508	0	1514	1426	0	0	1716	1479	0	1767	0
Flt Permitted	0.387			0.594				0.806			0.942	
Satd. Flow (perm)	732	1508	0	947	1426	0	0	1427	1479	0	1683	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19			1				109		10	
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		2146			540			620			646	
Travel Time (s)		32.5			8.2			12.1			12.6	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	23%	19%	18%	31%	80%	8%	9%	25%	13%	0%	0%
Adj. Flow (vph)	2	226	42	192	427	6	51	30	60	10	23	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	2	268	0	192	433	0	0	81	60	0	43	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	0.99	0.99	0.84	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2	2	2	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	83	83		83	83		83	83	83	83	83	
Trailing Detector (ft)	-5	-5		-5	-5		-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5		-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	40		40	40		40	40	40	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43		43	43		43	43	43	43	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	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	7	4			8			2			6	
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		8	8		2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		14.0	14.0	14.0	14.0	14.0	
Total Split (s)	30.0	60.0		30.0	30.0		30.0	30.0	30.0	30.0	30.0	
Total Split (%)	33.3%	66.7%		33.3%	33.3%		33.3%	33.3%	33.3%	33.3%	33.3%	
Maximum Green (s)	24.0	54.0		24.0	24.0		24.0	24.0	24.0	24.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
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	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Max		Max	Max		Max	Max	Max	Max	Max	
v/c Ratio	0.00	0.29		0.36	0.53			0.21	0.13		0.09	
Control Delay (s/veh)	7.0	9.1		14.4	16.5			27.5	1.7		21.1	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay (s/veh)	7.0	9.1		14.4	16.5			27.5	1.7		21.1	
Queue Length 50th (ft)	0	62		50	129			36	0		14	
Queue Length 95th (ft)	3	105		136	302			74	8		40	
Internal Link Dist (ft)		2066			460			540			566	
Turn Bay Length (ft)	70			220					150			
Base Capacity (vph)	722	912		538	812			380	474		456	
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.00	0.29		0.36	0.53			0.21	0.13		0.09	

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

Splits and Phases: 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	210	39	179	397	6	47	28	56	9	21	9
Future Volume (veh/h)	2	210	39	179	397	6	47	28	56	9	21	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1894	1553	1613	1610	1417	691	1859	1844	1668	1707	1900	1900
Adj Flow Rate, veh/h	2	226	42	192	427	6	51	30	60	10	23	10
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	23	19	18	31	80	8	9	25	13	0	0
Cap, veh/h	398	764	142	571	737	10	306	166	377	125	273	106
Arrive On Green	0.00	0.60	0.60	0.53	0.53	0.53	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1804	1274	237	956	1394	20	903	622	1413	285	1024	397
Grp Volume(v), veh/h	2	0	268	192	0	433	81	0	60	43	0	0
Grp Sat Flow(s),veh/h/ln	1804	0	1511	956	0	1413	1525	0	1413	1706	0	0
Q Serve(g_s), s	0.0	0.0	7.8	11.0	0.0	18.7	1.8	0.0	2.9	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	7.8	12.4	0.0	18.7	3.4	0.0	2.9	1.6	0.0	0.0
Prop In Lane	1.00		0.16	1.00		0.01	0.63		1.00	0.23		0.23
Lane Grp Cap(c), veh/h	398	0	906	571	0	748	472	0	377	504	0	0
V/C Ratio(X)	0.01	0.00	0.30	0.34	0.00	0.58	0.17	0.00	0.16	0.09	0.00	0.00
Avail Cap(c_a), veh/h	872	0	906	571	0	748	472	0	377	504	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.3	0.0	8.8	13.3	0.0	14.4	25.4	0.0	25.3	24.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.8	1.6	0.0	3.3	0.8	0.0	0.9	0.3	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	2.3	2.3	0.0	5.8	1.4	0.0	1.0	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.3	0.0	9.6	14.9	0.0	17.6	26.2	0.0	26.2	25.1	0.0	0.0
LnGrp LOS	B		A	B		B	C		C	C		
Approach Vol, veh/h		270			625			141			43	
Approach Delay, s/veh		9.6			16.8			26.2			25.1	
Approach LOS		A			B			C			C	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		30.0		60.0		30.0	6.4	53.6				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		24.0		54.0		24.0	24.0	24.0				
Max Q Clear Time (g_c+I1), s		5.4		9.8		3.6	2.0	20.7				
Green Ext Time (p_c), s		0.6		1.4		0.1	0.0	1.2				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			16.6									
HCM 6th LOS			B									

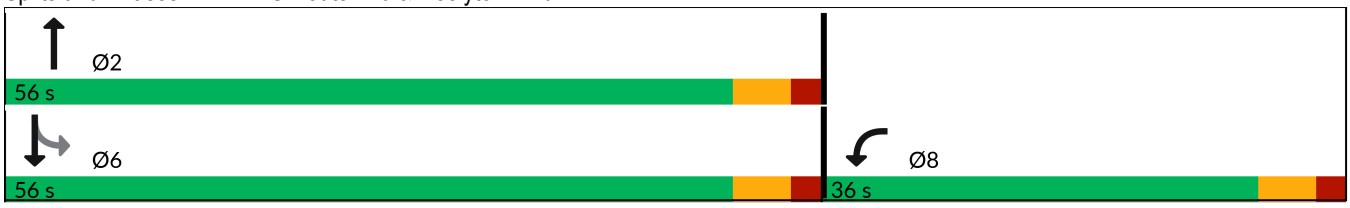


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	75	163	71	82	180	177
Future Volume (vph)	75	163	71	82	180	177
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		-1%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.907		0.928			
Flt Protected	0.985					0.975
Satd. Flow (prot)	1332	0	1668	0	0	1653
Flt Permitted	0.985					0.753
Satd. Flow (perm)	1332	0	1668	0	0	1277
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	126		92			
Link Speed (mph)	45		55			55
Link Distance (ft)	2393		959			1086
Travel Time (s)	36.3		11.9			13.5
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	11%	35%	10%	3%	17%	7%
Adj. Flow (vph)	84	183	80	92	202	199
Shared Lane Traffic (%)						
Lane Group Flow (vph)	267	0	172	0	0	401
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	0.99	0.99	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2		1	2
Detector Template					Left	
Leading Detector (ft)	83		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Detector 1 Position(ft)	-5		-5		0	-5
Detector 1 Size(ft)	40		40		20	40
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)	40		40			40
Detector 2 Size(ft)	43		43			43
Detector 2 Type	Cl+Ex		Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Switch Phase						
Minimum Initial (s)	5.0		10.0		10.0	10.0
Minimum Split (s)	11.0		16.0		16.0	16.0
Total Split (s)	36.0		56.0		56.0	56.0
Total Split (%)	39.1%		60.9%		60.9%	60.9%
Maximum Green (s)	30.0		50.0		50.0	50.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	6.0		6.0			6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0		2.0	2.0
Recall Mode	None		Min		Min	Min
v/c Ratio	0.63		0.22			0.71
Control Delay (s/veh)	16.3		4.8			17.8
Queue Delay	0.0		0.0			0.0
Total Delay (s/veh)	16.3		4.8			17.8
Queue Length 50th (ft)	25		9			64
Queue Length 95th (ft)	109		42			189
Internal Link Dist (ft)	2313		879			1006
Turn Bay Length (ft)						
Base Capacity (vph)	1038		1590			1214
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.26		0.11			0.33

Intersection Summary	
Area Type:	Other
Cycle Length: 92	
Actuated Cycle Length: 42.6	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 4: NYS Route 416 & Neelytown Rd





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	75	163	71	82	180	177
Future Volume (veh/h)	75	163	71	82	180	177
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1737	1381	1789	1894	1648	1796
Adj Flow Rate, veh/h	84	183	80	92	202	199
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	11	35	10	3	17	7
Cap, veh/h	110	240	284	327	392	294
Arrive On Green	0.23	0.23	0.37	0.37	0.37	0.37
Sat Flow, veh/h	478	1042	759	873	571	786
Grp Volume(v), veh/h	268	0	0	172	401	0
Grp Sat Flow(s),veh/h/ln	1526	0	0	1632	1357	0
Q Serve(g_s), s	5.0	0.0	0.0	2.2	5.9	0.0
Cycle Q Clear(g_c), s	5.0	0.0	0.0	2.2	8.1	0.0
Prop In Lane	0.31	0.68		0.53	0.50	
Lane Grp Cap(c), veh/h	351	0	0	611	686	0
V/C Ratio(X)	0.76	0.00	0.00	0.28	0.58	0.00
Avail Cap(c_a), veh/h	1508	0	0	2689	2483	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	10.9	0.0	0.0	6.6	8.5	0.0
Incr Delay (d2), s/veh	1.3	0.0	0.0	0.1	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.0	0.3	0.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	12.2	0.0	0.0	6.7	8.8	0.0
LnGrp LOS	B			A	A	
Approach Vol, veh/h	268		172			401
Approach Delay, s/veh	12.2		6.7			8.8
Approach LOS	B		A			A

Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		17.4			17.4	13.0
Change Period (Y+Rc), s		6.0			6.0	6.0
Max Green Setting (Gmax), s		50.0			50.0	30.0
Max Q Clear Time (g_c+I1), s		4.2			10.1	7.0
Green Ext Time (p_c), s		0.5			1.2	0.8

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	9.5
HCM 6th LOS	A



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	44	129	143	23	211	267
Future Volume (vph)	44	129	143	23	211	267
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	12	12	12	12
Storage Length (ft)	0	50		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.982			
Flt Protected	0.950					0.978
Satd. Flow (prot)	1073	1545	1536	0	0	1760
Flt Permitted	0.950					0.978
Satd. Flow (perm)	1073	1545	1536	0	0	1760
Link Speed (mph)	30		30			30
Link Distance (ft)	561		726			643
Travel Time (s)	12.8		16.5			14.6
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	85%	15%	13%	75%	5%	6%
Adj. Flow (vph)	51	148	164	26	243	307
Shared Lane Traffic (%)						
Lane Group Flow (vph)	51	148	190	0	0	550
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	15		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.88	0.88	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60	60	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	5.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	44	129	143	23	211	267
Future Vol, veh/h	44	129	143	23	211	267
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	50	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	85	15	13	75	5	6
Mvmt Flow	51	148	164	26	243	307

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	970	177	0	0	190	0
Stage 1	177	-	-	-	-	-
Stage 2	793	-	-	-	-	-
Critical Hdwy	7.25	6.35	-	-	4.15	-
Critical Hdwy Stg 1	6.25	-	-	-	-	-
Critical Hdwy Stg 2	6.25	-	-	-	-	-
Follow-up Hdwy	4.265	3.435	-	-	2.245	-
Pot Cap-1 Maneuver	201	834	-	-	1366	-
Stage 1	688	-	-	-	-	-
Stage 2	329	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	158	834	-	-	1366	-
Mov Cap-2 Maneuver	158	-	-	-	-	-
Stage 1	688	-	-	-	-	-
Stage 2	259	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	17.3	0	3.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	158	834	1366	-
HCM Lane V/C Ratio	-	-	0.32	0.178	0.178	-
HCM Ctrl Dly (s/v)	-	-	38.2	10.2	8.2	0
HCM Lane LOS	-	-	E	B	A	A
HCM 95th %tile Q (veh)	-	-	1.3	0.6	0.6	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	55	39	43	87	29	76
Future Volume (vph)	55	39	43	87	29	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	11	11
Grade (%)	4%			4%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.944				0.902	
Flt Protected				0.984	0.986	
Satd. Flow (prot)	1546	0	0	1574	1559	0
Flt Permitted				0.984	0.986	
Satd. Flow (perm)	1546	0	0	1574	1559	0
Link Speed (mph)	30			30	35	
Link Distance (ft)	853			580	1607	
Travel Time (s)	19.4			13.2	31.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	12%	8%	9%	8%	5%
Adj. Flow (vph)	57	40	44	90	30	78
Shared Lane Traffic (%)						
Lane Group Flow (vph)	97	0	0	134	108	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.12	1.12	1.12	1.12	1.03	1.03
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	4.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	55	39	43	87	29	76
Future Vol, veh/h	55	39	43	87	29	76
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	4	-	-	4	-2	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	12	8	9	8	5
Mvmt Flow	57	40	44	90	30	78

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	97	0	255	77
Stage 1	-	-	-	-	77	-
Stage 2	-	-	-	-	178	-
Critical Hdwy	-	-	4.18	-	6.08	6.05
Critical Hdwy Stg 1	-	-	-	-	5.08	-
Critical Hdwy Stg 2	-	-	-	-	5.08	-
Follow-up Hdwy	-	-	2.272	-	3.572	3.345
Pot Cap-1 Maneuver	-	-	1460	-	742	980
Stage 1	-	-	-	-	939	-
Stage 2	-	-	-	-	855	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1460	-	718	980
Mov Cap-2 Maneuver	-	-	-	-	718	-
Stage 1	-	-	-	-	939	-
Stage 2	-	-	-	-	828	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.5	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	890	-	-	1460	-
HCM Lane V/C Ratio	0.122	-	-	0.03	-
HCM Ctrl Dly (s/v)	9.6	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q (veh)	0.4	-	-	0.1	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	63	0	1	42	49	30
Future Volume (vph)	63	0	1	42	49	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	10	10
Grade (%)	0%			1%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.949	
Flt Protected	0.950			0.999		
Satd. Flow (prot)	1589	0	0	1704	1523	0
Flt Permitted	0.950			0.999		
Satd. Flow (perm)	1589	0	0	1704	1523	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	777			545	1607	
Travel Time (s)	17.7			10.6	31.3	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	6%	0%	100%	9%	12%	8%
Adj. Flow (vph)	72	0	1	48	56	34
Shared Lane Traffic (%)						
Lane Group Flow (vph)	72	0	0	49	90	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	1.09	1.09	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

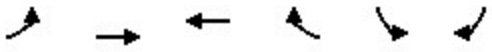
Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	63	0	1	42	49	30
Future Vol, veh/h	63	0	1	42	49	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	1	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	6	0	100	9	12	8
Mvmt Flow	72	0	1	48	56	34

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	123	73	90	0	-	0
Stage 1	73	-	-	-	-	-
Stage 2	50	-	-	-	-	-
Critical Hdwy	6.46	6.2	5.1	-	-	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.3	3.1	-	-	-
Pot Cap-1 Maneuver	863	995	1062	-	-	-
Stage 1	940	-	-	-	-	-
Stage 2	962	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	862	995	1062	-	-	-
Mov Cap-2 Maneuver	862	-	-	-	-	-
Stage 1	939	-	-	-	-	-
Stage 2	962	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.6	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1062	-	862	-	-
HCM Lane V/C Ratio	0.001	-	0.083	-	-
HCM Ctrl Dly (s/v)	8.4	0	9.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0.3	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	276	592	0	0	0
Future Volume (vph)	0	276	592	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1545	1462	0	1900	0
Flt Permitted						
Satd. Flow (perm)	0	1545	1462	0	1900	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		532	1138		660	
Travel Time (s)		8.1	17.2		15.0	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	23%	30%	0%	0%	0%
Adj. Flow (vph)	0	297	637	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	297	637	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		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)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	276	592	0	0	0
Future Vol, veh/h	0	276	592	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	23	30	0	0	0
Mvmt Flow	0	297	637	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	637	0	-	0	934	637
Stage 1	-	-	-	-	637	-
Stage 2	-	-	-	-	297	-
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	956	-	-	-	297	481
Stage 1	-	-	-	-	531	-
Stage 2	-	-	-	-	758	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	956	-	-	-	297	481
Mov Cap-2 Maneuver	-	-	-	-	297	-
Stage 1	-	-	-	-	531	-
Stage 2	-	-	-	-	758	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	956	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q (veh)	0	-	-	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	36	0	0	40
Future Volume (vph)	0	0	36	0	0	40
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						
Flt Protected						
Satd. Flow (prot)	1900	0	1652	0	0	1827
Flt Permitted						
Satd. Flow (perm)	1900	0	1652	0	0	1827
Link Speed (mph)	30		35			35
Link Distance (ft)	515		1081			1606
Travel Time (s)	11.7		21.1			31.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	15%	0%	0%	4%
Adj. Flow (vph)	0	0	39	0	0	43
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	39	0	0	43
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

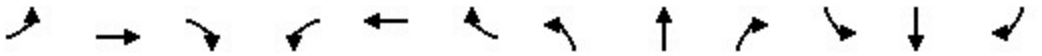
Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	36	0	0	40
Future Vol, veh/h	0	0	36	0	0	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	15	0	0	4
Mvmt Flow	0	0	39	0	0	43

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	82	39	0	0	39	0
Stage 1	39	-	-	-	-	-
Stage 2	43	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	925	1038	-	-	1584	-
Stage 1	989	-	-	-	-	-
Stage 2	985	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	925	1038	-	-	1584	-
Mov Cap-2 Maneuver	925	-	-	-	-	-
Stage 1	989	-	-	-	-	-
Stage 2	985	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1584	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q (veh)	-	-	-	0	-



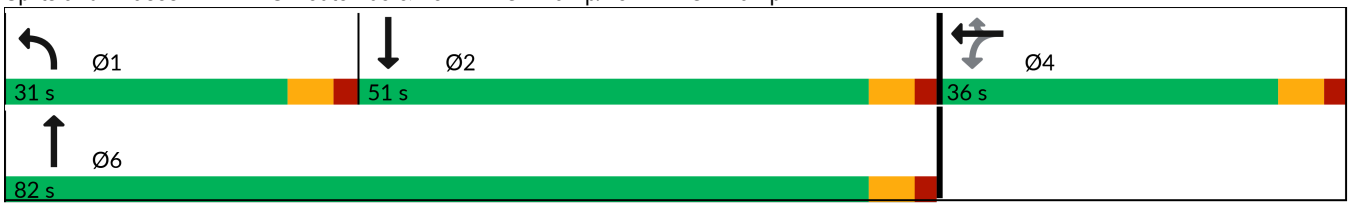
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	387	0	356	292	791	0	0	608	329
Future Volume (vph)	0	0	0	387	0	356	292	791	0	0	608	329
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			2%	
Storage Length (ft)	0		0	0		360	145		0	245		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt						0.850					0.947	
Flt Protected					0.950		0.950					
Satd. Flow (prot)	0	0	0	0	1330	1516	1444	3471	0	0	3267	0
Flt Permitted					0.950		0.950					
Satd. Flow (perm)	0	0	0	0	1330	1516	1444	3471	0	0	3267	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						204					99	
Link Speed (mph)		30			40			45			45	
Link Distance (ft)		287			1203			796			861	
Travel Time (s)		6.5			20.5			12.1			13.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	35%	0%	6%	25%	4%	0%	0%	5%	1%
Adj. Flow (vph)	0	0	0	403	0	371	304	824	0	0	633	343
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	403	371	304	824	0	0	976	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
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	1.01	1.01	1.01	1.00	1.00	1.00	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				2	2	2	2	2			2	
Detector Template				Left	Thru	Right	Left	Thru			Thru	
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	Perm	Prot	NA			NA	

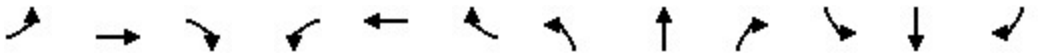
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases					4		1	6			2	
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6			2	
Switch Phase												
Minimum Initial (s)				6.0	6.0	6.0	5.0	15.0			15.0	
Minimum Split (s)				12.0	12.0	12.0	11.0	21.0			21.0	
Total Split (s)				36.0	36.0	36.0	31.0	82.0			51.0	
Total Split (%)				30.5%	30.5%	30.5%	26.3%	69.5%			43.2%	
Maximum Green (s)				30.0	30.0	30.0	25.0	76.0			45.0	
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)					6.0	6.0	6.0	6.0			6.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Recall Mode				None	None	None	None	Min			Min	
v/c Ratio					1.09	0.65	0.91	0.39			0.88	
Control Delay (s/veh)					110.6	22.0	72.8	11.2			40.4	
Queue Delay					0.0	0.0	0.0	0.0			0.0	
Total Delay (s/veh)					110.6	22.0	72.8	11.2			40.4	
Queue Length 50th (ft)					~312	98	204	142			303	
Queue Length 95th (ft)					#567	229	#417	178			384	
Internal Link Dist (ft)		207			1123			716			781	
Turn Bay Length (ft)						360	145					
Base Capacity (vph)					371	570	335	2454			1425	
Starvation Cap Reductn					0	0	0	0			0	
Spillback Cap Reductn					0	0	0	0			0	
Storage Cap Reductn					0	0	0	0			0	
Reduced v/c Ratio					1.09	0.65	0.91	0.34			0.68	

Intersection Summary

Area Type: Other
Cycle Length: 118
Actuated Cycle Length: 107.9
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	387	0	356	292	791	0	0	608	329
Future Volume (veh/h)	0	0	0	387	0	356	292	791	0	0	608	329
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1375	1894	1805	1530	1841	0	0	1802	1862
Adj Flow Rate, veh/h				403	0	371	304	824	0	0	633	343
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %				35	0	6	25	4	0	0	5	1
Cap, veh/h				481	0	408	329	2150	0	0	706	383
Arrive On Green				0.27	0.00	0.27	0.23	0.61	0.00	0.00	0.33	0.33
Sat Flow, veh/h				1804	0	1530	1457	3589	0	0	2234	1162
Grp Volume(v), veh/h				403	0	371	304	824	0	0	506	470
Grp Sat Flow(s),veh/h/ln				1804	0	1530	1457	1749	0	0	1712	1593
Q Serve(g_s), s				21.4	0.0	23.8	20.7	12.0	0.0	0.0	28.4	28.4
Cycle Q Clear(g_c), s				21.4	0.0	23.8	20.7	12.0	0.0	0.0	28.4	28.4
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.73
Lane Grp Cap(c), veh/h				481	0	408	329	2150	0	0	564	525
V/C Ratio(X)				0.84	0.00	0.91	0.92	0.38	0.00	0.00	0.90	0.90
Avail Cap(c_a), veh/h				534	0	453	360	2625	0	0	761	708
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				35.1	0.0	35.9	38.3	9.8	0.0	0.0	32.3	32.3
Incr Delay (d2), s/veh				9.4	0.0	19.9	26.6	0.0	0.0	0.0	8.9	9.4
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				10.2	0.0	10.7	9.4	3.9	0.0	0.0	12.3	11.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				44.4	0.0	55.8	64.9	9.9	0.0	0.0	41.2	41.7
LnGrp LOS				D		E	E	A			D	D
Approach Vol, veh/h					774			1128			976	
Approach Delay, s/veh					49.9			24.7			41.4	
Approach LOS					D			C			D	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	28.9	39.4		33.0		68.3						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	25.0	45.0		30.0		76.0						
Max Q Clear Time (g_c+I1), s	22.7	30.4		25.8		14.0						
Green Ext Time (p_c), s	0.2	2.9		1.2		3.1						

Intersection Summary		
HCM 6th Ctrl Delay, s/veh		37.1
HCM 6th LOS		D

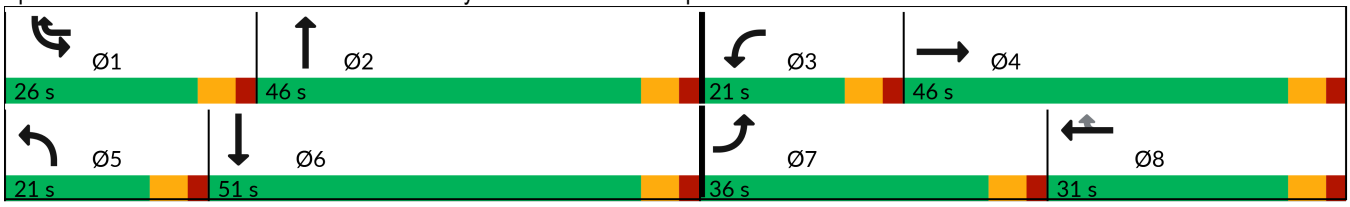
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	270	319	51	88	87	278	50	535	266	182	490	325
Future Volume (vph)	270	319	51	88	87	278	50	535	266	182	490	325
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			1%			1%	
Storage Length (ft)	400		400	220		220	145		145	330		280
Storage Lanes	2		0	1		1	1		1	2		1
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.979				0.850		0.950				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1467	2989	0	1626	1086	1568	1403	3302	0	3350	3454	1164
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1467	2989	0	1626	1086	1568	1403	3302	0	3350	3454	1164
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13				118		62				353
Link Speed (mph)		45			25			45			45	
Link Distance (ft)		639			871			1257			796	
Travel Time (s)		9.7			23.8			19.0			12.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	23%	20%	7%	11%	75%	3%	28%	3%	4%	4%	4%	38%
Adj. Flow (vph)	293	347	55	96	95	302	54	582	289	198	533	353
Shared Lane Traffic (%)												
Lane Group Flow (vph)	293	402	0	96	95	302	54	871	0	198	533	353
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	2		2	2	2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	83	83		83	83	83	83	83		83	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		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	43	43
Detector 2 Size(ft)	40	40		40	40	40	40	40		40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	Free

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases						8						Free
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.0	24.0		11.0	24.0	11.0	11.0	24.0		11.0	24.0	
Total Split (s)	36.0	46.0		21.0	31.0	26.0	21.0	46.0		26.0	51.0	
Total Split (%)	25.9%	33.1%		15.1%	22.3%	18.7%	15.1%	33.1%		18.7%	36.7%	
Maximum Green (s)	30.0	40.0		15.0	25.0	20.0	15.0	40.0		20.0	45.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	2.0		2.0	2.0	2.0	2.0	3.0		2.0	3.0	
Recall Mode	None	None		None	None	None	None	Min		None	Min	
v/c Ratio	0.80	0.47		0.61	0.68	0.56	0.49	0.84		0.57	0.44	0.30
Control Delay (s/veh)	60.2	36.2		70.0	73.5	25.2	69.6	44.1		57.7	32.1	0.7
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)	60.2	36.2		70.0	73.5	25.2	69.6	44.1		57.7	32.1	0.7
Queue Length 50th (ft)	206	127		71	69	118	40	297		74	165	0
Queue Length 95th (ft)	#420	198		142	137	214	90	442		125	254	0
Internal Link Dist (ft)		559			791			1177			716	
Turn Bay Length (ft)	400			220		220	145			330		280
Base Capacity (vph)	396	1086		219	244	645	189	1230		604	1401	1164
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	0.74	0.37		0.44	0.39	0.47	0.29	0.71		0.33	0.38	0.30

Intersection Summary

Area Type: Other
Cycle Length: 139
Actuated Cycle Length: 113.9
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: 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	270	319	51	88	87	278	50	535	266	182	490	325
Future Volume (veh/h)	270	319	51	88	87	278	50	535	266	182	490	325
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1559	1604	1796	1737	789	1856	1479	1850	1835	1835	1835	1331
Adj Flow Rate, veh/h	293	347	55	96	95	302	54	582	289	198	533	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	23	20	7	11	75	3	28	3	4	4	4	38
Cap, veh/h	325	903	142	119	154	432	65	665	330	267	1135	
Arrive On Green	0.22	0.34	0.34	0.07	0.20	0.20	0.05	0.29	0.29	0.08	0.33	0.00
Sat Flow, veh/h	1485	2638	414	1654	789	1572	1409	2275	1129	3390	3486	1128
Grp Volume(v), veh/h	293	199	203	96	95	302	54	449	422	198	533	0
Grp Sat Flow(s),veh/h/ln	1485	1523	1529	1654	789	1572	1409	1757	1646	1695	1743	1128
Q Serve(g_s), s	21.5	11.1	11.3	6.4	12.4	19.3	4.3	27.3	27.3	6.4	13.6	0.0
Cycle Q Clear(g_c), s	21.5	11.1	11.3	6.4	12.4	19.3	4.3	27.3	27.3	6.4	13.6	0.0
Prop In Lane	1.00		0.27	1.00		1.00	1.00		0.69	1.00		1.00
Lane Grp Cap(c), veh/h	325	521	523	119	154	432	65	514	482	267	1135	
V/C Ratio(X)	0.90	0.38	0.39	0.80	0.62	0.70	0.84	0.87	0.88	0.74	0.47	
Avail Cap(c_a), veh/h	397	544	546	221	176	475	188	627	588	605	1399	
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	0.00
Uniform Delay (d), s/veh	42.6	27.9	28.0	51.2	41.2	36.5	53.1	37.7	37.7	50.5	30.1	0.0
Incr Delay (d2), s/veh	21.6	0.2	0.2	4.7	2.8	3.1	10.0	11.3	12.1	1.5	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.5	3.9	4.0	2.8	2.5	7.8	1.6	12.8	12.1	2.7	5.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	64.2	28.1	28.1	55.9	44.1	39.7	63.1	49.0	49.8	52.0	30.4	0.0
LnGrp LOS	E	C	C	E	D	D	E	D	D	D	C	
Approach Vol, veh/h		695			493			925			731	
Approach Delay, s/veh		43.3			43.7			50.2			36.3	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.8	38.8	14.1	44.4	11.1	42.5	30.5	27.9
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	20.0	40.0	15.0	40.0	15.0	45.0	30.0	25.0
Max Q Clear Time (g_c+I1), s	8.4	29.3	8.4	13.3	6.3	15.6	23.5	21.3
Green Ext Time (p_c), s	0.5	3.5	0.1	1.1	0.1	3.0	1.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	43.8
HCM 6th LOS	D

Notes

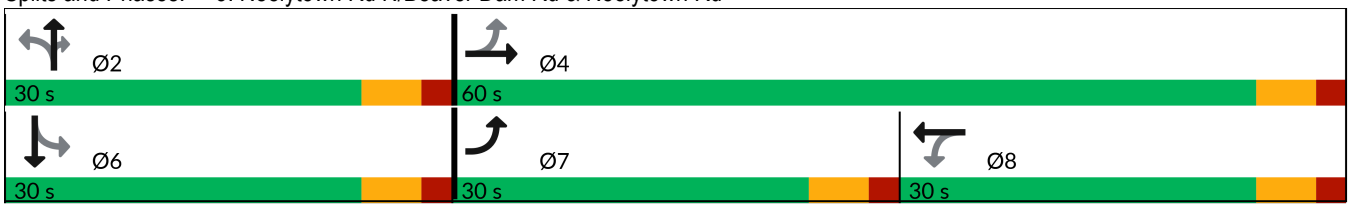
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

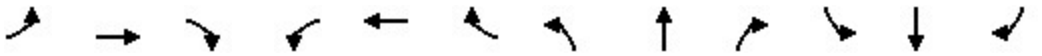
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	317	50	69	259	9	52	26	212	7	20	9
Future Volume (vph)	11	317	50	69	259	9	52	26	212	7	20	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	16	12	12	12
Grade (%)		1%			2%			-2%			0%	
Storage Length (ft)	70		0	220		0	0		150	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.980			0.995				0.850		0.967	
Flt Protected	0.950			0.950				0.968			0.990	
Satd. Flow (prot)	1796	1708	0	1735	1563	0	0	1736	1744	0	1596	0
Flt Permitted	0.458			0.496				0.782			0.948	
Satd. Flow (perm)	866	1708	0	906	1563	0	0	1402	1744	0	1528	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			2				268		11	
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		2146			540			620			646	
Travel Time (s)		32.5			8.2			12.1			12.6	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	0%	9%	5%	3%	20%	13%	7%	7%	6%	17%	19%	0%
Adj. Flow (vph)	14	401	63	87	328	11	66	33	268	9	25	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	14	464	0	87	339	0	0	99	268	0	45	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	0.99	0.99	0.84	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2	2	2	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	83	83		83	83		83	83	83	83	83	
Trailing Detector (ft)	-5	-5		-5	-5		-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5		-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	40		40	40		40	40	40	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43		43	43		43	43	43	43	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	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	7	4			8			2			6	
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		8	8		2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		14.0	14.0	14.0	14.0	14.0	
Total Split (s)	30.0	60.0		30.0	30.0		30.0	30.0	30.0	30.0	30.0	
Total Split (%)	33.3%	66.7%		33.3%	33.3%		33.3%	33.3%	33.3%	33.3%	33.3%	
Maximum Green (s)	24.0	54.0		24.0	24.0		24.0	24.0	24.0	24.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
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	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Max		Max	Max		Max	Max	Max	Max	Max	
v/c Ratio	0.02	0.45		0.17	0.38			0.27	0.41		0.11	
Control Delay (s/veh)	7.4	11.2		12.1	13.4			28.4	5.5		21.1	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay (s/veh)	7.4	11.2		12.1	13.4			28.4	5.5		21.1	
Queue Length 50th (ft)	3	127		20	90			45	0		15	
Queue Length 95th (ft)	9	161		53	174			75	34		35	
Internal Link Dist (ft)		2066			460			540			566	
Turn Bay Length (ft)	70			220					150			
Base Capacity (vph)	767	1031		515	889			373	661		415	
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.02	0.45		0.17	0.38			0.27	0.41		0.11	

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

Splits and Phases: 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	317	50	69	259	9	52	26	212	7	20	9
Future Volume (veh/h)	11	317	50	69	259	9	52	26	212	7	20	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1894	1761	1820	1832	1580	1684	1874	1874	1964	1648	1618	1900
Adj Flow Rate, veh/h	14	401	63	87	328	11	66	33	268	9	25	11
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	0	9	5	3	20	13	7	7	6	17	19	0
Cap, veh/h	519	891	140	491	771	26	326	150	444	98	236	92
Arrive On Green	0.03	0.60	0.60	0.51	0.51	0.51	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1804	1485	233	909	1520	51	972	564	1665	187	884	347
Grp Volume(v), veh/h	14	0	464	87	0	339	99	0	268	45	0	0
Grp Sat Flow(s),veh/h/ln	1804	0	1719	909	0	1571	1536	0	1665	1418	0	0
Q Serve(g_s), s	0.3	0.0	13.3	5.2	0.0	12.2	2.2	0.0	12.7	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.3	0.0	13.3	10.2	0.0	12.2	4.2	0.0	12.7	2.0	0.0	0.0
Prop In Lane	1.00		0.14	1.00		0.03	0.67		1.00	0.20		0.24
Lane Grp Cap(c), veh/h	519	0	1031	491	0	797	476	0	444	426	0	0
V/C Ratio(X)	0.03	0.00	0.45	0.18	0.00	0.43	0.21	0.00	0.60	0.11	0.00	0.00
Avail Cap(c_a), veh/h	953	0	1031	491	0	797	476	0	444	426	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.1	0.0	9.9	14.9	0.0	13.9	25.6	0.0	28.8	24.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	1.4	0.8	0.0	1.7	1.0	0.0	6.0	0.5	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	4.5	1.1	0.0	4.1	1.7	0.0	5.6	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.1	0.0	11.3	15.7	0.0	15.6	26.6	0.0	34.8	25.4	0.0	0.0
LnGrp LOS	B		B	B		B	C		C	C		
Approach Vol, veh/h		478			426			367			45	
Approach Delay, s/veh		11.2			15.6			32.6			25.4	
Approach LOS		B			B			C			C	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		30.0		60.0		30.0	8.4	51.6				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		24.0		54.0		24.0	24.0	24.0				
Max Q Clear Time (g_c+I1), s		14.7		15.3		4.0	2.3	14.2				
Green Ext Time (p_c), s		1.4		2.6		0.1	0.0	1.6				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			19.1									
HCM 6th LOS			B									

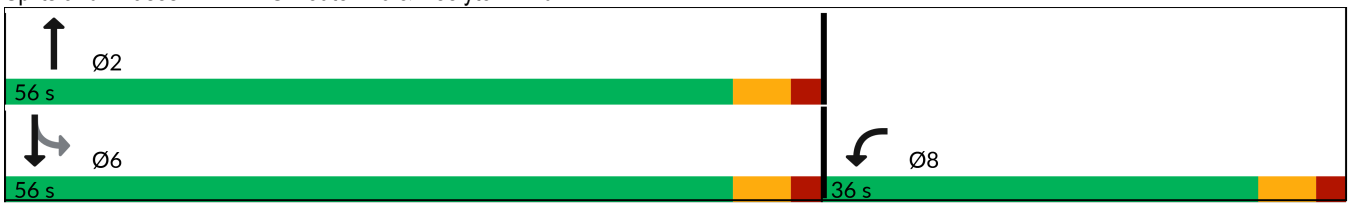


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	89	248	189	85	134	122
Future Volume (vph)	89	248	189	85	134	122
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		-1%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.901		0.958			
Flt Protected	0.987					0.974
Satd. Flow (prot)	1534	0	1753	0	0	1625
Flt Permitted	0.987					0.688
Satd. Flow (perm)	1534	0	1753	0	0	1148
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	161		38			
Link Speed (mph)	45		55			55
Link Distance (ft)	2393		959			1086
Travel Time (s)	36.3		11.9			13.5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	5%	12%	5%	3%	22%	5%
Adj. Flow (vph)	95	264	201	90	143	130
Shared Lane Traffic (%)						
Lane Group Flow (vph)	359	0	291	0	0	273
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	0.99	0.99	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2		1	2
Detector Template					Left	
Leading Detector (ft)	83		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Detector 1 Position(ft)	-5		-5		0	-5
Detector 1 Size(ft)	40		40		20	40
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)	40		40			40
Detector 2 Size(ft)	43		43			43
Detector 2 Type	Cl+Ex		Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Switch Phase						
Minimum Initial (s)	5.0		10.0		10.0	10.0
Minimum Split (s)	11.0		16.0		16.0	16.0
Total Split (s)	36.0		56.0		56.0	56.0
Total Split (%)	39.1%		60.9%		60.9%	60.9%
Maximum Green (s)	30.0		50.0		50.0	50.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	6.0		6.0			6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0		2.0	2.0
Recall Mode	None		Min		Min	Min
v/c Ratio	0.67		0.40			0.60
Control Delay (s/veh)	14.7		9.6			16.2
Queue Delay	0.0		0.0			0.0
Total Delay (s/veh)	14.7		9.6			16.2
Queue Length 50th (ft)	31		33			40
Queue Length 95th (ft)	126		99			125
Internal Link Dist (ft)	2313		879			1006
Turn Bay Length (ft)						
Base Capacity (vph)	1266		1702			1114
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.28		0.17			0.25

Intersection Summary	
Area Type:	Other
Cycle Length: 92	
Actuated Cycle Length: 39.1	
Natural Cycle: 40	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 4: NYS Route 416 & Neelytown Rd





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	89	248	189	85	134	122
Future Volume (veh/h)	89	248	189	85	134	122
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1826	1722	1864	1894	1574	1826
Adj Flow Rate, veh/h	95	264	201	90	143	130
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	12	5	3	22	5
Cap, veh/h	123	342	405	181	311	229
Arrive On Green	0.29	0.29	0.33	0.33	0.33	0.33
Sat Flow, veh/h	421	1169	1220	546	419	688
Grp Volume(v), veh/h	360	0	0	291	273	0
Grp Sat Flow(s),veh/h/ln	1594	0	0	1766	1107	0
Q Serve(g_s), s	6.6	0.0	0.0	4.2	3.5	0.0
Cycle Q Clear(g_c), s	6.6	0.0	0.0	4.2	7.7	0.0
Prop In Lane	0.26	0.73		0.31	0.52	
Lane Grp Cap(c), veh/h	466	0	0	587	540	0
V/C Ratio(X)	0.77	0.00	0.00	0.50	0.51	0.00
Avail Cap(c_a), veh/h	1497	0	0	2763	2174	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	10.3	0.0	0.0	8.5	9.7	0.0
Incr Delay (d2), s/veh	1.0	0.0	0.0	0.2	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	0.7	0.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	11.4	0.0	0.0	8.8	10.0	0.0
LnGrp LOS	B			A	B	
Approach Vol, veh/h	360		291			273
Approach Delay, s/veh	11.4		8.8			10.0
Approach LOS	B		A			B

Timer - Assigned Phs		2				6	8
Phs Duration (G+Y+Rc), s		16.6				16.6	15.3
Change Period (Y+Rc), s		6.0				6.0	6.0
Max Green Setting (Gmax), s		50.0				50.0	30.0
Max Q Clear Time (g_c+I1), s		6.2				9.7	8.6
Green Ext Time (p_c), s		0.8				0.9	1.1

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	10.2
HCM 6th LOS	B



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	22	292	293	33	169	203
Future Volume (vph)	22	292	293	33	169	203
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	12	12	12	12
Storage Length (ft)	0	50		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.986			
Flt Protected	0.950					0.978
Satd. Flow (prot)	1141	1708	1689	0	0	1790
Flt Permitted	0.950					0.978
Satd. Flow (perm)	1141	1708	1689	0	0	1790
Link Speed (mph)	30		30			30
Link Distance (ft)	561		726			643
Travel Time (s)	12.8		16.5			14.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	74%	4%	4%	72%	6%	2%
Adj. Flow (vph)	24	317	318	36	184	221
Shared Lane Traffic (%)						
Lane Group Flow (vph)	24	317	354	0	0	405
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	15		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.88	0.88	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60	60	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	6.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	22	292	293	33	169	203
Future Vol, veh/h	22	292	293	33	169	203
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	50	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	74	4	4	72	6	2
Mvmt Flow	24	317	318	36	184	221

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	925	336	0	0	354	0
Stage 1	336	-	-	-	-	-
Stage 2	589	-	-	-	-	-
Critical Hdwy	7.14	6.24	-	-	4.16	-
Critical Hdwy Stg 1	6.14	-	-	-	-	-
Critical Hdwy Stg 2	6.14	-	-	-	-	-
Follow-up Hdwy	4.166	3.336	-	-	2.254	-
Pot Cap-1 Maneuver	225	701	-	-	1183	-
Stage 1	588	-	-	-	-	-
Stage 2	436	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	185	701	-	-	1183	-
Mov Cap-2 Maneuver	185	-	-	-	-	-
Stage 1	588	-	-	-	-	-
Stage 2	359	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	15.2	0	3.9
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	185	701	1183	-
HCM Lane V/C Ratio	-	-	0.129	0.453	0.155	-
HCM Ctrl Dly (s/v)	-	-	27.3	14.3	8.6	0
HCM Lane LOS	-	-	D	B	A	A
HCM 95th %tile Q (veh)	-	-	0.4	2.4	0.5	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	146	28	91	213	42	55
Future Volume (vph)	146	28	91	213	42	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	11	11
Grade (%)	4%			4%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.978				0.924	
Flt Protected				0.985	0.979	
Satd. Flow (prot)	1662	0	0	1664	1562	0
Flt Permitted				0.985	0.979	
Satd. Flow (perm)	1662	0	0	1664	1562	0
Link Speed (mph)	30			30	35	
Link Distance (ft)	853			580	1607	
Travel Time (s)	19.4			13.2	31.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	9%	5%	2%	17%	0%
Adj. Flow (vph)	152	29	95	222	44	57
Shared Lane Traffic (%)						
Lane Group Flow (vph)	181	0	0	317	101	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.12	1.12	1.12	1.12	1.03	1.03
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	3.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	146	28	91	213	42	55
Future Vol, veh/h	146	28	91	213	42	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	4	-	-	4	-2	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	9	5	2	17	0
Mvmt Flow	152	29	95	222	44	57

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	181	0	579	167
Stage 1	-	-	-	-	167	-
Stage 2	-	-	-	-	412	-
Critical Hdwy	-	-	4.15	-	6.17	6
Critical Hdwy Stg 1	-	-	-	-	5.17	-
Critical Hdwy Stg 2	-	-	-	-	5.17	-
Follow-up Hdwy	-	-	2.245	-	3.653	3.3
Pot Cap-1 Maneuver	-	-	1376	-	483	891
Stage 1	-	-	-	-	843	-
Stage 2	-	-	-	-	667	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1376	-	445	891
Mov Cap-2 Maneuver	-	-	-	-	445	-
Stage 1	-	-	-	-	843	-
Stage 2	-	-	-	-	614	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.3	11.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	621	-	-	1376	-
HCM Lane V/C Ratio	0.163	-	-	0.069	-
HCM Ctrl Dly (s/v)	11.9	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q (veh)	0.6	-	-	0.2	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	58	3	1	45	53	60
Future Volume (vph)	58	3	1	45	53	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	10	10
Grade (%)	0%			1%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.994				0.928	
Flt Protected	0.954			0.999		
Satd. Flow (prot)	1682	0	0	1889	1630	0
Flt Permitted	0.954			0.999		
Satd. Flow (perm)	1682	0	0	1889	1630	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	777			545	1607	
Travel Time (s)	17.7			10.6	31.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	0%	2%	0%
Adj. Flow (vph)	62	3	1	48	56	64
Shared Lane Traffic (%)						
Lane Group Flow (vph)	65	0	0	49	120	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	1.09	1.09	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

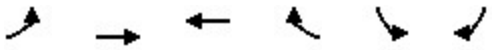
Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	58	3	1	45	53	60
Future Vol, veh/h	58	3	1	45	53	60
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	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	2	0
Mvmt Flow	62	3	1	48	56	64

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	138	88	120	0	-	0
Stage 1	88	-	-	-	-	-
Stage 2	50	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	860	976	1480	-	-	-
Stage 1	940	-	-	-	-	-
Stage 2	978	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	859	976	1480	-	-	-
Mov Cap-2 Maneuver	859	-	-	-	-	-
Stage 1	939	-	-	-	-	-
Stage 2	978	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.5	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1480	-	864	-	-
HCM Lane V/C Ratio	0.001	-	0.075	-	-
HCM Ctrl Dly (s/v)	7.4	0	9.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0.2	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	536	337	0	0	0
Future Volume (vph)	0	536	337	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1597	1624	0	1900	0
Flt Permitted						
Satd. Flow (perm)	0	1597	1624	0	1900	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		532	1138		660	
Travel Time (s)		8.1	17.2		15.0	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	0%	19%	17%	0%	0%	0%
Adj. Flow (vph)	0	678	427	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	678	427	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		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)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	536	337	0	0	0
Future Vol, veh/h	0	536	337	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	0	19	17	0	0	0
Mvmt Flow	0	678	427	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	427	0	-	0	1105	427
Stage 1	-	-	-	-	427	-
Stage 2	-	-	-	-	678	-
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	1143	-	-	-	235	632
Stage 1	-	-	-	-	662	-
Stage 2	-	-	-	-	508	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1143	-	-	-	235	632
Mov Cap-2 Maneuver	-	-	-	-	235	-
Stage 1	-	-	-	-	662	-
Stage 2	-	-	-	-	508	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1143	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q (veh)	0	-	-	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	47	0	0	36
Future Volume (vph)	0	0	47	0	0	36
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						
Flt Protected						
Satd. Flow (prot)	1900	0	1681	0	0	1681
Flt Permitted						
Satd. Flow (perm)	1900	0	1681	0	0	1681
Link Speed (mph)	30		35			35
Link Distance (ft)	515		1081			1606
Travel Time (s)	11.7		21.1			31.3
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	0%	0%	13%	0%	0%	13%
Adj. Flow (vph)	0	0	59	0	0	46
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	59	0	0	46
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

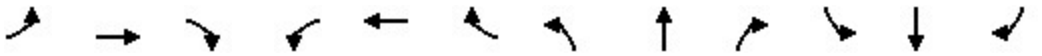
Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	47	0	0	36
Future Vol, veh/h	0	0	47	0	0	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	0	0	13	0	0	13
Mvmt Flow	0	0	59	0	0	46

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	105	59	0	0	59	0
Stage 1	59	-	-	-	-	-
Stage 2	46	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	898	1012	-	-	1558	-
Stage 1	969	-	-	-	-	-
Stage 2	982	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	898	1012	-	-	1558	-
Mov Cap-2 Maneuver	898	-	-	-	-	-
Stage 1	969	-	-	-	-	-
Stage 2	982	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1558	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q (veh)	-	-	-	0	-



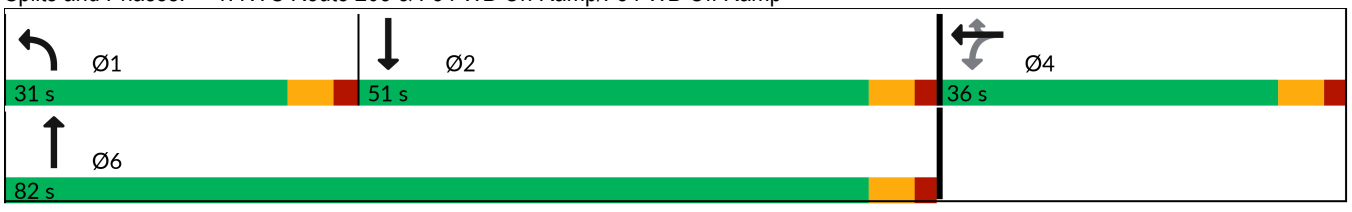
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	248	0	185	138	481	0	0	542	226
Future Volume (vph)	0	0	0	248	0	185	138	481	0	0	542	226
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			2%	
Storage Length (ft)	0		0	0		360	145		0	245		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt						0.850					0.956	
Flt Protected					0.950		0.950					
Satd. Flow (prot)	0	0	0	0	1522	1607	1626	3574	0	0	3359	0
Flt Permitted					0.950		0.950					
Satd. Flow (perm)	0	0	0	0	1522	1607	1626	3574	0	0	3359	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						208					63	
Link Speed (mph)		30			40			45			45	
Link Distance (ft)		287			1203			796			861	
Travel Time (s)		6.5			20.5			12.1			13.0	
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 (%)	0%	0%	0%	18%	0%	0%	11%	1%	0%	0%	2%	1%
Adj. Flow (vph)	0	0	0	279	0	208	155	540	0	0	609	254
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	279	208	155	540	0	0	863	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
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	1.01	1.01	1.01	1.00	1.00	1.00	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				2	2	2	2	2			2	
Detector Template				Left	Thru	Right	Left	Thru			Thru	
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	Perm	Prot	NA			NA	

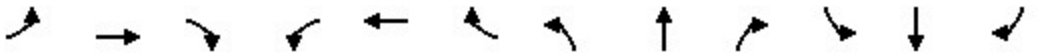
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases					4		1	6			2	
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6			2	
Switch Phase												
Minimum Initial (s)				6.0	6.0	6.0	5.0	15.0			15.0	
Minimum Split (s)				12.0	12.0	12.0	11.0	21.0			21.0	
Total Split (s)				36.0	36.0	36.0	31.0	82.0			51.0	
Total Split (%)				30.5%	30.5%	30.5%	26.3%	69.5%			43.2%	
Maximum Green (s)				30.0	30.0	30.0	25.0	76.0			45.0	
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)					6.0	6.0	6.0	6.0			6.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Recall Mode				None	None	None	None	Min			Min	
v/c Ratio					0.72	0.37	0.58	0.26			0.75	
Control Delay (s/veh)					39.8	6.3	42.2	8.6			26.7	
Queue Delay					0.0	0.0	0.0	0.0			0.0	
Total Delay (s/veh)					39.8	6.3	42.2	8.6			26.7	
Queue Length 50th (ft)					117	0	67	58			170	
Queue Length 95th (ft)					257	52	160	110			310	
Internal Link Dist (ft)		207			1123			716			781	
Turn Bay Length (ft)						360	145					
Base Capacity (vph)					637	793	567	3273			2132	
Starvation Cap Reductn					0	0	0	0			0	
Spillback Cap Reductn					0	0	0	0			0	
Storage Cap Reductn					0	0	0	0			0	
Reduced v/c Ratio					0.44	0.26	0.27	0.16			0.40	

Intersection Summary

Area Type: Other
Cycle Length: 118
Actuated Cycle Length: 76.5
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	248	0	185	138	481	0	0	542	226
Future Volume (veh/h)	0	0	0	248	0	185	138	481	0	0	542	226
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1627	1894	1894	1737	1885	0	0	1847	1862
Adj Flow Rate, veh/h				279	0	208	155	540	0	0	609	254
Peak Hour Factor				0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %				18	0	0	11	1	0	0	2	1
Cap, veh/h				382	0	339	201	1999	0	0	775	323
Arrive On Green				0.21	0.00	0.21	0.12	0.56	0.00	0.00	0.32	0.32
Sat Flow, veh/h				1804	0	1605	1654	3676	0	0	2507	1006
Grp Volume(v), veh/h				279	0	208	155	540	0	0	442	421
Grp Sat Flow(s),veh/h/ln				1804	0	1605	1654	1791	0	0	1754	1666
Q Serve(g_s), s				7.5	0.0	6.1	4.7	4.1	0.0	0.0	11.9	11.9
Cycle Q Clear(g_c), s				7.5	0.0	6.1	4.7	4.1	0.0	0.0	11.9	11.9
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.60
Lane Grp Cap(c), veh/h				382	0	339	201	1999	0	0	563	535
V/C Ratio(X)				0.73	0.00	0.61	0.77	0.27	0.00	0.00	0.79	0.79
Avail Cap(c_a), veh/h				1039	0	925	794	5229	0	0	1516	1440
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				19.1	0.0	18.6	22.2	6.0	0.0	0.0	16.0	16.0
Incr Delay (d2), s/veh				1.0	0.0	0.7	2.4	0.0	0.0	0.0	0.9	1.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.8	0.0	2.0	1.7	0.9	0.0	0.0	3.8	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				20.2	0.0	19.3	24.5	6.0	0.0	0.0	17.0	17.0
LnGrp LOS				C		B	C	A			B	B
Approach Vol, veh/h					487			695			863	
Approach Delay, s/veh					19.8			10.1			17.0	
Approach LOS					B			B			B	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	12.3	22.7		17.0		35.1						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	25.0	45.0		30.0		76.0						
Max Q Clear Time (g_c+I1), s	6.7	13.9		9.5		6.1						
Green Ext Time (p_c), s	0.4	2.8		1.5		1.9						

Intersection Summary			
HCM 6th Ctrl Delay, s/veh			15.3
HCM 6th LOS			B

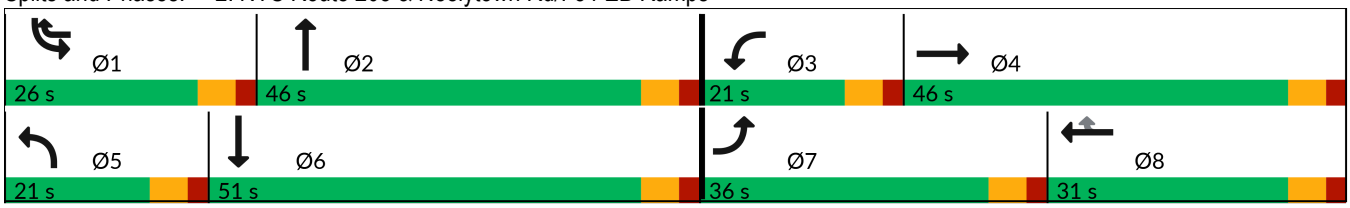
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	103	91	23	95	36	198	30	313	175	210	420	113
Future Volume (vph)	103	91	23	95	36	198	30	313	175	210	420	113
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			1%			1%	
Storage Length (ft)	400		400	220		220	145		145	330		280
Storage Lanes	2		0	1		1	1		1	2		1
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.970				0.850		0.946				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3218	0	1687	1188	1568	1301	3364	0	3450	3556	1246
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1752	3218	0	1687	1188	1568	1301	3364	0	3450	3556	1246
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22				218		78				212
Link Speed (mph)		45			25			45			45	
Link Distance (ft)		639			871			1257			796	
Travel Time (s)		9.7			23.8			19.0			12.1	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	3%	11%	0%	7%	60%	3%	38%	1%	1%	1%	1%	29%
Adj. Flow (vph)	113	100	25	104	40	218	33	344	192	231	462	124
Shared Lane Traffic (%)												
Lane Group Flow (vph)	113	125	0	104	40	218	33	536	0	231	462	124
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	2		2	2	2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	83	83		83	83	83	83	83		83	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		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	43	43
Detector 2 Size(ft)	40	40		40	40	40	40	40		40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	Free

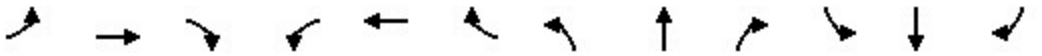
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases						8						Free
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.0	24.0		11.0	24.0	11.0	11.0	24.0		11.0	24.0	
Total Split (s)	36.0	46.0		21.0	31.0	26.0	21.0	46.0		26.0	51.0	
Total Split (%)	25.9%	33.1%		15.1%	22.3%	18.7%	15.1%	33.1%		18.7%	36.7%	
Maximum Green (s)	30.0	40.0		15.0	25.0	20.0	15.0	40.0		20.0	45.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	2.0		2.0	2.0	2.0	2.0	3.0		2.0	3.0	
Recall Mode	None	None		None	None	None	None	Min		None	Min	
v/c Ratio	0.31	0.29		0.43	0.30	0.33	0.24	0.60		0.44	0.34	0.10
Control Delay (s/veh)	30.2	27.6		36.2	38.6	4.7	38.2	23.9		32.0	19.6	0.2
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	30.2	27.6		36.2	38.6	4.7	38.2	23.9		32.0	19.6	0.2
Queue Length 50th (ft)	42	20		40	16	0	13	90		46	83	0
Queue Length 95th (ft)	108	54		104	53	46	46	172		97	152	0
Internal Link Dist (ft)		559			791			1177			716	
Turn Bay Length (ft)	400			220		220	145			330		280
Base Capacity (vph)	846	2081		407	478	883	314	2195		1111	2493	1246
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	0.13	0.06		0.26	0.08	0.25	0.11	0.24		0.21	0.19	0.10

Intersection Summary

Area Type: Other
Cycle Length: 139
Actuated Cycle Length: 66.9
Natural Cycle: 70
Control Type: Actuated-Uncoordinated

Splits and Phases: 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	103	91	23	95	36	198	30	313	175	210	420	113
Future Volume (veh/h)	103	91	23	95	36	198	30	313	175	210	420	113
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1737	1900	1796	1011	1856	1331	1879	1879	1879	1879	1464
Adj Flow Rate, veh/h	113	100	25	104	40	218	33	344	192	231	462	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	11	0	7	60	3	38	1	1	1	1	29
Cap, veh/h	160	468	113	135	168	428	45	504	276	368	1059	
Arrive On Green	0.09	0.18	0.18	0.08	0.17	0.17	0.04	0.23	0.23	0.11	0.30	0.00
Sat Flow, veh/h	1767	2634	638	1711	1011	1572	1268	2226	1219	3472	3571	1241
Grp Volume(v), veh/h	113	61	64	104	40	218	33	275	261	231	462	0
Grp Sat Flow(s),veh/h/ln	1767	1650	1622	1711	1011	1572	1268	1785	1660	1736	1785	1241
Q Serve(g_s), s	3.6	1.9	2.0	3.5	2.0	6.8	1.5	8.2	8.4	3.7	6.1	0.0
Cycle Q Clear(g_c), s	3.6	1.9	2.0	3.5	2.0	6.8	1.5	8.2	8.4	3.7	6.1	0.0
Prop In Lane	1.00		0.39	1.00		1.00	1.00		0.73	1.00		1.00
Lane Grp Cap(c), veh/h	160	293	288	135	168	428	45	404	376	368	1059	
V/C Ratio(X)	0.71	0.21	0.22	0.77	0.24	0.51	0.73	0.68	0.70	0.63	0.44	
Avail Cap(c_a), veh/h	908	1131	1112	440	433	840	326	1223	1137	1190	2753	
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	0.00
Uniform Delay (d), s/veh	25.8	20.5	20.5	26.4	21.1	17.9	27.9	20.6	20.7	25.0	16.6	0.0
Incr Delay (d2), s/veh	7.9	0.1	0.1	3.5	0.3	0.3	8.3	2.0	2.3	0.7	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.6	0.7	1.5	0.5	2.3	0.5	3.1	3.0	1.4	2.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.7	20.6	20.7	29.8	21.4	18.3	36.1	22.7	23.1	25.7	16.9	0.0
LnGrp LOS	C	C	C	C	C	B	D	C	C	C	B	
Approach Vol, veh/h		238			362			569			693	
Approach Delay, s/veh		26.9			22.0			23.6			19.8	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.2	19.2	10.6	16.4	8.1	23.3	11.3	15.7
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	20.0	40.0	15.0	40.0	15.0	45.0	30.0	25.0
Max Q Clear Time (g_c+I1), s	5.7	10.4	5.5	4.0	3.5	8.1	5.6	8.8
Green Ext Time (p_c), s	0.6	2.8	0.2	0.3	0.0	2.6	0.7	0.9

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	22.3
HCM 6th LOS	C

Notes

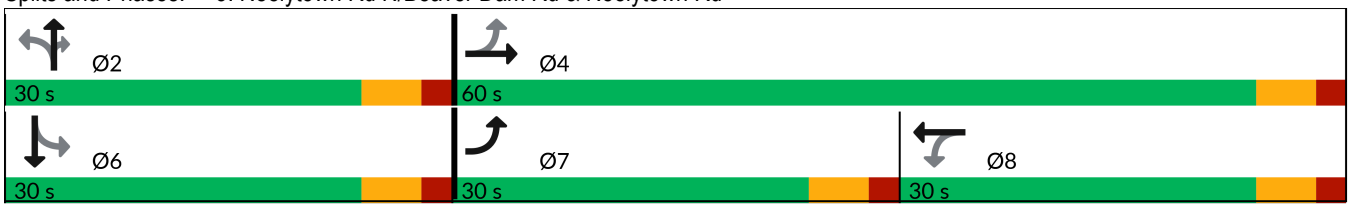
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

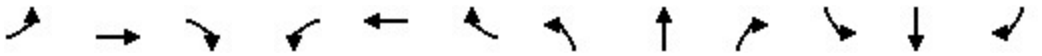
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	128	36	91	101	8	36	16	140	2	13	7
Future Volume (vph)	3	128	36	91	101	8	36	16	140	2	13	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	16	12	12	12
Grade (%)		1%			2%			-2%			0%	
Storage Length (ft)	70		0	220		0	0		150	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.967			0.989				0.850		0.958	
Flt Protected	0.950			0.950				0.966			0.995	
Satd. Flow (prot)	1350	1746	0	1787	1634	0	0	1854	1761	0	1720	0
Flt Permitted	0.594			0.621				0.801			0.981	
Satd. Flow (perm)	844	1746	0	1168	1634	0	0	1537	1761	0	1696	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28			4				187		9	
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		2146			540			620			646	
Travel Time (s)		32.5			8.2			12.1			12.6	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	33%	6%	0%	0%	15%	0%	0%	0%	5%	0%	0%	17%
Adj. Flow (vph)	4	171	48	121	135	11	48	21	187	3	17	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	4	219	0	121	146	0	0	69	187	0	29	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	0.99	0.99	0.84	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2	2	2	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	83	83		83	83		83	83	83	83	83	
Trailing Detector (ft)	-5	-5		-5	-5		-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5		-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	40		40	40		40	40	40	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43		43	43		43	43	43	43	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	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	7	4			8			2			6	
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		8	8		2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		14.0	14.0	14.0	14.0	14.0	
Total Split (s)	30.0	60.0		30.0	30.0		30.0	30.0	30.0	30.0	30.0	
Total Split (%)	33.3%	66.7%		33.3%	33.3%		33.3%	33.3%	33.3%	33.3%	33.3%	
Maximum Green (s)	24.0	54.0		24.0	24.0		24.0	24.0	24.0	24.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
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	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Max		Max	Max		Max	Max	Max	Max	Max	
v/c Ratio	0.01	0.21		0.18	0.16			0.17	0.31		0.06	
Control Delay (s/veh)	7.3	7.7		11.7	10.8			26.8	5.6		19.5	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay (s/veh)	7.3	7.7		11.7	10.8			26.8	5.6		19.5	
Queue Length 50th (ft)	1	45		28	32			30	0		8	
Queue Length 95th (ft)	4	61		63	70			52	26		24	
Internal Link Dist (ft)		2066			460			540			566	
Turn Bay Length (ft)	70			220					150			
Base Capacity (vph)	641	1058		664	931			409	606		458	
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.01	0.21		0.18	0.16			0.17	0.31		0.06	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Natural Cycle: 45	
Control Type: Semi Act-Uncoord	

Splits and Phases: 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	128	36	91	101	8	36	16	140	2	13	7
Future Volume (veh/h)	3	128	36	91	101	8	36	16	140	2	13	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1405	1805	1894	1876	1654	1876	1979	1979	1980	1900	1900	1648
Adj Flow Rate, veh/h	4	171	48	121	135	11	48	21	187	3	17	9
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Percent Heavy Veh, %	33	6	0	0	15	0	0	0	5	0	0	17
Cap, veh/h	537	814	228	692	792	65	353	144	447	66	300	145
Arrive On Green	0.01	0.60	0.60	0.52	0.52	0.52	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1338	1356	381	1166	1509	123	1068	539	1678	83	1126	544
Grp Volume(v), veh/h	4	0	219	121	0	146	69	0	187	29	0	0
Grp Sat Flow(s),veh/h/ln	1338	0	1737	1166	0	1632	1607	0	1678	1753	0	0
Q Serve(g_s), s	0.1	0.0	5.2	5.0	0.0	4.2	1.6	0.0	8.3	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	0.0	5.2	5.0	0.0	4.2	2.7	0.0	8.3	1.1	0.0	0.0
Prop In Lane	1.00		0.22	1.00		0.08	0.70		1.00	0.10		0.31
Lane Grp Cap(c), veh/h	537	0	1042	692	0	857	496	0	447	512	0	0
V/C Ratio(X)	0.01	0.00	0.21	0.17	0.00	0.17	0.14	0.00	0.42	0.06	0.00	0.00
Avail Cap(c_a), veh/h	883	0	1042	692	0	857	496	0	447	512	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.1	0.0	8.2	11.3	0.0	11.2	25.1	0.0	27.2	24.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.5	0.6	0.0	0.4	0.6	0.0	2.9	0.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.7	1.2	0.0	1.4	1.2	0.0	3.6	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.1	0.0	8.7	11.9	0.0	11.6	25.7	0.0	30.1	24.8	0.0	0.0
LnGrp LOS	A		A	B		B	C		C	C		
Approach Vol, veh/h		223			267			256			29	
Approach Delay, s/veh		8.7			11.7			28.9			24.8	
Approach LOS		A			B			C			C	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		30.0		60.0		30.0	6.8	53.2				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		24.0		54.0		24.0	24.0	24.0				
Max Q Clear Time (g_c+I1), s		10.3		7.2		3.1	2.1	7.0				
Green Ext Time (p_c), s		1.1		1.1		0.1	0.0	1.2				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			17.0									
HCM 6th LOS			B									

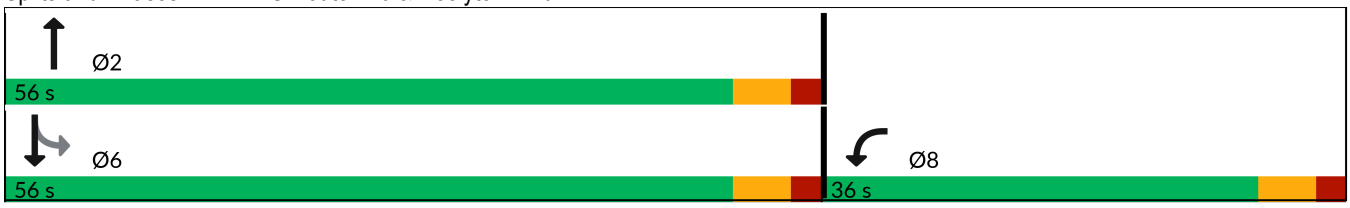


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	38	68	108	42	72	54
Future Volume (vph)	38	68	108	42	72	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		-1%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.914		0.962			
Flt Protected	0.982					0.972
Satd. Flow (prot)	1684	0	1750	0	0	1742
Flt Permitted	0.982					0.775
Satd. Flow (perm)	1684	0	1750	0	0	1389
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	71		33			
Link Speed (mph)	45		55			55
Link Distance (ft)	2393		959			1086
Travel Time (s)	36.3		11.9			13.5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	2%	3%	10%	9%	2%
Adj. Flow (vph)	40	71	113	44	75	56
Shared Lane Traffic (%)						
Lane Group Flow (vph)	111	0	157	0	0	131
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	0.99	0.99	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2		1	2
Detector Template					Left	
Leading Detector (ft)	83		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Detector 1 Position(ft)	-5		-5		0	-5
Detector 1 Size(ft)	40		40		20	40
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)	40		40			40
Detector 2 Size(ft)	43		43			43
Detector 2 Type	Cl+Ex		Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Switch Phase						
Minimum Initial (s)	5.0		10.0		10.0	10.0
Minimum Split (s)	11.0		16.0		16.0	16.0
Total Split (s)	36.0		56.0		56.0	56.0
Total Split (%)	39.1%		60.9%		60.9%	60.9%
Maximum Green (s)	30.0		50.0		50.0	50.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	6.0		6.0			6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0		2.0	2.0
Recall Mode	None		Min		Min	Min
v/c Ratio	0.31		0.16			0.17
Control Delay (s/veh)	7.3		5.5			6.8
Queue Delay	0.0		0.0			0.0
Total Delay (s/veh)	7.3		5.5			6.8
Queue Length 50th (ft)	6		10			11
Queue Length 95th (ft)	22		30			31
Internal Link Dist (ft)	2313		879			1006
Turn Bay Length (ft)						
Base Capacity (vph)	1559		1750			1389
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.07		0.09			0.09

Intersection Summary	
Area Type:	Other
Cycle Length: 92	
Actuated Cycle Length: 32.3	
Natural Cycle: 40	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 4: NYS Route 416 & Neelytown Rd





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	38	68	108	42	72	54
Future Volume (veh/h)	38	68	108	42	72	54
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1870	1894	1789	1767	1870
Adj Flow Rate, veh/h	40	71	112	44	75	56
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	2	3	10	9	2
Cap, veh/h	65	116	524	206	515	324
Arrive On Green	0.11	0.11	0.41	0.41	0.41	0.41
Sat Flow, veh/h	599	1064	1294	508	704	801
Grp Volume(v), veh/h	112	0	0	156	131	0
Grp Sat Flow(s),veh/h/ln	1678	0	0	1803	1505	0
Q Serve(g_s), s	1.6	0.0	0.0	1.4	0.0	0.0
Cycle Q Clear(g_c), s	1.6	0.0	0.0	1.4	1.1	0.0
Prop In Lane	0.36	0.63		0.28	0.57	
Lane Grp Cap(c), veh/h	182	0	0	730	839	0
V/C Ratio(X)	0.61	0.00	0.00	0.21	0.16	0.00
Avail Cap(c_a), veh/h	2040	0	0	3652	3175	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	10.5	0.0	0.0	4.8	4.7	0.0
Incr Delay (d2), s/veh	1.3	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	11.8	0.0	0.0	4.8	4.7	0.0
LnGrp LOS	B			A	A	
Approach Vol, veh/h	112		156			131
Approach Delay, s/veh	11.8		4.8			4.7
Approach LOS	B		A			A

Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		16.0			16.0	8.7
Change Period (Y+Rc), s		6.0			6.0	6.0
Max Green Setting (Gmax), s		50.0			50.0	30.0
Max Q Clear Time (g_c+I1), s		3.4			3.1	3.6
Green Ext Time (p_c), s		0.4			0.4	0.3

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	6.7
HCM 6th LOS	A



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	9	123	218	11	96	187
Future Volume (vph)	9	123	218	11	96	187
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	12	12	12	12
Storage Length (ft)	0	50		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.994			
Flt Protected	0.950					0.983
Satd. Flow (prot)	1588	1776	1862	0	0	1789
Flt Permitted	0.950					0.983
Satd. Flow (perm)	1588	1776	1862	0	0	1789
Link Speed (mph)	30		30			30
Link Distance (ft)	561		726			643
Travel Time (s)	12.8		16.5			14.6
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	25%	0%	1%	10%	11%	1%
Adj. Flow (vph)	10	135	240	12	105	205
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	135	252	0	0	310
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	15		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.88	0.88	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60	60	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	3.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	123	218	11	96	187
Future Vol, veh/h	9	123	218	11	96	187
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	50	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	25	0	1	10	11	1
Mvmt Flow	10	135	240	12	105	205

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	661	246	0	0	252	0
Stage 1	246	-	-	-	-	-
Stage 2	415	-	-	-	-	-
Critical Hdwy	6.65	6.2	-	-	4.21	-
Critical Hdwy Stg 1	5.65	-	-	-	-	-
Critical Hdwy Stg 2	5.65	-	-	-	-	-
Follow-up Hdwy	3.725	3.3	-	-	2.299	-
Pot Cap-1 Maneuver	394	798	-	-	1263	-
Stage 1	744	-	-	-	-	-
Stage 2	620	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	357	798	-	-	1263	-
Mov Cap-2 Maneuver	357	-	-	-	-	-
Stage 1	744	-	-	-	-	-
Stage 2	562	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.7	0	2.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	357	798	1263	-
HCM Lane V/C Ratio	-	-	0.028	0.169	0.084	-
HCM Ctrl Dly (s/v)	-	-	15.4	10.4	8.1	0
HCM Lane LOS	-	-	C	B	A	A
HCM 95th %tile Q (veh)	-	-	0.1	0.6	0.3	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	140	6	60	158	25	48
Future Volume (vph)	140	6	60	158	25	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	11	11
Grade (%)	4%			4%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.995				0.911	
Flt Protected				0.986	0.983	
Satd. Flow (prot)	1729	0	0	1701	1661	0
Flt Permitted				0.986	0.983	
Satd. Flow (perm)	1729	0	0	1701	1661	0
Link Speed (mph)	30			30	35	
Link Distance (ft)	853			580	1607	
Travel Time (s)	19.4			13.2	31.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	146	6	63	165	26	50
Shared Lane Traffic (%)						
Lane Group Flow (vph)	152	0	0	228	76	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.12	1.12	1.12	1.12	1.03	1.03
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	2.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	140	6	60	158	25	48
Future Vol, veh/h	140	6	60	158	25	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	4	-	-	4	-2	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	146	6	63	165	26	50

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	152	0	440	149
Stage 1	-	-	-	-	149	-
Stage 2	-	-	-	-	291	-
Critical Hdwy	-	-	4.1	-	6	6
Critical Hdwy Stg 1	-	-	-	-	5	-
Critical Hdwy Stg 2	-	-	-	-	5	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1441	-	607	910
Stage 1	-	-	-	-	898	-
Stage 2	-	-	-	-	788	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1441	-	578	910
Mov Cap-2 Maneuver	-	-	-	-	578	-
Stage 1	-	-	-	-	898	-
Stage 2	-	-	-	-	750	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.1	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	760	-	-	1441	-
HCM Lane V/C Ratio	0.1	-	-	0.043	-
HCM Ctrl Dly (s/v)	10.3	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q (veh)	0.3	-	-	0.1	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	51	1	0	26	37	47
Future Volume (vph)	51	1	0	26	37	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	10	10
Grade (%)	0%			1%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.998				0.924	
Flt Protected	0.953					
Satd. Flow (prot)	1654	0	0	1890	1610	0
Flt Permitted	0.953					
Satd. Flow (perm)	1654	0	0	1890	1610	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	777			545	1607	
Travel Time (s)	17.7			10.6	31.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	0%	0%	0%	4%	0%
Adj. Flow (vph)	54	1	0	28	39	50
Shared Lane Traffic (%)						
Lane Group Flow (vph)	55	0	0	28	89	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	1.09	1.09	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

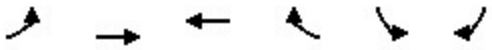
Intersection	
Int Delay, s/veh	3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	51	1	0	26	37	47
Future Vol, veh/h	51	1	0	26	37	47
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	94	94	94	94	94	94
Heavy Vehicles, %	2	0	0	0	4	0
Mvmt Flow	54	1	0	28	39	50

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	92	64	89	0	-	0
Stage 1	64	-	-	-	-	-
Stage 2	28	-	-	-	-	-
Critical Hdwy	6.42	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	908	1006	1519	-	-	-
Stage 1	959	-	-	-	-	-
Stage 2	995	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	908	1006	1519	-	-	-
Mov Cap-2 Maneuver	908	-	-	-	-	-
Stage 1	959	-	-	-	-	-
Stage 2	995	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.2	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1519	-	910	-	-
HCM Lane V/C Ratio	-	-	0.061	-	-
HCM Ctrl Dly (s/v)	0	-	9.2	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q (veh)	0	-	0.2	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	271	200	0	0	0
Future Volume (vph)	0	271	200	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1810	1712	0	1900	0
Flt Permitted						
Satd. Flow (perm)	0	1810	1712	0	1900	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		532	1138		660	
Travel Time (s)		8.1	17.2		15.0	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	0%	5%	11%	0%	0%	0%
Adj. Flow (vph)	0	361	267	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	361	267	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		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)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	271	200	0	0	0
Future Vol, veh/h	0	271	200	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	5	11	0	0	0
Mvmt Flow	0	361	267	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	267	0	-	0	628	267
Stage 1	-	-	-	-	267	-
Stage 2	-	-	-	-	361	-
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	1308	-	-	-	450	777
Stage 1	-	-	-	-	782	-
Stage 2	-	-	-	-	710	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1308	-	-	-	450	777
Mov Cap-2 Maneuver	-	-	-	-	450	-
Stage 1	-	-	-	-	782	-
Stage 2	-	-	-	-	710	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1308	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q (veh)	0	-	-	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	27	0	0	22
Future Volume (vph)	0	0	27	0	0	22
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						
Flt Protected						
Satd. Flow (prot)	1900	0	1810	0	0	1776
Flt Permitted						
Satd. Flow (perm)	1900	0	1810	0	0	1776
Link Speed (mph)	30		35			35
Link Distance (ft)	515		1081			1606
Travel Time (s)	11.7		21.1			31.3
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	0%	0%	5%	0%	0%	7%
Adj. Flow (vph)	0	0	36	0	0	29
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	36	0	0	29
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

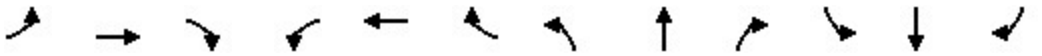
Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	27	0	0	22
Future Vol, veh/h	0	0	27	0	0	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	5	0	0	7
Mvmt Flow	0	0	36	0	0	29

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	65	36	0	0	36	0
Stage 1	36	-	-	-	-	-
Stage 2	29	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	946	1042	-	-	1588	-
Stage 1	992	-	-	-	-	-
Stage 2	999	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	946	1042	-	-	1588	-
Mov Cap-2 Maneuver	946	-	-	-	-	-
Stage 1	992	-	-	-	-	-
Stage 2	999	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1588	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q (veh)	-	-	-	0	-



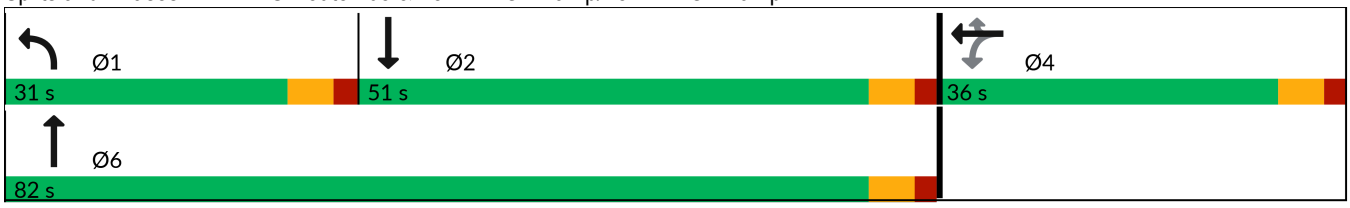
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	651	1	244	179	593	0	0	773	322
Future Volume (vph)	0	0	0	651	1	244	179	593	0	0	773	322
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			2%	
Storage Length (ft)	0		0	0		360	145		0	245		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt						0.850					0.956	
Flt Protected					0.952		0.950					
Satd. Flow (prot)	0	0	0	0	1607	1488	1347	3343	0	0	3190	0
Flt Permitted					0.952		0.950					
Satd. Flow (perm)	0	0	0	0	1607	1488	1347	3343	0	0	3190	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						236					62	
Link Speed (mph)		30			40			45			45	
Link Distance (ft)		287			1203			796			861	
Travel Time (s)		6.5			20.5			12.1			13.0	
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 (%)	0%	0%	0%	12%	0%	8%	34%	8%	0%	0%	8%	5%
Adj. Flow (vph)	0	0	0	731	1	274	201	666	0	0	869	362
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	732	274	201	666	0	0	1231	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
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	1.01	1.01	1.01	1.00	1.00	1.00	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				2	2	2	2	2			2	
Detector Template				Left	Thru	Right	Left	Thru			Thru	
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	Perm	Prot	NA			NA	

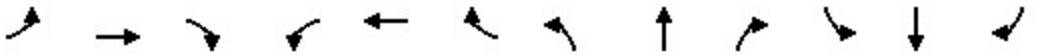
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases					4		1	6			2	
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6			2	
Switch Phase												
Minimum Initial (s)				6.0	6.0	6.0	5.0	15.0			15.0	
Minimum Split (s)				12.0	12.0	12.0	11.0	21.0			21.0	
Total Split (s)				36.0	36.0	36.0	31.0	82.0			51.0	
Total Split (%)				30.5%	30.5%	30.5%	26.3%	69.5%			43.2%	
Maximum Green (s)				30.0	30.0	30.0	25.0	76.0			45.0	
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)					6.0	6.0	6.0	6.0			6.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Recall Mode				None	None	None	None	Min			Min	
v/c Ratio					1.70	0.48	0.83	0.32			0.96	
Control Delay (s/veh)					354.9	10.3	72.3	10.2			49.0	
Queue Delay					0.0	0.0	0.0	0.0			0.0	
Total Delay (s/veh)					354.9	10.3	72.3	10.2			49.0	
Queue Length 50th (ft)					~802	21	143	109			440	
Queue Length 95th (ft)					#1055	94	#240	138			#612	
Internal Link Dist (ft)		207			1123			716			781	
Turn Bay Length (ft)						360	145					
Base Capacity (vph)					430	571	300	2268			1318	
Starvation Cap Reductn					0	0	0	0			0	
Spillback Cap Reductn					0	0	0	0			0	
Storage Cap Reductn					0	0	0	0			0	
Reduced v/c Ratio					1.70	0.48	0.67	0.29			0.93	

Intersection Summary

Area Type: Other
Cycle Length: 118
Actuated Cycle Length: 112.4
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: 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	651	1	244	179	593	0	0	773	322
Future Volume (veh/h)	0	0	0	651	1	244	179	593	0	0	773	322
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1716	1894	1776	1396	1781	0	0	1758	1802
Adj Flow Rate, veh/h				731	1	274	201	666	0	0	869	362
Peak Hour Factor				0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %				12	0	8	34	8	0	0	8	5
Cap, veh/h				489	1	409	224	2098	0	0	914	379
Arrive On Green				0.27	0.27	0.27	0.17	0.62	0.00	0.00	0.40	0.40
Sat Flow, veh/h				1802	2	1505	1330	3474	0	0	2390	954
Grp Volume(v), veh/h				732	0	274	201	666	0	0	629	602
Grp Sat Flow(s),veh/h/ln				1804	0	1505	1330	1692	0	0	1670	1586
Q Serve(g_s), s				30.0	0.0	17.9	16.4	10.3	0.0	0.0	40.3	40.7
Cycle Q Clear(g_c), s				30.0	0.0	17.9	16.4	10.3	0.0	0.0	40.3	40.7
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.60
Lane Grp Cap(c), veh/h				490	0	409	224	2098	0	0	663	630
V/C Ratio(X)				1.49	0.00	0.67	0.90	0.32	0.00	0.00	0.95	0.96
Avail Cap(c_a), veh/h				490	0	409	301	2328	0	0	680	646
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				40.2	0.0	35.8	45.0	9.9	0.0	0.0	32.2	32.4
Incr Delay (d2), s/veh				233.1	0.0	3.5	19.3	0.0	0.0	0.0	22.1	24.3
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				44.5	0.0	6.8	6.4	3.4	0.0	0.0	19.2	18.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				273.3	0.0	39.3	64.3	10.0	0.0	0.0	54.4	56.6
LnGrp LOS				F		D	E	A			D	E
Approach Vol, veh/h					1006			867			1231	
Approach Delay, s/veh					209.6			22.6			55.5	
Approach LOS					F			C			E	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	24.6	49.9		36.0		74.5						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	25.0	45.0		30.0		76.0						
Max Q Clear Time (g_c+I1), s	18.4	42.7		32.0		12.3						
Green Ext Time (p_c), s	0.3	1.1		0.0		2.4						

Intersection Summary		
HCM 6th Ctrl Delay, s/veh		96.2
HCM 6th LOS		F

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	211	254	47	145	259	247	90	314	179	261	478	685
Future Volume (vph)	211	254	47	145	259	247	90	314	179	261	478	685
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			1%			1%	
Storage Length (ft)	400		400	220		220	145		145	330		280
Storage Lanes	2		0	1		1	1		1	2		1
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.977				0.850		0.946				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1327	2528	0	1770	1792	1568	1618	3099	0	3287	3326	1410
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1327	2528	0	1770	1792	1568	1618	3099	0	3287	3326	1410
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15				257		81				714
Link Speed (mph)		45			25			45			45	
Link Distance (ft)		639			871			1257			796	
Travel Time (s)		9.7			23.8			19.0			12.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	36%	45%	10%	2%	6%	3%	11%	10%	9%	6%	8%	14%
Adj. Flow (vph)	220	265	49	151	270	257	94	327	186	272	498	714
Shared Lane Traffic (%)												
Lane Group Flow (vph)	220	314	0	151	270	257	94	513	0	272	498	714
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	2		2	2	2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	83	83		83	83	83	83	83		83	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		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	43	43
Detector 2 Size(ft)	40	40		40	40	40	40	40		40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	Free

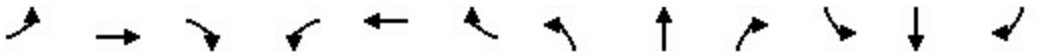
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases						8						Free
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.0	24.0		11.0	24.0	11.0	11.0	24.0		11.0	24.0	
Total Split (s)	36.0	46.0		21.0	31.0	26.0	21.0	46.0		26.0	51.0	
Total Split (%)	25.9%	33.1%		15.1%	22.3%	18.7%	15.1%	33.1%		18.7%	36.7%	
Maximum Green (s)	30.0	40.0		15.0	25.0	20.0	15.0	40.0		20.0	45.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	2.0		2.0	2.0	2.0	2.0	3.0		2.0	3.0	
Recall Mode	None	None		None	None	None	None	Min		None	Min	
v/c Ratio	0.73	0.41		0.68	0.76	0.33	0.58	0.74		0.62	0.64	0.51
Control Delay (s/veh)	55.3	30.8		63.8	57.4	4.3	64.0	41.1		51.9	41.3	1.3
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)	55.3	30.8		63.8	57.4	4.3	64.0	41.1		51.9	41.3	1.3
Queue Length 50th (ft)	140	85		99	174	0	63	148		92	164	0
Queue Length 95th (ft)	#280	148		#226	#346	53	134	236		156	246	0
Internal Link Dist (ft)		559			791			1177			716	
Turn Bay Length (ft)	400			220		220	145			330		280
Base Capacity (vph)	396	1015		264	446	855	241	1283		654	1490	1410
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	0.56	0.31		0.57	0.61	0.30	0.39	0.40		0.42	0.33	0.51

Intersection Summary

Area Type: Other
Cycle Length: 139
Actuated Cycle Length: 104.7
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: 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	211	254	47	145	259	247	90	314	179	261	478	685
Future Volume (veh/h)	211	254	47	145	259	247	90	314	179	261	478	685
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1366	1233	1752	1870	1811	1856	1731	1746	1761	1805	1776	1687
Adj Flow Rate, veh/h	220	265	49	151	270	257	94	327	186	272	498	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	36	45	10	2	6	3	11	10	9	6	8	14
Cap, veh/h	261	556	101	189	338	468	119	431	240	371	839	
Arrive On Green	0.20	0.28	0.28	0.11	0.19	0.19	0.07	0.21	0.21	0.11	0.25	0.00
Sat Flow, veh/h	1301	1979	361	1781	1811	1572	1649	2055	1144	3335	3374	1429
Grp Volume(v), veh/h	220	155	159	151	270	257	94	263	250	272	498	0
Grp Sat Flow(s),veh/h/ln	1301	1171	1168	1781	1811	1572	1649	1659	1540	1668	1687	1429
Q Serve(g_s), s	13.4	9.0	9.3	6.8	11.7	11.3	4.6	12.2	12.6	6.5	10.7	0.0
Cycle Q Clear(g_c), s	13.4	9.0	9.3	6.8	11.7	11.3	4.6	12.2	12.6	6.5	10.7	0.0
Prop In Lane	1.00		0.31	1.00		1.00	1.00		0.74	1.00		1.00
Lane Grp Cap(c), veh/h	261	329	328	189	338	468	119	348	323	371	839	
V/C Ratio(X)	0.84	0.47	0.48	0.80	0.80	0.55	0.79	0.76	0.78	0.73	0.59	
Avail Cap(c_a), veh/h	475	570	569	325	551	654	301	808	750	812	1848	
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	0.00
Uniform Delay (d), s/veh	31.6	24.5	24.6	35.9	32.0	24.2	37.5	30.5	30.7	35.3	27.2	0.0
Incr Delay (d2), s/veh	10.0	0.4	0.4	2.9	1.7	0.4	4.3	3.4	4.0	1.1	0.7	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	4.6	2.3	2.4	3.1	5.2	4.2	1.9	4.8	4.7	2.5	4.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.6	24.9	25.0	38.8	33.6	24.6	41.8	33.9	34.7	36.4	27.9	0.0
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	C	
Approach Vol, veh/h		534			678			607			770	
Approach Delay, s/veh		31.8			31.3			35.4			30.9	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.1	23.2	14.7	29.1	11.9	26.4	22.5	21.3
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	20.0	40.0	15.0	40.0	15.0	45.0	30.0	25.0
Max Q Clear Time (g_c+I1), s	8.5	14.6	8.8	11.3	6.6	12.7	15.4	13.7
Green Ext Time (p_c), s	0.7	2.6	0.2	0.9	0.1	2.9	1.2	1.6

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	32.3
HCM 6th LOS	C

Notes

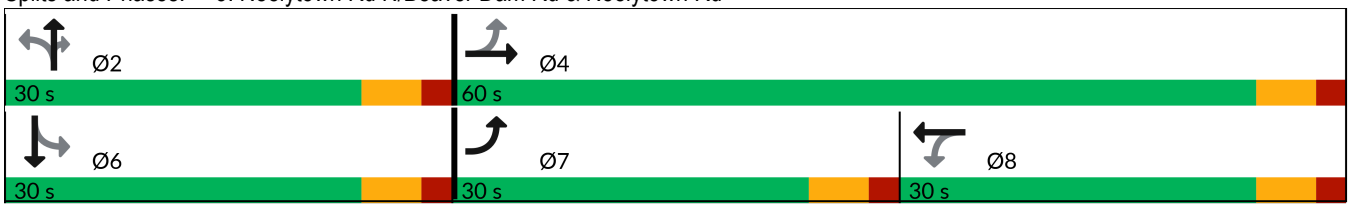
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

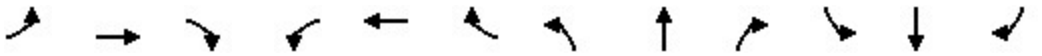
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	41	215	39	179	399	6	47	67	56	25	26	14
Future Volume (vph)	41	215	39	179	399	6	47	67	56	25	26	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	16	12	12	12
Grade (%)		1%			2%			-2%			0%	
Storage Length (ft)	70		0	220		0	0		150	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.977			0.998				0.850		0.971	
Flt Protected	0.950			0.950				0.980			0.981	
Satd. Flow (prot)	1796	1550	0	1686	1447	0	0	1787	1594	0	1776	0
Flt Permitted	0.362			0.591				0.852			0.866	
Satd. Flow (perm)	684	1550	0	1049	1447	0	0	1554	1594	0	1567	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18			1				109		15	
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		2146			540			620			646	
Travel Time (s)		32.5			8.2			12.1			12.6	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	21%	9%	6%	29%	80%	7%	4%	16%	5%	0%	0%
Adj. Flow (vph)	44	231	42	192	429	6	51	72	60	27	28	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	44	273	0	192	435	0	0	123	60	0	70	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	0.99	0.99	0.84	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2	2	2	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	83	83		83	83		83	83	83	83	83	
Trailing Detector (ft)	-5	-5		-5	-5		-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5		-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	40		40	40		40	40	40	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43		43	43		43	43	43	43	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	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	7	4			8			2			6	
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		8	8		2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		14.0	14.0	14.0	14.0	14.0	
Total Split (s)	30.0	60.0		30.0	30.0		30.0	30.0	30.0	30.0	30.0	
Total Split (%)	33.3%	66.7%		33.3%	33.3%		33.3%	33.3%	33.3%	33.3%	33.3%	
Maximum Green (s)	24.0	54.0		24.0	24.0		24.0	24.0	24.0	24.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
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	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Max		Max	Max		Max	Max	Max	Max	Max	
v/c Ratio	0.09	0.29		0.36	0.59			0.30	0.12		0.16	
Control Delay (s/veh)	7.8	9.1		17.9	21.7			28.7	1.6		21.9	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay (s/veh)	7.8	9.1		17.9	21.7			28.7	1.6		21.9	
Queue Length 50th (ft)	9	64		72	190			56	0		24	
Queue Length 95th (ft)	23	107		130	302			104	8		57	
Internal Link Dist (ft)		2066			460			540			566	
Turn Bay Length (ft)	70			220					150			
Base Capacity (vph)	706	937		531	733			414	505		428	
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.06	0.29		0.36	0.59			0.30	0.12		0.16	

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

Splits and Phases: 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	215	39	179	399	6	47	67	56	25	26	14
Future Volume (veh/h)	41	215	39	179	399	6	47	67	56	25	26	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1894	1583	1761	1788	1447	691	1874	1919	1808	1826	1900	1900
Adj Flow Rate, veh/h	44	231	42	192	429	6	51	72	60	27	28	15
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	21	9	6	29	80	7	4	16	5	0	0
Cap, veh/h	426	782	142	581	675	9	221	292	409	185	185	86
Arrive On Green	0.06	0.60	0.60	0.47	0.47	0.47	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1804	1303	237	1057	1423	20	615	1094	1532	484	692	321
Grp Volume(v), veh/h	44	0	273	192	0	435	123	0	60	70	0	0
Grp Sat Flow(s),veh/h/ln	1804	0	1540	1057	0	1443	1709	0	1532	1497	0	0
Q Serve(g_s), s	1.0	0.0	7.8	10.5	0.0	20.4	0.0	0.0	2.7	0.1	0.0	0.0
Cycle Q Clear(g_c), s	1.0	0.0	7.8	10.5	0.0	20.4	4.6	0.0	2.7	4.6	0.0	0.0
Prop In Lane	1.00		0.15	1.00		0.01	0.41		1.00	0.39		0.21
Lane Grp Cap(c), veh/h	426	0	924	581	0	684	512	0	409	455	0	0
V/C Ratio(X)	0.10	0.00	0.30	0.33	0.00	0.64	0.24	0.00	0.15	0.15	0.00	0.00
Avail Cap(c_a), veh/h	800	0	924	581	0	684	512	0	409	455	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.0	0.0	8.8	15.2	0.0	17.8	25.9	0.0	25.2	25.2	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.8	1.5	0.0	4.5	1.1	0.0	0.8	0.7	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	2.3	2.5	0.0	6.8	2.2	0.0	1.0	1.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.1	0.0	9.6	16.7	0.0	22.3	27.0	0.0	25.9	25.9	0.0	0.0
LnGrp LOS	B		A	B		C	C		C	C		
Approach Vol, veh/h		317			627			183			70	
Approach Delay, s/veh		9.9			20.6			26.6			25.9	
Approach LOS		A			C			C			C	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		30.0		60.0		30.0	11.3	48.7				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		24.0		54.0		24.0	24.0	24.0				
Max Q Clear Time (g_c+I1), s		6.6		9.8		6.6	3.0	22.4				
Green Ext Time (p_c), s		0.8		1.4		0.2	0.1	0.6				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			19.0									
HCM 6th LOS			B									

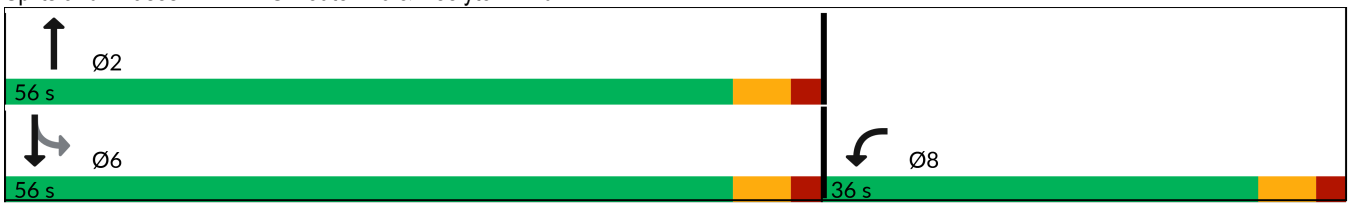


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	78	166	71	104	201	177
Future Volume (vph)	78	166	71	104	201	177
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		-1%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.908		0.920			
Flt Protected	0.984					0.974
Satd. Flow (prot)	1362	0	1651	0	0	1679
Flt Permitted	0.984					0.731
Satd. Flow (perm)	1362	0	1651	0	0	1260
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	123		117			
Link Speed (mph)	45		55			55
Link Distance (ft)	2393		959			1086
Travel Time (s)	36.3		11.9			13.5
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	11%	31%	10%	4%	13%	7%
Adj. Flow (vph)	88	187	80	117	226	199
Shared Lane Traffic (%)						
Lane Group Flow (vph)	275	0	197	0	0	425
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	0.99	0.99	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2		1	2
Detector Template					Left	
Leading Detector (ft)	83		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Detector 1 Position(ft)	-5		-5		0	-5
Detector 1 Size(ft)	40		40		20	40
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)	40		40			40
Detector 2 Size(ft)	43		43			43
Detector 2 Type	Cl+Ex		Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Switch Phase						
Minimum Initial (s)	5.0		10.0		10.0	10.0
Minimum Split (s)	11.0		16.0		16.0	16.0
Total Split (s)	36.0		56.0		56.0	56.0
Total Split (%)	39.1%		60.9%		60.9%	60.9%
Maximum Green (s)	30.0		50.0		50.0	50.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	6.0		6.0			6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0		2.0	2.0
Recall Mode	None		Min		Min	Min
v/c Ratio	0.64		0.24			0.74
Control Delay (s/veh)	17.4		4.5			19.5
Queue Delay	0.0		0.0			0.0
Total Delay (s/veh)	17.4		4.5			19.5
Queue Length 50th (ft)	30		10			73
Queue Length 95th (ft)	123		45			216
Internal Link Dist (ft)	2313		879			1006
Turn Bay Length (ft)						
Base Capacity (vph)	1020		1551			1178
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.27		0.13			0.36

Intersection Summary	
Area Type:	Other
Cycle Length: 92	
Actuated Cycle Length: 45	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 4: NYS Route 416 & Neelytown Rd





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	78	166	71	104	201	177
Future Volume (veh/h)	78	166	71	104	201	177
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1737	1441	1789	1879	1707	1796
Adj Flow Rate, veh/h	88	187	80	117	226	199
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	11	31	10	4	13	7
Cap, veh/h	114	243	266	389	401	285
Arrive On Green	0.23	0.23	0.40	0.40	0.40	0.40
Sat Flow, veh/h	487	1034	656	960	582	703
Grp Volume(v), veh/h	276	0	0	197	425	0
Grp Sat Flow(s),veh/h/ln	1526	0	0	1616	1285	0
Q Serve(g_s), s	5.6	0.0	0.0	2.7	7.4	0.0
Cycle Q Clear(g_c), s	5.6	0.0	0.0	2.7	10.1	0.0
Prop In Lane	0.32	0.68		0.59	0.53	
Lane Grp Cap(c), veh/h	358	0	0	654	686	0
V/C Ratio(X)	0.77	0.00	0.00	0.30	0.62	0.00
Avail Cap(c_a), veh/h	1376	0	0	2428	2194	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	11.9	0.0	0.0	6.7	9.1	0.0
Incr Delay (d2), s/veh	1.3	0.0	0.0	0.1	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	0.4	1.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	13.2	0.0	0.0	6.8	9.4	0.0
LnGrp LOS	B			A	A	
Approach Vol, veh/h	276		197			425
Approach Delay, s/veh	13.2		6.8			9.4
Approach LOS	B		A			A

Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		19.5			19.5	13.8
Change Period (Y+Rc), s		6.0			6.0	6.0
Max Green Setting (Gmax), s		50.0			50.0	30.0
Max Q Clear Time (g_c+I1), s		4.7			12.1	7.6
Green Ext Time (p_c), s		0.6			1.3	0.8

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	10.0
HCM 6th LOS	B



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	44	132	143	23	232	267
Future Volume (vph)	44	132	143	23	232	267
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	12	12	12	12
Storage Length (ft)	0	50		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.982			
Flt Protected	0.950					0.977
Satd. Flow (prot)	1073	1558	1536	0	0	1759
Flt Permitted	0.950					0.977
Satd. Flow (perm)	1073	1558	1536	0	0	1759
Link Speed (mph)	30		30			30
Link Distance (ft)	561		726			643
Travel Time (s)	12.8		16.5			14.6
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	85%	14%	13%	75%	5%	6%
Adj. Flow (vph)	51	152	164	26	267	307
Shared Lane Traffic (%)						
Lane Group Flow (vph)	51	152	190	0	0	574
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	15		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.88	0.88	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60	60	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	6.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	44	132	143	23	232	267
Future Vol, veh/h	44	132	143	23	232	267
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	50	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	85	14	13	75	5	6
Mvmt Flow	51	152	164	26	267	307

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1018	177	0	0	190	0
Stage 1	177	-	-	-	-	-
Stage 2	841	-	-	-	-	-
Critical Hdwy	7.25	6.34	-	-	4.15	-
Critical Hdwy Stg 1	6.25	-	-	-	-	-
Critical Hdwy Stg 2	6.25	-	-	-	-	-
Follow-up Hdwy	4.265	3.426	-	-	2.245	-
Pot Cap-1 Maneuver	187	836	-	-	1366	-
Stage 1	688	-	-	-	-	-
Stage 2	310	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	143	836	-	-	1366	-
Mov Cap-2 Maneuver	143	-	-	-	-	-
Stage 1	688	-	-	-	-	-
Stage 2	237	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	18.6	0	3.8
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	143	836	1366	-
HCM Lane V/C Ratio	-	-	0.354	0.181	0.195	-
HCM Ctrl Dly (s/v)	-	-	43.4	10.3	8.3	0
HCM Lane LOS	-	-	E	B	A	A
HCM 95th %tile Q (veh)	-	-	1.5	0.7	0.7	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	55	77	43	87	34	76
Future Volume (vph)	55	77	43	87	34	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	11	11
Grade (%)	4%			4%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.922				0.907	
Flt Protected				0.984	0.985	
Satd. Flow (prot)	1553	0	0	1574	1574	0
Flt Permitted				0.984	0.985	
Satd. Flow (perm)	1553	0	0	1574	1574	0
Link Speed (mph)	30			30	35	
Link Distance (ft)	853			580	1607	
Travel Time (s)	19.4			13.2	31.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	4%	8%	9%	6%	5%
Adj. Flow (vph)	57	79	44	90	35	78
Shared Lane Traffic (%)						
Lane Group Flow (vph)	136	0	0	134	113	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.12	1.12	1.12	1.12	1.03	1.03
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	3.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	55	77	43	87	34	76
Future Vol, veh/h	55	77	43	87	34	76
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	4	-	-	4	-2	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	4	8	9	6	5
Mvmt Flow	57	79	44	90	35	78

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	136	0	275	97
Stage 1	-	-	-	-	97	-
Stage 2	-	-	-	-	178	-
Critical Hdwy	-	-	4.18	-	6.06	6.05
Critical Hdwy Stg 1	-	-	-	-	5.06	-
Critical Hdwy Stg 2	-	-	-	-	5.06	-
Follow-up Hdwy	-	-	2.272	-	3.554	3.345
Pot Cap-1 Maneuver	-	-	1412	-	728	956
Stage 1	-	-	-	-	927	-
Stage 2	-	-	-	-	860	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1412	-	704	956
Mov Cap-2 Maneuver	-	-	-	-	704	-
Stage 1	-	-	-	-	927	-
Stage 2	-	-	-	-	832	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.5	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	861	-	-	1412	-
HCM Lane V/C Ratio	0.132	-	-	0.031	-
HCM Ctrl Dly (s/v)	9.8	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q (veh)	0.5	-	-	0.1	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	63	0	1	46	87	30
Future Volume (vph)	63	0	1	46	87	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	10	10
Grade (%)	0%			1%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.965	
Flt Protected	0.950			0.999		
Satd. Flow (prot)	1589	0	0	1721	1618	0
Flt Permitted	0.950			0.999		
Satd. Flow (perm)	1589	0	0	1721	1618	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	777			545	1607	
Travel Time (s)	17.7			10.6	31.3	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	6%	0%	100%	8%	5%	8%
Adj. Flow (vph)	72	0	1	52	99	34
Shared Lane Traffic (%)						
Lane Group Flow (vph)	72	0	0	53	133	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	1.09	1.09	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

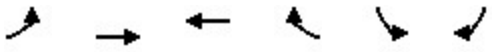
Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	63	0	1	46	87	30
Future Vol, veh/h	63	0	1	46	87	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	1	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	6	0	100	8	5	8
Mvmt Flow	72	0	1	52	99	34

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	170	116	133	0	-	0
Stage 1	116	-	-	-	-	-
Stage 2	54	-	-	-	-	-
Critical Hdwy	6.46	6.2	5.1	-	-	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.3	3.1	-	-	-
Pot Cap-1 Maneuver	811	942	1018	-	-	-
Stage 1	899	-	-	-	-	-
Stage 2	958	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	810	942	1018	-	-	-
Mov Cap-2 Maneuver	810	-	-	-	-	-
Stage 1	898	-	-	-	-	-
Stage 2	958	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.9	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1018	-	810	-	-
HCM Lane V/C Ratio	0.001	-	0.088	-	-
HCM Ctrl Dly (s/v)	8.5	0	9.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0.3	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	4	292	592	286	25	2
Future Volume (vph)	4	292	592	286	25	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			150	0	0
Storage Lanes	1			1	1	0
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850	0.991	
Flt Protected	0.950				0.956	
Satd. Flow (prot)	902	1610	1557	1524	1265	0
Flt Permitted	0.950				0.956	
Satd. Flow (perm)	902	1610	1557	1524	1265	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		532	1138		660	
Travel Time (s)		8.1	17.2		15.0	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	100%	18%	22%	6%	38%	100%
Adj. Flow (vph)	4	314	637	308	27	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	314	637	308	29	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	1.00	1.00	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

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	292	592	286	25	2
Future Vol, veh/h	4	292	592	286	25	2
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	-	-	150	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	100	18	22	6	38	100
Mvmt Flow	4	314	637	308	27	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	945	0	-	0	959	637
Stage 1	-	-	-	-	637	-
Stage 2	-	-	-	-	322	-
Critical Hdwy	5.1	-	-	-	6.78	7.2
Critical Hdwy Stg 1	-	-	-	-	5.78	-
Critical Hdwy Stg 2	-	-	-	-	5.78	-
Follow-up Hdwy	3.1	-	-	-	3.842	4.2
Pot Cap-1 Maneuver	445	-	-	-	246	340
Stage 1	-	-	-	-	464	-
Stage 2	-	-	-	-	660	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	445	-	-	-	244	340
Mov Cap-2 Maneuver	-	-	-	-	244	-
Stage 1	-	-	-	-	460	-
Stage 2	-	-	-	-	660	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.2	0	21.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	445	-	-	-	249
HCM Lane V/C Ratio	0.01	-	-	-	0.117
HCM Ctrl Dly (s/v)	13.2	-	-	-	21.4
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q (veh)	0	-	-	-	0.4



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	25	5	36	77	38	40
Future Volume (vph)	25	5	36	77	38	40
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	0.979		0.908			
Flt Protected	0.960					0.976
Satd. Flow (prot)	1786	0	1651	0	0	1826
Flt Permitted	0.960					0.976
Satd. Flow (perm)	1786	0	1651	0	0	1826
Link Speed (mph)	30		35			35
Link Distance (ft)	515		1081			1606
Travel Time (s)	11.7		21.1			31.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	14%	0%	0%	3%
Adj. Flow (vph)	27	5	39	83	41	43
Shared Lane Traffic (%)						
Lane Group Flow (vph)	32	0	122	0	0	84
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	2.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	5	36	77	38	40
Future Vol, veh/h	25	5	36	77	38	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	14	0	0	3
Mvmt Flow	27	5	39	83	41	43

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	206	81	0	0	122	0
Stage 1	81	-	-	-	-	-
Stage 2	125	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	787	985	-	-	1478	-
Stage 1	947	-	-	-	-	-
Stage 2	906	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	765	985	-	-	1478	-
Mov Cap-2 Maneuver	765	-	-	-	-	-
Stage 1	947	-	-	-	-	-
Stage 2	881	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.7	0	3.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	795	1478	-
HCM Lane V/C Ratio	-	-	0.041	0.028	-
HCM Ctrl Dly (s/v)	-	-	9.7	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q (veh)	-	-	0.1	0.1	-

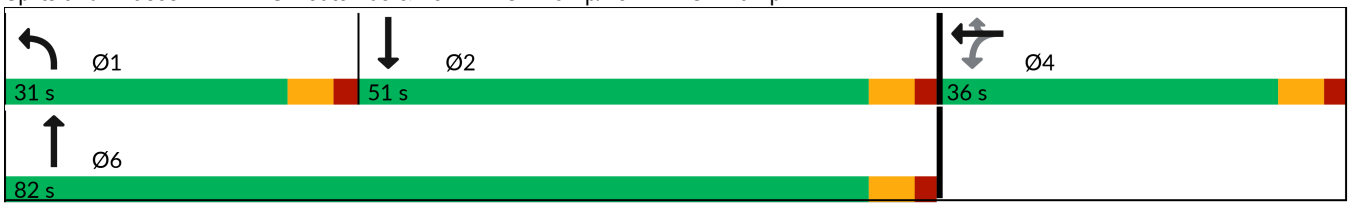
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	411	0	356	384	827	0	0	617	329
Future Volume (vph)	0	0	0	411	0	356	384	827	0	0	617	329
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			2%	
Storage Length (ft)	0		0	0		360	145		0	245		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt						0.850					0.948	
Flt Protected					0.950		0.950					
Satd. Flow (prot)	0	0	0	0	1382	1516	1612	3471	0	0	3270	0
Flt Permitted					0.950		0.950					
Satd. Flow (perm)	0	0	0	0	1382	1516	1612	3471	0	0	3270	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						189					96	
Link Speed (mph)		30			40			45			45	
Link Distance (ft)		287			1203			796			861	
Travel Time (s)		6.5			20.5			12.1			13.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	30%	0%	6%	12%	4%	0%	0%	5%	1%
Adj. Flow (vph)	0	0	0	428	0	371	400	861	0	0	643	343
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	428	371	400	861	0	0	986	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
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	1.01	1.01	1.01	1.00	1.00	1.00	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				2	2	2	2	2			2	
Detector Template				Left	Thru	Right	Left	Thru			Thru	
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	Perm	Prot	NA			NA	

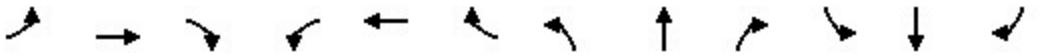
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases					4		1	6			2	
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6			2	
Switch Phase												
Minimum Initial (s)				6.0	6.0	6.0	5.0	15.0			15.0	
Minimum Split (s)				12.0	12.0	12.0	11.0	21.0			21.0	
Total Split (s)				36.0	36.0	36.0	31.0	82.0			51.0	
Total Split (%)				30.5%	30.5%	30.5%	26.3%	69.5%			43.2%	
Maximum Green (s)				30.0	30.0	30.0	25.0	76.0			45.0	
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)					6.0	6.0	6.0	6.0			6.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Recall Mode				None	None	None	None	Min			Min	
v/c Ratio					1.11	0.67	1.07	0.41			0.88	
Control Delay (s/veh)					118.7	24.1	108.2	11.4			40.8	
Queue Delay					0.0	0.0	0.0	0.0			0.0	
Total Delay (s/veh)					118.7	24.1	108.2	11.4			40.8	
Queue Length 50th (ft)					~341	110	~308	150			308	
Queue Length 95th (ft)					#599	243	#560	188			391	
Internal Link Dist (ft)		207			1123			716			781	
Turn Bay Length (ft)						360	145					
Base Capacity (vph)					384	557	373	2445			1420	
Starvation Cap Reductn					0	0	0	0			0	
Spillback Cap Reductn					0	0	0	0			0	
Storage Cap Reductn					0	0	0	0			0	
Reduced v/c Ratio					1.11	0.67	1.07	0.35			0.69	

Intersection Summary

Area Type: Other
Cycle Length: 118
Actuated Cycle Length: 108.3
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	411	0	356	384	827	0	0	617	329
Future Volume (veh/h)	0	0	0	411	0	356	384	827	0	0	617	329
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1450	1894	1805	1722	1841	0	0	1802	1862
Adj Flow Rate, veh/h				428	0	371	400	861	0	0	643	343
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %				30	0	6	12	4	0	0	5	1
Cap, veh/h				476	0	404	387	2178	0	0	712	380
Arrive On Green				0.26	0.00	0.26	0.24	0.62	0.00	0.00	0.33	0.33
Sat Flow, veh/h				1804	0	1530	1640	3589	0	0	2247	1151
Grp Volume(v), veh/h				428	0	371	400	861	0	0	510	476
Grp Sat Flow(s),veh/h/ln				1804	0	1530	1640	1749	0	0	1712	1595
Q Serve(g_s), s				24.3	0.0	25.0	25.0	13.0	0.0	0.0	30.1	30.1
Cycle Q Clear(g_c), s				24.3	0.0	25.0	25.0	13.0	0.0	0.0	30.1	30.1
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.72
Lane Grp Cap(c), veh/h				476	0	404	387	2178	0	0	565	527
V/C Ratio(X)				0.90	0.00	0.92	1.03	0.40	0.00	0.00	0.90	0.90
Avail Cap(c_a), veh/h				511	0	433	387	2510	0	0	728	678
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				37.6	0.0	37.9	40.5	10.0	0.0	0.0	33.9	33.9
Incr Delay (d2), s/veh				17.2	0.0	22.9	54.5	0.0	0.0	0.0	10.7	11.4
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				12.5	0.0	11.5	15.4	4.3	0.0	0.0	13.4	12.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				54.8	0.0	60.8	95.0	10.0	0.0	0.0	44.6	45.2
LnGrp LOS				D		E	F	B			D	D
Approach Vol, veh/h					799			1261			986	
Approach Delay, s/veh					57.6			37.0			44.9	
Approach LOS					E			D			D	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	31.0	41.0		33.9		72.0						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	25.0	45.0		30.0		76.0						
Max Q Clear Time (g_c+I1), s	27.0	32.1		27.0		15.0						
Green Ext Time (p_c), s	0.0	2.8		1.0		3.3						

Intersection Summary		
HCM 6th Ctrl Delay, s/veh		44.9
HCM 6th LOS		D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	399	412	87	88	111	278	59	535	266	182	490	357
Future Volume (vph)	399	412	87	88	111	278	59	535	266	182	490	357
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			1%			1%	
Storage Length (ft)	400		400	220		220	145		145	330		280
Storage Lanes	2		0	1		1	1		1	2		1
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.974				0.850		0.950				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1570	3095	0	1671	1218	1568	1535	3345	0	3350	3487	1190
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1570	3095	0	1671	1218	1568	1535	3345	0	3350	3487	1190
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18				118		62				388
Link Speed (mph)		45			25			45			45	
Link Distance (ft)		639			871			1257			796	
Travel Time (s)		9.7			23.8			19.0			12.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	15%	15%	7%	8%	56%	3%	17%	2%	2%	4%	3%	35%
Adj. Flow (vph)	434	448	95	96	121	302	64	582	289	198	533	388
Shared Lane Traffic (%)												
Lane Group Flow (vph)	434	543	0	96	121	302	64	871	0	198	533	388
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	2		2	2	2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	83	83		83	83	83	83	83		83	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		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	43	43
Detector 2 Size(ft)	40	40		40	40	40	40	40		40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	Free

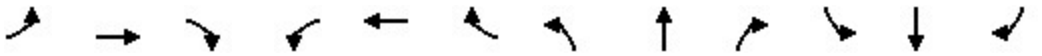
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases						8						Free
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.0	24.0		11.0	24.0	11.0	11.0	24.0		11.0	24.0	
Total Split (s)	36.0	46.0		21.0	31.0	26.0	21.0	46.0		26.0	51.0	
Total Split (%)	25.9%	33.1%		15.1%	22.3%	18.7%	15.1%	33.1%		18.7%	36.7%	
Maximum Green (s)	30.0	40.0		15.0	25.0	20.0	15.0	40.0		20.0	45.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	2.0		2.0	2.0	2.0	2.0	3.0		2.0	3.0	
Recall Mode	None	None		None	None	None	None	Min		None	Min	
v/c Ratio	1.06	0.57		0.62	0.72	0.56	0.52	0.85		0.58	0.45	0.33
Control Delay (s/veh)	105.8	37.5		70.9	73.7	24.9	70.3	46.2		59.2	33.7	0.7
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)	105.8	37.5		70.9	73.7	24.9	70.3	46.2		59.2	33.7	0.7
Queue Length 50th (ft)	~375	180		72	90	118	48	302		76	170	0
Queue Length 95th (ft)	#690	271		143	167	213	104	444		126	258	0
Internal Link Dist (ft)		559			791			1177			716	
Turn Bay Length (ft)	400			220		220	145			330		280
Base Capacity (vph)	408	1084		217	263	645	199	1199		580	1359	1190
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	1.06	0.50		0.44	0.46	0.47	0.32	0.73		0.34	0.39	0.33

Intersection Summary

Area Type: Other
Cycle Length: 139
Actuated Cycle Length: 117.3
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	399	412	87	88	111	278	59	535	266	182	490	357
Future Volume (veh/h)	399	412	87	88	111	278	59	535	266	182	490	357
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1678	1678	1796	1781	1070	1856	1642	1864	1864	1835	1850	1375
Adj Flow Rate, veh/h	434	448	95	96	121	302	64	582	289	198	533	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	15	15	7	8	56	3	17	2	2	4	3	35
Cap, veh/h	395	969	204	119	207	425	80	653	324	262	1094	
Arrive On Green	0.25	0.37	0.37	0.07	0.19	0.19	0.05	0.28	0.28	0.08	0.31	0.00
Sat Flow, veh/h	1598	2620	552	1697	1070	1572	1564	2293	1138	3390	3514	1166
Grp Volume(v), veh/h	434	271	272	96	121	302	64	449	422	198	533	0
Grp Sat Flow(s),veh/h/ln	1598	1594	1578	1697	1070	1572	1564	1771	1660	1695	1757	1166
Q Serve(g_s), s	30.0	15.7	15.9	6.8	12.5	21.1	4.9	29.5	29.6	6.9	14.9	0.0
Cycle Q Clear(g_c), s	30.0	15.7	15.9	6.8	12.5	21.1	4.9	29.5	29.6	6.9	14.9	0.0
Prop In Lane	1.00		0.35	1.00		1.00	1.00		0.69	1.00		1.00
Lane Grp Cap(c), veh/h	395	589	584	119	207	425	80	505	473	262	1094	
V/C Ratio(X)	1.10	0.46	0.47	0.80	0.59	0.71	0.80	0.89	0.89	0.76	0.49	
Avail Cap(c_a), veh/h	395	589	584	210	220	445	193	584	547	559	1303	
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	0.00
Uniform Delay (d), s/veh	45.7	29.0	29.1	55.6	44.6	40.0	57.0	41.6	41.6	54.9	33.9	0.0
Incr Delay (d2), s/veh	74.7	0.2	0.2	4.7	2.1	4.1	6.9	14.4	15.3	1.7	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	19.6	5.8	5.8	3.1	3.5	8.7	2.1	14.4	13.6	3.0	6.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	120.4	29.3	29.3	60.3	46.6	44.1	64.0	56.0	56.9	56.6	34.3	0.0
LnGrp LOS	F	C	C	E	D	D	E	E	E	E	C	
Approach Vol, veh/h		977			519			935			731	
Approach Delay, s/veh		69.8			47.7			56.9			40.3	
Approach LOS		E			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.4	40.6	14.5	50.9	12.2	43.8	36.0	29.4
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	20.0	40.0	15.0	40.0	15.0	45.0	30.0	25.0
Max Q Clear Time (g_c+I1), s	8.9	31.6	8.8	17.9	6.9	16.9	32.0	23.1
Green Ext Time (p_c), s	0.4	3.0	0.1	1.6	0.1	3.0	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	55.5
HCM 6th LOS	E

Notes

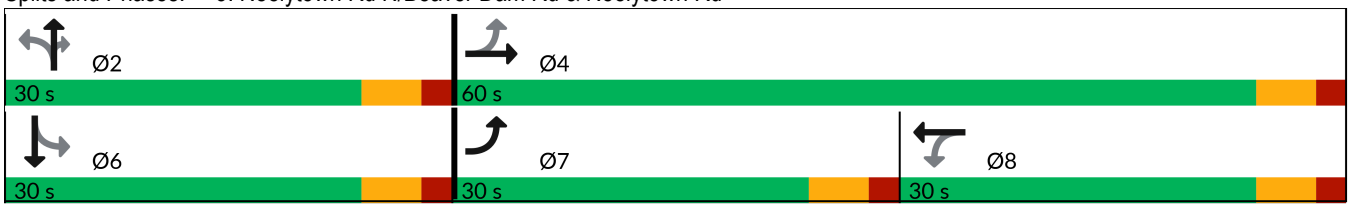
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

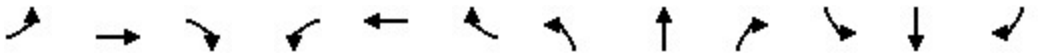
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	321	50	69	267	9	52	33	212	121	53	42
Future Volume (vph)	18	321	50	69	267	9	52	33	212	121	53	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	16	12	12	12
Grade (%)		1%			2%			-2%			0%	
Storage Length (ft)	70		0	220		0	0		150	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.980			0.995				0.850		0.974	
Flt Protected	0.950			0.950				0.970			0.973	
Satd. Flow (prot)	1796	1710	0	1752	1563	0	0	1790	1795	0	1761	0
Flt Permitted	0.441			0.494				0.689			0.767	
Satd. Flow (perm)	834	1710	0	911	1563	0	0	1271	1795	0	1388	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			2				268		13	
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		2146			540			620			646	
Travel Time (s)		32.5			8.2			12.1			12.6	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	0%	9%	4%	2%	20%	13%	4%	4%	3%	1%	7%	0%
Adj. Flow (vph)	23	406	63	87	338	11	66	42	268	153	67	53
Shared Lane Traffic (%)												
Lane Group Flow (vph)	23	469	0	87	349	0	0	108	268	0	273	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	0.99	0.99	0.84	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2	2	2	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	83	83		83	83		83	83	83	83	83	
Trailing Detector (ft)	-5	-5		-5	-5		-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5		-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	40		40	40		40	40	40	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43		43	43		43	43	43	43	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	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	7	4			8			2			6	
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		8	8		2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		14.0	14.0	14.0	14.0	14.0	
Total Split (s)	30.0	60.0		30.0	30.0		30.0	30.0	30.0	30.0	30.0	
Total Split (%)	33.3%	66.7%		33.3%	33.3%		33.3%	33.3%	33.3%	33.3%	33.3%	
Maximum Green (s)	24.0	54.0		24.0	24.0		24.0	24.0	24.0	24.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
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	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Max		Max	Max		Max	Max	Max	Max	Max	
v/c Ratio	0.04	0.45		0.18	0.41			0.32	0.40		0.72	
Control Delay (s/veh)	7.5	11.3		14.2	15.9			29.7	5.4		40.9	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay (s/veh)	7.5	11.3		14.2	15.9			29.7	5.4		40.9	
Queue Length 50th (ft)	5	129		20	93			49	0		134	
Queue Length 95th (ft)	13	162		53	180			82	34		189	
Internal Link Dist (ft)		2066			460			540			566	
Turn Bay Length (ft)	70			220					150			
Base Capacity (vph)	756	1032		489	841			338	675		379	
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.03	0.45		0.18	0.41			0.32	0.40		0.72	

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

Splits and Phases: 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	321	50	69	267	9	52	33	212	121	53	42
Future Volume (veh/h)	18	321	50	69	267	9	52	33	212	121	53	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1894	1761	1835	1847	1580	1684	1919	1919	2011	1885	1796	1900
Adj Flow Rate, veh/h	23	406	63	87	338	11	66	42	268	153	67	53
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	0	9	4	2	20	13	4	4	3	1	7	0
Cap, veh/h	516	893	139	491	752	24	266	156	454	206	82	54
Arrive On Green	0.04	0.60	0.60	0.49	0.49	0.49	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1804	1488	231	912	1522	50	758	584	1704	539	309	204
Grp Volume(v), veh/h	23	0	469	87	0	349	108	0	268	273	0	0
Grp Sat Flow(s),veh/h/ln	1804	0	1719	912	0	1571	1341	0	1704	1052	0	0
Q Serve(g_s), s	0.5	0.0	13.5	5.2	0.0	13.0	0.0	0.0	12.3	18.0	0.0	0.0
Cycle Q Clear(g_c), s	0.5	0.0	13.5	9.2	0.0	13.0	5.3	0.0	12.3	23.3	0.0	0.0
Prop In Lane	1.00		0.13	1.00		0.03	0.61		1.00	0.56		0.19
Lane Grp Cap(c), veh/h	516	0	1031	491	0	777	422	0	454	343	0	0
V/C Ratio(X)	0.04	0.00	0.45	0.18	0.00	0.45	0.26	0.00	0.59	0.80	0.00	0.00
Avail Cap(c_a), veh/h	927	0	1031	491	0	777	422	0	454	343	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.3	0.0	9.9	15.1	0.0	14.8	26.0	0.0	28.7	34.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	1.4	0.8	0.0	1.9	1.5	0.0	5.5	17.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	4.6	1.1	0.0	4.5	1.9	0.0	5.5	7.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.3	0.0	11.3	15.8	0.0	16.7	27.4	0.0	34.2	51.4	0.0	0.0
LnGrp LOS	B		B	B		B	C		C	D		
Approach Vol, veh/h		492			436			376			273	
Approach Delay, s/veh		11.3			16.5			32.3			51.4	
Approach LOS		B			B			C			D	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		30.0		60.0		30.0	9.5	50.5				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		24.0		54.0		24.0	24.0	24.0				
Max Q Clear Time (g_c+I1), s		14.3		15.5		25.3	2.5	15.0				
Green Ext Time (p_c), s		1.4		2.6		0.0	0.0	1.6				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			24.7									
HCM 6th LOS			C									

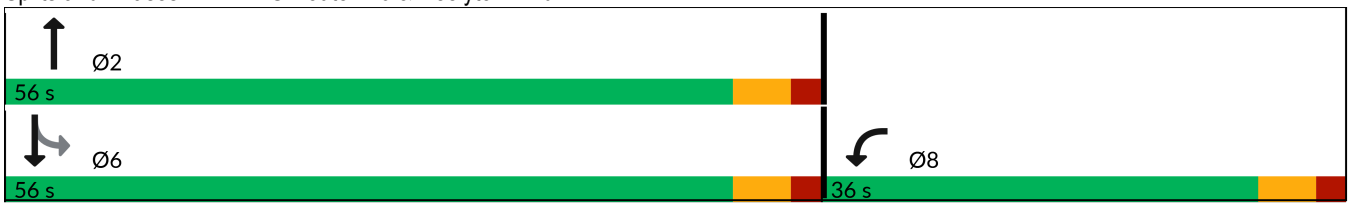


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	109	268	189	91	140	122
Future Volume (vph)	109	268	189	91	140	122
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		-1%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.904		0.956			
Flt Protected	0.986					0.974
Satd. Flow (prot)	1552	0	1739	0	0	1638
Flt Permitted	0.986					0.681
Satd. Flow (perm)	1552	0	1739	0	0	1145
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	143		41			
Link Speed (mph)	45		55			55
Link Distance (ft)	2393		959			1086
Travel Time (s)	36.3		11.9			13.5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	7%	10%	5%	5%	20%	5%
Adj. Flow (vph)	116	285	201	97	149	130
Shared Lane Traffic (%)						
Lane Group Flow (vph)	401	0	298	0	0	279
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	0.99	0.99	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2		1	2
Detector Template					Left	
Leading Detector (ft)	83		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Detector 1 Position(ft)	-5		-5		0	-5
Detector 1 Size(ft)	40		40		20	40
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)	40		40			40
Detector 2 Size(ft)	43		43			43
Detector 2 Type	Cl+Ex		Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Switch Phase						
Minimum Initial (s)	5.0		10.0		10.0	10.0
Minimum Split (s)	11.0		16.0		16.0	16.0
Total Split (s)	36.0		56.0		56.0	56.0
Total Split (%)	39.1%		60.9%		60.9%	60.9%
Maximum Green (s)	30.0		50.0		50.0	50.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	6.0		6.0			6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0		2.0	2.0
Recall Mode	None		Min		Min	Min
v/c Ratio	0.71		0.42			0.61
Control Delay (s/veh)	17.2		10.4			17.6
Queue Delay	0.0		0.0			0.0
Total Delay (s/veh)	17.2		10.4			17.6
Queue Length 50th (ft)	47		38			46
Queue Length 95th (ft)	168		114			143
Internal Link Dist (ft)	2313		879			1006
Turn Bay Length (ft)						
Base Capacity (vph)	1195		1656			1089
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.34		0.18			0.26

Intersection Summary	
Area Type:	Other
Cycle Length: 92	
Actuated Cycle Length: 43.2	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 4: NYS Route 416 & Neelytown Rd





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	109	268	189	91	140	122
Future Volume (veh/h)	109	268	189	91	140	122
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1796	1752	1864	1864	1604	1826
Adj Flow Rate, veh/h	116	285	201	97	149	130
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	7	10	5	5	20	5
Cap, veh/h	145	357	407	197	302	217
Arrive On Green	0.32	0.32	0.34	0.34	0.34	0.34
Sat Flow, veh/h	454	1115	1188	573	428	632
Grp Volume(v), veh/h	402	0	0	298	279	0
Grp Sat Flow(s),veh/h/ln	1573	0	0	1761	1060	0
Q Serve(g_s), s	8.3	0.0	0.0	4.8	4.5	0.0
Cycle Q Clear(g_c), s	8.3	0.0	0.0	4.8	9.3	0.0
Prop In Lane	0.29	0.71		0.33	0.53	
Lane Grp Cap(c), veh/h	503	0	0	604	519	0
V/C Ratio(X)	0.80	0.00	0.00	0.49	0.54	0.00
Avail Cap(c_a), veh/h	1326	0	0	2475	1914	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	11.1	0.0	0.0	9.2	11.0	0.0
Incr Delay (d2), s/veh	1.1	0.0	0.0	0.2	0.3	0.0
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	0.0	0.9	0.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	12.2	0.0	0.0	9.5	11.3	0.0
LnGrp LOS	B			A	B	
Approach Vol, veh/h	402		298			279
Approach Delay, s/veh	12.2		9.5			11.3
Approach LOS	B		A			B

Timer - Assigned Phs		2				6	8
Phs Duration (G+Y+Rc), s		18.2				18.2	17.4
Change Period (Y+Rc), s		6.0				6.0	6.0
Max Green Setting (Gmax), s		50.0				50.0	30.0
Max Q Clear Time (g_c+I1), s		6.8				11.3	10.3
Green Ext Time (p_c), s		0.8				0.9	1.3

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	11.1
HCM 6th LOS	B



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	22	312	293	33	175	203
Future Volume (vph)	22	312	293	33	175	203
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	12	12	12	12
Storage Length (ft)	0	50		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.986			
Flt Protected	0.950					0.977
Satd. Flow (prot)	1141	1708	1689	0	0	1787
Flt Permitted	0.950					0.977
Satd. Flow (perm)	1141	1708	1689	0	0	1787
Link Speed (mph)	30		30			30
Link Distance (ft)	561		726			643
Travel Time (s)	12.8		16.5			14.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	74%	4%	4%	72%	6%	2%
Adj. Flow (vph)	24	339	318	36	190	221
Shared Lane Traffic (%)						
Lane Group Flow (vph)	24	339	354	0	0	411
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	15		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.88	0.88	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60	60	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	6.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	22	312	293	33	175	203
Future Vol, veh/h	22	312	293	33	175	203
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	50	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	74	4	4	72	6	2
Mvmt Flow	24	339	318	36	190	221

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	937	336	0	0	354	0
Stage 1	336	-	-	-	-	-
Stage 2	601	-	-	-	-	-
Critical Hdwy	7.14	6.24	-	-	4.16	-
Critical Hdwy Stg 1	6.14	-	-	-	-	-
Critical Hdwy Stg 2	6.14	-	-	-	-	-
Follow-up Hdwy	4.166	3.336	-	-	2.254	-
Pot Cap-1 Maneuver	221	701	-	-	1183	-
Stage 1	588	-	-	-	-	-
Stage 2	430	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	181	701	-	-	1183	-
Mov Cap-2 Maneuver	181	-	-	-	-	-
Stage 1	588	-	-	-	-	-
Stage 2	351	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	15.8	0	4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	181	701	1183	-
HCM Lane V/C Ratio	-	-	0.132	0.484	0.161	-
HCM Ctrl Dly (s/v)	-	-	27.9	14.9	8.6	0
HCM Lane LOS	-	-	D	B	A	A
HCM 95th %tile Q (veh)	-	-	0.4	2.7	0.6	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	146	35	91	213	75	55
Future Volume (vph)	146	35	91	213	75	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	11	11
Grade (%)	4%			4%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.974				0.943	
Flt Protected				0.985	0.972	
Satd. Flow (prot)	1657	0	0	1664	1625	0
Flt Permitted				0.985	0.972	
Satd. Flow (perm)	1657	0	0	1664	1625	0
Link Speed (mph)	30			30	35	
Link Distance (ft)	853			580	1607	
Travel Time (s)	19.4			13.2	31.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	7%	5%	2%	8%	0%
Adj. Flow (vph)	152	36	95	222	78	57
Shared Lane Traffic (%)						
Lane Group Flow (vph)	188	0	0	317	135	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.12	1.12	1.12	1.12	1.03	1.03
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	3.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	146	35	91	213	75	55
Future Vol, veh/h	146	35	91	213	75	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	4	-	-	4	-2	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	7	5	2	8	0
Mvmt Flow	152	36	95	222	78	57

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	188	0	582	170
Stage 1	-	-	-	-	170	-
Stage 2	-	-	-	-	412	-
Critical Hdwy	-	-	4.15	-	6.08	6
Critical Hdwy Stg 1	-	-	-	-	5.08	-
Critical Hdwy Stg 2	-	-	-	-	5.08	-
Follow-up Hdwy	-	-	2.245	-	3.572	3.3
Pot Cap-1 Maneuver	-	-	1368	-	496	887
Stage 1	-	-	-	-	862	-
Stage 2	-	-	-	-	687	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1368	-	457	887
Mov Cap-2 Maneuver	-	-	-	-	457	-
Stage 1	-	-	-	-	862	-
Stage 2	-	-	-	-	633	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.3	13.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	575	-	-	1368	-
HCM Lane V/C Ratio	0.236	-	-	0.069	-
HCM Ctrl Dly (s/v)	13.2	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q (veh)	0.9	-	-	0.2	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	58	3	1	78	60	60
Future Volume (vph)	58	3	1	78	60	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	10	10
Grade (%)	0%			1%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.994				0.932	
Flt Protected	0.954			0.999		
Satd. Flow (prot)	1682	0	0	1889	1636	0
Flt Permitted	0.954			0.999		
Satd. Flow (perm)	1682	0	0	1889	1636	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	777			545	1607	
Travel Time (s)	17.7			10.6	31.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	0%	2%	0%
Adj. Flow (vph)	62	3	1	83	64	64
Shared Lane Traffic (%)						
Lane Group Flow (vph)	65	0	0	84	128	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	1.09	1.09	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

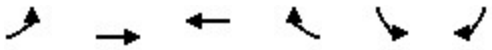
Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	58	3	1	78	60	60
Future Vol, veh/h	58	3	1	78	60	60
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	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	2	0
Mvmt Flow	62	3	1	83	64	64

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	181	96	128	0	-	0
Stage 1	96	-	-	-	-	-
Stage 2	85	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	813	966	1470	-	-	-
Stage 1	933	-	-	-	-	-
Stage 2	943	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	812	966	1470	-	-	-
Mov Cap-2 Maneuver	812	-	-	-	-	-
Stage 1	932	-	-	-	-	-
Stage 2	943	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.8	0.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1470	-	818	-	-
HCM Lane V/C Ratio	0.001	-	0.079	-	-
HCM Ctrl Dly (s/v)	7.5	0	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0.3	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	4	649	337	65	143	7
Future Volume (vph)	4	649	337	65	143	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			150	0	0
Storage Lanes	1			1	1	0
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850	0.994	
Flt Protected	0.950				0.955	
Satd. Flow (prot)	902	1712	1667	1272	1446	0
Flt Permitted	0.950				0.955	
Satd. Flow (perm)	902	1712	1667	1272	1446	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		532	1138		660	
Travel Time (s)		8.1	17.2		15.0	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	100%	11%	14%	27%	21%	100%
Adj. Flow (vph)	5	822	427	82	181	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	822	427	82	190	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	1.00	1.00	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

Intersection	
Int Delay, s/veh	18

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	649	337	65	143	7
Future Vol, veh/h	4	649	337	65	143	7
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	-	-	150	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	100	11	14	27	21	100
Mvmt Flow	5	822	427	82	181	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	509	0	-	0	1259	427
Stage 1	-	-	-	-	427	-
Stage 2	-	-	-	-	832	-
Critical Hdwy	5.1	-	-	-	6.61	7.2
Critical Hdwy Stg 1	-	-	-	-	5.61	-
Critical Hdwy Stg 2	-	-	-	-	5.61	-
Follow-up Hdwy	3.1	-	-	-	3.689	4.2
Pot Cap-1 Maneuver	697	-	-	-	~ 172	463
Stage 1	-	-	-	-	619	-
Stage 2	-	-	-	-	397	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	697	-	-	-	~ 171	463
Mov Cap-2 Maneuver	-	-	-	-	~ 171	-
Stage 1	-	-	-	-	615	-
Stage 2	-	-	-	-	397	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.1	0	144.4
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	697	-	-	-	176
HCM Lane V/C Ratio	0.007	-	-	-	1.079
HCM Ctrl Dly (s/v)	10.2	-	-	-	144.4
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q (veh)	0	-	-	-	9.4

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



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	179	33	47	14	7	36
Future Volume (vph)	179	33	47	14	7	36
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	0.979		0.968			
Flt Protected	0.960					0.992
Satd. Flow (prot)	1786	0	1708	0	0	1713
Flt Permitted	0.960					0.992
Satd. Flow (perm)	1786	0	1708	0	0	1713
Link Speed (mph)	30		35			35
Link Distance (ft)	515		1081			1606
Travel Time (s)	11.7		21.1			31.3
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	0%	0%	10%	0%	0%	12%
Adj. Flow (vph)	227	42	59	18	9	46
Shared Lane Traffic (%)						
Lane Group Flow (vph)	269	0	77	0	0	55
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

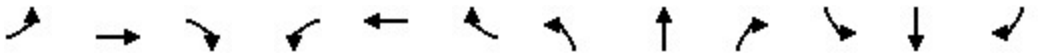
Intersection	
Int Delay, s/veh	7.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	179	33	47	14	7	36
Future Vol, veh/h	179	33	47	14	7	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	0	0	10	0	0	12
Mvmt Flow	227	42	59	18	9	46

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	132	68	0	0	77	0
Stage 1	68	-	-	-	-	-
Stage 2	64	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	867	1001	-	-	1535	-
Stage 1	960	-	-	-	-	-
Stage 2	964	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	862	1001	-	-	1535	-
Mov Cap-2 Maneuver	862	-	-	-	-	-
Stage 1	960	-	-	-	-	-
Stage 2	958	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.9	0	1.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	881	1535	-
HCM Lane V/C Ratio	-	-	0.305	0.006	-
HCM Ctrl Dly (s/v)	-	-	10.9	7.4	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q (veh)	-	-	1.3	0	-



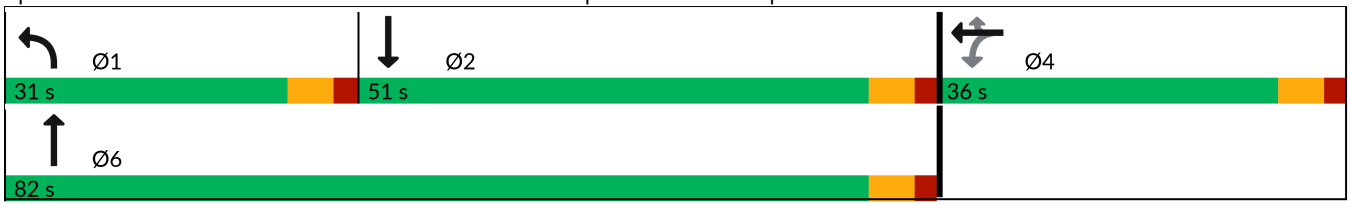
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	311	0	185	192	502	0	0	566	226
Future Volume (vph)	0	0	0	311	0	185	192	502	0	0	566	226
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			2%	
Storage Length (ft)	0		0	0		360	145		0	245		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt						0.850					0.957	
Flt Protected					0.950		0.950					
Satd. Flow (prot)	0	0	0	0	1633	1607	1687	3574	0	0	3363	0
Flt Permitted					0.950		0.950					
Satd. Flow (perm)	0	0	0	0	1633	1607	1687	3574	0	0	3363	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						208					59	
Link Speed (mph)		30			40			45			45	
Link Distance (ft)		287			1203			796			861	
Travel Time (s)		6.5			20.5			12.1			13.0	
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 (%)	0%	0%	0%	10%	0%	0%	7%	1%	0%	0%	2%	1%
Adj. Flow (vph)	0	0	0	349	0	208	216	564	0	0	636	254
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	349	208	216	564	0	0	890	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
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	1.01	1.01	1.01	1.00	1.00	1.00	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				2	2	2	2	2			2	
Detector Template				Left	Thru	Right	Left	Thru			Thru	
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	Perm	Prot	NA			NA	

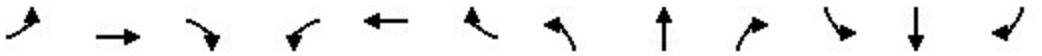
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases					4		1	6			2	
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6			2	
Switch Phase												
Minimum Initial (s)				6.0	6.0	6.0	5.0	15.0			15.0	
Minimum Split (s)				12.0	12.0	12.0	11.0	21.0			21.0	
Total Split (s)				36.0	36.0	36.0	31.0	82.0			51.0	
Total Split (%)				30.5%	30.5%	30.5%	26.3%	69.5%			43.2%	
Maximum Green (s)				30.0	30.0	30.0	25.0	76.0			45.0	
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)					6.0	6.0	6.0	6.0			6.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Recall Mode				None	None	None	None	Min			Min	
v/c Ratio					0.78	0.35	0.69	0.27			0.79	
Control Delay (s/veh)					45.5	6.4	48.0	9.5			31.6	
Queue Delay					0.0	0.0	0.0	0.0			0.0	
Total Delay (s/veh)					45.5	6.4	48.0	9.5			31.6	
Queue Length 50th (ft)					176	0	113	76			220	
Queue Length 95th (ft)					#384	55	222	114			345	
Internal Link Dist (ft)		207			1123			716			781	
Turn Bay Length (ft)						360	145					
Base Capacity (vph)					595	717	512	3058			1865	
Starvation Cap Reductn					0	0	0	0			0	
Spillback Cap Reductn					0	0	0	0			0	
Storage Cap Reductn					0	0	0	0			0	
Reduced v/c Ratio					0.59	0.29	0.42	0.18			0.48	

Intersection Summary

Area Type: Other
Cycle Length: 118
Actuated Cycle Length: 87.1
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: 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

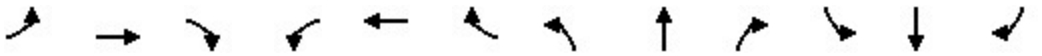




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	311	0	185	192	502	0	0	566	226
Future Volume (veh/h)	0	0	0	311	0	185	192	502	0	0	566	226
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1746	1894	1894	1796	1885	0	0	1847	1862
Adj Flow Rate, veh/h				349	0	208	216	564	0	0	636	254
Peak Hour Factor				0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %				10	0	0	7	1	0	0	2	1
Cap, veh/h				434	0	386	270	2040	0	0	776	310
Arrive On Green				0.24	0.00	0.24	0.16	0.57	0.00	0.00	0.32	0.32
Sat Flow, veh/h				1804	0	1605	1711	3676	0	0	2540	977
Grp Volume(v), veh/h				349	0	208	216	564	0	0	456	434
Grp Sat Flow(s),veh/h/ln				1804	0	1605	1711	1791	0	0	1754	1671
Q Serve(g_s), s				11.5	0.0	7.1	7.7	5.1	0.0	0.0	15.1	15.2
Cycle Q Clear(g_c), s				11.5	0.0	7.1	7.7	5.1	0.0	0.0	15.1	15.2
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.58
Lane Grp Cap(c), veh/h				434	0	386	270	2040	0	0	556	530
V/C Ratio(X)				0.80	0.00	0.54	0.80	0.28	0.00	0.00	0.82	0.82
Avail Cap(c_a), veh/h				857	0	762	677	4310	0	0	1250	1190
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				22.6	0.0	20.9	25.6	6.9	0.0	0.0	19.9	19.9
Incr Delay (d2), s/veh				1.4	0.0	0.4	2.1	0.0	0.0	0.0	1.2	1.2
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.5	0.0	2.4	2.9	1.3	0.0	0.0	5.4	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				23.9	0.0	21.4	27.7	7.0	0.0	0.0	21.1	21.1
LnGrp LOS				C		C	C	A			C	C
Approach Vol, veh/h					557			780			890	
Approach Delay, s/veh					23.0			12.7			21.1	
Approach LOS					C			B			C	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	16.0	26.0		21.2		42.0						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	25.0	45.0		30.0		76.0						
Max Q Clear Time (g_c+I1), s	9.7	17.2		13.5		7.1						
Green Ext Time (p_c), s	0.5	2.9		1.7		2.0						

Intersection Summary			
HCM 6th Ctrl Delay, s/veh			18.6
HCM 6th LOS			B



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	179	146	44	95	99	198	55	313	175	210	420	201
Future Volume (vph)	179	146	44	95	99	198	55	313	175	210	420	201
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			1%			1%	
Storage Length (ft)	400		400	220		220	145		145	330		280
Storage Lanes	2		0	1		1	1		1	2		1
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.965				0.850		0.946				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1687	3194	0	1770	1712	1583	1604	3376	0	3450	3556	1397
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1687	3194	0	1770	1712	1583	1604	3376	0	3450	3556	1397
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		29				218		78				221
Link Speed (mph)		45			25			45			45	
Link Distance (ft)		639			871			1257			796	
Travel Time (s)		9.7			23.8			19.0			12.1	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	7%	10%	6%	2%	11%	2%	12%	1%	0%	1%	1%	15%
Adj. Flow (vph)	197	160	48	104	109	218	60	344	192	231	462	221
Shared Lane Traffic (%)												
Lane Group Flow (vph)	197	208	0	104	109	218	60	536	0	231	462	221
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	2		2	2	2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	83	83		83	83	83	83	83		83	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		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	43	43
Detector 2 Size(ft)	40	40		40	40	40	40	40		40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	Free

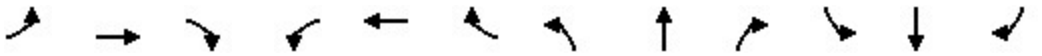
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases						8						Free
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.0	24.0		11.0	24.0	11.0	11.0	24.0		11.0	24.0	
Total Split (s)	36.0	46.0		21.0	31.0	26.0	21.0	46.0		26.0	51.0	
Total Split (%)	25.9%	33.1%		15.1%	22.3%	18.7%	15.1%	33.1%		18.7%	36.7%	
Maximum Green (s)	30.0	40.0		15.0	25.0	20.0	15.0	40.0		20.0	45.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	2.0		2.0	2.0	2.0	2.0	3.0		2.0	3.0	
Recall Mode	None	None		None	None	None	None	Min		None	Min	
v/c Ratio	0.57	0.25		0.48	0.50	0.32	0.38	0.66		0.50	0.44	0.16
Control Delay (s/veh)	38.3	25.0		45.3	44.8	4.8	46.1	29.9		39.3	27.5	0.2
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	38.3	25.0		45.3	44.8	4.8	46.1	29.9		39.3	27.5	0.2
Queue Length 50th (ft)	87	38		48	50	0	28	107		54	101	0
Queue Length 95th (ft)	195	86		124	127	50	82	208		117	190	0
Internal Link Dist (ft)		559			791			1177			716	
Turn Bay Length (ft)	400			220		220	145			330		280
Base Capacity (vph)	652	1660		342	551	851	309	1777		889	2061	1397
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	0.13		0.30	0.20	0.26	0.19	0.30		0.26	0.22	0.16

Intersection Summary

Area Type: Other
Cycle Length: 139
Actuated Cycle Length: 81.2
Natural Cycle: 75
Control Type: Actuated-Uncoordinated

Splits and Phases: 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	179	146	44	95	99	198	55	313	175	210	420	201
Future Volume (veh/h)	179	146	44	95	99	198	55	313	175	210	420	201
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1752	1811	1870	1737	1870	1716	1879	1894	1879	1879	1672
Adj Flow Rate, veh/h	197	160	48	104	109	218	60	344	192	231	462	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	7	10	6	2	11	2	12	1	0	1	1	15
Cap, veh/h	264	613	178	137	284	421	82	485	266	354	962	
Arrive On Green	0.15	0.24	0.24	0.08	0.16	0.16	0.05	0.22	0.22	0.10	0.27	0.00
Sat Flow, veh/h	1711	2543	740	1781	1737	1585	1635	2226	1219	3472	3571	1417
Grp Volume(v), veh/h	197	103	105	104	109	218	60	275	261	231	462	0
Grp Sat Flow(s),veh/h/ln	1711	1664	1619	1781	1737	1585	1635	1785	1660	1736	1785	1417
Q Serve(g_s), s	7.3	3.3	3.5	3.8	3.7	7.8	2.4	9.4	9.7	4.2	7.2	0.0
Cycle Q Clear(g_c), s	7.3	3.3	3.5	3.8	3.7	7.8	2.4	9.4	9.7	4.2	7.2	0.0
Prop In Lane	1.00		0.46	1.00		1.00	1.00		0.73	1.00		1.00
Lane Grp Cap(c), veh/h	264	401	390	137	284	421	82	389	362	354	962	
V/C Ratio(X)	0.75	0.26	0.27	0.76	0.38	0.52	0.73	0.71	0.72	0.65	0.48	
Avail Cap(c_a), veh/h	775	1005	977	403	656	760	370	1078	1002	1048	2426	
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	0.00
Uniform Delay (d), s/veh	26.8	20.3	20.4	30.0	24.7	20.7	31.0	23.9	24.0	28.6	20.3	0.0
Incr Delay (d2), s/veh	5.8	0.1	0.1	3.3	0.3	0.4	4.5	2.4	2.7	0.8	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	1.2	1.2	1.7	1.5	2.8	1.0	3.8	3.6	1.6	2.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.6	20.5	20.5	33.2	25.0	21.1	35.5	26.3	26.8	29.4	20.7	0.0
LnGrp LOS	C	C	C	C	C	C	D	C	C	C	C	
Approach Vol, veh/h		405			431			596			693	
Approach Delay, s/veh		26.4			25.0			27.4			23.6	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.7	20.4	11.1	22.0	9.3	23.8	16.2	16.8
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	20.0	40.0	15.0	40.0	15.0	45.0	30.0	25.0
Max Q Clear Time (g_c+I1), s	6.2	11.7	5.8	5.5	4.4	9.2	9.3	9.8
Green Ext Time (p_c), s	0.6	2.7	0.2	0.6	0.1	2.6	1.2	1.1

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	25.5
HCM 6th LOS	C

Notes

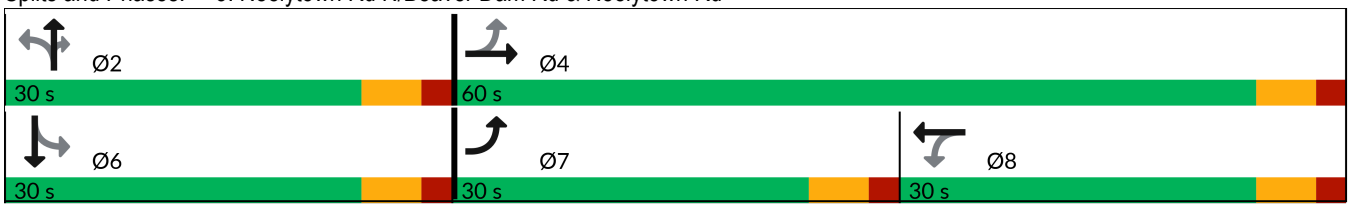
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

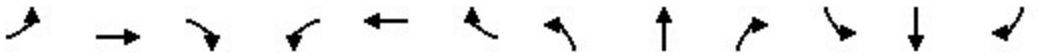
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	133	36	91	106	8	36	38	140	67	31	25
Future Volume (vph)	26	133	36	91	106	8	36	38	140	67	31	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	16	12	12	12
Grade (%)		1%			2%			-2%			0%	
Storage Length (ft)	70		0	220		0	0		150	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.968			0.989				0.850		0.973	
Flt Protected	0.950			0.950				0.976			0.973	
Satd. Flow (prot)	1727	1722	0	1787	1607	0	0	1873	1795	0	1781	0
Flt Permitted	0.584			0.618				0.815			0.776	
Satd. Flow (perm)	1062	1722	0	1162	1607	0	0	1564	1795	0	1420	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27			4				187		14	
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		2146			540			620			646	
Travel Time (s)		32.5			8.2			12.1			12.6	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	4%	8%	0%	0%	17%	0%	0%	0%	3%	0%	0%	5%
Adj. Flow (vph)	35	177	48	121	141	11	48	51	187	89	41	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	35	225	0	121	152	0	0	99	187	0	163	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	0.99	0.99	0.84	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2	2	2	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	83	83		83	83		83	83	83	83	83	
Trailing Detector (ft)	-5	-5		-5	-5		-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5		-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	40		40	40		40	40	40	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43		43	43		43	43	43	43	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	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	7	4			8			2			6	
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		8	8		2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		14.0	14.0	14.0	14.0	14.0	
Total Split (s)	30.0	60.0		30.0	30.0		30.0	30.0	30.0	30.0	30.0	
Total Split (%)	33.3%	66.7%		33.3%	33.3%		33.3%	33.3%	33.3%	33.3%	33.3%	
Maximum Green (s)	24.0	54.0		24.0	24.0		24.0	24.0	24.0	24.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
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	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Max		Max	Max		Max	Max	Max	Max	Max	
v/c Ratio	0.05	0.22		0.21	0.19			0.24	0.30		0.42	
Control Delay (s/veh)	7.6	7.8		15.4	14.3			27.7	5.6		28.8	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay (s/veh)	7.6	7.8		15.4	14.3			27.7	5.6		28.8	
Queue Length 50th (ft)	7	47		41	50			44	0		70	
Queue Length 95th (ft)	16	64		63	72			70	26		102	
Internal Link Dist (ft)		2066			460			540			566	
Turn Bay Length (ft)	70			220					150			
Base Capacity (vph)	814	1044		588	816			417	615		388	
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.04	0.22		0.21	0.19			0.24	0.30		0.42	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Natural Cycle: 45	
Control Type: Semi Act-Uncoord	

Splits and Phases: 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	133	36	91	106	8	36	38	140	67	31	25
Future Volume (veh/h)	26	133	36	91	106	8	36	38	140	67	31	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1835	1776	1894	1876	1625	1876	1979	1979	2011	1900	1900	1826
Adj Flow Rate, veh/h	35	177	48	121	141	11	48	51	187	89	41	33
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Percent Heavy Veh, %	4	8	0	0	17	0	0	0	3	0	0	5
Cap, veh/h	688	807	219	638	716	56	250	249	454	229	104	69
Arrive On Green	0.05	0.60	0.60	0.48	0.48	0.48	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1747	1345	365	1160	1488	116	713	933	1704	629	391	259
Grp Volume(v), veh/h	35	0	225	121	0	152	99	0	187	163	0	0
Grp Sat Flow(s),veh/h/ln	1747	0	1710	1160	0	1604	1646	0	1704	1278	0	0
Q Serve(g_s), s	0.8	0.0	5.5	5.4	0.0	4.9	0.0	0.0	8.1	6.9	0.0	0.0
Cycle Q Clear(g_c), s	0.8	0.0	5.5	5.4	0.0	4.9	3.9	0.0	8.1	10.8	0.0	0.0
Prop In Lane	1.00		0.21	1.00		0.07	0.48		1.00	0.55		0.20
Lane Grp Cap(c), veh/h	688	0	1026	638	0	772	498	0	454	403	0	0
V/C Ratio(X)	0.05	0.00	0.22	0.19	0.00	0.20	0.20	0.00	0.41	0.40	0.00	0.00
Avail Cap(c_a), veh/h	1064	0	1026	638	0	772	498	0	454	403	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.3	0.0	8.3	13.5	0.0	13.4	25.5	0.0	27.2	28.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.5	0.7	0.0	0.6	0.9	0.0	2.7	3.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	1.8	1.4	0.0	1.7	1.7	0.0	3.5	3.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.4	0.0	8.8	14.2	0.0	13.9	26.4	0.0	29.9	31.5	0.0	0.0
LnGrp LOS	A		A	B		B	C		C	C		
Approach Vol, veh/h		260			273			286			163	
Approach Delay, s/veh		8.9			14.0			28.7			31.5	
Approach LOS		A			B			C			C	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		30.0		60.0		30.0	10.7	49.3				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		24.0		54.0		24.0	24.0	24.0				
Max Q Clear Time (g_c+I1), s		10.1		7.5		12.8	2.8	7.4				
Green Ext Time (p_c), s		1.2		1.1		0.6	0.1	1.2				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			19.8									
HCM 6th LOS			B									

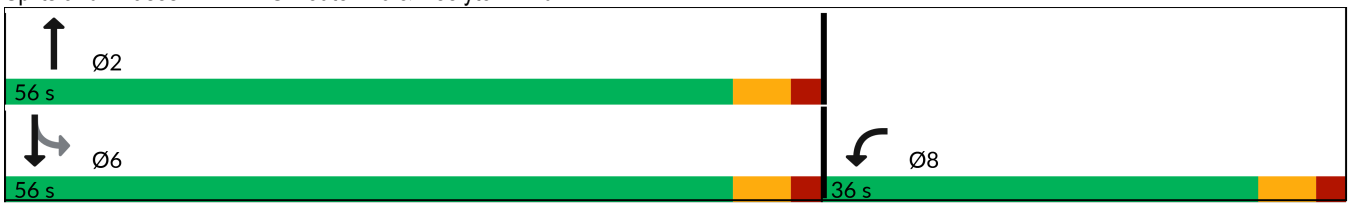


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	50	80	108	55	85	54
Future Volume (vph)	50	80	108	55	85	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		-1%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.917		0.955			
Flt Protected	0.981					0.970
Satd. Flow (prot)	1637	0	1731	0	0	1744
Flt Permitted	0.981					0.736
Satd. Flow (perm)	1637	0	1731	0	0	1323
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	83		43			
Link Speed (mph)	45		55			55
Link Distance (ft)	2393		959			1086
Travel Time (s)	36.3		11.9			13.5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	5%	4%	3%	10%	8%	2%
Adj. Flow (vph)	52	83	113	57	89	56
Shared Lane Traffic (%)						
Lane Group Flow (vph)	135	0	170	0	0	145
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	0.99	0.99	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2		1	2
Detector Template					Left	
Leading Detector (ft)	83		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Detector 1 Position(ft)	-5		-5		0	-5
Detector 1 Size(ft)	40		40		20	40
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)	40		40			40
Detector 2 Size(ft)	43		43			43
Detector 2 Type	Cl+Ex		Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Switch Phase						
Minimum Initial (s)	5.0		10.0		10.0	10.0
Minimum Split (s)	11.0		16.0		16.0	16.0
Total Split (s)	36.0		56.0		56.0	56.0
Total Split (%)	39.1%		60.9%		60.9%	60.9%
Maximum Green (s)	30.0		50.0		50.0	50.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	6.0		6.0			6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0		2.0	2.0
Recall Mode	None		Min		Min	Min
v/c Ratio	0.36		0.18			0.21
Control Delay (s/veh)	7.5		5.7			7.6
Queue Delay	0.0		0.0			0.0
Total Delay (s/veh)	7.5		5.7			7.6
Queue Length 50th (ft)	6		11			13
Queue Length 95th (ft)	26		33			36
Internal Link Dist (ft)	2313		879			1006
Turn Bay Length (ft)						
Base Capacity (vph)	1580		1731			1323
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.09		0.10			0.11

Intersection Summary	
Area Type:	Other
Cycle Length: 92	
Actuated Cycle Length: 30.5	
Natural Cycle: 40	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 4: NYS Route 416 & Neelytown Rd





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	50	80	108	55	85	54
Future Volume (veh/h)	50	80	108	55	85	54
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1826	1841	1894	1789	1781	1870
Adj Flow Rate, veh/h	52	83	112	57	89	56
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	5	4	3	10	8	2
Cap, veh/h	76	121	472	240	522	276
Arrive On Green	0.12	0.12	0.40	0.40	0.40	0.40
Sat Flow, veh/h	618	987	1184	602	727	691
Grp Volume(v), veh/h	136	0	0	169	145	0
Grp Sat Flow(s),veh/h/ln	1617	0	0	1786	1418	0
Q Serve(g_s), s	2.0	0.0	0.0	1.6	0.1	0.0
Cycle Q Clear(g_c), s	2.0	0.0	0.0	1.6	1.6	0.0
Prop In Lane	0.38	0.61		0.34	0.61	
Lane Grp Cap(c), veh/h	197	0	0	713	798	0
V/C Ratio(X)	0.69	0.00	0.00	0.24	0.18	0.00
Avail Cap(c_a), veh/h	1936	0	0	3563	3042	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	10.5	0.0	0.0	5.0	4.9	0.0
Incr Delay (d2), s/veh	1.6	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	12.1	0.0	0.0	5.1	5.0	0.0
LnGrp LOS	B			A	A	
Approach Vol, veh/h	136		169			145
Approach Delay, s/veh	12.1		5.1			5.0
Approach LOS	B		A			A

Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		16.0			16.0	9.1
Change Period (Y+Rc), s		6.0			6.0	6.0
Max Green Setting (Gmax), s		50.0			50.0	30.0
Max Q Clear Time (g_c+I1), s		3.6			3.6	4.0
Green Ext Time (p_c), s		0.4			0.4	0.4

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	7.2
HCM 6th LOS	A



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	9	135	218	11	109	187
Future Volume (vph)	9	135	218	11	109	187
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	12	12	12	12
Storage Length (ft)	0	50		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.994			
Flt Protected	0.950					0.982
Satd. Flow (prot)	1588	1742	1862	0	0	1795
Flt Permitted	0.950					0.982
Satd. Flow (perm)	1588	1742	1862	0	0	1795
Link Speed (mph)	30		30			30
Link Distance (ft)	561		726			643
Travel Time (s)	12.8		16.5			14.6
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	25%	2%	1%	10%	9%	1%
Adj. Flow (vph)	10	148	240	12	120	205
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	148	252	0	0	325
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	15		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.88	0.88	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60	60	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	3.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	135	218	11	109	187
Future Vol, veh/h	9	135	218	11	109	187
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	50	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	25	2	1	10	9	1
Mvmt Flow	10	148	240	12	120	205

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	691	246	0	0	252	0
Stage 1	246	-	-	-	-	-
Stage 2	445	-	-	-	-	-
Critical Hdwy	6.65	6.22	-	-	4.19	-
Critical Hdwy Stg 1	5.65	-	-	-	-	-
Critical Hdwy Stg 2	5.65	-	-	-	-	-
Follow-up Hdwy	3.725	3.318	-	-	2.281	-
Pot Cap-1 Maneuver	377	793	-	-	1274	-
Stage 1	744	-	-	-	-	-
Stage 2	600	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	337	793	-	-	1274	-
Mov Cap-2 Maneuver	337	-	-	-	-	-
Stage 1	744	-	-	-	-	-
Stage 2	536	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.9	0	3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	337	793	1274	-
HCM Lane V/C Ratio	-	-	0.029	0.187	0.094	-
HCM Ctrl Dly (s/v)	-	-	16	10.6	8.1	0
HCM Lane LOS	-	-	C	B	A	A
HCM 95th %tile Q (veh)	-	-	0.1	0.7	0.3	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	140	29	60	158	43	48
Future Volume (vph)	140	29	60	158	43	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	11	11
Grade (%)	4%			4%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.977				0.929	
Flt Protected				0.986	0.977	
Satd. Flow (prot)	1698	0	0	1701	1684	0
Flt Permitted				0.986	0.977	
Satd. Flow (perm)	1698	0	0	1701	1684	0
Link Speed (mph)	30			30	35	
Link Distance (ft)	853			580	1607	
Travel Time (s)	19.4			13.2	31.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	146	30	63	165	45	50
Shared Lane Traffic (%)						
Lane Group Flow (vph)	176	0	0	228	95	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.12	1.12	1.12	1.12	1.03	1.03
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	140	29	60	158	43	48
Future Vol, veh/h	140	29	60	158	43	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	4	-	-	4	-2	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	146	30	63	165	45	50

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	176	0	452	161
Stage 1	-	-	-	-	161	-
Stage 2	-	-	-	-	291	-
Critical Hdwy	-	-	4.1	-	6	6
Critical Hdwy Stg 1	-	-	-	-	5	-
Critical Hdwy Stg 2	-	-	-	-	5	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1412	-	598	897
Stage 1	-	-	-	-	889	-
Stage 2	-	-	-	-	788	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1412	-	569	897
Mov Cap-2 Maneuver	-	-	-	-	569	-
Stage 1	-	-	-	-	889	-
Stage 2	-	-	-	-	749	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.1	10.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	705	-	-	1412	-
HCM Lane V/C Ratio	0.134	-	-	0.044	-
HCM Ctrl Dly (s/v)	10.9	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q (veh)	0.5	-	-	0.1	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	51	1	0	45	59	47
Future Volume (vph)	51	1	0	45	59	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	10	10
Grade (%)	0%			1%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.998				0.940	
Flt Protected	0.953					
Satd. Flow (prot)	1654	0	0	1890	1649	0
Flt Permitted	0.953					
Satd. Flow (perm)	1654	0	0	1890	1649	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	777			545	1607	
Travel Time (s)	17.7			10.6	31.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	0%	0%	0%	2%	0%
Adj. Flow (vph)	54	1	0	48	63	50
Shared Lane Traffic (%)						
Lane Group Flow (vph)	55	0	0	48	113	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	1.09	1.09	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

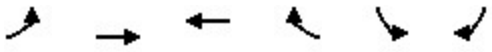
Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	51	1	0	45	59	47
Future Vol, veh/h	51	1	0	45	59	47
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	94	94	94	94	94	94
Heavy Vehicles, %	2	0	0	0	2	0
Mvmt Flow	54	1	0	48	63	50

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	136	88	113	0	-	0
Stage 1	88	-	-	-	-	-
Stage 2	48	-	-	-	-	-
Critical Hdwy	6.42	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	857	976	1489	-	-	-
Stage 1	935	-	-	-	-	-
Stage 2	974	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	857	976	1489	-	-	-
Mov Cap-2 Maneuver	857	-	-	-	-	-
Stage 1	935	-	-	-	-	-
Stage 2	974	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.5	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1489	-	859	-	-
HCM Lane V/C Ratio	-	-	0.064	-	-
HCM Ctrl Dly (s/v)	0	-	9.5	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q (veh)	0	-	0.2	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	4	335	200	176	85	5
Future Volume (vph)	4	335	200	176	85	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			150	0	0
Storage Lanes	1			1	1	0
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850	0.992	
Flt Protected	0.950				0.955	
Satd. Flow (prot)	902	1845	1792	1468	1401	0
Flt Permitted	0.950				0.955	
Satd. Flow (perm)	902	1845	1792	1468	1401	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		532	1138		660	
Travel Time (s)		8.1	17.2		15.0	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	100%	3%	6%	10%	24%	100%
Adj. Flow (vph)	5	447	267	235	113	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	447	267	235	120	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	1.00	1.00	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

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	335	200	176	85	5
Future Vol, veh/h	4	335	200	176	85	5
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	-	-	150	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	100	3	6	10	24	100
Mvmt Flow	5	447	267	235	113	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	502	0	-	0	724	267
Stage 1	-	-	-	-	267	-
Stage 2	-	-	-	-	457	-
Critical Hdwy	5.1	-	-	-	6.64	7.2
Critical Hdwy Stg 1	-	-	-	-	5.64	-
Critical Hdwy Stg 2	-	-	-	-	5.64	-
Follow-up Hdwy	3.1	-	-	-	3.716	4.2
Pot Cap-1 Maneuver	702	-	-	-	362	585
Stage 1	-	-	-	-	730	-
Stage 2	-	-	-	-	594	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	702	-	-	-	359	585
Mov Cap-2 Maneuver	-	-	-	-	359	-
Stage 1	-	-	-	-	725	-
Stage 2	-	-	-	-	594	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.1	0	19.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	702	-	-	-	367
HCM Lane V/C Ratio	0.008	-	-	-	0.327
HCM Ctrl Dly (s/v)	10.2	-	-	-	19.5
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q (veh)	0	-	-	-	1.4



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	102	19	27	45	23	22
Future Volume (vph)	102	19	27	45	23	22
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	0.979		0.916			
Flt Protected	0.959					0.975
Satd. Flow (prot)	1784	0	1715	0	0	1809
Flt Permitted	0.959					0.975
Satd. Flow (perm)	1784	0	1715	0	0	1809
Link Speed (mph)	30		35			35
Link Distance (ft)	515		1081			1606
Travel Time (s)	11.7		21.1			31.3
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	0%	0%	4%	0%	0%	5%
Adj. Flow (vph)	136	25	36	60	31	29
Shared Lane Traffic (%)						
Lane Group Flow (vph)	161	0	96	0	0	60
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

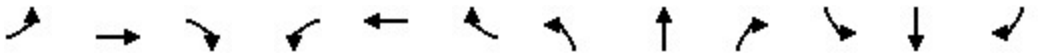
Intersection	
Int Delay, s/veh	6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	102	19	27	45	23	22
Future Vol, veh/h	102	19	27	45	23	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	4	0	0	5
Mvmt Flow	136	25	36	60	31	29

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	157	66	0	0	96	0
Stage 1	66	-	-	-	-	-
Stage 2	91	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	839	1003	-	-	1510	-
Stage 1	962	-	-	-	-	-
Stage 2	938	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	821	1003	-	-	1510	-
Mov Cap-2 Maneuver	821	-	-	-	-	-
Stage 1	962	-	-	-	-	-
Stage 2	918	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.3	0	3.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	845	1510	-
HCM Lane V/C Ratio	-	-	0.191	0.02	-
HCM Ctrl Dly (s/v)	-	-	10.3	7.4	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q (veh)	-	-	0.7	0.1	-



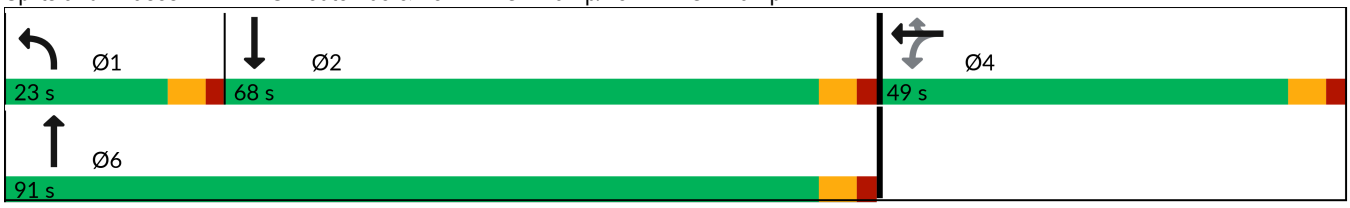
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	651	1	244	179	593	0	0	773	322
Future Volume (vph)	0	0	0	651	1	244	179	593	0	0	773	322
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			2%	
Storage Length (ft)	0		0	0		360	145		0	245		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt						0.850					0.956	
Flt Protected					0.952		0.950					
Satd. Flow (prot)	0	0	0	0	1607	1488	1347	3343	0	0	3190	0
Flt Permitted					0.952		0.950					
Satd. Flow (perm)	0	0	0	0	1607	1488	1347	3343	0	0	3190	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						214					58	
Link Speed (mph)		30			40			45			45	
Link Distance (ft)		287			1203			796			861	
Travel Time (s)		6.5			20.5			12.1			13.0	
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 (%)	0%	0%	0%	12%	0%	8%	34%	8%	0%	0%	8%	5%
Adj. Flow (vph)	0	0	0	731	1	274	201	666	0	0	869	362
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	732	274	201	666	0	0	1231	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
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	1.01	1.01	1.01	1.00	1.00	1.00	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				2	2	2	2	2			2	
Detector Template				Left	Thru	Right	Left	Thru			Thru	
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	Perm	Prot	NA			NA	

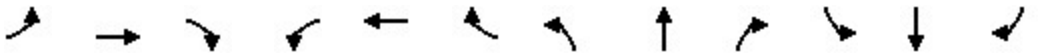
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases					4		1	6			2	
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6			2	
Switch Phase												
Minimum Initial (s)				6.0	6.0	6.0	5.0	15.0			15.0	
Minimum Split (s)				12.0	12.0	12.0	11.0	21.0			21.0	
Total Split (s)				49.0	49.0	49.0	23.0	91.0			68.0	
Total Split (%)				35.0%	35.0%	35.0%	16.4%	65.0%			48.6%	
Maximum Green (s)				43.0	43.0	43.0	17.0	85.0			62.0	
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)					6.0	6.0	6.0	6.0			6.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Recall Mode				None	None	None	None	Min			Min	
v/c Ratio					1.39	0.43	1.16	0.34			0.93	
Control Delay (s/veh)					222.3	11.5	165.8	14.8			47.9	
Queue Delay					0.0	0.0	0.0	0.0			0.0	
Total Delay (s/veh)					222.3	11.5	165.8	14.8			47.9	
Queue Length 50th (ft)					~845	36	~206	148			500	
Queue Length 95th (ft)					#1146	117	#382	183			592	
Internal Link Dist (ft)		207			1123			716			781	
Turn Bay Length (ft)						360	145					
Base Capacity (vph)					526	631	174	2166			1538	
Starvation Cap Reductn					0	0	0	0			0	
Spillback Cap Reductn					0	0	0	0			0	
Storage Cap Reductn					0	0	0	0			0	
Reduced v/c Ratio					1.39	0.43	1.16	0.31			0.80	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 131.7
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: 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

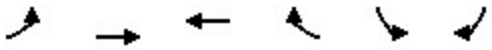




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	651	1	244	179	593	0	0	773	322
Future Volume (veh/h)	0	0	0	651	1	244	179	593	0	0	773	322
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1716	1894	1776	1396	1781	0	0	1758	1802
Adj Flow Rate, veh/h				731	1	274	201	666	0	0	869	362
Peak Hour Factor				0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %				12	0	8	34	8	0	0	8	5
Cap, veh/h				590	1	493	172	1967	0	0	935	388
Arrive On Green				0.33	0.33	0.33	0.13	0.58	0.00	0.00	0.41	0.41
Sat Flow, veh/h				1802	2	1505	1330	3474	0	0	2390	954
Grp Volume(v), veh/h				732	0	274	201	666	0	0	629	602
Grp Sat Flow(s),veh/h/ln				1804	0	1505	1330	1692	0	0	1670	1586
Q Serve(g_s), s				43.0	0.0	19.7	17.0	13.5	0.0	0.0	47.2	47.7
Cycle Q Clear(g_c), s				43.0	0.0	19.7	17.0	13.5	0.0	0.0	47.2	47.7
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.60
Lane Grp Cap(c), veh/h				591	0	493	172	1967	0	0	678	644
V/C Ratio(X)				1.24	0.00	0.56	1.17	0.34	0.00	0.00	0.93	0.93
Avail Cap(c_a), veh/h				591	0	493	172	2190	0	0	788	749
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				44.2	0.0	36.3	57.2	14.3	0.0	0.0	37.2	37.3
Incr Delay (d2), s/veh				121.7	0.0	0.8	121.0	0.0	0.0	0.0	14.7	16.3
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				38.6	0.0	7.2	11.4	4.9	0.0	0.0	21.0	20.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				165.9	0.0	37.2	178.2	14.4	0.0	0.0	51.9	53.6
LnGrp LOS				F		D	F	B			D	D
Approach Vol, veh/h					1006			867			1231	
Approach Delay, s/veh					130.8			52.4			52.8	
Approach LOS					F			D			D	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	23.0	59.3		49.0		82.3						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	17.0	62.0		43.0		85.0						
Max Q Clear Time (g_c+I1), s	19.0	49.7		45.0		15.5						
Green Ext Time (p_c), s	0.0	3.7		0.0		2.4						

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			77.9									
HCM 6th LOS			E									

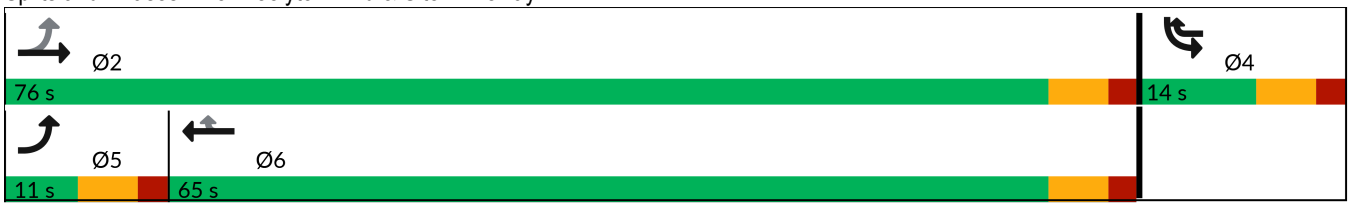


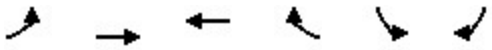
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	4	292	592	286	25	2
Future Volume (vph)	4	292	592	286	25	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			150	0	0
Storage Lanes	1			1	1	0
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850	0.991	
Flt Protected	0.950				0.956	
Satd. Flow (prot)	902	1610	1557	1524	1265	0
Flt Permitted	0.225				0.956	
Satd. Flow (perm)	214	1610	1557	1524	1265	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				308	2	
Link Speed (mph)		45	45		30	
Link Distance (ft)		532	1138		660	
Travel Time (s)		8.1	17.2		15.0	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	100%	18%	22%	6%	38%	100%
Adj. Flow (vph)	4	314	637	308	27	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	314	637	308	29	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	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2	2	2	
Detector Template						
Leading Detector (ft)	83	83	83	83	83	
Trailing Detector (ft)	-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	40	40	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43	43	43	43	
Detector 2 Size(ft)	40	40	40	40	40	
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Turn Type	pm+pt	NA	NA	pm+ov	Prot	
Protected Phases	5	2	6	4	4	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases	2			6		
Detector Phase	5	2	6	4	4	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	
Total Split (s)	11.0	76.0	65.0	14.0	14.0	
Total Split (%)	12.2%	84.4%	72.2%	15.6%	15.6%	
Maximum Green (s)	5.0	70.0	59.0	8.0	8.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	
v/c Ratio	0.02	0.35	0.78	0.21	0.15	
Control Delay (s/veh)	3.5	5.9	16.3	0.5	24.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	3.5	5.9	16.3	0.5	24.6	
Queue Length 50th (ft)	1	34	94	0	5	
Queue Length 95th (ft)	2	63	307	12	37	
Internal Link Dist (ft)		452	1058		580	
Turn Bay Length (ft)	150			150		
Base Capacity (vph)	202	1577	1481	1359	246	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.02	0.20	0.43	0.23	0.12	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 45.8	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 8: Neelytown Rd & Site Driveway 1





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	4	292	592	286	25	2
Future Volume (veh/h)	4	292	592	286	25	2
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	418	1633	1574	1811	1337	418
Adj Flow Rate, veh/h	4	314	637	308	27	2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	100	18	22	6	38	100
Cap, veh/h	203	1100	823	802	40	3
Arrive On Green	0.01	0.67	0.52	0.52	0.04	0.04
Sat Flow, veh/h	398	1633	1574	1535	1138	84
Grp Volume(v), veh/h	4	314	637	308	30	0
Grp Sat Flow(s),veh/h/ln	398	1633	1574	1535	1265	0
Q Serve(g_s), s	0.2	3.2	13.4	4.9	1.0	0.0
Cycle Q Clear(g_c), s	0.2	3.2	13.4	4.9	1.0	0.0
Prop In Lane	1.00			1.00	0.90	0.07
Lane Grp Cap(c), veh/h	203	1100	823	802	45	0
V/C Ratio(X)	0.02	0.29	0.77	0.38	0.67	0.00
Avail Cap(c_a), veh/h	249	2774	2253	2197	245	0
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	0.00
Uniform Delay (d), s/veh	6.7	2.7	7.9	5.9	19.6	0.0
Incr Delay (d2), s/veh	0.0	0.1	1.6	0.3	16.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	2.4	0.8	0.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	6.7	2.9	9.5	6.2	35.8	0.0
LnGrp LOS	A	A	A	A	D	
Approach Vol, veh/h		318	945		30	
Approach Delay, s/veh		2.9	8.4		35.8	
Approach LOS		A	A		D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		33.8		7.5	6.2	27.5
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		70.0		8.0	5.0	59.0
Max Q Clear Time (g_c+I1), s		5.2		3.0	2.2	15.4
Green Ext Time (p_c), s		1.6		0.0	0.0	6.2

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	7.7
HCM 6th LOS	A

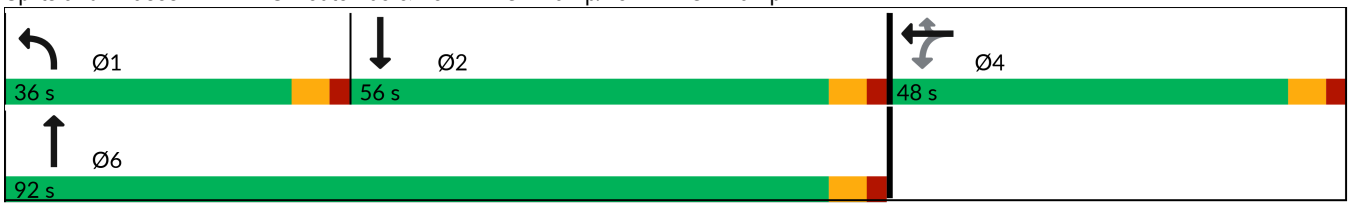
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	411	0	356	384	827	0	0	617	329
Future Volume (vph)	0	0	0	411	0	356	384	827	0	0	617	329
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			2%	
Storage Length (ft)	0		0	0		360	145		0	245		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt						0.850					0.948	
Flt Protected					0.950		0.950					
Satd. Flow (prot)	0	0	0	0	1382	1516	1612	3471	0	0	3270	0
Flt Permitted					0.950		0.950					
Satd. Flow (perm)	0	0	0	0	1382	1516	1612	3471	0	0	3270	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						173					78	
Link Speed (mph)		30			40			45			45	
Link Distance (ft)		287			1203			796			861	
Travel Time (s)		6.5			20.5			12.1			13.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	30%	0%	6%	12%	4%	0%	0%	5%	1%
Adj. Flow (vph)	0	0	0	428	0	371	400	861	0	0	643	343
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	428	371	400	861	0	0	986	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
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	1.01	1.01	1.01	1.00	1.00	1.00	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				2	2	2	2	2			2	
Detector Template				Left	Thru	Right	Left	Thru			Thru	
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	Perm	Prot	NA			NA	

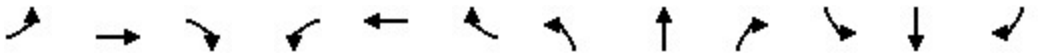
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases					4		1	6			2	
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6			2	
Switch Phase												
Minimum Initial (s)				6.0	6.0	6.0	5.0	15.0			15.0	
Minimum Split (s)				12.0	12.0	12.0	11.0	21.0			21.0	
Total Split (s)				48.0	48.0	48.0	36.0	92.0			56.0	
Total Split (%)				34.3%	34.3%	34.3%	25.7%	65.7%			40.0%	
Maximum Green (s)				42.0	42.0	42.0	30.0	86.0			50.0	
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)					6.0	6.0	6.0	6.0			6.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Recall Mode				None	None	None	None	Min			Min	
v/c Ratio					0.97	0.62	1.09	0.42			0.91	
Control Delay (s/veh)					81.3	25.5	121.0	15.3			52.2	
Queue Delay					0.0	0.0	0.0	0.0			0.0	
Total Delay (s/veh)					81.3	25.5	121.0	15.3			52.2	
Queue Length 50th (ft)					362	144	~387	201			396	
Queue Length 95th (ft)					#631	276	#637	244			486	
Internal Link Dist (ft)		207			1123			716			781	
Turn Bay Length (ft)						360	145					
Base Capacity (vph)					441	601	367	2268			1291	
Starvation Cap Reductn					0	0	0	0			0	
Spillback Cap Reductn					0	0	0	0			0	
Storage Cap Reductn					0	0	0	0			0	
Reduced v/c Ratio					0.97	0.62	1.09	0.38			0.76	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 131.9
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	411	0	356	384	827	0	0	617	329
Future Volume (veh/h)	0	0	0	411	0	356	384	827	0	0	617	329
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1450	1894	1805	1722	1841	0	0	1802	1862
Adj Flow Rate, veh/h				428	0	371	400	861	0	0	643	343
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %				30	0	6	12	4	0	0	5	1
Cap, veh/h				487	0	413	413	2200	0	0	705	376
Arrive On Green				0.27	0.00	0.27	0.25	0.63	0.00	0.00	0.33	0.33
Sat Flow, veh/h				1804	0	1530	1640	3589	0	0	2247	1151
Grp Volume(v), veh/h				428	0	371	400	861	0	0	510	476
Grp Sat Flow(s),veh/h/ln				1804	0	1530	1640	1749	0	0	1712	1595
Q Serve(g_s), s				27.1	0.0	27.8	28.8	14.4	0.0	0.0	34.1	34.1
Cycle Q Clear(g_c), s				27.1	0.0	27.8	28.8	14.4	0.0	0.0	34.1	34.1
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.72
Lane Grp Cap(c), veh/h				487	0	413	413	2200	0	0	560	522
V/C Ratio(X)				0.88	0.00	0.90	0.97	0.39	0.00	0.00	0.91	0.91
Avail Cap(c_a), veh/h				636	0	539	413	2524	0	0	718	669
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				41.6	0.0	41.9	44.1	10.9	0.0	0.0	38.4	38.4
Incr Delay (d2), s/veh				9.1	0.0	12.7	35.9	0.0	0.0	0.0	11.9	12.6
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				12.9	0.0	11.7	15.3	5.0	0.0	0.0	15.5	14.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				50.7	0.0	54.6	80.0	10.9	0.0	0.0	50.4	51.1
LnGrp LOS				D		D	F	B			D	D
Approach Vol, veh/h					799			1261			986	
Approach Delay, s/veh					52.5			32.8			50.7	
Approach LOS					D			C			D	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	36.0	45.0		38.2		81.0						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	30.0	50.0		42.0		86.0						
Max Q Clear Time (g_c+I1), s	30.8	36.1		29.8		16.4						
Green Ext Time (p_c), s	0.0	2.9		2.4		3.3						

Intersection Summary		
HCM 6th Ctrl Delay, s/veh		43.8
HCM 6th LOS		D

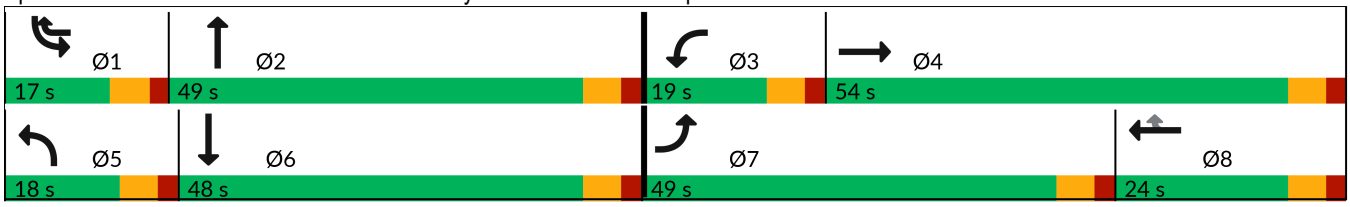
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	399	412	87	88	111	278	59	535	266	182	490	357
Future Volume (vph)	399	412	87	88	111	278	59	535	266	182	490	357
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			1%			1%	
Storage Length (ft)	400		400	220		220	145		145	330		280
Storage Lanes	2		0	1		1	1		1	2		1
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.974				0.850		0.950				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1570	3095	0	1671	1218	1568	1535	3345	0	3350	3487	1190
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1570	3095	0	1671	1218	1568	1535	3345	0	3350	3487	1190
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20				128		64				388
Link Speed (mph)		45			25			45			45	
Link Distance (ft)		639			871			1257			796	
Travel Time (s)		9.7			23.8			19.0			12.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	15%	15%	7%	8%	56%	3%	17%	2%	2%	4%	3%	35%
Adj. Flow (vph)	434	448	95	96	121	302	64	582	289	198	533	388
Shared Lane Traffic (%)												
Lane Group Flow (vph)	434	543	0	96	121	302	64	871	0	198	533	388
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	2		2	2	2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	83	83		83	83	83	83	83		83	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		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	43	43
Detector 2 Size(ft)	40	40		40	40	40	40	40		40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	Free

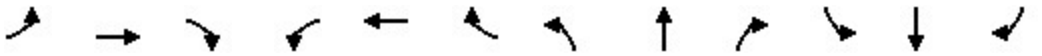
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases						8						Free
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.0	24.0		11.0	24.0	11.0	11.0	24.0		11.0	24.0	
Total Split (s)	49.0	54.0		19.0	24.0	17.0	18.0	49.0		17.0	48.0	
Total Split (%)	35.3%	38.8%		13.7%	17.3%	12.2%	12.9%	35.3%		12.2%	34.5%	
Maximum Green (s)	43.0	48.0		13.0	18.0	11.0	12.0	43.0		11.0	42.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	2.0		2.0	2.0	2.0	2.0	3.0		2.0	3.0	
Recall Mode	None	None		None	None	None	None	Min		None	Min	
v/c Ratio	0.90	0.50		0.67	0.81	0.61	0.57	0.86		0.71	0.47	0.33
Control Delay (s/veh)	65.8	34.0		82.0	92.1	30.4	80.0	48.9		73.9	38.0	0.7
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)	65.8	34.0		82.0	92.1	30.4	80.0	48.9		73.9	38.0	0.7
Queue Length 50th (ft)	361	186		83	104	135	56	357		89	204	0
Queue Length 95th (ft)	#571	254		#154	#212	244	107	441		#146	267	0
Internal Link Dist (ft)		559			791			1177			716	
Turn Bay Length (ft)	400			220		220	145			330		280
Base Capacity (vph)	547	1220		176	177	504	149	1208		299	1188	1190
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	0.79	0.45		0.55	0.68	0.60	0.43	0.72		0.66	0.45	0.33

Intersection Summary

Area Type: Other
Cycle Length: 139
Actuated Cycle Length: 126
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: 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps





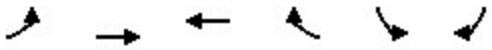
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	399	412	87	88	111	278	59	535	266	182	490	357
Future Volume (veh/h)	399	412	87	88	111	278	59	535	266	182	490	357
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1678	1678	1796	1781	1070	1856	1642	1864	1864	1835	1850	1375
Adj Flow Rate, veh/h	434	448	95	96	121	302	64	582	289	198	533	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	15	15	7	8	56	3	17	2	2	4	3	35
Cap, veh/h	472	975	205	119	157	348	79	660	327	253	1095	
Arrive On Green	0.30	0.37	0.37	0.07	0.15	0.15	0.05	0.29	0.29	0.07	0.31	0.00
Sat Flow, veh/h	1598	2620	552	1697	1070	1572	1564	2293	1138	3390	3514	1166
Grp Volume(v), veh/h	434	271	272	96	121	302	64	449	422	198	533	0
Grp Sat Flow(s),veh/h/ln	1598	1594	1578	1697	1070	1572	1564	1771	1660	1695	1757	1166
Q Serve(g_s), s	32.3	15.8	16.0	6.9	13.4	18.0	5.0	29.7	29.8	7.1	15.1	0.0
Cycle Q Clear(g_c), s	32.3	15.8	16.0	6.9	13.4	18.0	5.0	29.7	29.8	7.1	15.1	0.0
Prop In Lane	1.00		0.35	1.00		1.00	1.00		0.69	1.00		1.00
Lane Grp Cap(c), veh/h	472	593	588	119	157	348	79	510	478	253	1095	
V/C Ratio(X)	0.92	0.46	0.46	0.81	0.77	0.87	0.81	0.88	0.88	0.78	0.49	
Avail Cap(c_a), veh/h	559	623	617	180	157	348	153	620	581	304	1202	
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	0.00
Uniform Delay (d), s/veh	41.8	29.2	29.2	56.3	50.4	46.1	57.7	41.7	41.8	55.9	34.3	0.0
Incr Delay (d2), s/veh	19.4	0.2	0.2	8.4	19.0	19.5	7.1	12.2	13.0	8.5	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.7	5.9	5.9	3.2	4.4	10.8	2.1	14.2	13.4	3.2	6.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	61.2	29.4	29.4	64.7	69.4	65.6	64.8	53.9	54.7	64.4	34.6	0.0
LnGrp LOS	E	C	C	E	E	E	E	D	D	E	C	
Approach Vol, veh/h		977			519			935			731	
Approach Delay, s/veh		43.5			66.3			55.0			42.7	
Approach LOS		D			E			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.2	41.4	14.6	51.7	12.2	44.3	42.3	24.0
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	11.0	43.0	13.0	48.0	12.0	42.0	43.0	18.0
Max Q Clear Time (g_c+I1), s	9.1	31.8	8.9	18.0	7.0	17.1	34.3	20.0
Green Ext Time (p_c), s	0.1	3.6	0.1	1.6	0.0	3.0	2.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	50.5
HCM 6th LOS	D

Notes

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

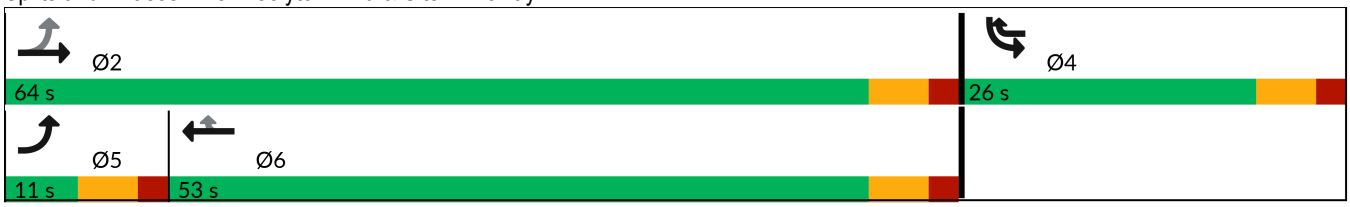


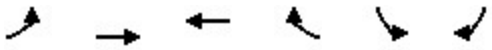
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	4	649	337	65	143	7
Future Volume (vph)	4	649	337	65	143	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			150	0	0
Storage Lanes	1			1	1	0
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850	0.994	
Flt Protected	0.950				0.955	
Satd. Flow (prot)	902	1712	1667	1272	1446	0
Flt Permitted	0.387				0.955	
Satd. Flow (perm)	368	1712	1667	1272	1446	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				82	3	
Link Speed (mph)		45	45		30	
Link Distance (ft)		532	1138		660	
Travel Time (s)		8.1	17.2		15.0	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	100%	11%	14%	27%	21%	100%
Adj. Flow (vph)	5	822	427	82	181	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	822	427	82	190	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	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2	2	2	
Detector Template						
Leading Detector (ft)	83	83	83	83	83	
Trailing Detector (ft)	-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	40	40	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43	43	43	43	
Detector 2 Size(ft)	40	40	40	40	40	
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Turn Type	pm+pt	NA	NA	pm+ov	Prot	
Protected Phases	5	2	6	4	4	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases	2			6		
Detector Phase	5	2	6	4	4	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	
Total Split (s)	11.0	64.0	53.0	26.0	26.0	
Total Split (%)	12.2%	71.1%	58.9%	28.9%	28.9%	
Maximum Green (s)	5.0	58.0	47.0	20.0	20.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	
v/c Ratio	0.02	0.83	0.47	0.07	0.60	
Control Delay (s/veh)	6.0	19.6	11.4	0.4	34.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	6.0	19.6	11.4	0.4	34.4	
Queue Length 50th (ft)	1	215	78	0	63	
Queue Length 95th (ft)	4	332	187	5	141	
Internal Link Dist (ft)		452	1058		580	
Turn Bay Length (ft)	150			150		
Base Capacity (vph)	257	1489	1284	1216	501	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.02	0.55	0.33	0.07	0.38	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 63.2	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 8: Neelytown Rd & Site Driveway 1

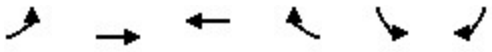




Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	4	649	337	65	143	7
Future Volume (veh/h)	4	649	337	65	143	7
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	418	1737	1693	1500	1589	418
Adj Flow Rate, veh/h	5	822	427	82	181	9
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	100	11	14	27	21	100
Cap, veh/h	210	980	715	537	236	12
Arrive On Green	0.01	0.56	0.42	0.42	0.17	0.17
Sat Flow, veh/h	398	1737	1693	1271	1426	71
Grp Volume(v), veh/h	5	822	427	82	191	0
Grp Sat Flow(s),veh/h/ln	398	1737	1693	1271	1505	0
Q Serve(g_s), s	0.3	17.4	8.7	1.8	5.4	0.0
Cycle Q Clear(g_c), s	0.3	17.4	8.7	1.8	5.4	0.0
Prop In Lane	1.00			1.00	0.95	0.05
Lane Grp Cap(c), veh/h	210	980	715	537	249	0
V/C Ratio(X)	0.02	0.84	0.60	0.15	0.77	0.00
Avail Cap(c_a), veh/h	252	2269	1792	1346	678	0
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	0.00
Uniform Delay (d), s/veh	7.5	8.0	9.9	7.9	17.7	0.0
Incr Delay (d2), s/veh	0.0	2.0	0.8	0.1	4.9	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.4	2.2	0.3	2.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	7.6	10.0	10.7	8.0	22.6	0.0
LnGrp LOS	A	B	B	A	C	
Approach Vol, veh/h		827	509		191	
Approach Delay, s/veh		10.0	10.3		22.6	
Approach LOS		A	B		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		31.0		13.3	6.3	24.7
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		58.0		20.0	5.0	47.0
Max Q Clear Time (g_c+I1), s		19.4		7.4	2.3	10.7
Green Ext Time (p_c), s		5.7		0.7	0.0	2.8

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	11.7
HCM 6th LOS	B

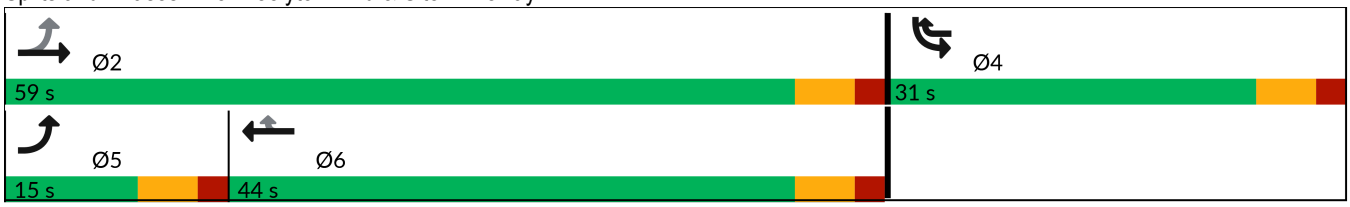


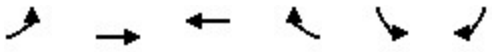
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	4	335	200	176	85	5
Future Volume (vph)	4	335	200	176	85	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			150	0	0
Storage Lanes	1			1	1	0
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850	0.992	
Flt Protected	0.950				0.955	
Satd. Flow (prot)	902	1845	1792	1468	1401	0
Flt Permitted	0.417				0.955	
Satd. Flow (perm)	396	1845	1792	1468	1401	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				235	3	
Link Speed (mph)		45	45		30	
Link Distance (ft)		532	1138		660	
Travel Time (s)		8.1	17.2		15.0	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	100%	3%	6%	10%	24%	100%
Adj. Flow (vph)	5	447	267	235	113	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	447	267	235	120	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	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2	2	2	
Detector Template						
Leading Detector (ft)	83	83	83	83	83	
Trailing Detector (ft)	-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	40	40	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43	43	43	43	
Detector 2 Size(ft)	40	40	40	40	40	
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Turn Type	pm+pt	NA	NA	pm+ov	Prot	
Protected Phases	5	2	6	4	4	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases	2			6		
Detector Phase	5	2	6	4	4	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	
Total Split (s)	15.0	59.0	44.0	31.0	31.0	
Total Split (%)	16.7%	65.6%	48.9%	34.4%	34.4%	
Maximum Green (s)	9.0	53.0	38.0	25.0	25.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	
v/c Ratio	0.02	0.58	0.40	0.17	0.35	
Control Delay (s/veh)	6.5	11.8	12.5	0.7	16.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	6.5	11.8	12.5	0.7	16.7	
Queue Length 50th (ft)	1	60	32	0	18	
Queue Length 95th (ft)	4	111	104	8	58	
Internal Link Dist (ft)		452	1058		580	
Turn Bay Length (ft)	150			150		
Base Capacity (vph)	293	1815	1666	1412	990	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.02	0.25	0.16	0.17	0.12	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 37.8	
Natural Cycle: 40	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 8: Neelytown Rd & Site Driveway 1





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	4	335	200	176	85	5
Future Volume (veh/h)	4	335	200	176	85	5
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	418	1856	1811	1752	1544	418
Adj Flow Rate, veh/h	5	447	267	235	113	7
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Percent Heavy Veh, %	100	3	6	10	24	100
Cap, veh/h	275	919	523	429	144	9
Arrive On Green	0.01	0.50	0.29	0.29	0.11	0.11
Sat Flow, veh/h	398	1856	1811	1485	1364	85
Grp Volume(v), veh/h	5	447	267	235	121	0
Grp Sat Flow(s),veh/h/ln	398	1856	1811	1485	1461	0
Q Serve(g_s), s	0.2	4.8	3.7	4.0	2.4	0.0
Cycle Q Clear(g_c), s	0.2	4.8	3.7	4.0	2.4	0.0
Prop In Lane	1.00			1.00	0.93	0.06
Lane Grp Cap(c), veh/h	275	919	523	429	155	0
V/C Ratio(X)	0.02	0.49	0.51	0.55	0.78	0.00
Avail Cap(c_a), veh/h	392	3271	2289	1877	1215	0
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	0.00
Uniform Delay (d), s/veh	7.4	5.0	8.9	9.0	13.1	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.8	1.1	8.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.5	0.8	0.8	1.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	7.4	5.4	9.7	10.1	21.5	0.0
LnGrp LOS	A	A	A	B	C	
Approach Vol, veh/h		452	502		121	
Approach Delay, s/veh		5.5	9.9		21.5	
Approach LOS		A	A		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		20.9		9.2	6.2	14.7
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		53.0		25.0	9.0	38.0
Max Q Clear Time (g_c+I1), s		6.8		4.4	2.2	6.0
Green Ext Time (p_c), s		2.4		0.5	0.0	2.7

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	9.3
HCM 6th LOS	A

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Traffic Impact Study

Appendix E | Traffic Count Data

EXISTING TRAFFIC COUNTS

	LOCATION	WEEKDAY PEAK AM HOUR	WEEKDAY PEAK PM HOUR	SATURDAY PEAK HOUR
		DATE	DATE	DATE
Turning Movement Traffic Counts				
1	NYS Route 208 and I-84 WB On-Off Ramps	Thursday 2/2/23 Wednesday 10/12/22	Thursday 2/2/23 Wednesday 10/12/22	Saturday 2/4/23
2	NYS Route 208 and I-84 EB On-Off Ramps / Neelytown Road	Thursday 2/2/23 Wednesday 10/12/22	Thursday 2/2/23 Wednesday 10/12/22	Saturday 2/4/23
3	Neelytown Road and Beaver Dam Road / Neelytown Road North	Thursday 2/2/23	Thursday 2/2/23	Saturday 2/11/23
4	Neelytown Road and NYS Route 416	Thursday 2/2/23	Thursday 2/2/23	Saturday 2/4/23
5	NYS Route 211 and NYS Route 416	Thursday 2/2/23	Thursday 2/2/23	Saturday 2/4/23
6	Goodwill Road and Beaver Dam Road	Thursday 2/2/23	Thursday 2/2/23	Saturday 2/4/23
7	Chandler Lane and Beaver Dam Road	Thursday 2/2/23	Thursday 2/2/23	Saturday 2/4/23
Automatic Traffic Recorder (ATR) Traffic Counts				
1	Neelytown Road (approx. 1745' east of Beaver Dam Road)	Friday 12/10/21 Monday 12/13/21 Tuesday 12/14/21 Wednesday 12/15/21	Thursday 12/9/21 Friday 12/10/21 Monday 12/13/21 Tuesday 12/14/21	Saturday 12/11/21
2	Beaver Dam Road (approx. 745' south of I-84 overpass)	Friday 12/10/21 Monday 12/13/21 Tuesday 12/14/21 Wednesday 12/15/21	Thursday 12/9/21 Friday 12/10/21 Monday 12/13/21 Tuesday 12/14/21	Saturday 12/11/21
3	SB NYS Route 208 (between I-84 Ramps)	Monday 1/24/22 Tuesday 1/25/22	Monday 1/24/22	Saturday 1/22/22
4	NB NYS Route 208 (between I-84 Ramps)	Monday 1/24/22 Tuesday 1/25/22	Monday 1/24/22	Saturday 1/22/22

TRAFFIC COUNTS COLLECTED BY REPRESENTATIVES OF COLLIERS ENGINEERING & DESIGN - APPENDIX E

Colliers Engineering & Design

400 Columbus Avenue - Suite 180E
Valhalla, New York 10595
Accelerating Success

File Name : 1-NYS_ROUTE_208_AT_NEELYTOWN_RD_I-84_EB_ON_OFF_RAMP-THUR_1037707_02-02-2023
Site Code :
Start Date : 2/2/2023
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	NYS ROUTE 208 From North					I-84 EB ON/OFF RAMP From East					NYS ROUTE 208 From South					NEELYTOWN RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	74	27	51	0	152	23	31	13	0	67	31	35	5	0	71	2	30	18	0	50	340
06:45 AM	110	59	51	0	220	42	30	14	0	86	40	47	4	0	91	3	35	19	1	58	455
Total	184	86	102	0	372	65	61	27	0	153	71	82	9	0	162	5	65	37	1	108	795
07:00 AM	73	39	49	0	161	36	22	7	0	65	19	43	10	0	72	4	32	29	0	65	363
07:15 AM	79	51	76	0	206	37	25	14	0	76	26	52	6	0	84	2	35	26	0	63	429
07:30 AM	85	69	76	0	230	47	28	11	0	86	46	51	4	0	101	2	45	38	0	85	502
07:45 AM	106	59	38	0	203	67	24	16	0	107	28	61	5	0	94	3	45	40	0	88	492
Total	343	218	239	0	800	187	99	48	0	334	119	207	25	0	351	11	157	133	0	301	1786
08:00 AM	84	56	58	0	198	47	15	10	0	72	21	58	7	0	86	6	32	38	0	76	432
08:15 AM	81	57	48	0	186	38	21	9	0	68	26	59	10	0	95	5	46	49	0	100	449
08:30 AM	82	46	35	0	163	36	23	7	0	66	25	45	11	0	81	4	40	29	0	73	383
08:45 AM	86	48	33	0	167	33	21	9	0	63	30	69	4	0	103	4	44	40	0	88	421
Total	333	207	174	0	714	154	80	35	0	269	102	231	32	0	365	19	162	156	0	337	1685
09:00 AM	57	72	45	0	174	23	11	5	0	39	27	61	4	0	92	3	49	38	0	90	395
09:15 AM	54	60	29	0	143	20	13	5	0	38	25	50	5	0	80	1	35	28	0	64	325
Grand Total	971	643	589	0	2203	449	264	120	0	833	344	631	75	0	1050	39	468	392	1	900	4986
Apprch %	44.1	29.2	26.7	0		53.9	31.7	14.4	0		32.8	60.1	7.1	0		4.3	52	43.6	0.1		
Total %	19.5	12.9	11.8	0	44.2	9	5.3	2.4	0	16.7	6.9	12.7	1.5	0	21.1	0.8	9.4	7.9	0	18.1	
Lights	773	570	537	0	1880	422	155	106	0	683	283	563	57	0	903	27	264	206	0	497	3963
% Lights	79.6	88.6	91.2	0	85.3	94	58.7	88.3	0	82	82.3	89.2	76	0	86	69.2	56.4	52.6	0	55.2	79.5
Buses	11	24	3	0	38	4	1	0	0	5	1	30	1	0	32	0	0	5	0	5	80
% Buses	1.1	3.7	0.5	0	1.7	0.9	0.4	0	0	0.6	0.3	4.8	1.3	0	3	0	0	1.3	0	0.6	1.6
Trucks	187	49	49	0	285	23	108	14	0	145	60	38	17	0	115	12	204	181	0	397	942
% Trucks	19.3	7.6	8.3	0	12.9	5.1	40.9	11.7	0	17.4	17.4	6	22.7	0	11	30.8	43.6	46.2	0	44.1	18.9
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.1	0

Colliers Engineering & Design

400 Columbus Avenue - Suite 180E
Valhalla, New York 10595
Accelerating Success

File Name : 1-NYS_ROUTE_208_AT_NEELYTOWN_RD_I-84_EB_ON_OFF_RAMP-THUR_1037707_02-02-2023
Site Code :
Start Date : 2/2/2023

	NYS ROUTE 208 From North					I-84 EB ON/OFF RAMP From East					NYS ROUTE 208 From South					NEELYTOWN RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	85	69	76	0	230	47	28	11	0	86	46	51	4	0	101	2	45	38	0	85	502
07:45 AM	106	59	38	0	203	67	24	16	0	107	28	61	5	0	94	3	45	40	0	88	492
08:00 AM	84	56	58	0	198	47	15	10	0	72	21	58	7	0	86	6	32	38	0	76	432
08:15 AM	81	57	48	0	186	38	21	9	0	68	26	59	10	0	95	5	46	49	0	100	449
Total Volume	356	241	220	0	817	199	88	46	0	333	121	229	26	0	376	16	168	165	0	349	1875
% App. Total	43.6	29.5	26.9	0		59.8	26.4	13.8	0		32.2	60.9	6.9	0		4.6	48.1	47.3	0		
PHF	.840	.873	.724	.000	.888	.743	.786	.719	.000	.778	.658	.939	.650	.000	.931	.667	.913	.842	.000	.873	.934
Lights	287	212	204	0	703	189	52	37	0	278	102	201	20	0	323	14	102	76	0	192	1496
% Lights	80.6	88.0	92.7	0	86.0	95.0	59.1	80.4	0	83.5	84.3	87.8	76.9	0	85.9	87.5	60.7	46.1	0	55.0	79.8
Buses	6	9	2	0	17	0	0	0	0	0	0	10	1	0	11	0	0	2	0	2	30
% Buses	1.7	3.7	0.9	0	2.1	0	0	0	0	0	0	4.4	3.8	0	2.9	0	0	1.2	0	0.6	1.6
Trucks	63	20	14	0	97	10	36	9	0	55	19	18	5	0	42	2	66	87	0	155	349
% Trucks	17.7	8.3	6.4	0	11.9	5.0	40.9	19.6	0	16.5	15.7	7.9	19.2	0	11.2	12.5	39.3	52.7	0	44.4	18.6
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Colliers Engineering

400 Columbus Avenue Suite 180 E
Valhalla, NY, 10595

Customer Loyalty through Client Satisfaction

File Name : 4-_NYS_ROUTE_208_&_EB_ON_OFF_RAMPS_1001063_10-12-2022
Site Code :
Start Date : 10/12/2022
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	ROUTE 208 From North					I 84 ON/OFF RAMPS From East					ROUTE 208 From South					NEELYTOWN RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	86	43	42	0	171	27	15	8	0	50	27	44	2	0	73	7	30	10	0	47	341
06:45 AM	102	56	50	0	208	35	31	17	0	83	35	42	3	0	80	3	57	17	0	77	448
Total	188	99	92	0	379	62	46	25	0	133	62	86	5	0	153	10	87	27	0	124	789
07:00 AM	64	44	32	0	140	27	22	8	0	57	36	49	2	0	87	2	40	23	0	65	349
07:15 AM	106	42	57	0	205	48	29	7	0	84	32	44	8	0	84	7	42	31	1	81	454
07:30 AM	84	58	63	0	205	34	30	7	0	71	41	65	6	0	112	3	63	24	0	90	478
07:45 AM	125	62	35	0	222	43	15	13	0	71	26	44	3	0	73	7	44	49	0	100	466
Total	379	206	187	0	772	152	96	35	0	283	135	202	19	0	356	19	189	127	1	336	1747
08:00 AM	81	59	43	0	183	40	11	14	0	65	28	57	9	0	94	2	51	38	0	91	433
08:15 AM	87	54	56	0	197	25	17	5	0	47	21	59	8	0	88	5	46	32	0	83	415
08:30 AM	105	64	31	0	200	45	16	7	0	68	39	57	8	0	104	4	57	33	0	94	466
08:45 AM	105	52	33	0	190	26	27	6	0	59	31	57	9	0	97	6	49	35	0	90	436
Total	378	229	163	0	770	136	71	32	0	239	119	230	34	0	383	17	203	138	0	358	1750
09:00 AM	73	53	38	0	164	25	14	11	0	50	20	44	8	0	72	5	48	50	0	103	389
09:15 AM	59	57	46	0	162	25	14	3	0	42	25	50	4	0	79	4	38	27	0	69	352
Grand Total	1077	644	526	0	2247	400	241	106	0	747	361	612	70	0	1043	55	565	369	1	990	5027
Apprch %	47.9	28.7	23.4	0		53.5	32.3	14.2	0		34.6	58.7	6.7	0		5.6	57.1	37.3	0.1		
Total %	21.4	12.8	10.5	0	44.7	8	4.8	2.1	0	14.9	7.2	12.2	1.4	0	20.7	1.1	11.2	7.3	0	19.7	
Lights	846	566	478	0	1890	371	186	93	0	650	305	541	43	0	889	42	303	187	0	532	3961
% Lights	78.6	87.9	90.9	0	84.1	92.8	77.2	87.7	0	87	84.5	88.4	61.4	0	85.2	76.4	53.6	50.7	0	53.7	78.8
Buses	13	30	1	0	44	4	1	0	0	5	0	28	1	0	29	0	2	3	0	5	83
% Buses	1.2	4.7	0.2	0	2	1	0.4	0	0	0.7	0	4.6	1.4	0	2.8	0	0.4	0.8	0	0.5	1.7
Trucks	218	48	47	0	313	25	54	13	0	92	56	43	26	0	125	13	260	179	0	452	982
% Trucks	20.2	7.5	8.9	0	13.9	6.2	22.4	12.3	0	12.3	15.5	7	37.1	0	12	23.6	46	48.5	0	45.7	19.5
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.1	0

Colliers Engineering

400 Columbus Avenue Suite 180 E
Valhalla, NY, 10595

Customer Loyalty through Client Satisfaction

File Name : 4-_NYS_ROUTE_208_&_EB_ON_OFF_RAMPS_1001063_10-12-2022
Site Code :
Start Date : 10/12/2022

	ROUTE 208 From North					I 84 ON/OFF RAMPS From East					ROUTE 208 From South					NEELYTOWN RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	106	42	57	0	205	**48**	29	7	0	**84**	32	44	8	0	84	**7**	42	31	**1**	81	454
07:30 AM	84	58	**63**	0	205	34	**30**	7	0	71	**41**	**65**	6	0	**112**	3	**63**	24	0	90	**478**
07:45 AM	**125**	**62**	35	0	**222**	43	15	13	0	71	26	44	3	0	73	7	44	**49**	0	**100**	466
08:00 AM	81	59	43	0	183	40	11	**14**	0	65	28	57	**9**	0	94	2	51	38	0	91	433
Total Volume	396	221	198	0	815	165	85	41	0	291	127	210	26	0	363	19	200	142	1	362	1831
% App. Total	48.6	27.1	24.3	0		56.7	29.2	14.1	0		35	57.9	7.2	0		5.2	55.2	39.2	0.3		
PHF	.792	.891	.786	.000	.918	.859	.708	.732	.000	.866	.774	.808	.722	.000	.810	.679	.794	.724	.250	.905	.958
Lights	322	189	185	0	696	159	77	38	0	274	113	185	19	0	317	16	102	82	0	200	1487
% Lights	81.3	85.5	93.4	0	85.4	96.4	90.6	92.7	0	94.2	89.0	88.1	73.1	0	87.3	84.2	51.0	57.7	0	55.2	81.2
Buses	7	13	1	0	21	0	0	0	0	0	0	10	1	0	11	0	0	1	0	1	33
% Buses	1.8	5.9	0.5	0	2.6	0	0	0	0	0	0	4.8	3.8	0	3.0	0	0	0.7	0	0.3	1.8
Trucks	67	19	12	0	98	6	8	3	0	17	14	15	6	0	35	3	98	59	0	160	310
% Trucks	16.9	8.6	6.1	0	12.0	3.6	9.4	7.3	0	5.8	11.0	7.1	23.1	0	9.6	15.8	49.0	41.5	0	44.2	16.9
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.3	0.1

Colliers Engineering & Design

400 Columbus Avenue - Suite 180E
Valhalla, New York 10595
Accelerating Success

File Name : 2-NYS_ROUTE_208_AT_I-84_WB_ON_OFF_RAMP-THUR_1037778_02-02-2023
Site Code :
Start Date : 2/2/2023
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	NYS ROUTE 208 From North					I-84 WB OFFRAMP From East					NYS ROUTE 208 From South					I-84 WB ON RAMP From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	70	107	0	0	177	39	0	51	0	90	0	52	24	0	76	0	0	0	0	0	343
06:45 AM	36	125	0	0	161	42	0	93	0	135	0	98	18	0	116	0	0	0	0	0	412
Total	106	232	0	0	338	81	0	144	0	225	0	150	42	0	192	0	0	0	0	0	755
07:00 AM	42	104	0	0	146	30	0	58	0	88	0	68	23	0	91	0	0	0	0	0	325
07:15 AM	64	149	0	0	213	25	0	62	0	87	0	84	34	0	118	0	0	0	0	0	418
07:30 AM	69	146	0	0	215	34	0	72	0	106	0	109	33	0	142	0	0	0	0	0	463
07:45 AM	76	120	0	0	196	49	0	78	0	127	0	113	38	0	151	0	0	0	0	0	474
Total	251	519	0	0	770	138	0	270	0	408	0	374	128	0	502	0	0	0	0	0	1680
08:00 AM	56	128	0	0	184	24	0	60	0	84	0	119	32	0	151	0	0	0	0	0	419
08:15 AM	49	111	0	0	160	38	0	69	0	107	0	109	30	0	139	0	0	0	0	0	406
08:30 AM	64	102	0	0	166	37	1	63	0	101	0	99	28	0	127	0	0	0	0	0	394
08:45 AM	59	98	0	0	157	36	0	71	0	107	0	111	25	0	136	0	0	0	0	0	400
Total	228	439	0	0	667	135	1	263	0	399	0	438	115	0	553	0	0	0	0	0	1619
09:00 AM	49	119	0	0	168	26	0	46	0	72	0	94	29	0	123	0	0	0	0	0	363
09:15 AM	45	90	0	0	135	32	0	50	0	82	0	73	32	0	105	0	0	0	0	0	322
Grand Total	679	1399	0	0	2078	412	1	773	0	1186	0	1129	346	0	1475	0	0	0	0	0	4739
Apprch %	32.7	67.3	0	0		34.7	0.1	65.2	0		0	76.5	23.5	0		0	0	0	0		
Total %	14.3	29.5	0	0	43.8	8.7	0	16.3	0	25	0	23.8	7.3	0	31.1	0	0	0	0	0	
Lights	640	1252	0	0	1892	364	0	592	0	956	0	976	179	0	1155	0	0	0	0	0	4003
% Lights	94.3	89.5	0	0	91	88.3	0	76.6	0	80.6	0	86.4	51.7	0	78.3	0	0	0	0	0	84.5
Buses	3	34	0	0	37	5	0	4	0	9	0	39	3	0	42	0	0	0	0	0	88
% Buses	0.4	2.4	0	0	1.8	1.2	0	0.5	0	0.8	0	3.5	0.9	0	2.8	0	0	0	0	0	1.9
Trucks	36	113	0	0	149	43	1	177	0	221	0	114	164	0	278	0	0	0	0	0	648
% Trucks	5.3	8.1	0	0	7.2	10.4	100	22.9	0	18.6	0	10.1	47.4	0	18.8	0	0	0	0	0	13.7
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Colliers Engineering & Design

400 Columbus Avenue - Suite 180E
Valhalla, New York 10595
Accelerating Success

File Name : 2-NYS_ROUTE_208_AT_I-84_WB_ON_OFF_RAMP-THUR_1037778_02-02-2023
Site Code :
Start Date : 2/2/2023

	NYS ROUTE 208 From North					I-84 WB OFFRAMP From East					NYS ROUTE 208 From South					I-84 WB ON RAMP From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	64	149	0	0	213	25	0	62	0	87	0	84	34	0	118	0	0	0	0	0	418
07:30 AM	69	146	0	0	215	34	0	72	0	106	0	109	33	0	142	0	0	0	0	0	463
07:45 AM	76	120	0	0	196	49	0	78	0	127	0	113	38	0	151	0	0	0	0	0	474
08:00 AM	56	128	0	0	184	24	0	60	0	84	0	119	32	0	151	0	0	0	0	0	419
Total Volume	265	543	0	0	808	132	0	272	0	404	0	425	137	0	562	0	0	0	0	0	1774
% App. Total	32.8	67.2	0	0		32.7	0	67.3	0		0	75.6	24.4	0		0	0	0	0		
PHF	.872	.911	.000	.000	.940	.673	.000	.872	.000	.795	.000	.893	.901	.000	.930	.000	.000	.000	.000	.000	.936
Lights	248	493	0	0	741	118	0	212	0	330	0	374	79	0	453	0	0	0	0	0	1524
% Lights	93.6	90.8	0	0	91.7	89.4	0	77.9	0	81.7	0	88.0	57.7	0	80.6	0	0	0	0	0	85.9
Buses	2	12	0	0	14	3	0	3	0	6	0	11	2	0	13	0	0	0	0	0	33
% Buses	0.8	2.2	0	0	1.7	2.3	0	1.1	0	1.5	0	2.6	1.5	0	2.3	0	0	0	0	0	1.9
Trucks	15	38	0	0	53	11	0	57	0	68	0	40	56	0	96	0	0	0	0	0	217
% Trucks	5.7	7.0	0	0	6.6	8.3	0	21.0	0	16.8	0	9.4	40.9	0	17.1	0	0	0	0	0	12.2
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Colliers Engineering

400 Columbus Avenue Suite 180 E
Valhalla, NY, 10595

Customer Loyalty through Client Satisfaction

File Name : 3-_NYS_ROUTE_208_&_WB_ON_OFF_RAMPS_1001062_10-12-2022
Site Code :
Start Date : 10/12/2022
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	ROUTE 208 From North					I 84 OFF RAMP From East					ROUTE 208 From South					I 84 ON RAMP From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	65	115	0	0	180	31	0	65	0	96	0	59	20	0	79	0	0	0	0	0	355
06:45 AM	47	112	0	0	159	44	2	96	0	142	0	92	20	0	112	0	0	0	0	0	413
Total	112	227	0	0	339	75	2	161	0	238	0	151	40	0	191	0	0	0	0	0	768
07:00 AM	49	109	0	0	158	21	0	43	0	64	0	81	24	0	105	0	0	0	1	1	328
07:15 AM	67	125	0	0	192	35	0	79	0	114	0	96	27	0	123	0	0	0	1	1	430
07:30 AM	70	144	0	0	214	52	0	63	0	115	0	99	34	0	133	0	0	0	0	0	462
07:45 AM	66	148	0	0	214	59	0	90	0	149	0	126	26	0	152	0	0	0	0	0	515
Total	252	526	0	0	778	167	0	275	0	442	0	402	111	0	513	0	0	0	2	2	1735
08:00 AM	51	120	0	0	171	47	1	72	0	120	0	109	28	0	137	0	0	0	0	0	428
08:15 AM	47	123	0	0	170	37	0	72	0	109	0	101	29	0	130	0	0	0	0	0	409
08:30 AM	69	113	0	0	182	34	0	83	0	117	0	118	14	0	132	0	0	0	0	0	431
08:45 AM	58	96	0	0	154	41	0	93	0	134	0	121	15	0	136	0	0	0	0	0	424
Total	225	452	0	0	677	159	1	320	0	480	0	449	86	0	535	0	0	0	0	0	1692
09:00 AM	57	126	0	0	183	44	0	58	0	102	0	114	28	0	142	0	0	0	0	0	427
09:15 AM	45	117	0	0	162	25	0	55	0	80	0	82	18	0	100	0	0	0	0	0	342
Grand Total	691	1448	0	0	2139	470	3	869	0	1342	0	1198	283	0	1481	0	0	0	2	2	4964
Apprch %	32.3	67.7	0	0		35	0.2	64.8	0		0	80.9	19.1	0		0	0	0	100		
Total %	13.9	29.2	0	0	43.1	9.5	0.1	17.5	0	27	0	24.1	5.7	0	29.8	0	0	0	0	0	
Lights	649	1302	0	0	1951	425	3	661	0	1089	0	1038	157	0	1195	0	0	0	0	0	4235
% Lights	93.9	89.9	0	0	91.2	90.4	100	76.1	0	81.1	0	86.6	55.5	0	80.7	0	0	0	0	0	85.3
Buses	3	37	0	0	40	3	0	7	0	10	0	38	1	0	39	0	0	0	0	0	89
% Buses	0.4	2.6	0	0	1.9	0.6	0	0.8	0	0.7	0	3.2	0.4	0	2.6	0	0	0	0	0	1.8
Trucks	39	109	0	0	148	42	0	201	0	243	0	122	125	0	247	0	0	0	0	0	638
% Trucks	5.6	7.5	0	0	6.9	8.9	0	23.1	0	18.1	0	10.2	44.2	0	16.7	0	0	0	0	0	12.9
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	0

Colliers Engineering

400 Columbus Avenue Suite 180 E
Valhalla, NY, 10595

Customer Loyalty through Client Satisfaction

File Name : 3-_NYS_ROUTE_208_&_WB_ON_OFF_RAMPS_1001062_10-12-2022
Site Code :
Start Date : 10/12/2022

	ROUTE 208 From North					I 84 OFF RAMP From East					ROUTE 208 From South					I 84 ON RAMP From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	67	125	0	0	192	35	0	79	0	114	0	96	27	0	123	0	0	0	**1**	**1**	430
07:30 AM	**70**	144	0	0	**214**	52	0	63	0	115	0	99	**34**	0	133	0	0	0	0	0	462
07:45 AM	66	**148**	0	0	214	**59**	0	**90**	0	**149**	0	**126**	26	0	**152**	0	0	0	0	0	**515**
08:00 AM	51	120	0	0	171	47	**1**	72	0	120	0	109	28	0	137	0	0	0	0	0	428
Total Volume	254	537	0	0	791	193	1	304	0	498	0	430	115	0	545	0	0	0	1	1	1835
% App. Total	32.1	67.9	0	0		38.8	0.2	61	0		0	78.9	21.1	0		0	0	0	100		
PHF	.907	.907	.000	.000	.924	.818	.250	.844	.000	.836	.000	.853	.846	.000	.896	.000	.000	.000	.250	.250	.891
Lights	238	481	0	0	719	175	1	239	0	415	0	390	65	0	455	0	0	0	0	0	1589
% Lights	93.7	89.6	0	0	90.9	90.7	100	78.6	0	83.3	0	90.7	56.5	0	83.5	0	0	0	0	0	86.6
Buses	2	17	0	0	19	0	0	2	0	2	0	10	1	0	11	0	0	0	0	0	32
% Buses	0.8	3.2	0	0	2.4	0	0	0.7	0	0.4	0	2.3	0.9	0	2.0	0	0	0	0	0	1.7
Trucks	14	39	0	0	53	18	0	63	0	81	0	30	49	0	79	0	0	0	0	0	213
% Trucks	5.5	7.3	0	0	6.7	9.3	0	20.7	0	16.3	0	7.0	42.6	0	14.5	0	0	0	0	0	11.6
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	0.1

Colliers Engineering & Design

400 Columbus Avenue - Suite 180E
Valhalla, New York 10595
Accelerating Success

File Name : 3-NEELYTOWN_RD_AT_BEAVER_DAM_RD-THUR_1037711_02-02-2023
Site Code :
Start Date : 2/2/2023
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	BEAVER DAM RD From North					NEELYTOWN RD From East					BEAVER DAM RD From South					NEELYTOWN RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	0	2	0	0	2	0	56	8	0	64	3	0	8	0	11	5	36	0	0	41	118
06:45 AM	2	9	1	0	12	1	66	17	0	84	11	4	12	0	27	9	35	0	0	44	167
Total	2	11	1	0	14	1	122	25	0	148	14	4	20	0	38	14	71	0	0	85	285
07:00 AM	2	4	0	0	6	0	58	7	0	65	8	2	8	0	18	4	31	0	0	35	124
07:15 AM	2	1	1	0	4	2	49	4	0	55	10	0	9	0	19	4	29	0	0	33	111
07:30 AM	2	5	0	0	7	2	55	10	0	67	11	4	8	0	23	4	44	1	0	49	146
07:45 AM	1	10	1	0	12	3	78	13	0	94	6	4	11	0	21	5	39	0	0	44	171
Total	7	20	2	0	29	7	240	34	0	281	35	10	36	0	81	17	143	1	0	161	552
08:00 AM	2	4	2	0	8	2	69	10	0	81	4	4	9	0	17	6	40	1	0	47	153
08:15 AM	3	2	4	0	9	1	81	14	0	96	5	7	10	0	22	3	42	0	0	45	172
08:30 AM	1	3	0	0	4	2	92	8	0	102	12	2	5	0	19	3	34	0	0	37	162
08:45 AM	2	1	2	0	5	0	76	17	0	93	11	10	13	0	34	4	43	1	0	48	180
Total	8	10	8	0	26	5	318	49	0	372	32	23	37	0	92	16	159	2	0	177	667
09:00 AM	1	6	0	0	7	1	53	7	0	61	10	1	13	0	24	7	33	0	0	40	132
09:15 AM	2	3	1	0	6	0	32	7	0	39	8	0	3	0	11	8	43	0	0	51	107
Grand Total	20	50	12	0	82	14	765	122	0	901	99	38	109	0	246	62	449	3	0	514	1743
Apprch %	24.4	61	14.6	0		1.6	84.9	13.5	0		40.2	15.4	44.3	0		12.1	87.4	0.6	0		
Total %	1.1	2.9	0.7	0	4.7	0.8	43.9	7	0	51.7	5.7	2.2	6.3	0	14.1	3.6	25.8	0.2	0	29.5	
Lights	20	47	11	0	78	8	556	108	0	672	75	32	92	0	199	54	330	3	0	387	1336
% Lights	100	94	91.7	0	95.1	57.1	72.7	88.5	0	74.6	75.8	84.2	84.4	0	80.9	87.1	73.5	100	0	75.3	76.6
Buses	0	2	1	0	3	2	3	2	0	7	3	3	1	0	7	3	0	0	0	3	20
% Buses	0	4	8.3	0	3.7	14.3	0.4	1.6	0	0.8	3	7.9	0.9	0	2.8	4.8	0	0	0	0.6	1.1
Trucks	0	1	0	0	1	4	206	12	0	222	21	3	16	0	40	5	119	0	0	124	387
% Trucks	0	2	0	0	1.2	28.6	26.9	9.8	0	24.6	21.2	7.9	14.7	0	16.3	8.1	26.5	0	0	24.1	22.2
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Colliers Engineering & Design
400 Columbus Avenue - Suite 180E
Valhalla, New York 10595
Accelerating Success

File Name : 3-NEELYTOWN_RD_AT_BEAVER_DAM_RD-THUR_1037711_02-02-2023
Site Code :
Start Date : 2/2/2023

	BEAVER DAM RD From North					NEELYTOWN RD From East					BEAVER DAM RD From South					NEELYTOWN RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	2	4	2	0	8	2	69	10	0	81	4	4	9	0	17	6	40	1	0	47	153
08:15 AM	3	2	4	0	9	1	81	14	0	96	5	7	10	0	22	3	42	0	0	45	172
08:30 AM	1	3	0	0	4	2	92	8	0	102	12	2	5	0	19	3	34	0	0	37	162
08:45 AM	2	1	2	0	5	0	76	17	0	93	11	10	13	0	34	4	43	1	0	48	180
Total Volume	8	10	8	0	26	5	318	49	0	372	32	23	37	0	92	16	159	2	0	177	667
% App. Total	30.8	38.5	30.8	0		1.3	85.5	13.2	0		34.8	25	40.2	0		9	89.8	1.1	0		
PHF	.667	.625	.500	.000	.722	.625	.864	.721	.000	.912	.667	.575	.712	.000	.676	.667	.924	.500	.000	.922	.926
Lights	8	10	7	0	25	1	219	40	0	260	24	21	34	0	79	13	122	2	0	137	501
% Lights	100	100	87.5	0	96.2	20.0	68.9	81.6	0	69.9	75.0	91.3	91.9	0	85.9	81.3	76.7	100	0	77.4	75.1
Buses	0	0	1	0	1	1	0	1	0	2	0	1	0	0	1	2	0	0	0	2	6
% Buses	0	0	12.5	0	3.8	20.0	0	2.0	0	0.5	0	4.3	0	0	1.1	12.5	0	0	0	1.1	0.9
Trucks	0	0	0	0	0	3	99	8	0	110	8	1	3	0	12	1	37	0	0	38	160
% Trucks	0	0	0	0	0	60.0	31.1	16.3	0	29.6	25.0	4.3	8.1	0	13.0	6.3	23.3	0	0	21.5	24.0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Colliers Engineering & Design

400 Columbus Avenue - Suite 180E
Valhalla, New York 10595
Accelerating Success

File Name : 4-NYS_ROUTE_416_AT_NEELYTOWN_RD-THUR_1037712_02-02-2023
Site Code :
Start Date : 2/2/2023
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	NYS ROUTE 416 From North					NEELYTOWN RD From East					NYS ROUTE 416 From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	0	25	36	0	61	19	0	7	0	26	12	17	0	0	29	0	0	0	0	0	116
06:45 AM	0	20	46	0	66	20	0	9	0	29	11	21	0	0	32	0	0	0	0	0	127
Total	0	45	82	0	127	39	0	16	0	55	23	38	0	0	61	0	0	0	0	0	243
07:00 AM	0	29	37	0	66	13	0	15	0	28	11	7	0	0	18	0	0	0	0	0	112
07:15 AM	0	37	34	0	71	18	0	10	0	28	24	16	0	0	40	0	0	0	0	0	139
07:30 AM	0	50	31	0	81	33	0	16	0	49	15	19	0	0	34	0	0	0	0	0	164
07:45 AM	0	36	26	0	62	42	0	17	0	59	11	13	0	0	24	0	0	0	0	0	145
Total	0	152	128	0	280	106	0	58	0	164	61	55	0	0	116	0	0	0	0	0	560
08:00 AM	0	32	29	0	61	35	0	14	0	49	9	14	0	0	23	0	0	0	0	0	133
08:15 AM	0	31	30	0	61	24	0	15	0	39	14	12	0	0	26	0	0	0	0	0	126
08:30 AM	0	36	28	0	64	40	0	21	0	61	9	16	0	0	25	0	0	0	0	0	150
08:45 AM	0	24	36	0	60	29	0	23	0	52	16	21	0	0	37	0	0	0	0	0	149
Total	0	123	123	0	246	128	0	73	0	201	48	63	0	0	111	0	0	0	0	0	558
09:00 AM	0	34	24	0	58	34	0	18	0	52	7	23	0	0	30	0	0	0	0	0	140
09:15 AM	0	15	21	0	36	20	0	7	0	27	8	11	0	0	19	0	0	0	0	0	82
Grand Total	0	369	378	0	747	327	0	172	0	499	147	190	0	0	337	0	0	0	0	0	1583
Apprch %	0	49.4	50.6	0		65.5	0	34.5	0		43.6	56.4	0	0		0	0	0	0		
Total %	0	23.3	23.9	0	47.2	20.7	0	10.9	0	31.5	9.3	12	0	0	21.3	0	0	0	0	0	
Lights	0	348	325	0	673	213	0	153	0	366	143	168	0	0	311	0	0	0	0	0	1350
% Lights	0	94.3	86	0	90.1	65.1	0	89	0	73.3	97.3	88.4	0	0	92.3	0	0	0	0	0	85.3
Buses	0	10	2	0	12	2	0	2	0	4	0	11	0	0	11	0	0	0	0	0	27
% Buses	0	2.7	0.5	0	1.6	0.6	0	1.2	0	0.8	0	5.8	0	0	3.3	0	0	0	0	0	1.7
Trucks	0	11	51	0	62	112	0	17	0	129	4	11	0	0	15	0	0	0	0	0	206
% Trucks	0	3	13.5	0	8.3	34.3	0	9.9	0	25.9	2.7	5.8	0	0	4.5	0	0	0	0	0	13
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Colliers Engineering & Design
400 Columbus Avenue - Suite 180E
Valhalla, New York 10595
Accelerating Success

File Name : 4-NYS_ROUTE_416_AT_NEELYTOWN_RD-THUR_1037712_02-02-2023
Site Code :
Start Date : 2/2/2023

	NYS ROUTE 416 From North					NEELYTOWN RD From East					NYS ROUTE 416 From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	37	34	0	71	18	0	10	0	28	24	16	0	0	40	0	0	0	0	0	139
07:30 AM	0	50	31	0	81	33	0	16	0	49	15	19	0	0	34	0	0	0	0	0	164
07:45 AM	0	36	26	0	62	42	0	17	0	59	11	13	0	0	24	0	0	0	0	0	145
08:00 AM	0	32	29	0	61	35	0	14	0	49	9	14	0	0	23	0	0	0	0	0	133
Total Volume	0	155	120	0	275	128	0	57	0	185	59	62	0	0	121	0	0	0	0	0	581
% App. Total	0	56.4	43.6	0		69.2	0	30.8	0		48.8	51.2	0	0		0	0	0	0		
PHF	.000	.775	.882	.000	.849	.762	.000	.838	.000	.784	.615	.816	.000	.000	.756	.000	.000	.000	.000	.000	.886
Lights	0	145	100	0	245	83	0	51	0	134	57	56	0	0	113	0	0	0	0	0	492
% Lights	0	93.5	83.3	0	89.1	64.8	0	89.5	0	72.4	96.6	90.3	0	0	93.4	0	0	0	0	0	84.7
Buses	0	6	1	0	7	2	0	2	0	4	0	4	0	0	4	0	0	0	0	0	15
% Buses	0	3.9	0.8	0	2.5	1.6	0	3.5	0	2.2	0	6.5	0	0	3.3	0	0	0	0	0	2.6
Trucks	0	4	19	0	23	43	0	4	0	47	2	2	0	0	4	0	0	0	0	0	74
% Trucks	0	2.6	15.8	0	8.4	33.6	0	7.0	0	25.4	3.4	3.2	0	0	3.3	0	0	0	0	0	12.7
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Colliers Engineering & Design

400 Columbus Avenue - Suite 180E
Valhalla, New York 10595
Accelerating Success

File Name : 5-NYS_ROUTE_211_AT_NYS_ROUTE_416-THUR_1037717_02-02-2023
Site Code :
Start Date : 2/2/2023
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	NYS ROUTE 211 From North					NYS ROUTE 416 From East					NYS ROUTE 211 From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	0	43	41	0	84	20	0	3	0	23	3	20	0	0	23	0	0	0	0	0	130
06:45 AM	0	30	43	0	73	20	0	3	0	23	3	27	0	0	30	0	0	0	0	0	126
Total	0	73	84	0	157	40	0	6	0	46	6	47	0	0	53	0	0	0	0	0	256
07:00 AM	0	35	36	0	71	9	0	3	0	12	1	25	0	0	26	0	0	0	0	0	109
07:15 AM	0	48	49	0	97	21	0	5	0	26	10	27	0	0	37	0	0	0	0	0	160
07:30 AM	0	50	58	0	108	19	0	12	0	31	4	21	0	0	25	0	0	0	0	0	164
07:45 AM	0	53	49	0	102	25	0	6	0	31	5	38	0	0	43	0	0	0	0	0	176
Total	0	186	192	0	378	74	0	26	0	100	20	111	0	0	131	0	0	0	0	0	609
08:00 AM	0	45	42	0	87	22	0	11	0	33	3	32	0	0	35	0	0	0	0	0	155
08:15 AM	0	57	37	0	94	15	0	10	0	25	7	33	0	0	40	0	0	0	0	0	159
08:30 AM	0	53	44	0	97	18	0	10	1	29	5	32	0	0	37	0	0	0	0	0	163
08:45 AM	0	45	28	0	73	32	0	7	0	39	6	32	0	0	38	0	0	0	0	0	150
Total	0	200	151	0	351	87	0	38	1	126	21	129	0	0	150	0	0	0	0	0	627
09:00 AM	0	79	38	0	117	33	0	12	0	45	2	28	0	0	30	0	0	0	0	0	192
09:15 AM	0	36	19	0	55	16	0	0	0	16	5	16	0	0	21	0	0	0	0	0	92
Grand Total	0	574	484	0	1058	250	0	82	1	333	54	331	0	0	385	0	0	0	0	0	1776
Apprch %	0	54.3	45.7	0		75.1	0	24.6	0.3		14	86	0	0		0	0	0	0		
Total %	0	32.3	27.3	0	59.6	14.1	0	4.6	0.1	18.8	3	18.6	0	0	21.7	0	0	0	0	0	
Lights	0	542	455	0	997	211	0	19	0	230	15	291	0	0	306	0	0	0	0	0	1533
% Lights	0	94.4	94	0	94.2	84.4	0	23.2	0	69.1	27.8	87.9	0	0	79.5	0	0	0	0	0	86.3
Buses	0	12	11	0	23	11	0	1	0	12	0	17	0	0	17	0	0	0	0	0	52
% Buses	0	2.1	2.3	0	2.2	4.4	0	1.2	0	3.6	0	5.1	0	0	4.4	0	0	0	0	0	2.9
Trucks	0	20	18	0	38	28	0	62	0	90	39	23	0	0	62	0	0	0	0	0	190
% Trucks	0	3.5	3.7	0	3.6	11.2	0	75.6	0	27	72.2	6.9	0	0	16.1	0	0	0	0	0	10.7
Pedestrians	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
% Pedestrians	0	0	0	0	0	0	0	0	100	0.3	0	0	0	0	0	0	0	0	0	0	0.1

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Accelerating Success

File Name : 5-NYS_ROUTE_211_AT_NYS_ROUTE_416-THUR_1037717_02-02-2023
Site Code :
Start Date : 2/2/2023

	NYS ROUTE 211 From North					NYS ROUTE 416 From East					NYS ROUTE 211 From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:15 AM																					
08:15 AM	0	57	37	0	94	15	0	10	0	25	7	33	0	0	40	0	0	0	0	0	159
08:30 AM	0	53	44	0	97	18	0	10	1	29	5	32	0	0	37	0	0	0	0	0	163
08:45 AM	0	45	28	0	73	32	0	7	0	39	6	32	0	0	38	0	0	0	0	0	150
09:00 AM	0	79	38	0	117	33	0	12	0	45	2	28	0	0	30	0	0	0	0	0	192
Total Volume	0	234	147	0	381	98	0	39	1	138	20	125	0	0	145	0	0	0	0	0	664
% App. Total	0	61.4	38.6	0		71	0	28.3	0.7		13.8	86.2	0	0		0	0	0	0		
PHF	.000	.741	.835	.000	.814	.742	.000	.813	.250	.767	.714	.947	.000	.000	.906	.000	.000	.000	.000	.000	.865
Lights	0	220	140	0	360	83	0	6	0	89	5	109	0	0	114	0	0	0	0	0	563
% Lights	0	94.0	95.2	0	94.5	84.7	0	15.4	0	64.5	25.0	87.2	0	0	78.6	0	0	0	0	0	84.8
Buses	0	3	2	0	5	5	0	1	0	6	0	7	0	0	7	0	0	0	0	0	18
% Buses	0	1.3	1.4	0	1.3	5.1	0	2.6	0	4.3	0	5.6	0	0	4.8	0	0	0	0	0	2.7
Trucks	0	11	5	0	16	10	0	32	0	42	15	9	0	0	24	0	0	0	0	0	82
% Trucks	0	4.7	3.4	0	4.2	10.2	0	82.1	0	30.4	75.0	7.2	0	0	16.6	0	0	0	0	0	12.3
Pedestrians	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
% Pedestrians	0	0	0	0	0	0	0	0	100	0.7	0	0	0	0	0	0	0	0	0	0	0.2

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Accelerating Success

File Name : 6-BEAVER_DAM_RD_AT_GOODWILL_RD-THUR_1037719_02-02-2023
Site Code :
Start Date : 2/2/2023
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	From North					GOODWILL RD From East					BEAVER DAM RD From South					GOODWILL RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	0	0	0	0	0	0	7	2	0	9	9	0	3	0	12	1	30	0	0	31	52
06:45 AM	0	0	0	0	0	0	11	6	0	17	16	0	10	0	26	9	33	0	0	42	85
Total	0	0	0	0	0	0	18	8	0	26	25	0	13	0	38	10	63	0	0	73	137
07:00 AM	0	0	0	0	0	0	17	7	0	24	11	0	6	0	17	3	40	0	0	43	84
07:15 AM	0	0	0	0	0	0	16	8	0	24	20	0	3	0	23	6	43	0	0	49	96
07:30 AM	0	0	0	0	0	0	15	8	0	23	18	0	9	0	27	6	34	0	0	40	90
07:45 AM	0	0	0	0	0	0	18	11	0	29	19	0	7	0	26	5	37	0	0	42	97
Total	0	0	0	0	0	0	66	34	0	100	68	0	25	0	93	20	154	0	0	174	367
08:00 AM	0	0	0	0	0	0	27	11	0	38	10	0	5	0	15	8	34	0	0	42	95
08:15 AM	0	0	0	0	0	0	23	3	0	26	19	0	10	0	29	6	21	0	0	27	82
08:30 AM	0	0	0	0	0	0	18	9	0	27	7	0	5	0	12	5	27	0	0	32	71
08:45 AM	0	0	0	0	0	0	20	6	0	26	13	0	11	0	24	5	26	0	0	31	81
Total	0	0	0	0	0	0	88	29	0	117	49	0	31	0	80	24	108	0	0	132	329
09:00 AM	0	0	0	0	0	0	17	7	0	24	9	0	3	0	12	6	31	0	0	37	73
09:15 AM	0	0	0	0	0	0	17	13	0	30	5	0	1	0	6	3	26	0	0	29	65
Grand Total	0	0	0	0	0	0	206	91	0	297	156	0	73	0	229	63	382	0	0	445	971
Apprch %	0	0	0	0		0	69.4	30.6	0		68.1	0	31.9	0		14.2	85.8	0	0		
Total %	0	0	0	0	0	0	21.2	9.4	0	30.6	16.1	0	7.5	0	23.6	6.5	39.3	0	0	45.8	
Lights	0	0	0	0	0	0	186	83	0	269	151	0	63	0	214	55	373	0	0	428	911
% Lights	0	0	0	0	0	0	90.3	91.2	0	90.6	96.8	0	86.3	0	93.4	87.3	97.6	0	0	96.2	93.8
Buses	0	0	0	0	0	0	9	6	0	15	2	0	5	0	7	5	2	0	0	7	29
% Buses	0	0	0	0	0	0	4.4	6.6	0	5.1	1.3	0	6.8	0	3.1	7.9	0.5	0	0	1.6	3
Trucks	0	0	0	0	0	0	11	2	0	13	3	0	5	0	8	3	7	0	0	10	31
% Trucks	0	0	0	0	0	0	5.3	2.2	0	4.4	1.9	0	6.8	0	3.5	4.8	1.8	0	0	2.2	3.2
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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File Name : 6-BEAVER_DAM_RD_AT_GOODWILL_RD-THUR_1037719_02-02-2023
Site Code :
Start Date : 2/2/2023

	From North					GOODWILL RD From East					BEAVER DAM RD From South					GOODWILL RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	0	0	0	16	8	0	24	20	0	3	0	23	6	43	0	0	49	96
07:30 AM	0	0	0	0	0	0	15	8	0	23	18	0	9	0	27	6	34	0	0	40	90
07:45 AM	0	0	0	0	0	0	18	11	0	29	19	0	7	0	26	5	37	0	0	42	97
08:00 AM	0	0	0	0	0	0	27	11	0	38	10	0	5	0	15	8	34	0	0	42	95
Total Volume	0	0	0	0	0	0	76	38	0	114	67	0	24	0	91	25	148	0	0	173	378
% App. Total	0	0	0	0		0	66.7	33.3	0		73.6	0	26.4	0		14.5	85.5	0	0		
PHF	.000	.000	.000	.000	.000	.000	.704	.864	.000	.750	.838	.000	.667	.000	.843	.781	.860	.000	.000	.883	.974
Lights	0	0	0	0	0	0	69	35	0	104	64	0	22	0	86	22	145	0	0	167	357
% Lights	0	0	0	0	0	0	90.8	92.1	0	91.2	95.5	0	91.7	0	94.5	88.0	98.0	0	0	96.5	94.4
Buses	0	0	0	0	0	0	5	3	0	8	1	0	2	0	3	2	0	0	0	2	13
% Buses	0	0	0	0	0	0	6.6	7.9	0	7.0	1.5	0	8.3	0	3.3	8.0	0	0	0	1.2	3.4
Trucks	0	0	0	0	0	0	2	0	0	2	2	0	0	0	2	1	3	0	0	4	8
% Trucks	0	0	0	0	0	0	2.6	0	0	1.8	3.0	0	0	0	2.2	4.0	2.0	0	0	2.3	2.1
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Accelerating Success

File Name : 7-BEAVER_DAM_RD_AT_CHANDLER_LN-THUR_1037721_02-02-2023
Site Code :
Start Date : 2/2/2023

Groups Printed- Lights - Buses - Trucks - Pedestrians

	BEAVER DAM RD From North					From East					BEAVER DAM RD From South					CHANDLER LN From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	4	1	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	9	0	9	18
06:45 AM	5	10	0	0	15	0	0	0	0	0	0	9	0	0	9	0	0	19	0	19	43
Total	9	11	0	0	20	0	0	0	0	0	0	13	0	0	13	0	0	28	0	28	61
07:00 AM	6	7	0	0	13	0	0	0	0	0	0	5	0	0	5	0	0	9	0	9	27
07:15 AM	9	6	0	0	15	0	0	0	0	0	0	4	1	0	5	0	0	11	0	11	31
07:30 AM	9	7	0	0	16	0	0	0	0	0	0	10	0	0	10	0	0	15	0	15	41
07:45 AM	6	10	0	0	16	0	0	0	0	0	0	9	1	0	10	0	0	17	0	17	43
Total	30	30	0	0	60	0	0	0	0	0	0	28	2	0	30	0	0	52	0	52	142
08:00 AM	8	10	0	0	18	0	0	0	0	0	0	5	0	0	5	0	0	10	0	10	33
08:15 AM	3	7	0	0	10	0	0	0	0	0	0	11	0	0	11	0	0	13	0	13	34
08:30 AM	12	5	0	0	17	0	0	0	0	0	0	6	0	0	6	0	0	6	0	6	29
08:45 AM	9	4	0	0	13	0	0	0	0	0	0	15	0	0	15	0	0	9	0	9	37
Total	32	26	0	0	58	0	0	0	0	0	0	37	0	0	37	0	0	38	0	38	133
09:00 AM	6	8	0	0	14	0	0	0	0	0	0	4	0	0	4	0	0	6	0	6	24
09:15 AM	7	7	0	0	14	0	0	0	0	0	0	2	0	0	2	0	0	6	0	6	22
Grand Total	84	82	0	0	166	0	0	0	0	0	0	84	2	0	86	0	0	130	0	130	382
Apprch %	50.6	49.4	0	0		0	0	0	0		0	97.7	2.3	0		0	0	100	0		
Total %	22	21.5	0	0	43.5	0	0	0	0	0	0	22	0.5	0	22.5	0	0	34	0	34	
Lights	73	74	0	0	147	0	0	0	0	0	0	71	1	0	72	0	0	126	0	126	345
% Lights	86.9	90.2	0	0	88.6	0	0	0	0	0	0	84.5	50	0	83.7	0	0	96.9	0	96.9	90.3
Buses	7	6	0	0	13	0	0	0	0	0	0	6	0	0	6	0	0	2	0	2	21
% Buses	8.3	7.3	0	0	7.8	0	0	0	0	0	0	7.1	0	0	7	0	0	1.5	0	1.5	5.5
Trucks	4	2	0	0	6	0	0	0	0	0	0	7	1	0	8	0	0	2	0	2	16
% Trucks	4.8	2.4	0	0	3.6	0	0	0	0	0	0	8.3	50	0	9.3	0	0	1.5	0	1.5	4.2
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Accelerating Success

File Name : 7-BEAVER_DAM_RD_AT_CHANDLER_LN-THUR_1037721_02-02-2023
Site Code :
Start Date : 2/2/2023

	BEAVER DAM RD From North					From East					BEAVER DAM RD From South					CHANDLER LN From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	9	7	0	0	16	0	0	0	0	0	0	10	0	0	10	0	0	15	0	15	41
07:45 AM	6	10	0	0	16	0	0	0	0	0	0	9	1	0	10	0	0	17	0	17	43
08:00 AM	8	10	0	0	18	0	0	0	0	0	0	5	0	0	5	0	0	10	0	10	33
08:15 AM	3	7	0	0	10	0	0	0	0	0	0	11	0	0	11	0	0	13	0	13	34
Total Volume	26	34	0	0	60	0	0	0	0	0	0	35	1	0	36	0	0	55	0	55	151
% App. Total	43.3	56.7	0	0		0	0	0	0		0	97.2	2.8	0		0	0	100	0		
PHF	.722	.850	.000	.000	.833	.000	.000	.000	.000	.000	.000	.795	.250	.000	.818	.000	.000	.809	.000	.809	.878
Lights	24	30	0	0	54	0	0	0	0	0	0	32	0	0	32	0	0	52	0	52	138
% Lights	92.3	88.2	0	0	90.0	0	0	0	0	0	0	91.4	0	0	88.9	0	0	94.5	0	94.5	91.4
Buses	2	4	0	0	6	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	10
% Buses	7.7	11.8	0	0	10.0	0	0	0	0	0	0	5.7	0	0	5.6	0	0	3.6	0	3.6	6.6
Trucks	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	1	0	1	3
% Trucks	0	0	0	0	0	0	0	0	0	0	0	2.9	100	0	5.6	0	0	1.8	0	1.8	2.0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Accelerating Success

File Name : 1-NYS_ROUTE_208_AT_NEELYTOWN_RD_I-84_EB_ON_OFF_RAMP-THUR_1037707_02-02-2023
Site Code :
Start Date : 2/2/2023
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	NYS ROUTE 208 From North					I-84 EB ON/OFF RAMP From East					NYS ROUTE 208 From South					NEELYTOWN RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:30 PM	70	73	35	0	178	52	21	14	0	87	24	79	6	0	109	8	97	63	0	168	542
03:45 PM	69	83	49	0	201	44	17	12	0	73	35	81	6	0	122	5	64	57	1	127	523
Total	139	156	84	0	379	96	38	26	0	160	59	160	12	0	231	13	161	120	1	295	1065
04:00 PM	60	77	45	0	182	47	20	12	1	80	26	100	8	0	134	3	52	56	0	111	507
04:15 PM	63	71	32	0	166	67	14	13	0	94	21	52	9	0	82	5	42	37	0	84	426
04:30 PM	57	91	36	0	184	40	18	17	0	75	29	68	5	0	102	4	60	47	0	111	472
04:45 PM	54	85	51	0	190	45	8	11	0	64	20	71	6	0	97	8	72	45	0	125	476
Total	234	324	164	0	722	199	60	53	1	313	96	291	28	0	415	20	226	185	0	431	1881
05:00 PM	56	80	38	0	174	38	13	11	0	62	34	72	4	0	110	7	53	38	0	98	444
05:15 PM	56	83	40	0	179	67	17	15	0	99	24	64	10	0	98	1	51	41	0	93	469
05:30 PM	48	72	51	0	171	39	11	11	0	61	22	48	6	0	76	5	43	29	0	77	385
05:45 PM	37	80	34	0	151	32	17	13	0	62	17	65	9	0	91	6	37	35	0	78	382
Total	197	315	163	0	675	176	58	50	0	284	97	249	29	0	375	19	184	143	0	346	1680
06:00 PM	39	77	23	0	139	43	12	15	0	70	27	43	5	0	75	3	34	22	1	60	344
06:15 PM	43	67	24	0	134	35	11	14	0	60	12	48	3	0	63	4	33	30	0	67	324
Grand Total	652	939	458	0	2049	549	179	158	1	887	291	791	77	0	1159	59	638	500	2	1199	5294
Apprch %	31.8	45.8	22.4	0		61.9	20.2	17.8	0.1		25.1	68.2	6.6	0		4.9	53.2	41.7	0.2		
Total %	12.3	17.7	8.7	0	38.7	10.4	3.4	3	0	16.8	5.5	14.9	1.5	0	21.9	1.1	12.1	9.4	0	22.6	
Lights	439	892	440	0	1771	534	52	144	0	730	274	748	62	0	1084	52	530	405	0	987	4572
% Lights	67.3	95	96.1	0	86.4	97.3	29.1	91.1	0	82.3	94.2	94.6	80.5	0	93.5	88.1	83.1	81	0	82.3	86.4
Buses	3	11	1	0	15	0	1	0	0	1	2	18	0	0	20	0	0	4	0	4	40
% Buses	0.5	1.2	0.2	0	0.7	0	0.6	0	0	0.1	0.7	2.3	0	0	1.7	0	0	0.8	0	0.3	0.8
Trucks	210	36	17	0	263	15	126	14	0	155	15	25	15	0	55	7	108	91	0	206	679
% Trucks	32.2	3.8	3.7	0	12.8	2.7	70.4	8.9	0	17.5	5.2	3.2	19.5	0	4.7	11.9	16.9	18.2	0	17.2	12.8
Pedestrians	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	3
% Pedestrians	0	0	0	0	0	0	0	0	100	0.1	0	0	0	0	0	0	0	0	100	0.2	0.1

Colliers Engineering & Design

400 Columbus Avenue - Suite 180E
Valhalla, New York 10595
Accelerating Success

File Name : 1-NYS_ROUTE_208_AT_NEELYTOWN_RD_I-84_EB_ON_OFF_RAMP-THUR_1037707_02-02-2023
Site Code :
Start Date : 2/2/2023

	NYS ROUTE 208 From North					I-84 EB ON/OFF RAMP From East					NYS ROUTE 208 From South					NEELYTOWN RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:30 PM																					
03:30 PM	70	73	35	0	178	52	21	14	0	87	24	79	6	0	109	8	97	63	0	168	542
03:45 PM	69	83	49	0	201	44	17	12	0	73	35	81	6	0	122	5	64	57	1	127	523
04:00 PM	60	77	45	0	182	47	20	12	1	80	26	100	8	0	134	3	52	56	0	111	507
04:15 PM	63	71	32	0	166	67	14	13	0	94	21	52	9	0	82	5	42	37	0	84	426
Total Volume	262	304	161	0	727	210	72	51	1	334	106	312	29	0	447	21	255	213	1	490	1998
% App. Total	36	41.8	22.1	0		62.9	21.6	15.3	0.3		23.7	69.8	6.5	0		4.3	52	43.5	0.2		
PHF	.936	.916	.821	.000	.904	.784	.857	.911	.250	.888	.757	.780	.806	.000	.834	.656	.657	.845	.250	.729	.922
Lights	184	283	152	0	619	207	23	47	0	277	100	288	23	0	411	19	205	171	0	395	1702
% Lights	70.2	93.1	94.4	0	85.1	98.6	31.9	92.2	0	82.9	94.3	92.3	79.3	0	91.9	90.5	80.4	80.3	0	80.6	85.2
Buses	3	10	0	0	13	0	1	0	0	1	2	14	0	0	16	0	0	4	0	4	34
% Buses	1.1	3.3	0	0	1.8	0	1.4	0	0	0.3	1.9	4.5	0	0	3.6	0	0	1.9	0	0.8	1.7
Trucks	75	11	9	0	95	3	48	4	0	55	4	10	6	0	20	2	50	38	0	90	260
% Trucks	28.6	3.6	5.6	0	13.1	1.4	66.7	7.8	0	16.5	3.8	3.2	20.7	0	4.5	9.5	19.6	17.8	0	18.4	13.0
Pedestrians	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
% Pedestrians	0	0	0	0	0	0	0	0	100	0.3	0	0	0	0	0	0	0	0	100	0.2	0.1

Colliers Engineering & Design

400 Columbus Avenue - Suite 180E
Valhalla, New York 10595
Accelerating Success

File Name : 4-_NYS_ROUTE_208_&_EB_ON_OFF_RAMPS_1001063_10-12-2022
Site Code :
Start Date : 10/12/2022
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	ROUTE 208 From North					I 84 ON/OFF RAMPS From East					ROUTE 208 From South					NEELYTOWN RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:30 PM	70	78	37	0	185	48	22	4	0	74	21	62	4	0	87	2	67	54	0	123	469
03:45 PM	89	87	36	0	212	49	18	7	0	74	20	61	9	0	90	6	57	57	0	120	496
Total	159	165	73	0	397	97	40	11	0	148	41	123	13	0	177	8	124	111	0	243	965
04:00 PM	79	85	26	0	190	56	15	11	0	82	44	79	5	0	128	10	86	71	1	168	568
04:15 PM	64	76	24	0	164	63	15	18	0	96	25	71	10	0	106	8	69	35	0	112	478
04:30 PM	68	90	26	0	184	35	18	19	0	72	17	75	6	0	98	8	76	44	0	128	482
04:45 PM	71	88	24	0	183	44	14	21	0	79	24	76	8	0	108	6	52	47	0	105	475
Total	282	339	100	0	721	198	62	69	0	329	110	301	29	0	440	32	283	197	1	513	2003
05:00 PM	69	94	38	0	201	56	19	11	0	86	34	85	5	0	124	6	58	50	0	114	525
05:15 PM	57	87	44	0	188	59	20	16	0	95	27	67	8	0	102	12	64	28	0	104	489
05:30 PM	69	89	33	0	191	39	12	7	0	58	23	73	4	0	100	5	57	35	0	97	446
05:45 PM	61	102	26	0	189	45	28	16	0	89	20	65	7	0	92	5	42	26	0	73	443
Total	256	372	141	0	769	199	79	50	0	328	104	290	24	0	418	28	221	139	0	388	1903
06:00 PM	45	85	37	0	167	32	13	14	0	59	33	52	2	0	87	2	36	38	1	77	390
06:15 PM	56	75	17	0	148	35	11	17	0	63	22	64	4	0	90	3	43	24	0	70	371
Grand Total	798	1036	368	0	2202	561	205	161	0	927	310	830	72	0	1212	73	707	509	2	1291	5632
Apprch %	36.2	47	16.7	0		60.5	22.1	17.4	0		25.6	68.5	5.9	0		5.7	54.8	39.4	0.2		
Total %	14.2	18.4	6.5	0	39.1	10	3.6	2.9	0	16.5	5.5	14.7	1.3	0	21.5	1.3	12.6	9	0	22.9	
Lights	512	993	350	0	1855	544	49	146	0	739	295	806	53	0	1154	67	564	417	0	1048	4796
% Lights	64.2	95.8	95.1	0	84.2	97	23.9	90.7	0	79.7	95.2	97.1	73.6	0	95.2	91.8	79.8	81.9	0	81.2	85.2
Buses	1	7	1	0	9	3	0	0	0	3	3	5	0	0	8	0	0	1	0	1	21
% Buses	0.1	0.7	0.3	0	0.4	0.5	0	0	0	0.3	1	0.6	0	0	0.7	0	0	0.2	0	0.1	0.4
Trucks	285	36	17	0	338	14	156	15	0	185	12	19	19	0	50	6	143	91	0	240	813
% Trucks	35.7	3.5	4.6	0	15.3	2.5	76.1	9.3	0	20	3.9	2.3	26.4	0	4.1	8.2	20.2	17.9	0	18.6	14.4
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.2	0

Colliers Engineering & Design
400 Columbus Avenue - Suite 180E
Valhalla, New York 10595
Accelerating Success

File Name : 4-_NYS_ROUTE_208_&_EB_ON_OFF_RAMPS_1001063_10-12-2022
Site Code :
Start Date : 10/12/2022

	ROUTE 208 From North					I 84 ON/OFF RAMPS From East					ROUTE 208 From South					NEELYTOWN RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	71	88	24	0	183	44	14	21	0	79	24	76	8	0	108	6	52	47	0	105	475
05:00 PM	69	94	38	0	201	56	19	11	0	86	34	85	5	0	124	6	58	50	0	114	525
05:15 PM	57	87	44	0	188	59	20	16	0	95	27	67	8	0	102	12	64	28	0	104	489
05:30 PM	69	89	33	0	191	39	12	7	0	58	23	73	4	0	100	5	57	35	0	97	446
Total Volume	266	358	139	0	763	198	65	55	0	318	108	301	25	0	434	29	231	160	0	420	1935
% App. Total	34.9	46.9	18.2	0		62.3	20.4	17.3	0		24.9	69.4	5.8	0		6.9	55	38.1	0		
PHF	.937	.952	.790	.000	.949	.839	.813	.655	.000	.837	.794	.885	.781	.000	.875	.604	.902	.800	.000	.921	.921
Lights	164	345	133	0	642	192	16	49	0	257	104	292	18	0	414	27	184	123	0	334	1647
% Lights	61.7	96.4	95.7	0	84.1	97.0	24.6	89.1	0	80.8	96.3	97.0	72.0	0	95.4	93.1	79.7	76.9	0	79.5	85.1
Buses	0	0	1	0	1	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	4
% Buses	0	0	0.7	0	0.1	0	0	0	0	0	1.9	0.3	0	0	0.7	0	0	0	0	0	0.2
Trucks	102	13	5	0	120	6	49	6	0	61	2	8	7	0	17	2	47	37	0	86	284
% Trucks	38.3	3.6	3.6	0	15.7	3.0	75.4	10.9	0	19.2	1.9	2.7	28.0	0	3.9	6.9	20.3	23.1	0	20.5	14.7
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Colliers Engineering & Design

400 Columbus Avenue - Suite 180E
Valhalla, New York 10595
Accelerating Success

File Name : 2-NYS_ROUTE_208_AT_I-84_WB_ON_OFF_RAMP-THUR_1037778_02-02-2023
Site Code :
Start Date : 2/2/2023
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	NYS ROUTE 208 From North					I-84 WB OFFRAMP From East					NYS ROUTE 208 From South					I-84 WB ON RAMP From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:30 PM	47	125	0	0	172	45	0	61	0	106	0	149	35	0	184	0	0	0	0	0	462
03:45 PM	49	130	0	0	179	57	0	63	0	120	0	143	41	0	184	0	0	0	1	1	484
Total	96	255	0	0	351	102	0	124	0	226	0	292	76	0	368	0	0	0	1	1	946
04:00 PM	55	122	0	0	177	56	0	60	1	117	0	157	32	0	189	0	0	0	0	0	483
04:15 PM	54	98	0	0	152	61	0	67	0	128	0	142	31	0	173	0	0	0	0	0	453
04:30 PM	59	120	0	0	179	62	0	64	0	126	0	113	28	0	141	0	0	0	1	1	447
04:45 PM	56	118	0	0	174	63	0	59	0	122	0	136	36	0	172	0	0	0	0	0	468
Total	224	458	0	0	682	242	0	250	1	493	0	548	127	0	675	0	0	0	1	1	1851
05:00 PM	55	94	0	0	149	77	0	75	0	152	0	120	30	0	150	0	0	0	0	0	451
05:15 PM	45	109	0	0	154	68	0	71	0	139	0	143	20	0	163	0	0	0	0	0	456
05:30 PM	48	109	0	0	157	62	0	63	0	125	0	98	18	0	116	0	0	0	0	0	398
05:45 PM	42	103	0	0	145	68	0	54	0	122	0	124	19	0	143	0	0	0	0	0	410
Total	190	415	0	0	605	275	0	263	0	538	0	485	87	0	572	0	0	0	0	0	1715
06:00 PM	37	95	0	0	132	53	0	48	0	101	0	95	16	0	111	0	0	0	1	1	345
06:15 PM	43	79	0	0	122	49	0	53	0	102	0	94	20	0	114	0	0	0	0	0	338
Grand Total	590	1302	0	0	1892	721	0	738	1	1460	0	1514	326	0	1840	0	0	0	3	3	5195
Apprch %	31.2	68.8	0	0		49.4	0	50.5	0.1		0	82.3	17.7	0		0	0	0	100		
Total %	11.4	25.1	0	0	36.4	13.9	0	14.2	0	28.1	0	29.1	6.3	0	35.4	0	0	0	0.1	0.1	
Lights	583	1244	0	0	1827	688	0	519	0	1207	0	1447	243	0	1690	0	0	0	0	0	4724
% Lights	98.8	95.5	0	0	96.6	95.4	0	70.3	0	82.7	0	95.6	74.5	0	91.8	0	0	0	0	0	90.9
Buses	1	15	0	0	16	1	0	1	0	2	0	24	0	0	24	0	0	0	0	0	42
% Buses	0.2	1.2	0	0	0.8	0.1	0	0.1	0	0.1	0	1.6	0	0	1.3	0	0	0	0	0	0.8
Trucks	6	43	0	0	49	32	0	218	0	250	0	43	83	0	126	0	0	0	0	0	425
% Trucks	1	3.3	0	0	2.6	4.4	0	29.5	0	17.1	0	2.8	25.5	0	6.8	0	0	0	0	0	8.2
Pedestrians	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	3	3	4
% Pedestrians	0	0	0	0	0	0	0	0	100	0.1	0	0	0	0	0	0	0	0	100	100	0.1

Colliers Engineering & Design

400 Columbus Avenue - Suite 180E
Valhalla, New York 10595
Accelerating Success

File Name : 2-NYS_ROUTE_208_AT_I-84_WB_ON_OFF_RAMP-THUR_1037778_02-02-2023
Site Code :
Start Date : 2/2/2023

	NYS ROUTE 208 From North					I-84 WB OFFRAMP From East					NYS ROUTE 208 From South					I-84 WB ON RAMP From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:30 PM																					
03:30 PM	47	125	0	0	172	45	0	61	0	106	0	149	35	0	184	0	0	0	0	0	462
03:45 PM	49	130	0	0	179	57	0	63	0	120	0	143	41	0	184	0	0	0	1	1	484
04:00 PM	55	122	0	0	177	56	0	60	1	117	0	157	32	0	189	0	0	0	0	0	483
04:15 PM	54	98	0	0	152	61	0	67	0	128	0	142	31	0	173	0	0	0	0	0	453
Total Volume	205	475	0	0	680	219	0	251	1	471	0	591	139	0	730	0	0	0	1	1	1882
% App. Total	30.1	69.9	0	0		46.5	0	53.3	0.2		0	81	19	0		0	0	0	100		
PHF	.932	.913	.000	.000	.950	.898	.000	.937	.250	.920	.000	.941	.848	.000	.966	.000	.000	.000	.250	.250	.972
Lights	203	442	0	0	645	204	0	179	0	383	0	556	104	0	660	0	0	0	0	0	1688
% Lights	99.0	93.1	0	0	94.9	93.2	0	71.3	0	81.3	0	94.1	74.8	0	90.4	0	0	0	0	0	89.7
Buses	1	10	0	0	11	1	0	1	0	2	0	19	0	0	19	0	0	0	0	0	32
% Buses	0.5	2.1	0	0	1.6	0.5	0	0.4	0	0.4	0	3.2	0	0	2.6	0	0	0	0	0	1.7
Trucks	1	23	0	0	24	14	0	71	0	85	0	16	35	0	51	0	0	0	0	0	160
% Trucks	0.5	4.8	0	0	3.5	6.4	0	28.3	0	18.0	0	2.7	25.2	0	7.0	0	0	0	0	0	8.5
Pedestrians	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
% Pedestrians	0	0	0	0	0	0	0	0	100	0.2	0	0	0	0	0	0	0	0	100	100	0.1

Colliers Engineering

400 Columbus Avenue Suite 180 E
Valhalla, NY, 10595

Customer Loyalty through Client Satisfaction

File Name : 3-_NYS_ROUTE_208_&_WB_ON_OFF_RAMPS_1001062_10-12-2022
Site Code :
Start Date : 10/12/2022
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	ROUTE 208 From North					I 84 OFF RAMP From East					ROUTE 208 From South					I 84 ON RAMP From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:30 PM	47	128	0	0	175	64	0	69	0	133	0	152	23	0	175	0	0	0	0	0	483
03:45 PM	58	124	0	0	182	66	0	85	0	151	0	155	42	0	197	0	0	0	0	0	530
Total	105	252	0	0	357	130	0	154	0	284	0	307	65	0	372	0	0	0	0	0	1013
04:00 PM	49	110	0	0	159	61	0	87	0	148	0	147	32	0	179	0	0	0	1	1	487
04:15 PM	50	111	0	0	161	57	0	65	0	122	0	149	28	0	177	0	0	0	0	0	460
04:30 PM	48	137	0	0	185	60	0	66	0	126	0	124	30	0	154	0	0	0	0	0	465
04:45 PM	46	123	0	0	169	70	0	70	0	140	0	161	40	0	201	0	0	0	0	0	510
Total	193	481	0	0	674	248	0	288	0	536	0	581	130	0	711	0	0	0	1	1	1922
05:00 PM	60	121	0	0	181	78	0	77	0	155	0	156	32	0	188	0	0	0	0	0	524
05:15 PM	78	130	0	0	208	68	0	62	0	130	0	143	28	0	171	0	0	0	0	0	509
05:30 PM	63	100	0	0	163	73	0	87	0	160	0	126	26	0	152	0	0	0	0	0	475
05:45 PM	55	121	0	0	176	56	0	78	0	134	0	113	13	0	126	0	0	0	1	1	437
Total	256	472	0	0	728	275	0	304	0	579	0	538	99	0	637	0	0	0	1	1	1945
06:00 PM	47	110	0	0	157	62	0	57	0	119	0	97	30	0	127	0	0	0	1	1	404
06:15 PM	41	91	0	0	132	48	0	65	0	113	0	108	22	0	130	0	0	0	0	0	375
Grand Total	642	1406	0	0	2048	763	0	868	0	1631	0	1631	346	0	1977	0	0	0	3	3	5659
Apprch %	31.3	68.7	0	0		46.8	0	53.2	0		0	82.5	17.5	0		0	0	0	100		
Total %	11.3	24.8	0	0	36.2	13.5	0	15.3	0	28.8	0	28.8	6.1	0	34.9	0	0	0	0.1	0.1	
Lights	631	1337	0	0	1968	721	0	582	0	1303	0	1577	270	0	1847	0	0	0	0	0	5118
% Lights	98.3	95.1	0	0	96.1	94.5	0	67.1	0	79.9	0	96.7	78	0	93.4	0	0	0	0	0	90.4
Buses	2	7	0	0	9	2	0	1	0	3	0	8	1	0	9	0	0	0	0	0	21
% Buses	0.3	0.5	0	0	0.4	0.3	0	0.1	0	0.2	0	0.5	0.3	0	0.5	0	0	0	0	0	0.4
Trucks	9	62	0	0	71	40	0	285	0	325	0	46	75	0	121	0	0	0	0	0	517
% Trucks	1.4	4.4	0	0	3.5	5.2	0	32.8	0	19.9	0	2.8	21.7	0	6.1	0	0	0	0	0	9.1
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	0.1

Colliers Engineering

400 Columbus Avenue Suite 180 E
Valhalla, NY, 10595

Customer Loyalty through Client Satisfaction

File Name : 3-_NYS_ROUTE_208_&_WB_ON_OFF_RAMPS_1001062_10-12-2022
Site Code :
Start Date : 10/12/2022

	ROUTE 208 From North					I 84 OFF RAMP From East					ROUTE 208 From South					I 84 ON RAMP From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	46	123	0	0	169	70	0	70	0	140	0	**161**	**40**	0	**201**	0	0	0	0	0	510
05:00 PM	60	121	0	0	181	**78**	0	77	0	155	0	156	32	0	188	0	0	0	0	0	**524**
05:15 PM	**78**	**130**	0	0	**208**	68	0	62	0	130	0	143	28	0	171	0	0	0	0	0	509
05:30 PM	63	100	0	0	163	73	0	**87**	0	**160**	0	126	26	0	152	0	0	0	0	0	475
Total Volume	247	474	0	0	721	289	0	296	0	585	0	586	126	0	712	0	0	0	0	0	2018
% App. Total	34.3	65.7	0	0		49.4	0	50.6	0		0	82.3	17.7	0		0	0	0	0		
PHF	.792	.912	.000	.000	.867	.926	.000	.851	.000	.914	.000	.910	.788	.000	.886	.000	.000	.000	.000	.000	.963
Lights	244	452	0	0	696	273	0	193	0	466	0	563	94	0	657	0	0	0	0	0	1819
% Lights	98.8	95.4	0	0	96.5	94.5	0	65.2	0	79.7	0	96.1	74.6	0	92.3	0	0	0	0	0	90.1
Buses	1	1	0	0	2	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	4
% Buses	0.4	0.2	0	0	0.3	0	0	0	0	0	0	0.2	0.8	0	0.3	0	0	0	0	0	0.2
Trucks	2	21	0	0	23	16	0	103	0	119	0	22	31	0	53	0	0	0	0	0	195
% Trucks	0.8	4.4	0	0	3.2	5.5	0	34.8	0	20.3	0	3.8	24.6	0	7.4	0	0	0	0	0	9.7
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Accelerating Success

File Name : 3-NEELYTOWN_RD_AT_BEAVER_DAM_RD-THUR_1037711_02-02-2023
Site Code :
Start Date : 2/2/2023
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	BEAVER DAM RD From North					NEELYTOWN RD From East					BEAVER DAM RD From South					NEELYTOWN RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:30 PM	3	5	3	0	11	1	46	7	0	54	33	2	3	0	38	18	99	3	0	120	223
03:45 PM	2	5	1	0	8	1	51	15	0	67	15	3	3	0	21	6	58	4	0	68	164
Total	5	10	4	0	19	2	97	22	0	121	48	5	6	0	59	24	157	7	0	188	387
04:00 PM	2	3	0	0	5	4	59	5	0	68	26	6	11	0	43	5	52	0	0	57	173
04:15 PM	1	3	2	0	6	2	47	13	0	62	12	4	10	0	26	8	40	3	0	51	145
04:30 PM	0	5	0	0	5	1	36	11	0	48	37	3	10	0	50	5	67	1	0	73	176
04:45 PM	0	0	1	0	1	1	37	5	0	43	18	4	8	0	30	3	46	1	0	50	124
Total	3	11	3	0	17	8	179	34	0	221	93	17	39	0	149	21	205	5	0	231	618
05:00 PM	1	3	1	0	5	1	39	8	0	48	9	8	4	0	21	6	58	2	0	66	140
05:15 PM	1	8	2	0	11	1	50	6	0	57	7	2	8	0	17	4	56	3	0	63	148
05:30 PM	0	4	1	0	5	0	36	6	1	43	5	2	5	0	12	7	43	4	0	54	114
05:45 PM	1	5	1	0	7	2	38	4	0	44	10	4	7	0	21	7	34	1	0	42	114
Total	3	20	5	0	28	4	163	24	1	192	31	16	24	0	71	24	191	10	0	225	516
06:00 PM	2	2	0	0	4	0	33	7	0	40	3	4	5	0	12	8	32	2	0	42	98
06:15 PM	0	2	0	0	2	0	34	6	0	40	4	3	4	0	11	5	41	0	0	46	99
Grand Total	13	45	12	0	70	14	506	93	1	614	179	45	78	0	302	82	626	24	0	732	1718
Apprch %	18.6	64.3	17.1	0		2.3	82.4	15.1	0.2		59.3	14.9	25.8	0		11.2	85.5	3.3	0		
Total %	0.8	2.6	0.7	0	4.1	0.8	29.5	5.4	0.1	35.7	10.4	2.6	4.5	0	17.6	4.8	36.4	1.4	0	42.6	
Lights	13	42	11	0	66	13	406	89	0	508	161	44	72	0	277	79	566	24	0	669	1520
% Lights	100	93.3	91.7	0	94.3	92.9	80.2	95.7	0	82.7	89.9	97.8	92.3	0	91.7	96.3	90.4	100	0	91.4	88.5
Buses	0	3	1	0	4	1	1	0	0	2	0	1	0	0	1	2	1	0	0	3	10
% Buses	0	6.7	8.3	0	5.7	7.1	0.2	0	0	0.3	0	2.2	0	0	0.3	2.4	0.2	0	0	0.4	0.6
Trucks	0	0	0	0	0	0	99	4	0	103	18	0	6	0	24	1	59	0	0	60	187
% Trucks	0	0	0	0	0	0	19.6	4.3	0	16.8	10.1	0	7.7	0	7.9	1.2	9.4	0	0	8.2	10.9
Pedestrians	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
% Pedestrians	0	0	0	0	0	0	0	0	100	0.2	0	0	0	0	0	0	0	0	0	0	0.1

Colliers Engineering & Design
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Accelerating Success

File Name : 3-NEELYTOWN_RD_AT_BEAVER_DAM_RD-THUR_1037711_02-02-2023
Site Code :
Start Date : 2/2/2023

	BEAVER DAM RD From North					NEELYTOWN RD From East					BEAVER DAM RD From South					NEELYTOWN RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:30 PM																					
03:30 PM	3	5	3	0	11	1	46	7	0	54	33	2	3	0	38	18	99	3	0	120	223
03:45 PM	2	5	1	0	8	1	51	15	0	67	15	3	3	0	21	6	58	4	0	68	164
04:00 PM	2	3	0	0	5	4	59	5	0	68	26	6	11	0	43	5	52	0	0	57	173
04:15 PM	1	3	2	0	6	2	47	13	0	62	12	4	10	0	26	8	40	3	0	51	145
Total Volume	8	16	6	0	30	8	203	40	0	251	86	15	27	0	128	37	249	10	0	296	705
% App. Total	26.7	53.3	20	0		3.2	80.9	15.9	0		67.2	11.7	21.1	0		12.5	84.1	3.4	0		
PHF	.667	.800	.500	.000	.682	.500	.860	.667	.000	.923	.652	.625	.614	.000	.744	.514	.629	.625	.000	.617	.790
Lights	8	13	5	0	26	7	162	39	0	208	81	14	25	0	120	35	226	10	0	271	625
% Lights	100	81.3	83.3	0	86.7	87.5	79.8	97.5	0	82.9	94.2	93.3	92.6	0	93.8	94.6	90.8	100	0	91.6	88.7
Buses	0	3	1	0	4	1	1	0	0	2	0	1	0	0	1	2	1	0	0	3	10
% Buses	0	18.8	16.7	0	13.3	12.5	0.5	0	0	0.8	0	6.7	0	0	0.8	5.4	0.4	0	0	1.0	1.4
Trucks	0	0	0	0	0	0	40	1	0	41	5	0	2	0	7	0	22	0	0	22	70
% Trucks	0	0	0	0	0	0	19.7	2.5	0	16.3	5.8	0	7.4	0	5.5	0	8.8	0	0	7.4	9.9
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Accelerating Success

File Name : 4-NYS_ROUTE_416_AT_NEELYTOWN_RD-THUR_1037712_02-02-2023
Site Code :
Start Date : 2/2/2023
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	NYS ROUTE 416 From North					NEELYTOWN RD From East					NYS ROUTE 416 From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:30 PM	0	24	35	0	59	70	0	14	0	84	14	25	0	0	39	0	0	0	0	0	182
03:45 PM	0	38	25	0	63	21	0	10	0	31	23	47	0	0	70	0	0	0	0	0	164
Total	0	62	60	0	122	91	0	24	0	115	37	72	0	0	109	0	0	0	0	0	346
04:00 PM	0	23	21	0	44	45	0	18	0	63	13	49	0	0	62	0	0	0	0	0	169
04:15 PM	0	22	20	0	42	42	0	25	0	67	15	47	0	0	62	0	0	0	0	0	171
04:30 PM	0	19	12	0	31	34	0	15	0	49	21	35	0	0	56	0	0	0	0	0	136
04:45 PM	0	24	20	0	44	27	0	14	0	41	12	40	0	0	52	0	0	0	0	0	137
Total	0	88	73	0	161	148	0	72	0	220	61	171	0	0	232	0	0	0	0	0	613
05:00 PM	0	23	22	0	45	25	0	19	0	44	27	32	0	0	59	0	0	0	0	0	148
05:15 PM	0	15	26	0	41	37	0	15	0	52	27	51	0	0	78	0	0	0	0	0	171
05:30 PM	0	15	23	0	38	22	0	6	0	28	21	46	0	0	67	0	0	0	0	0	133
05:45 PM	0	15	27	0	42	25	0	9	0	34	14	30	0	0	44	0	0	0	0	0	120
Total	0	68	98	0	166	109	0	49	0	158	89	159	0	0	248	0	0	0	0	0	572
06:00 PM	0	18	17	0	35	29	0	15	0	44	10	24	0	0	34	0	0	0	0	0	113
06:15 PM	0	11	17	0	28	11	0	8	0	19	14	22	0	0	36	0	0	0	0	0	83
Grand Total	0	247	265	0	512	388	0	168	0	556	211	448	0	0	659	0	0	0	0	0	1727
Apprch %	0	48.2	51.8	0		69.8	0	30.2	0		32	68	0	0		0	0	0	0		
Total %	0	14.3	15.3	0	29.6	22.5	0	9.7	0	32.2	12.2	25.9	0	0	38.2	0	0	0	0	0	
Lights	0	239	221	0	460	338	0	162	0	500	204	438	0	0	642	0	0	0	0	0	1602
% Lights	0	96.8	83.4	0	89.8	87.1	0	96.4	0	89.9	96.7	97.8	0	0	97.4	0	0	0	0	0	92.8
Buses	0	2	3	0	5	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	7
% Buses	0	0.8	1.1	0	1	0	0	0.6	0	0.2	0	0.2	0	0	0.2	0	0	0	0	0	0.4
Trucks	0	6	41	0	47	50	0	5	0	55	7	9	0	0	16	0	0	0	0	0	118
% Trucks	0	2.4	15.5	0	9.2	12.9	0	3	0	9.9	3.3	2	0	0	2.4	0	0	0	0	0	6.8
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Accelerating Success

File Name : 4-NYS_ROUTE_416_AT_NEELYTOWN_RD-THUR_1037712_02-02-2023
Site Code :
Start Date : 2/2/2023

	NYS ROUTE 416 From North					NEELYTOWN RD From East					NYS ROUTE 416 From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:30 PM																					
03:30 PM	0	24	35	0	59	70	0	14	0	84	14	25	0	0	39	0	0	0	0	0	182
03:45 PM	0	38	25	0	63	21	0	10	0	31	23	47	0	0	70	0	0	0	0	0	164
04:00 PM	0	23	21	0	44	45	0	18	0	63	13	49	0	0	62	0	0	0	0	0	169
04:15 PM	0	22	20	0	42	42	0	25	0	67	15	47	0	0	62	0	0	0	0	0	171
Total Volume	0	107	101	0	208	178	0	67	0	245	65	168	0	0	233	0	0	0	0	0	686
% App. Total	0	51.4	48.6	0		72.7	0	27.3	0		27.9	72.1	0	0		0	0	0	0		
PHF	.000	.704	.721	.000	.825	.636	.000	.670	.000	.729	.707	.857	.000	.000	.832	.000	.000	.000	.000	.000	.942
Lights	0	102	79	0	181	156	0	64	0	220	63	160	0	0	223	0	0	0	0	0	624
% Lights	0	95.3	78.2	0	87.0	87.6	0	95.5	0	89.8	96.9	95.2	0	0	95.7	0	0	0	0	0	91.0
Buses	0	1	3	0	4	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	5
% Buses	0	0.9	3.0	0	1.9	0	0	1.5	0	0.4	0	0	0	0	0	0	0	0	0	0	0.7
Trucks	0	4	19	0	23	22	0	2	0	24	2	8	0	0	10	0	0	0	0	0	57
% Trucks	0	3.7	18.8	0	11.1	12.4	0	3.0	0	9.8	3.1	4.8	0	0	4.3	0	0	0	0	0	8.3
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Accelerating Success

File Name : 5-NYS_ROUTE_211_AT_NYS_ROUTE_416-THUR_1037717_02-02-2023
Site Code :
Start Date : 2/2/2023
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	NYS ROUTE 211 From North					NYS ROUTE 416 From East					NYS ROUTE 211 From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:30 PM	0	55	34	0	89	55	0	4	0	59	8	60	0	0	68	0	0	0	0	0	216
03:45 PM	0	44	45	0	89	40	0	6	0	46	7	50	0	0	57	0	0	0	0	0	192
Total	0	99	79	0	178	95	0	10	0	105	15	110	0	0	125	0	0	0	0	0	408
04:00 PM	0	37	25	0	62	54	0	6	0	60	6	69	0	0	75	0	0	0	0	0	197
04:15 PM	0	42	28	0	70	68	0	3	0	71	8	78	0	0	86	0	0	0	0	0	227
04:30 PM	0	51	19	0	70	55	0	4	0	59	5	64	0	0	69	0	0	0	0	0	198
04:45 PM	0	40	21	0	61	52	0	0	0	52	7	59	0	0	66	0	0	0	0	0	179
Total	0	170	93	0	263	229	0	13	0	242	26	270	0	0	296	0	0	0	0	0	801
05:00 PM	0	42	22	0	64	42	0	3	0	45	8	53	0	0	61	0	0	0	0	0	170
05:15 PM	0	38	16	0	54	65	0	7	0	72	3	77	0	0	80	0	0	0	0	0	206
05:30 PM	0	28	18	0	46	56	0	4	0	60	7	66	0	0	73	0	0	0	0	0	179
05:45 PM	0	38	28	0	66	33	0	0	0	33	1	63	0	0	64	0	0	0	0	0	163
Total	0	146	84	0	230	196	0	14	0	210	19	259	0	0	278	0	0	0	0	0	718
06:00 PM	0	33	19	0	52	31	0	6	0	37	2	52	0	0	54	0	0	0	0	0	143
06:15 PM	0	33	9	0	42	31	0	1	0	32	4	40	0	0	44	0	0	0	0	0	118
Grand Total	0	481	284	0	765	582	0	44	0	626	66	731	0	0	797	0	0	0	0	0	2188
Apprch %	0	62.9	37.1	0		93	0	7	0		8.3	91.7	0	0		0	0	0	0		
Total %	0	22	13	0	35	26.6	0	2	0	28.6	3	33.4	0	0	36.4	0	0	0	0	0	
Lights	0	474	272	0	746	567	0	16	0	583	27	719	0	0	746	0	0	0	0	0	2075
% Lights	0	98.5	95.8	0	97.5	97.4	0	36.4	0	93.1	40.9	98.4	0	0	93.6	0	0	0	0	0	94.8
Buses	0	4	5	0	9	2	0	0	0	2	2	7	0	0	9	0	0	0	0	0	20
% Buses	0	0.8	1.8	0	1.2	0.3	0	0	0	0.3	3	1	0	0	1.1	0	0	0	0	0	0.9
Trucks	0	3	7	0	10	13	0	28	0	41	37	5	0	0	42	0	0	0	0	0	93
% Trucks	0	0.6	2.5	0	1.3	2.2	0	63.6	0	6.5	56.1	0.7	0	0	5.3	0	0	0	0	0	4.3
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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File Name : 5-NYS_ROUTE_211_AT_NYS_ROUTE_416-THUR_1037717_02-02-2023
Site Code :
Start Date : 2/2/2023

	NYS ROUTE 211 From North					NYS ROUTE 416 From East					NYS ROUTE 211 From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:30 PM																					
03:30 PM	0	55	34	0	89	55	0	4	0	59	8	60	0	0	68	0	0	0	0	0	216
03:45 PM	0	44	45	0	89	40	0	6	0	46	7	50	0	0	57	0	0	0	0	0	192
04:00 PM	0	37	25	0	62	54	0	6	0	60	6	69	0	0	75	0	0	0	0	0	197
04:15 PM	0	42	28	0	70	68	0	3	0	71	8	78	0	0	86	0	0	0	0	0	227
Total Volume	0	178	132	0	310	217	0	19	0	236	29	257	0	0	286	0	0	0	0	0	832
% App. Total	0	57.4	42.6	0		91.9	0	8.1	0		10.1	89.9	0	0		0	0	0	0		
PHF	.000	.809	.733	.000	.871	.798	.000	.792	.000	.831	.906	.824	.000	.000	.831	.000	.000	.000	.000	.000	.916
Lights	0	175	124	0	299	208	0	5	0	213	8	248	0	0	256	0	0	0	0	0	768
% Lights	0	98.3	93.9	0	96.5	95.9	0	26.3	0	90.3	27.6	96.5	0	0	89.5	0	0	0	0	0	92.3
Buses	0	2	4	0	6	1	0	0	0	1	2	6	0	0	8	0	0	0	0	0	15
% Buses	0	1.1	3.0	0	1.9	0.5	0	0	0	0.4	6.9	2.3	0	0	2.8	0	0	0	0	0	1.8
Trucks	0	1	4	0	5	8	0	14	0	22	19	3	0	0	22	0	0	0	0	0	49
% Trucks	0	0.6	3.0	0	1.6	3.7	0	73.7	0	9.3	65.5	1.2	0	0	7.7	0	0	0	0	0	5.9
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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File Name : 6-BEAVER_DAM_RD_AT_GOODWILL_RD-THUR_1037719_02-02-2023
Site Code :
Start Date : 2/2/2023
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	From North					GOODWILL RD From East					BEAVER DAM RD From South					GOODWILL RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:30 PM	0	0	0	0	0	0	42	15	0	57	15	0	9	0	24	5	27	0	0	32	113
03:45 PM	0	0	0	0	0	0	45	16	0	61	12	0	4	0	16	6	45	0	0	51	128
Total	0	0	0	0	0	0	87	31	0	118	27	0	13	0	40	11	72	0	0	83	241
04:00 PM	0	0	0	0	0	0	45	19	0	64	14	0	8	0	22	8	22	0	0	30	116
04:15 PM	0	0	0	0	0	0	50	23	0	73	13	0	12	0	25	4	28	0	0	32	130
04:30 PM	0	0	0	0	0	0	47	22	0	69	9	0	5	0	14	5	33	0	3	41	124
04:45 PM	0	0	0	0	0	0	41	27	0	68	14	0	4	0	18	3	33	0	0	36	122
Total	0	0	0	0	0	0	183	91	0	274	50	0	29	0	79	20	116	0	3	139	492
05:00 PM	0	0	0	0	0	0	43	21	0	64	11	0	11	0	22	8	25	0	0	33	119
05:15 PM	0	0	0	0	0	0	61	22	0	83	9	0	4	0	13	12	25	0	0	37	133
05:30 PM	0	0	0	0	0	0	47	14	0	61	15	0	10	0	25	7	24	0	0	31	117
05:45 PM	0	0	0	0	0	0	35	19	0	54	15	0	7	0	22	7	19	0	0	26	102
Total	0	0	0	0	0	0	186	76	0	262	50	0	32	0	82	34	93	0	0	127	471
06:00 PM	0	0	0	0	0	0	29	24	0	53	10	0	11	0	21	3	20	0	0	23	97
06:15 PM	0	0	0	0	0	0	31	6	0	37	12	0	3	0	15	5	20	0	0	25	77
Grand Total	0	0	0	0	0	0	516	228	0	744	149	0	88	0	237	73	321	0	3	397	1378
Apprch %	0	0	0	0		0	69.4	30.6	0		62.9	0	37.1	0		18.4	80.9	0	0.8		
Total %	0	0	0	0	0	0	37.4	16.5	0	54	10.8	0	6.4	0	17.2	5.3	23.3	0	0.2	28.8	
Lights	0	0	0	0	0	0	511	223	0	734	149	0	83	0	232	69	315	0	0	384	1350
% Lights	0	0	0	0	0	0	99	97.8	0	98.7	100	0	94.3	0	97.9	94.5	98.1	0	0	96.7	98
Buses	0	0	0	0	0	0	3	4	0	7	0	0	5	0	5	4	4	0	0	8	20
% Buses	0	0	0	0	0	0	0.6	1.8	0	0.9	0	0	5.7	0	2.1	5.5	1.2	0	0	2	1.5
Trucks	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	2	0	0	2	5
% Trucks	0	0	0	0	0	0	0.4	0.4	0	0.4	0	0	0	0	0	0	0.6	0	0	0.5	0.4
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.8	0.2

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File Name : 6-BEAVER_DAM_RD_AT_GOODWILL_RD-THUR_1037719_02-02-2023
Site Code :
Start Date : 2/2/2023

	From North					GOODWILL RD From East					BEAVER DAM RD From South					GOODWILL RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:45 PM																					
03:45 PM	0	0	0	0	0	0	45	16	0	61	12	0	4	0	16	6	45	0	0	51	128
04:00 PM	0	0	0	0	0	0	45	19	0	64	14	0	8	0	22	8	22	0	0	30	116
04:15 PM	0	0	0	0	0	0	50	23	0	73	13	0	12	0	25	4	28	0	0	32	130
04:30 PM	0	0	0	0	0	0	47	22	0	69	9	0	5	0	14	5	33	0	3	41	124
Total Volume	0	0	0	0	0	0	187	80	0	267	48	0	29	0	77	23	128	0	3	154	498
% App. Total	0	0	0	0		0	70	30	0		62.3	0	37.7	0		14.9	83.1	0	1.9		
PHF	.000	.000	.000	.000	.000	.000	.935	.870	.000	.914	.857	.000	.604	.000	.770	.719	.711	.000	.250	.755	.958
Lights	0	0	0	0	0	0	184	76	0	260	48	0	24	0	72	21	127	0	0	148	480
% Lights	0	0	0	0	0	0	98.4	95.0	0	97.4	100	0	82.8	0	93.5	91.3	99.2	0	0	96.1	96.4
Buses	0	0	0	0	0	0	3	4	0	7	0	0	5	0	5	2	1	0	0	3	15
% Buses	0	0	0	0	0	0	1.6	5.0	0	2.6	0	0	17.2	0	6.5	8.7	0.8	0	0	1.9	3.0
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	1.9	0.6

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File Name : 7-BEAVER_DAM_RD_AT_CHANDLER_LN-THUR_1037721_02-02-2023
Site Code :
Start Date : 2/2/2023

Groups Printed- Lights - Buses - Trucks - Pedestrians

	BEAVER DAM RD From North					From East					BEAVER DAM RD From South					CHANDLER LN From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:30 PM	8	8	0	0	16	0	0	0	0	0	0	9	0	0	9	0	0	14	0	14	39
03:45 PM	11	10	0	0	21	0	0	0	0	0	0	4	0	0	4	0	0	10	0	10	35
Total	19	18	0	0	37	0	0	0	0	0	0	13	0	0	13	0	0	24	0	24	74
04:00 PM	14	9	0	0	23	0	0	0	0	0	0	10	0	0	10	0	0	14	0	14	47
04:15 PM	19	7	0	0	26	0	0	0	0	0	0	14	0	0	14	0	0	7	0	7	47
04:30 PM	15	8	0	0	23	0	0	0	0	0	0	7	0	0	7	0	0	8	0	8	38
04:45 PM	23	6	0	0	29	0	0	0	0	0	0	4	0	0	4	0	0	13	0	13	46
Total	71	30	0	0	101	0	0	0	0	0	0	35	0	0	35	0	0	42	0	42	178
05:00 PM	14	11	0	0	25	0	0	0	0	0	0	10	1	0	11	0	0	10	0	10	46
05:15 PM	18	14	0	0	32	0	0	0	0	0	0	11	0	0	11	1	0	4	0	5	48
05:30 PM	11	5	0	0	16	0	0	0	0	0	0	7	0	0	7	1	0	17	0	18	41
05:45 PM	9	16	0	0	25	0	0	0	0	0	0	5	1	0	6	1	0	15	0	16	47
Total	52	46	0	0	98	0	0	0	0	0	0	33	2	0	35	3	0	46	0	49	182
06:00 PM	15	10	0	0	25	0	0	0	0	0	0	9	0	0	9	0	0	15	0	15	49
06:15 PM	6	4	0	0	10	0	0	0	0	0	0	4	0	0	4	0	0	4	0	4	18
Grand Total	163	108	0	0	271	0	0	0	0	0	0	94	2	0	96	3	0	131	0	134	501
Apprch %	60.1	39.9	0	0		0	0	0	0		0	97.9	2.1	0		2.2	0	97.8	0		
Total %	32.5	21.6	0	0	54.1	0	0	0	0	0	0	18.8	0.4	0	19.2	0.6	0	26.1	0	26.7	
Lights	162	100	0	0	262	0	0	0	0	0	0	91	2	0	93	3	0	129	0	132	487
% Lights	99.4	92.6	0	0	96.7	0	0	0	0	0	0	96.8	100	0	96.9	100	0	98.5	0	98.5	97.2
Buses	1	7	0	0	8	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2	13
% Buses	0.6	6.5	0	0	3	0	0	0	0	0	0	3.2	0	0	3.1	0	0	1.5	0	1.5	2.6
Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Trucks	0	0.9	0	0	0.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Accelerating Success

File Name : 7-BEAVER_DAM_RD_AT_CHANDLER_LN-THUR_1037721_02-02-2023
Site Code :
Start Date : 2/2/2023

	BEAVER DAM RD From North					From East					BEAVER DAM RD From South					CHANDLER LN From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:15 PM																					
05:15 PM	18	14	0	0	32	0	0	0	0	0	0	11	0	0	11	1	0	4	0	5	48
05:30 PM	11	5	0	0	16	0	0	0	0	0	0	7	0	0	7	1	0	17	0	18	41
05:45 PM	9	16	0	0	25	0	0	0	0	0	0	5	1	0	6	1	0	15	0	16	47
06:00 PM	15	10	0	0	25	0	0	0	0	0	0	9	0	0	9	0	0	15	0	15	49
Total Volume	53	45	0	0	98	0	0	0	0	0	0	32	1	0	33	3	0	51	0	54	185
% App. Total	54.1	45.9	0	0		0	0	0	0		0	97	3	0		5.6	0	94.4	0		
PHF	.736	.703	.000	.000	.766	.000	.000	.000	.000	.000	.000	.727	.250	.000	.750	.750	.000	.750	.000	.750	.944
Lights	53	44	0	0	97	0	0	0	0	0	0	32	1	0	33	3	0	51	0	54	184
% Lights	100	97.8	0	0	99.0	0	0	0	0	0	0	100	100	0	100	100	0	100	0	100	99.5
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Trucks	0	2.2	0	0	1.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.5
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Accelerating Success

File Name : 1-NYS_ROUTE_208_AT_NEELYTOWN_RD_I-84_EB_ON_OFF_RAMP-SAT_1037709_02-04-2023
Site Code :
Start Date : 2/4/2023
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	NYS ROUTE 208 From North					I-84 EB ON/OFF RAMP From East					NYS ROUTE 208 From South					NEELYTOWN RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	19	44	29	0	92	22	4	5	0	31	15	63	4	0	82	5	19	13	0	37	242
11:15 AM	20	52	29	0	101	17	4	5	0	26	13	44	3	0	60	4	25	13	0	42	229
11:30 AM	23	56	42	0	121	18	5	6	0	29	16	47	6	0	69	1	19	18	0	38	257
11:45 AM	17	56	33	0	106	17	3	5	0	25	14	43	2	0	59	5	21	13	0	39	229
Total	79	208	133	0	420	74	16	21	0	111	58	197	15	0	270	15	84	57	0	156	957
12:00 PM	28	50	37	0	115	14	6	3	0	23	23	54	1	0	78	3	35	16	0	54	270
12:15 PM	29	50	23	0	102	31	2	5	0	38	19	45	4	0	68	3	24	23	0	50	258
12:30 PM	19	58	35	0	112	20	1	8	0	29	17	58	4	0	79	1	19	19	0	39	259
12:45 PM	23	42	35	0	100	34	2	8	0	44	19	58	2	0	79	2	17	16	0	35	258
Total	99	200	130	0	429	99	11	24	0	134	78	215	11	0	304	9	95	74	0	178	1045
01:00 PM	13	60	39	0	112	20	5	10	0	35	13	49	3	0	65	4	11	16	0	31	243
01:15 PM	24	40	49	0	113	17	3	5	0	25	15	43	3	0	61	4	19	14	0	37	236
01:30 PM	25	76	50	0	151	41	4	6	0	51	16	51	3	0	70	0	11	15	0	26	298
01:45 PM	18	59	48	0	125	35	4	11	0	50	22	47	3	0	72	0	17	13	0	30	277
Total	80	235	186	0	501	113	16	32	0	161	66	190	12	0	268	8	58	58	0	124	1054
02:00 PM	22	60	32	0	114	27	6	7	0	40	21	37	6	0	64	3	17	14	0	34	252
02:15 PM	26	47	36	0	109	40	1	7	0	48	18	44	4	0	66	2	18	17	0	37	260
02:30 PM	24	47	21	0	92	32	3	4	0	39	13	51	3	0	67	0	10	14	0	24	222
02:45 PM	22	48	20	0	90	26	7	7	0	40	15	51	3	0	69	1	9	12	0	22	221
Total	94	202	109	0	405	125	17	25	0	167	67	183	16	0	266	6	54	57	0	117	955
Grand Total	352	845	558	0	1755	411	60	102	0	573	269	785	54	0	1108	38	291	246	0	575	4011
Apprch %	20.1	48.1	31.8	0		71.7	10.5	17.8	0		24.3	70.8	4.9	0		6.6	50.6	42.8	0		
Total %	8.8	21.1	13.9	0	43.8	10.2	1.5	2.5	0	14.3	6.7	19.6	1.3	0	27.6	0.9	7.3	6.1	0	14.3	
Lights	264	831	552	0	1647	400	19	89	0	508	262	774	41	0	1077	36	237	209	0	482	3714
% Lights	75	98.3	98.9	0	93.8	97.3	31.7	87.3	0	88.7	97.4	98.6	75.9	0	97.2	94.7	81.4	85	0	83.8	92.6
Buses	0	2	0	0	2	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	5
% Buses	0	0.2	0	0	0.1	0.5	0	0	0	0.3	0	0.1	0	0	0.1	0	0	0	0	0	0.1
Trucks	88	12	6	0	106	9	41	13	0	63	7	10	13	0	30	2	54	37	0	93	292
% Trucks	25	1.4	1.1	0	6	2.2	68.3	12.7	0	11	2.6	1.3	24.1	0	2.7	5.3	18.6	15	0	16.2	7.3
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Accelerating Success

File Name : 1-NYS_ROUTE_208_AT_NEELYTOWN_RD_I-84_EB_ON_OFF_RAMP-SAT_1037709_02-04-2023
Site Code :
Start Date : 2/4/2023

	NYS ROUTE 208 From North					I-84 EB ON/OFF RAMP From East					NYS ROUTE 208 From South					NEELYTOWN RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 02:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 01:30 PM																					
01:30 PM	25	76	50	0	151	41	4	6	0	51	16	51	3	0	70	0	11	15	0	26	298
01:45 PM	18	59	48	0	125	35	4	11	0	50	22	47	3	0	72	0	17	13	0	30	277
02:00 PM	22	60	32	0	114	27	6	7	0	40	21	37	6	0	64	3	17	14	0	34	252
02:15 PM	26	47	36	0	109	40	1	7	0	48	18	44	4	0	66	2	18	17	0	37	260
Total Volume	91	242	166	0	499	143	15	31	0	189	77	179	16	0	272	5	63	59	0	127	1087
% App. Total	18.2	48.5	33.3	0		75.7	7.9	16.4	0		28.3	65.8	5.9	0		3.9	49.6	46.5	0		
PHF	.875	.796	.830	.000	.826	.872	.625	.705	.000	.926	.875	.877	.667	.000	.944	.417	.875	.868	.000	.858	.912
Lights	65	240	164	0	469	139	6	29	0	174	76	177	10	0	263	5	56	57	0	118	1024
% Lights	71.4	99.2	98.8	0	94.0	97.2	40.0	93.5	0	92.1	98.7	98.9	62.5	0	96.7	100	88.9	96.6	0	92.9	94.2
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	26	2	2	0	30	4	9	2	0	15	1	2	6	0	9	0	7	2	0	9	63
% Trucks	28.6	0.8	1.2	0	6.0	2.8	60.0	6.5	0	7.9	1.3	1.1	37.5	0	3.3	0	11.1	3.4	0	7.1	5.8
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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File Name : 2-NYS_ROUTE_208_AT_I-84_WB_ON_OFF_RAMP-SAT_1037704_02-04-2023
Site Code :
Start Date : 2/4/2023
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	NYS ROUTE 208 From North					I-84 WB OFF RAMP From East					NYS ROUTE 208 From South					I-84 EB ON RAMP From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	20	72	0	0	92	18	0	18	0	36	0	88	14	0	102	0	0	0	0	0	230
11:15 AM	47	78	0	0	125	31	0	30	0	61	0	74	8	0	82	0	0	0	0	0	268
11:30 AM	35	89	0	0	124	36	0	26	0	62	0	70	17	0	87	0	0	0	0	0	273
11:45 AM	41	82	0	0	123	37	0	26	0	63	0	64	12	0	76	0	0	0	0	0	262
Total	143	321	0	0	464	122	0	100	0	222	0	296	51	0	347	0	0	0	0	0	1033
12:00 PM	32	84	0	0	116	32	0	29	0	61	0	70	16	0	86	0	0	0	0	0	263
12:15 PM	43	88	0	0	131	35	0	20	0	55	0	89	12	0	101	0	0	0	0	0	287
12:30 PM	34	82	0	0	116	34	0	28	0	62	0	80	15	0	95	0	0	0	0	0	273
12:45 PM	39	82	0	0	121	36	0	21	0	57	0	99	9	0	108	0	0	0	0	0	286
Total	148	336	0	0	484	137	0	98	0	235	0	338	52	0	390	0	0	0	0	0	1109
01:00 PM	43	94	0	0	137	27	0	22	0	49	0	80	12	0	92	0	0	0	0	0	278
01:15 PM	32	90	0	0	122	39	0	17	0	56	0	61	15	0	76	0	0	0	0	0	254
01:30 PM	49	108	0	0	157	39	0	40	0	79	0	90	11	0	101	0	0	0	0	0	337
01:45 PM	36	112	0	0	148	42	0	27	0	69	0	80	18	0	98	0	0	0	0	0	315
Total	160	404	0	0	564	147	0	106	0	253	0	311	56	0	367	0	0	0	0	0	1184
02:00 PM	41	89	0	0	130	28	0	22	0	50	0	72	5	0	77	0	0	0	1	1	258
02:15 PM	39	88	0	0	127	32	0	24	0	56	0	87	13	0	100	0	0	0	1	1	284
02:30 PM	30	58	0	0	88	32	0	38	0	70	0	83	14	0	97	0	0	0	0	0	255
02:45 PM	28	64	0	0	92	38	0	25	0	63	0	79	11	0	90	0	0	0	0	0	245
Total	138	299	0	0	437	130	0	109	0	239	0	321	43	0	364	0	0	0	2	2	1042
Grand Total	589	1360	0	0	1949	536	0	413	0	949	0	1266	202	0	1468	0	0	0	2	2	4368
Apprch %	30.2	69.8	0	0		56.5	0	43.5	0		0	86.2	13.8	0		0	0	0	100		
Total %	13.5	31.1	0	0	44.6	12.3	0	9.5	0	21.7	0	29	4.6	0	33.6	0	0	0	0	0	
Lights	584	1334	0	0	1918	529	0	333	0	862	0	1247	164	0	1411	0	0	0	0	0	4191
% Lights	99.2	98.1	0	0	98.4	98.7	0	80.6	0	90.8	0	98.5	81.2	0	96.1	0	0	0	0	0	95.9
Buses	2	1	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
% Buses	0.3	0.1	0	0	0.2	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0.2
Trucks	3	25	0	0	28	7	0	80	0	87	0	15	38	0	53	0	0	0	0	0	168
% Trucks	0.5	1.8	0	0	1.4	1.3	0	19.4	0	9.2	0	1.2	18.8	0	3.6	0	0	0	0	0	3.8
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	0

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File Name : 2-NYS_ROUTE_208_AT_I-84_WB_ON_OFF_RAMP-SAT_1037704_02-04-2023
Site Code :
Start Date : 2/4/2023

	NYS ROUTE 208 From North					I-84 WB OFF RAMP From East					NYS ROUTE 208 From South					I-84 EB ON RAMP From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 02:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 01:30 PM																					
01:30 PM	49	108	0	0	157	39	0	40	0	79	0	90	11	0	101	0	0	0	0	0	337
01:45 PM	36	112	0	0	148	42	0	27	0	69	0	80	18	0	98	0	0	0	0	0	315
02:00 PM	41	89	0	0	130	28	0	22	0	50	0	72	5	0	77	0	0	0	1	1	258
02:15 PM	39	88	0	0	127	32	0	24	0	56	0	87	13	0	100	0	0	0	1	1	284
Total Volume	165	397	0	0	562	141	0	113	0	254	0	329	47	0	376	0	0	0	2	2	1194
% App. Total	29.4	70.6	0	0		55.5	0	44.5	0		0	87.5	12.5	0		0	0	0	100		
PHF	.842	.886	.000	.000	.895	.839	.000	.706	.000	.804	.000	.914	.653	.000	.931	.000	.000	.000	.500	.500	.886
Lights	164	389	0	0	553	141	0	93	0	234	0	324	42	0	366	0	0	0	0	0	1153
% Lights	99.4	98.0	0	0	98.4	100	0	82.3	0	92.1	0	98.5	89.4	0	97.3	0	0	0	0	0	96.6
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0.1
Trucks	1	8	0	0	9	0	0	20	0	20	0	4	5	0	9	0	0	0	0	0	38
% Trucks	0.6	2.0	0	0	1.6	0	0	17.7	0	7.9	0	1.2	10.6	0	2.4	0	0	0	0	0	3.2
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	0.2

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Accelerating Success

File Name : 3-_NEELYTOWN_RD_&_BEAVER_DAM_RD-SAT_1038441_02-11-2023
Site Code :
Start Date : 2/11/2023
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	BEAVER DAM RD From North					NEELYTOWN RD From East					BEAVER DAM RD From South					NEELYTOWN RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	1	2	1	0	4	1	19	4	0	24	7	0	5	0	12	5	15	1	0	21	61
11:15 AM	0	1	0	0	1	1	15	1	0	17	2	1	0	0	3	2	22	1	0	25	46
11:30 AM	0	0	0	0	0	0	11	1	0	12	5	0	0	0	5	3	22	0	0	25	42
11:45 AM	2	2	0	0	4	0	20	2	0	22	7	1	2	0	10	4	27	2	0	33	69
Total	3	5	1	0	9	2	65	8	0	75	21	2	7	0	30	14	86	4	0	104	218
12:00 PM	2	0	1	0	3	3	21	5	0	29	35	2	12	0	49	3	24	1	0	28	109
12:15 PM	0	1	0	0	1	3	19	5	0	27	11	1	4	0	16	5	19	0	0	24	68
12:30 PM	2	3	1	0	6	1	16	4	0	21	11	5	2	0	18	7	29	0	0	36	81
12:45 PM	0	4	1	0	5	1	14	6	0	21	3	3	5	0	11	3	22	4	0	29	66
Total	4	8	3	0	15	8	70	20	0	98	60	11	23	0	94	18	94	5	0	117	324
01:00 PM	3	6	0	0	9	1	19	3	0	23	4	2	4	0	10	4	27	4	0	35	77
01:15 PM	0	5	1	0	6	0	16	11	0	27	3	3	3	0	9	4	25	1	0	30	72
01:30 PM	1	3	0	0	4	0	14	3	0	17	10	1	3	0	14	3	18	3	0	24	59
01:45 PM	0	3	0	0	3	0	15	2	0	17	4	1	7	0	12	4	23	1	0	28	60
Total	4	17	1	0	22	1	64	19	0	84	21	7	17	0	45	15	93	9	0	117	268
02:00 PM	1	3	1	0	5	1	16	7	0	24	1	4	2	0	7	5	12	2	0	19	55
02:15 PM	0	2	0	0	2	0	20	4	0	24	11	0	1	0	12	3	20	0	0	23	61
02:30 PM	0	4	0	0	4	0	18	2	0	20	2	2	3	0	7	3	26	0	0	29	60
02:45 PM	0	2	0	0	2	0	27	5	0	32	5	2	3	0	10	4	15	0	0	19	63
Total	1	11	1	0	13	1	81	18	0	100	19	8	9	0	36	15	73	2	0	90	239
Grand Total	12	41	6	0	59	12	280	65	0	357	121	28	56	0	205	62	346	20	0	428	1049
Apprch %	20.3	69.5	10.2	0		3.4	78.4	18.2	0		59	13.7	27.3	0		14.5	80.8	4.7	0		
Total %	1.1	3.9	0.6	0	5.6	1.1	26.7	6.2	0	34	11.5	2.7	5.3	0	19.5	5.9	33	1.9	0	40.8	
Lights	9	40	6	0	55	12	240	63	0	315	108	28	55	0	191	62	307	17	0	386	947
% Lights	75	97.6	100	0	93.2	100	85.7	96.9	0	88.2	89.3	100	98.2	0	93.2	100	88.7	85	0	90.2	90.3
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	3	1	0	0	4	0	40	2	0	42	13	0	1	0	14	0	39	3	0	42	102
% Trucks	25	2.4	0	0	6.8	0	14.3	3.1	0	11.8	10.7	0	1.8	0	6.8	0	11.3	15	0	9.8	9.7
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Accelerating Success

File Name : 3-_NEELYTOWN_RD_&_BEAVER_DAM_RD-SAT_1038441_02-11-2023
Site Code :
Start Date : 2/11/2023

	BEAVER DAM RD From North					NEELYTOWN RD From East					BEAVER DAM RD From South					NEELYTOWN RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 02:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45 AM																					
11:45 AM	2	2	0	0	4	0	20	2	0	22	7	1	2	0	10	4	27	2	0	33	69
12:00 PM	2	0	1	0	3	3	21	5	0	29	35	2	12	0	49	3	24	1	0	28	109
12:15 PM	0	1	0	0	1	3	19	5	0	27	11	1	4	0	16	5	19	0	0	24	68
12:30 PM	2	3	1	0	6	1	16	4	0	21	11	5	2	0	18	7	29	0	0	36	81
Total Volume	6	6	2	0	14	7	76	16	0	99	64	9	20	0	93	19	99	3	0	121	327
% App. Total	42.9	42.9	14.3	0		7.1	76.8	16.2	0		68.8	9.7	21.5	0		15.7	81.8	2.5	0		
PHF	.750	.500	.500	.000	.583	.583	.905	.800	.000	.853	.457	.450	.417	.000	.474	.679	.853	.375	.000	.840	.750
Lights	5	6	2	0	13	7	65	16	0	88	61	9	20	0	90	19	93	2	0	114	305
% Lights	83.3	100	100	0	92.9	100	85.5	100	0	88.9	95.3	100	100	0	96.8	100	93.9	66.7	0	94.2	93.3
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	1	0	0	0	1	0	11	0	0	11	3	0	0	0	3	0	6	1	0	7	22
% Trucks	16.7	0	0	0	7.1	0	14.5	0	0	11.1	4.7	0	0	0	3.2	0	6.1	33.3	0	5.8	6.7
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Accelerating Success

File Name : 4-NYS_ROUTE_416_AT_NEELYTOWN_RD-SAT_1037715_02-04-2023
Site Code :
Start Date : 2/4/2023

Groups Printed- Lights - Buses - Trucks - Pedestrians

	NYS ROUTE 416 From North					NEELYTOWN RD From East					NYS ROUTE 416 From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	0	15	12	0	27	9	0	5	0	14	7	23	0	0	30	0	0	0	0	0	71
11:15 AM	0	13	9	0	22	3	0	8	0	11	8	21	0	0	29	0	0	0	0	0	62
11:30 AM	0	20	9	0	29	11	0	7	0	18	7	24	0	0	31	0	0	0	0	0	78
11:45 AM	0	12	7	0	19	6	0	8	0	14	6	8	0	0	14	0	0	0	0	0	47
Total	0	60	37	0	97	29	0	28	0	57	28	76	0	0	104	0	0	0	0	0	258
12:00 PM	0	12	10	0	22	16	0	10	0	26	5	22	0	0	27	0	0	0	0	0	75
12:15 PM	0	14	13	0	27	8	0	3	0	11	6	18	0	0	24	0	0	0	0	0	62
12:30 PM	0	10	11	0	21	11	0	6	0	17	4	29	0	0	33	0	0	0	0	0	71
12:45 PM	0	18	10	0	28	11	0	12	0	23	2	17	0	0	19	0	0	0	0	0	70
Total	0	54	44	0	98	46	0	31	0	77	17	86	0	0	103	0	0	0	0	0	278
01:00 PM	0	6	15	0	21	6	0	4	0	10	10	28	0	0	38	0	0	0	0	0	69
01:15 PM	0	13	8	0	21	14	0	5	0	19	13	21	0	0	34	0	0	0	0	0	74
01:30 PM	0	14	12	0	26	7	0	4	0	11	9	19	0	0	28	0	0	0	0	0	65
01:45 PM	0	20	9	0	29	11	0	6	0	17	6	20	0	0	26	0	0	0	0	0	72
Total	0	53	44	0	97	38	0	19	0	57	38	88	0	0	126	0	0	0	0	0	280
02:00 PM	0	13	12	0	25	12	0	9	0	21	3	16	0	0	19	0	0	0	0	0	65
02:15 PM	0	19	11	0	30	4	0	7	0	11	8	19	0	0	27	0	0	0	0	0	68
02:30 PM	0	10	12	0	22	8	0	4	0	12	6	18	0	0	24	0	0	0	0	0	58
02:45 PM	0	10	10	0	20	3	0	11	0	14	3	21	0	0	24	0	0	0	0	0	58
Total	0	52	45	0	97	27	0	31	0	58	20	74	0	0	94	0	0	0	0	0	249
Grand Total	0	219	170	0	389	140	0	109	0	249	103	324	0	0	427	0	0	0	0	0	1065
Apprch %	0	56.3	43.7	0		56.2	0	43.8	0		24.1	75.9	0	0		0	0	0	0		
Total %	0	20.6	16	0	36.5	13.1	0	10.2	0	23.4	9.7	30.4	0	0	40.1	0	0	0	0	0	
Lights	0	213	149	0	362	134	0	108	0	242	97	318	0	0	415	0	0	0	0	0	1019
% Lights	0	97.3	87.6	0	93.1	95.7	0	99.1	0	97.2	94.2	98.1	0	0	97.2	0	0	0	0	0	95.7
Buses	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	0	0.6	0	0.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1
Trucks	0	6	20	0	26	6	0	1	0	7	6	6	0	0	12	0	0	0	0	0	45
% Trucks	0	2.7	11.8	0	6.7	4.3	0	0.9	0	2.8	5.8	1.9	0	0	2.8	0	0	0	0	0	4.2
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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400 Columbus Avenue - Suite 180E
Valhalla, New York 10595
Accelerating Success

File Name : 4-NYS_ROUTE_416_AT_NEELYTOWN_RD-SAT_1037715_02-04-2023
Site Code :
Start Date : 2/4/2023

	NYS ROUTE 416 From North					NEELYTOWN RD From East					NYS ROUTE 416 From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 02:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:30 PM																					
12:30 PM	0	10	11	0	21	11	0	6	0	17	4	29	0	0	33	0	0	0	0	0	71
12:45 PM	0	18	10	0	28	11	0	12	0	23	2	17	0	0	19	0	0	0	0	0	70
01:00 PM	0	6	15	0	21	6	0	4	0	10	10	28	0	0	38	0	0	0	0	0	69
01:15 PM	0	13	8	0	21	14	0	5	0	19	13	21	0	0	34	0	0	0	0	0	74
Total Volume	0	47	44	0	91	42	0	27	0	69	29	95	0	0	124	0	0	0	0	0	284
% App. Total	0	51.6	48.4	0		60.9	0	39.1	0		23.4	76.6	0	0		0	0	0	0		
PHF	.000	.653	.733	.000	.813	.750	.000	.563	.000	.750	.558	.819	.000	.000	.816	.000	.000	.000	.000	.000	.959
Lights	0	46	40	0	86	41	0	27	0	68	26	92	0	0	118	0	0	0	0	0	272
% Lights	0	97.9	90.9	0	94.5	97.6	0	100	0	98.6	89.7	96.8	0	0	95.2	0	0	0	0	0	95.8
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	0	1	4	0	5	1	0	0	0	1	3	3	0	0	6	0	0	0	0	0	12
% Trucks	0	2.1	9.1	0	5.5	2.4	0	0	0	1.4	10.3	3.2	0	0	4.8	0	0	0	0	0	4.2
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Accelerating Success

File Name : 5-NYS_ROUTE_211_AT_NYS_ROUTE_416-SAT_1037718_02-04-2023
Site Code :
Start Date : 2/4/2023
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	NYS ROUTE 211 From North					NYS ROUTE 416 From East					NYS ROUTE 211 From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	0	55	15	0	70	26	0	1	0	27	3	37	0	0	40	0	0	0	0	0	137
11:15 AM	0	57	19	0	76	19	0	4	0	23	3	27	0	0	30	0	0	0	0	0	129
11:30 AM	0	31	24	0	55	28	0	3	0	31	2	34	0	0	36	0	0	0	0	0	122
11:45 AM	0	59	14	0	73	11	0	3	0	14	0	30	0	0	30	0	0	0	0	0	117
Total	0	202	72	0	274	84	0	11	0	95	8	128	0	0	136	0	0	0	0	0	505
12:00 PM	0	32	14	0	46	27	0	0	0	27	2	40	0	0	42	0	0	0	0	0	115
12:15 PM	0	52	22	0	74	17	0	1	0	18	3	50	0	0	53	0	0	0	0	0	145
12:30 PM	0	34	17	0	51	29	0	4	0	33	1	43	0	0	44	0	0	0	0	0	128
12:45 PM	0	40	16	0	56	13	0	2	0	15	6	46	0	0	52	0	0	0	0	0	123
Total	0	158	69	0	227	86	0	7	0	93	12	179	0	0	191	0	0	0	0	0	511
01:00 PM	0	38	10	0	48	31	0	1	0	32	0	52	0	0	52	0	0	0	0	0	132
01:15 PM	0	32	10	0	42	23	0	0	0	23	2	44	0	0	46	0	0	0	0	0	111
01:30 PM	0	42	17	0	59	19	0	0	0	19	1	48	0	0	49	0	0	0	0	0	127
01:45 PM	0	56	20	0	76	23	0	3	0	26	2	32	0	0	34	0	0	0	0	0	136
Total	0	168	57	0	225	96	0	4	0	100	5	176	0	0	181	0	0	0	0	0	506
02:00 PM	0	40	16	0	56	21	0	1	0	22	1	51	0	0	52	0	0	0	0	0	130
02:15 PM	0	27	19	0	46	15	0	1	0	16	4	53	0	0	57	0	0	0	0	0	119
02:30 PM	0	46	11	0	57	19	0	0	0	19	3	60	0	0	63	0	0	0	0	0	139
02:45 PM	0	40	9	0	49	19	0	2	0	21	5	43	0	0	48	0	0	0	0	0	118
Total	0	153	55	0	208	74	0	4	0	78	13	207	0	0	220	0	0	0	0	0	506
Grand Total	0	681	253	0	934	340	0	26	0	366	38	690	0	0	728	0	0	0	0	0	2028
Apprch %	0	72.9	27.1	0		92.9	0	7.1	0		5.2	94.8	0	0		0	0	0	0		
Total %	0	33.6	12.5	0	46.1	16.8	0	1.3	0	18	1.9	34	0	0	35.9	0	0	0	0	0	
Lights	0	679	234	0	913	332	0	21	0	353	32	684	0	0	716	0	0	0	0	0	1982
% Lights	0	99.7	92.5	0	97.8	97.6	0	80.8	0	96.4	84.2	99.1	0	0	98.4	0	0	0	0	0	97.7
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	0	2	19	0	21	8	0	5	0	13	6	6	0	0	12	0	0	0	0	0	46
% Trucks	0	0.3	7.5	0	2.2	2.4	0	19.2	0	3.6	15.8	0.9	0	0	1.6	0	0	0	0	0	2.3
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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400 Columbus Avenue - Suite 180E
Valhalla, New York 10595
Accelerating Success

File Name : 5-NYS_ROUTE_211_AT_NYS_ROUTE_416-SAT_1037718_02-04-2023
Site Code :
Start Date : 2/4/2023

	NYS ROUTE 211 From North					NYS ROUTE 416 From East					NYS ROUTE 211 From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 02:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:15 PM																					
12:15 PM	0	52	22	0	74	17	0	1	0	18	3	50	0	0	53	0	0	0	0	0	145
12:30 PM	0	34	17	0	51	29	0	4	0	33	1	43	0	0	44	0	0	0	0	0	128
12:45 PM	0	40	16	0	56	13	0	2	0	15	6	46	0	0	52	0	0	0	0	0	123
01:00 PM	0	38	10	0	48	31	0	1	0	32	0	52	0	0	52	0	0	0	0	0	132
Total Volume	0	164	65	0	229	90	0	8	0	98	10	191	0	0	201	0	0	0	0	0	528
% App. Total	0	71.6	28.4	0		91.8	0	8.2	0		5	95	0	0		0	0	0	0		
PHF	.000	.788	.739	.000	.774	.726	.000	.500	.000	.742	.417	.918	.000	.000	.948	.000	.000	.000	.000	.000	.910
Lights	0	163	58	0	221	90	0	6	0	96	9	190	0	0	199	0	0	0	0	0	516
% Lights	0	99.4	89.2	0	96.5	100	0	75.0	0	98.0	90.0	99.5	0	0	99.0	0	0	0	0	0	97.7
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	0	1	7	0	8	0	0	2	0	2	1	1	0	0	2	0	0	0	0	0	12
% Trucks	0	0.6	10.8	0	3.5	0	0	25.0	0	2.0	10.0	0.5	0	0	1.0	0	0	0	0	0	2.3
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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400 Columbus Avenue - Suite 180E
Valhalla, New York 10595
Accelerating Success

File Name : 6-BEAVER_DAM_RD_AT_GOODWILL_RD-SAT_1037720_02-04-2023
Site Code :
Start Date : 2/4/2023
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	From North					GOODWILL RD From East					BEAVER DAM RD From South					GOODWILL RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	0	0	0	0	0	0	24	9	0	33	11	0	3	0	14	1	20	0	0	21	68
11:15 AM	0	0	0	0	0	0	16	9	0	25	16	0	7	0	23	0	29	0	0	29	77
11:30 AM	0	0	0	0	0	0	37	19	0	56	10	0	3	0	13	0	28	0	0	28	97
11:45 AM	0	0	0	0	0	0	31	15	0	46	10	0	7	0	17	0	33	0	0	33	96
Total	0	0	0	0	0	0	108	52	0	160	47	0	20	0	67	1	110	0	0	111	338
12:00 PM	0	0	0	0	0	0	40	11	0	51	12	0	2	0	14	0	30	0	0	30	95
12:15 PM	0	0	0	0	0	0	31	8	0	39	10	0	5	0	15	0	32	0	0	32	86
12:30 PM	0	0	0	0	0	0	32	7	0	39	10	0	0	0	10	0	38	0	0	38	87
12:45 PM	0	0	0	0	0	0	29	15	0	44	10	0	3	0	13	0	27	0	0	27	84
Total	0	0	0	0	0	0	132	41	0	173	42	0	10	0	52	0	127	0	0	127	352
01:00 PM	0	0	0	0	0	0	27	11	0	38	16	0	2	0	18	0	22	0	0	22	78
01:15 PM	0	0	0	0	0	0	33	12	0	45	16	0	2	0	18	0	33	0	0	33	96
01:30 PM	0	0	0	0	0	0	34	16	0	50	11	0	2	0	13	0	34	0	0	34	97
01:45 PM	0	0	0	0	0	0	23	10	0	33	5	0	5	0	10	0	33	0	0	33	76
Total	0	0	0	0	0	0	117	49	0	166	48	0	11	0	59	0	122	0	0	122	347
02:00 PM	0	0	0	0	0	0	32	11	0	43	6	0	0	0	6	0	18	0	0	18	67
02:15 PM	0	0	0	0	0	0	23	13	0	36	11	0	5	0	16	0	31	0	1	32	84
02:30 PM	0	0	0	0	0	0	31	12	0	43	12	0	3	0	15	1	15	0	0	16	74
02:45 PM	0	0	0	0	0	0	24	19	0	43	9	0	2	0	11	0	30	0	0	30	84
Total	0	0	0	0	0	0	110	55	0	165	38	0	10	0	48	1	94	0	1	96	309
Grand Total	0	0	0	0	0	0	467	197	0	664	175	0	51	0	226	2	453	0	1	456	1346
Apprch %	0	0	0	0		0	70.3	29.7	0		77.4	0	22.6	0		0.4	99.3	0	0.2		
Total %	0	0	0	0	0	0	34.7	14.6	0	49.3	13	0	3.8	0	16.8	0.1	33.7	0	0.1	33.9	
Lights	0	0	0	0	0	0	466	195	0	661	175	0	51	0	226	2	453	0	0	455	1342
% Lights	0	0	0	0	0	0	99.8	99	0	99.5	100	0	100	0	100	100	100	0	0	99.8	99.7
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	3
% Trucks	0	0	0	0	0	0	0.2	1	0	0.5	0	0	0	0	0	0	0	0	0	0	0.2
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.2	0.1

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Accelerating Success

File Name : 6-BEAVER_DAM_RD_AT_GOODWILL_RD-SAT_1037720_02-04-2023
Site Code :
Start Date : 2/4/2023

	From North					GOODWILL RD From East					BEAVER DAM RD From South					GOODWILL RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 02:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	0	0	0	0	0	0	37	19	0	56	10	0	3	0	13	0	28	0	0	28	97
11:45 AM	0	0	0	0	0	0	31	15	0	46	10	0	7	0	17	0	33	0	0	33	96
12:00 PM	0	0	0	0	0	0	40	11	0	51	12	0	2	0	14	0	30	0	0	30	95
12:15 PM	0	0	0	0	0	0	31	8	0	39	10	0	5	0	15	0	32	0	0	32	86
Total Volume	0	0	0	0	0	0	139	53	0	192	42	0	17	0	59	0	123	0	0	123	374
% App. Total	0	0	0	0		0	72.4	27.6	0		71.2	0	28.8	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.869	.697	.000	.857	.875	.000	.607	.000	.868	.000	.932	.000	.000	.932	.964
Lights	0	0	0	0	0	0	138	53	0	191	42	0	17	0	59	0	123	0	0	123	373
% Lights	0	0	0	0	0	0	99.3	100	0	99.5	100	0	100	0	100	0	100	0	0	100	99.7
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Trucks	0	0	0	0	0	0	0.7	0	0	0.5	0	0	0	0	0	0	0	0	0	0	0.3
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Colliers Engineering & Design

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Valhalla, New York 10595
Accelerating Success

File Name : 7-BEAVER_DAM_RD_AT_CHANDLER_LN-SAT_1037722_02-04-2023
Site Code :
Start Date : 2/4/2023

Groups Printed- Lights - Buses - Trucks - Pedestrians

	BEAVER DAM RD From North					From East					BEAVER DAM RD From South					CHANDLER LN From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	8	4	0	0	12	0	0	0	0	0	0	3	0	0	3	1	0	11	0	12	27
11:15 AM	8	1	0	0	9	0	0	0	0	0	0	8	1	0	9	0	0	13	0	13	31
11:30 AM	16	5	0	0	21	0	0	0	0	0	0	2	0	0	2	0	0	8	0	8	31
11:45 AM	14	5	0	0	19	0	0	0	0	0	0	5	0	0	5	0	0	8	0	8	32
Total	46	15	0	0	61	0	0	0	0	0	0	18	1	0	19	1	0	40	0	41	121
12:00 PM	8	6	0	0	14	0	0	0	0	0	0	1	0	0	1	0	0	12	0	12	27
12:15 PM	8	2	0	0	10	0	0	0	0	0	0	6	0	0	6	1	0	6	0	7	23
12:30 PM	6	6	0	0	12	0	0	0	0	0	0	2	0	0	2	0	0	8	0	8	22
12:45 PM	16	3	0	0	19	0	0	0	0	0	0	4	0	0	4	0	0	12	0	12	35
Total	38	17	0	0	55	0	0	0	0	0	0	13	0	0	13	1	0	38	0	39	107
01:00 PM	8	4	0	0	12	0	0	0	0	0	0	3	0	0	3	1	0	13	0	14	29
01:15 PM	7	10	0	0	17	0	0	0	0	0	0	5	0	0	5	0	0	11	0	11	33
01:30 PM	10	10	0	0	20	0	0	0	0	0	0	6	0	0	6	0	0	9	0	9	35
01:45 PM	10	4	0	0	14	0	0	0	0	0	0	4	0	0	4	0	0	6	0	6	24
Total	35	28	0	0	63	0	0	0	0	0	0	18	0	0	18	1	0	39	0	40	121
02:00 PM	11	2	0	0	13	0	0	0	0	0	0	1	0	0	1	0	0	6	0	6	20
02:15 PM	9	3	0	0	12	0	0	0	0	0	0	7	0	0	7	1	0	10	0	11	30
02:30 PM	10	5	0	0	15	0	0	0	0	0	0	2	0	0	2	0	0	11	0	11	28
02:45 PM	12	5	0	0	17	0	0	0	0	0	0	3	0	0	3	0	0	8	0	8	28
Total	42	15	0	0	57	0	0	0	0	0	0	13	0	0	13	1	0	35	0	36	106
Grand Total	161	75	0	0	236	0	0	0	0	0	0	62	1	0	63	4	0	152	0	156	455
Apprch %	68.2	31.8	0	0		0	0	0	0		0	98.4	1.6	0		2.6	0	97.4	0		
Total %	35.4	16.5	0	0	51.9	0	0	0	0	0	0	13.6	0.2	0	13.8	0.9	0	33.4	0	34.3	
Lights	160	73	0	0	233	0	0	0	0	0	0	61	1	0	62	4	0	151	0	155	450
% Lights	99.4	97.3	0	0	98.7	0	0	0	0	0	0	98.4	100	0	98.4	100	0	99.3	0	99.4	98.9
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	5
% Trucks	0.6	2.7	0	0	1.3	0	0	0	0	0	0	1.6	0	0	1.6	0	0	0.7	0	0.6	1.1
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Colliers Engineering & Design

400 Columbus Avenue - Suite 180E
Valhalla, New York 10595
Accelerating Success

File Name : 7-BEAVER_DAM_RD_AT_CHANDLER_LN-SAT_1037722_02-04-2023
Site Code :
Start Date : 2/4/2023

	BEAVER DAM RD From North					From East					BEAVER DAM RD From South					CHANDLER LN From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 02:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:45 PM																					
12:45 PM	16	3	0	0	19	0	0	0	0	0	0	4	0	0	4	0	0	12	0	12	35
01:00 PM	8	4	0	0	12	0	0	0	0	0	0	3	0	0	3	1	0	13	0	14	29
01:15 PM	7	10	0	0	17	0	0	0	0	0	0	5	0	0	5	0	0	11	0	11	33
01:30 PM	10	10	0	0	20	0	0	0	0	0	0	6	0	0	6	0	0	9	0	9	35
Total Volume	41	27	0	0	68	0	0	0	0	0	0	18	0	0	18	1	0	45	0	46	132
% App. Total	60.3	39.7	0	0		0	0	0	0		0	100	0	0		2.2	0	97.8	0		
PHF	.641	.675	.000	.000	.850	.000	.000	.000	.000	.000	.000	.750	.000	.000	.750	.250	.000	.865	.000	.821	.943
Lights	41	26	0	0	67	0	0	0	0	0	0	18	0	0	18	1	0	44	0	45	130
% Lights	100	96.3	0	0	98.5	0	0	0	0	0	0	100	0	0	100	100	0	97.8	0	97.8	98.5
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
% Trucks	0	3.7	0	0	1.5	0	0	0	0	0	0	0	0	0	0	0	0	2.2	0	2.2	1.5
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Project: MID HUDSON INDUSTRIAL PARK
Location: MONTGOMERY, NY
Job No. 21000327A

Colliers Engineering

400 Columbus Avenue, Ste 180 E
Valhalla, NY 10595

Customer Loyalty through Client Satisfaction

Site Code: 21000327 999
Station ID:
NEELYTOWN ROAD (APPROX. 1745' EAST OF BEAVER DAM ROAD)
Latitude: 0' 0.0000 Undefined

Start	06-Dec-21		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	*	*	*	*	*	*	55	89	*	*	*	*	55	89
01:00	*	*	*	*	*	*	*	*	96	82	*	*	*	*	96	82
02:00	*	*	*	*	*	*	*	*	85	90	*	*	*	*	85	90
03:00	*	*	*	*	*	*	*	*	120	90	*	*	*	*	120	90
04:00	*	*	*	*	*	*	*	*	148	135	*	*	*	*	148	135
05:00	*	*	*	*	*	*	*	*	130	177	*	*	*	*	130	177
06:00	*	*	*	*	*	*	*	*	163	218	*	*	*	*	163	218
07:00	*	*	*	*	*	*	*	*	**231**	247	*	*	*	*	**231**	247
08:00	*	*	*	*	*	*	*	*	221	**368**	*	*	*	*	221	**368**
09:00	*	*	*	*	*	*	*	*	197	253	*	*	*	*	197	253
10:00	*	*	*	*	*	*	*	*	166	152	*	*	*	*	166	152
11:00	*	*	*	*	*	*	**136**	**117**	185	185	*	*	*	*	160	151
12:00 PM	*	*	*	*	*	*	222	227	212	**231**	*	*	*	*	217	**229**
01:00	*	*	*	*	*	*	191	213	246	205	*	*	*	*	218	209
02:00	*	*	*	*	*	*	271	**243**	296	183	*	*	*	*	284	213
03:00	*	*	*	*	*	*	259	194	297	208	*	*	*	*	278	201
04:00	*	*	*	*	*	*	**310**	231	**313**	210	*	*	*	*	**312**	220
05:00	*	*	*	*	*	*	232	176	245	210	*	*	*	*	238	193
06:00	*	*	*	*	*	*	141	151	196	167	*	*	*	*	168	159
07:00	*	*	*	*	*	*	119	100	143	116	*	*	*	*	131	108
08:00	*	*	*	*	*	*	98	108	97	76	*	*	*	*	98	92
09:00	*	*	*	*	*	*	99	82	66	60	*	*	*	*	82	71
10:00	*	*	*	*	*	*	86	112	64	58	*	*	*	*	75	85
11:00	*	*	*	*	*	*	85	99	54	36	*	*	*	*	70	68
Lane	0	0	0	0	0	0	2249	2053	4026	3846	0	0	0	0	3943	3900
Day	0		0		0		4302		7872		0		0		7843	
AM Peak	-	-	-	-	-	-	11:00	11:00	07:00	08:00	-	-	-	-	07:00	08:00
Vol.	-	-	-	-	-	-	136	117	231	368	-	-	-	-	231	368
PM Peak	-	-	-	-	-	-	16:00	14:00	16:00	12:00	-	-	-	-	16:00	12:00
Vol.	-	-	-	-	-	-	310	243	313	231	-	-	-	-	312	229

Comb. Total	0	0	0	4302	7872	0	0	7843

ADT ADT 6,522 AADT 6,522

Project: MID HUDSON INDUSTRIAL PARK
Location: MONTGOMERY, NY
Job No. 21000327A

Colliers Engineering

400 Columbus Avenue, Ste 180 E
Valhalla, NY 10595

Customer Loyalty through Client Satisfaction

Site Code: 21000327 999
Station ID:
NEELYTOWN ROAD (APPROX. 1745' EAST OF BEAVER DAM ROAD)
Latitude: 0' 0.0000 Undefined

Start	06-Dec-21		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	*	*	*	*	*	*	*	*	31	34	16	15	24	24
01:00	*	*	*	*	*	*	*	*	*	*	36	29	7	8	22	18
02:00	*	*	*	*	*	*	*	*	*	*	41	28	8	5	24	16
03:00	*	*	*	*	*	*	*	*	*	*	55	66	13	10	34	38
04:00	*	*	*	*	*	*	*	*	*	*	34	50	7	14	20	32
05:00	*	*	*	*	*	*	*	*	*	*	47	95	14	52	30	74
06:00	*	*	*	*	*	*	*	*	*	*	75	68	37	27	56	48
07:00	*	*	*	*	*	*	*	*	*	*	77	80	44	41	60	60
08:00	*	*	*	*	*	*	*	*	*	*	85	**191**	64	**172**	74	**182**
09:00	*	*	*	*	*	*	*	*	*	*	**115**	179	48	77	82	128
10:00	*	*	*	*	*	*	*	*	*	*	106	93	70	72	88	82
11:00	*	*	*	*	*	*	*	*	*	*	103	110	**76**	84	**90**	97
12:00 PM	*	*	*	*	*	*	*	*	*	*	**167**	102	88	82	128	92
01:00	*	*	*	*	*	*	*	*	*	*	107	94	122	115	114	**104**
02:00	*	*	*	*	*	*	*	*	*	*	163	89	**124**	110	**144**	100
03:00	*	*	*	*	*	*	*	*	*	*	115	**109**	108	91	112	100
04:00	*	*	*	*	*	*	*	*	*	*	121	85	89	**119**	105	102
05:00	*	*	*	*	*	*	*	*	*	*	98	70	96	118	97	94
06:00	*	*	*	*	*	*	*	*	*	*	78	74	79	94	78	84
07:00	*	*	*	*	*	*	*	*	*	*	57	40	76	62	66	51
08:00	*	*	*	*	*	*	*	*	*	*	49	37	53	81	51	59
09:00	*	*	*	*	*	*	*	*	*	*	26	23	82	69	54	46
10:00	*	*	*	*	*	*	*	*	*	*	20	19	54	76	37	48
11:00	*	*	*	*	*	*	*	*	*	*	26	18	47	55	36	36
Lane	0	0	0	0	0	0	0	0	0	0	1832	1783	1422	1649	1626	1715
Day	0		0		0		0		0		3615		3071		3341	
AM Peak	-	-	-	-	-	-	-	-	-	-	09:00	08:00	11:00	08:00	11:00	08:00
Vol.	-	-	-	-	-	-	-	-	-	-	115	191	76	172	90	182
PM Peak	-	-	-	-	-	-	-	-	-	-	12:00	15:00	14:00	16:00	14:00	13:00
Vol.	-	-	-	-	-	-	-	-	-	-	167	109	124	119	144	104

Comb. Total	0	0	0	0	0	3615	3071	3341

ADT ADT 6,522 AADT 6,522

Project: MID HUDSON INDUSTRIAL PARK
Location: MONTGOMERY, NY
Job No. 21000327A

Colliers Engineering

400 Columbus Avenue, Ste 180 E
Valhalla, NY 10595

Customer Loyalty through Client Satisfaction

Site Code: 21000327 999
Station ID:
NEELYTOWN ROAD (APPROX. 1745' EAST OF BEAVER DAM ROAD)
Latitude: 0' 0.0000 Undefined

Start	13-Dec-21		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	38	42	59	65	72	73	*	*	*	*	*	*	*	*	56	60
01:00	51	60	106	79	108	67	*	*	*	*	*	*	*	*	88	69
02:00	78	66	90	84	84	107	*	*	*	*	*	*	*	*	84	86
03:00	76	96	99	105	124	150	*	*	*	*	*	*	*	*	100	117
04:00	76	114	127	168	151	143	*	*	*	*	*	*	*	*	118	142
05:00	107	191	186	193	153	201	*	*	*	*	*	*	*	*	149	195
06:00	166	225	190	268	192	281	*	*	*	*	*	*	*	*	183	258
07:00	**213**	265	**233**	264	**248**	241	*	*	*	*	*	*	*	*	**231**	257
08:00	207	**402**	211	**381**	193	**394**	*	*	*	*	*	*	*	*	204	**392**
09:00	197	244	226	252	214	251	*	*	*	*	*	*	*	*	212	249
10:00	145	175	151	179	73	81	*	*	*	*	*	*	*	*	123	145
11:00	210	193	200	214	*	*	*	*	*	*	*	*	*	*	205	204
12:00 PM	208	231	237	231	*	*	*	*	*	*	*	*	*	*	222	231
01:00	221	215	214	217	*	*	*	*	*	*	*	*	*	*	218	216
02:00	278	**275**	285	**269**	*	*	*	*	*	*	*	*	*	*	282	**272**
03:00	**312**	267	364	241	*	*	*	*	*	*	*	*	*	*	338	254
04:00	308	214	**377**	261	*	*	*	*	*	*	*	*	*	*	**342**	238
05:00	247	174	258	214	*	*	*	*	*	*	*	*	*	*	252	194
06:00	145	192	139	204	*	*	*	*	*	*	*	*	*	*	142	198
07:00	121	98	121	103	*	*	*	*	*	*	*	*	*	*	121	100
08:00	125	123	102	108	*	*	*	*	*	*	*	*	*	*	114	116
09:00	116	97	104	87	*	*	*	*	*	*	*	*	*	*	110	92
10:00	94	115	92	112	*	*	*	*	*	*	*	*	*	*	93	114
11:00	82	104	105	98	*	*	*	*	*	*	*	*	*	*	94	101
Lane	3821	4178	4276	4397	1612	1989	0	0	0	0	0	0	0	0	4081	4300
Day	7999		8673		3601		0		0		0		0		8381	
AM Peak	07:00	08:00	07:00	08:00	07:00	08:00	-	-	-	-	-	-	-	-	07:00	08:00
Vol.	213	402	233	381	248	394	-	-	-	-	-	-	-	-	231	392
PM Peak	15:00	14:00	16:00	14:00	-	-	-	-	-	-	-	-	-	-	16:00	14:00
Vol.	312	275	377	269	-	-	-	-	-	-	-	-	-	-	342	272

Comb. Total	7999	8673	3601	0	0	0	0	8381

ADT ADT 6,522 AADT 6,522

Project: MID HUDSON INDUSTRIAL PARK
Location: MONTGOMERY, NY
Job No. 21000327A

Colliers Engineering

400 Columbus Avenue, Ste 180 E
Valhalla, NY 10595

Customer Loyalty through Client Satisfaction

Site Code: 21000327 888
Station ID:
BEAVER DAM ROAD (APPROX. 745' SOUTH OF I-84 OVERPASS)
Latitude: 0' 0.0000 Undefined

Start	06-Dec-21		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	*	*	*	*	*	*	*	*	1	2	*	*	*	*	1	2
01:00	*	*	*	*	*	*	*	*	2	2	*	*	*	*	2	2
02:00	*	*	*	*	*	*	*	*	1	1	*	*	*	*	1	1
03:00	*	*	*	*	*	*	*	*	5	2	*	*	*	*	5	2
04:00	*	*	*	*	*	*	*	*	5	4	*	*	*	*	5	4
05:00	*	*	*	*	*	*	*	*	4	2	*	*	*	*	4	2
06:00	*	*	*	*	*	*	*	*	21	9	*	*	*	*	21	9
07:00	*	*	*	*	*	*	*	*	**27**	12	*	*	*	*	**27**	12
08:00	*	*	*	*	*	*	*	*	18	**33**	*	*	*	*	18	**33**
09:00	*	*	*	*	*	*	*	*	14	19	*	*	*	*	14	19
10:00	*	*	*	*	*	*	*	*	16	13	*	*	*	*	16	13
11:00	*	*	*	*	*	*	**9**	**7**	19	22	*	*	*	*	14	14
12:00 PM	*	*	*	*	*	*	20	24	21	27	*	*	*	*	20	26
01:00	*	*	*	*	*	*	18	18	28	24	*	*	*	*	23	21
02:00	*	*	*	*	*	*	27	29	24	35	*	*	*	*	26	32
03:00	*	*	*	*	*	*	**40**	**45**	**37**	**44**	*	*	*	*	**38**	**44**
04:00	*	*	*	*	*	*	35	38	23	32	*	*	*	*	29	35
05:00	*	*	*	*	*	*	29	26	21	24	*	*	*	*	25	25
06:00	*	*	*	*	*	*	15	18	18	14	*	*	*	*	16	16
07:00	*	*	*	*	*	*	10	6	13	10	*	*	*	*	12	8
08:00	*	*	*	*	*	*	6	13	5	16	*	*	*	*	6	14
09:00	*	*	*	*	*	*	4	8	8	8	*	*	*	*	6	8
10:00	*	*	*	*	*	*	7	7	2	8	*	*	*	*	4	8
11:00	*	*	*	*	*	*	5	2	2	1	*	*	*	*	4	2
Lane	0	0	0	0	0	0	225	241	335	364	0	0	0	0	337	352
Day	0		0		0		466		699		0		0		689	
AM Peak	-	-	-	-	-	-	11:00	11:00	07:00	08:00	-	-	-	-	07:00	08:00
Vol.	-	-	-	-	-	-	9	7	27	33	-	-	-	-	27	33
PM Peak	-	-	-	-	-	-	15:00	15:00	15:00	15:00	-	-	-	-	15:00	15:00
Vol.	-	-	-	-	-	-	40	45	37	44	-	-	-	-	38	44

Comb. Total	0		0		0		466		699		0		0		689	

ADT ADT 675 AADT 675

Project: MID HUDSON INDUSTRIAL PARK
Location: MONTGOMERY, NY
Job No. 21000327A

Colliers Engineering

400 Columbus Avenue, Ste 180 E
Valhalla, NY 10595

Customer Loyalty through Client Satisfaction

Site Code: 21000327 888
Station ID:
BEAVER DAM ROAD (APPROX. 745' SOUTH OF I-84 OVERPASS)
Latitude: 0' 0.0000 Undefined

Start	06-Dec-21		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	*	*	*	*	*	*	*	*	*	*	3	4	3	6	3	5
01:00	*	*	*	*	*	*	*	*	*	*	0	0	0	0	0	0
02:00	*	*	*	*	*	*	*	*	*	*	1	4	2	1	2	2
03:00	*	*	*	*	*	*	*	*	*	*	3	2	1	2	2	2
04:00	*	*	*	*	*	*	*	*	*	*	1	1	0	0	0	0
05:00	*	*	*	*	*	*	*	*	*	*	2	0	3	1	2	0
06:00	*	*	*	*	*	*	*	*	*	*	7	3	3	2	5	2
07:00	*	*	*	*	*	*	*	*	*	*	9	6	4	2	6	4
08:00	*	*	*	*	*	*	*	*	*	*	11	20	9	**23**	10	22
09:00	*	*	*	*	*	*	*	*	*	*	**30**	**41**	16	12	**23**	**26**
10:00	*	*	*	*	*	*	*	*	*	*	17	19	13	13	15	16
11:00	*	*	*	*	*	*	*	*	*	*	26	28	**19**	18	22	23
12:00 PM	*	*	*	*	*	*	*	*	*	*	26	**26**	17	**21**	**22**	**24**
01:00	*	*	*	*	*	*	*	*	*	*	20	14	**22**	18	21	16
02:00	*	*	*	*	*	*	*	*	*	*	**31**	23	11	12	21	18
03:00	*	*	*	*	*	*	*	*	*	*	20	21	13	14	16	18
04:00	*	*	*	*	*	*	*	*	*	*	16	26	16	16	16	21
05:00	*	*	*	*	*	*	*	*	*	*	25	15	15	11	20	13
06:00	*	*	*	*	*	*	*	*	*	*	11	12	7	8	9	10
07:00	*	*	*	*	*	*	*	*	*	*	5	12	5	7	5	10
08:00	*	*	*	*	*	*	*	*	*	*	7	7	7	10	7	8
09:00	*	*	*	*	*	*	*	*	*	*	4	7	5	2	4	4
10:00	*	*	*	*	*	*	*	*	*	*	5	4	2	5	4	4
11:00	*	*	*	*	*	*	*	*	*	*	1	3	5	2	3	2
Lane	0	0	0	0	0	0	0	0	0	0	281	298	198	206	238	250
Day	0		0		0		0		0		579		404		488	
AM Peak	-	-	-	-	-	-	-	-	-	-	09:00	09:00	11:00	08:00	09:00	09:00
Vol.	-	-	-	-	-	-	-	-	-	-	30	41	19	23	23	26
PM Peak	-	-	-	-	-	-	-	-	-	-	14:00	12:00	13:00	12:00	12:00	12:00
Vol.	-	-	-	-	-	-	-	-	-	-	31	26	22	21	22	24

Comb. Total	0	0	0	0	0	579	404	488		
ADT	ADT 675	AADT 675								

Colliers Engineering

400 Columbus Avenue, Ste 180 E
Valhalla, NY 10595

Customer Loyalty through Client Satisfaction

Project: MID HUDSON INDUSTRIAL PARK
Location: MONTGOMERY, NY
Job No. 21000327A

Site Code: 21000327 888
Station ID:
BEAVER DAM ROAD (APPROX. 745' SOUTH OF I-84 OVERPASS)
Latitude: 0' 0.0000 Undefined

Start	13-Dec-21		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	1	2	3	2	2	1	*	*	*	*	*	*	*	*	2	2
01:00	1	0	0	1	0	1	*	*	*	*	*	*	*	*	0	1
02:00	1	1	3	3	1	2	*	*	*	*	*	*	*	*	2	2
03:00	5	4	3	4	3	1	*	*	*	*	*	*	*	*	4	3
04:00	5	1	9	3	6	2	*	*	*	*	*	*	*	*	7	2
05:00	10	1	8	2	4	3	*	*	*	*	*	*	*	*	7	2
06:00	23	6	20	3	17	4	*	*	*	*	*	*	*	*	20	4
07:00	**30**	22	32	17	**39**	14	*	*	*	*	*	*	*	*	**34**	18
08:00	27	25	**35**	**40**	27	36	*	*	*	*	*	*	*	*	30	34
09:00	28	**39**	34	35	36	**37**	*	*	*	*	*	*	*	*	33	**37**
10:00	17	23	21	9	5	4	*	*	*	*	*	*	*	*	14	12
11:00	16	23	16	27	*	*	*	*	*	*	*	*	*	*	16	25
12:00 PM	**48**	35	32	32	*	*	*	*	*	*	*	*	*	*	40	34
01:00	32	30	20	17	*	*	*	*	*	*	*	*	*	*	26	24
02:00	47	45	35	37	*	*	*	*	*	*	*	*	*	*	41	41
03:00	46	**53**	**43**	37	*	*	*	*	*	*	*	*	*	*	**44**	**45**
04:00	26	46	32	**43**	*	*	*	*	*	*	*	*	*	*	29	44
05:00	32	20	21	18	*	*	*	*	*	*	*	*	*	*	26	19
06:00	19	15	13	13	*	*	*	*	*	*	*	*	*	*	16	14
07:00	8	6	9	7	*	*	*	*	*	*	*	*	*	*	8	6
08:00	14	12	8	11	*	*	*	*	*	*	*	*	*	*	11	12
09:00	6	9	5	9	*	*	*	*	*	*	*	*	*	*	6	9
10:00	2	0	5	4	*	*	*	*	*	*	*	*	*	*	4	2
11:00	4	6	3	3	*	*	*	*	*	*	*	*	*	*	4	4
Lane	448	424	410	377	140	105	0	0	0	0	0	0	0	0	424	396
Day	872		787		245		0		0		0		0		820	
AM Peak	07:00	09:00	08:00	08:00	07:00	09:00	-	-	-	-	-	-	-	-	07:00	09:00
Vol.	30	39	35	40	39	37	-	-	-	-	-	-	-	-	34	37
PM Peak	12:00	15:00	15:00	16:00	-	-	-	-	-	-	-	-	-	-	15:00	15:00
Vol.	48	53	43	43	-	-	-	-	-	-	-	-	-	-	44	45

Comb. Total	872	787	245	0	0	0	0	820

ADT ADT 675 AADT 675

Colliers Engineering

400 Columbus Avenue, Suite 180 E
Valhalla NY 10595

Customer Loyalty through Client Satisfaction

Project: Mid Hudson Industrial Park
Location: Montgomery, NY
Job No. 21000327A

Station ID:
SB NYS Route 208 (North of I-84 EB Ramp & South of I-84 WB Ramp)
Latitude: 0' 0.0000 Undefined

Start Time	Mon 17-Jan-22	Tue 18-Jan-22	Wed 19-Jan-22	Thu 20-Jan-22	Fri 21-Jan-22	Average Day	Sat 22-Jan-22	Sun 23-Jan-22	Week Average
12:00 AM	*	*	*	*	*	*	*	66	66
01:00	*	*	*	*	*	*	*	63	63
02:00	*	*	*	*	*	*	*	67	67
03:00	*	*	*	*	*	*	*	51	51
04:00	*	*	*	*	*	*	*	42	42
05:00	*	*	*	*	*	*	*	85	85
06:00	*	*	*	*	*	*	*	114	114
07:00	*	*	*	*	*	*	*	160	160
08:00	*	*	*	*	*	*	*	268	268
09:00	*	*	*	*	*	*	*	270	270
10:00	*	*	*	*	*	*	*	353	353
11:00	*	*	*	*	*	*	**469**	**362**	**416**
12:00 PM	*	*	*	*	*	*	**520**	**466**	**493**
01:00	*	*	*	*	*	*	517	445	481
02:00	*	*	*	*	*	*	473	420	446
03:00	*	*	*	*	*	*	494	437	466
04:00	*	*	*	*	*	*	453	389	421
05:00	*	*	*	*	*	*	430	351	390
06:00	*	*	*	*	*	*	326	278	302
07:00	*	*	*	*	*	*	223	252	238
08:00	*	*	*	*	*	*	232	190	211
09:00	*	*	*	*	*	*	171	142	156
10:00	*	*	*	*	*	*	120	166	143
11:00	*	*	*	*	*	*	114	119	116
Day Total	0	0	0	0	0	0	4542	5556	5818
% Avg. WkDay	0.0%	0.0%	0.0%	0.0%	0.0%				
% Avg. Week	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	78.1%	95.5%	
AM Peak	-	-	-	-	-	- - -	11:00	11:00	- 11:00 - -
Vol.	-	-	-	-	-	- - -	469	362	- 416 - -
PM Peak	-	-	-	-	-	- - -	12:00	12:00	- 12:00 - -
Vol.	-	-	-	-	-	- - -	520	466	- 493 - -

Colliers Engineering

Project: Mid Hudson Industrial Park
Location: Montgomery, NY
Job No. 21000327A

400 Columbus Avenue, Suite 180 E
Valhalla NY 10595

Customer Loyalty through Client Satisfaction

Station ID:
SB NYS Route 208 (North of I-84 EB Ramp & South of I-84 WB Ramp)
Latitude: 0' 0.0000 Undefined

Start Time	Mon 24-Jan-22	Tue 25-Jan-22	Wed 26-Jan-22	Thu 27-Jan-22	Fri 28-Jan-22	Average Day	Sat 29-Jan-22	Sun 30-Jan-22	Week Average
12:00 AM	78	271	*	*	*	174	*	*	174
01:00	73	226	*	*	*	150	*	*	150
02:00	109	211	*	*	*	160	*	*	160
03:00	169	189	*	*	*	179	*	*	179
04:00	200	284	*	*	*	242	*	*	242
05:00	355	404	*	*	*	380	*	*	380
06:00	557	623	*	*	*	590	*	*	590
07:00	**746**	**776**	*	*	*	**761**	*	*	**761**
08:00	709	720	*	*	*	714	*	*	714
09:00	614	640	*	*	*	627	*	*	627
10:00	546	531	*	*	*	538	*	*	538
11:00	630	438	*	*	*	534	*	*	534
12:00 PM	591	*	*	*	*	591	*	*	591
01:00	624	*	*	*	*	624	*	*	624
02:00	739	*	*	*	*	739	*	*	739
03:00	**784**	*	*	*	*	**784**	*	*	**784**
04:00	705	*	*	*	*	705	*	*	705
05:00	724	*	*	*	*	724	*	*	724
06:00	513	*	*	*	*	513	*	*	513
07:00	447	*	*	*	*	447	*	*	447
08:00	336	*	*	*	*	336	*	*	336
09:00	290	*	*	*	*	290	*	*	290
10:00	277	*	*	*	*	277	*	*	277
11:00	269	*	*	*	*	269	*	*	269
Day Total	11085	5313	0	0	0	11348	0	0	11348
% Avg. WkDay	97.7%	46.8%	0.0%	0.0%	0.0%				
% Avg. Week	97.7%	46.8%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	
AM Peak	07:00	07:00	-	-	-	07:00	-	-	07:00
Vol.	746	776	-	-	-	761	-	-	761
PM Peak	15:00	-	-	-	-	15:00	-	-	15:00
Vol.	784	-	-	-	-	784	-	-	784

Grand Total	11085	5313	0	0	0	11348	4542	5556	17166

ADT ADT 8,674 AADT 8,674

Colliers Engineering

400 Columbus Avenue, Suite 180 E
Valhalla NY 10595

Customer Loyalty through Client Satisfaction

Project: Mid Hudson Industrial Park
Location: Montgomery, NY
Job No. 21000327A

Site Code: 21000327 1010
Station ID:
NB NYS Route 208 (North of I-84 EB Ramp & South of I-84 WB Ramp)
Latitude: 0' 0.0000 Undefined

Start Time	Mon 17-Jan-22	Tue 18-Jan-22	Wed 19-Jan-22	Thu 20-Jan-22	Fri 21-Jan-22	Average Day	Sat 22-Jan-22	Sun 23-Jan-22	Week Average
12:00 AM	*	*	*	*	*	*	*	47	47
01:00	*	*	*	*	*	*	*	38	38
02:00	*	*	*	*	*	*	*	28	28
03:00	*	*	*	*	*	*	*	26	26
04:00	*	*	*	*	*	*	*	32	32
05:00	*	*	*	*	*	*	*	41	41
06:00	*	*	*	*	*	*	*	80	80
07:00	*	*	*	*	*	*	*	124	124
08:00	*	*	*	*	*	*	*	219	219
09:00	*	*	*	*	*	*	*	225	225
10:00	*	*	*	*	*	*	*	278	278
11:00	*	*	*	*	*	*	*	**368**	**368**
12:00 PM	*	*	*	*	*	*	**468**	357	**412**
01:00	*	*	*	*	*	*	421	**385**	403
02:00	*	*	*	*	*	*	402	357	380
03:00	*	*	*	*	*	*	420	374	397
04:00	*	*	*	*	*	*	416	314	365
05:00	*	*	*	*	*	*	322	253	288
06:00	*	*	*	*	*	*	258	219	238
07:00	*	*	*	*	*	*	219	177	198
08:00	*	*	*	*	*	*	182	115	148
09:00	*	*	*	*	*	*	140	104	122
10:00	*	*	*	*	*	*	84	93	88
11:00	*	*	*	*	*	*	88	57	72
Day Total	0	0	0	0	0	0	3420	4311	4617
% Avg. WkDay	0.0%	0.0%	0.0%	0.0%	0.0%				
% Avg. Week	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	74.1%	93.4%	
AM Peak	-	-	-	-	-	-	-	11:00	- 11:00 - -
Vol.	-	-	-	-	-	-	-	368	- 368 - -
PM Peak	-	-	-	-	-	-	12:00	13:00	- 12:00 - -
Vol.	-	-	-	-	-	-	468	385	- 412 - -

Colliers Engineering

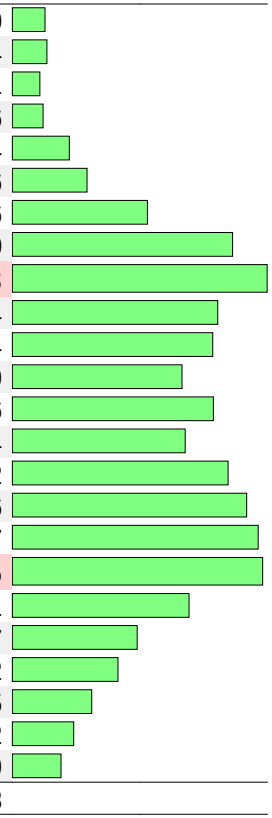
Project: Mid Hudson Industrial Park
Location: Montgomery, NY
Job No. 21000327A

400 Columbus Avenue, Suite 180 E
Valhalla NY 10595

Customer Loyalty through Client Satisfaction

Site Code: 21000327 1010
Station ID:
NB NYS Route 208 (North of I-84 EB Ramp & South of I-84 WB Ramp)
Latitude: 0' 0.0000 Undefined

Start Time	Mon 24-Jan-22	Tue 25-Jan-22	Wed 26-Jan-22	Thu 27-Jan-22	Fri 28-Jan-22	Average Day	Sat 29-Jan-22	Sun 30-Jan-22	Week Average
12:00 AM	47	73	*	*	*	60	*	*	60
01:00	47	82	*	*	*	64	*	*	64
02:00	33	69	*	*	*	51	*	*	51
03:00	39	74	*	*	*	56	*	*	56
04:00	81	127	*	*	*	104	*	*	104
05:00	130	142	*	*	*	136	*	*	136
06:00	249	243	*	*	*	246	*	*	246
07:00	443	356	*	*	*	400	*	*	400
08:00	**547**	**379**	*	*	*	**463**	*	*	**463**
09:00	406	343	*	*	*	374	*	*	374
10:00	418	310	*	*	*	364	*	*	364
11:00	405	213	*	*	*	309	*	*	309
12:00 PM	366	*	*	*	*	366	*	*	366
01:00	314	*	*	*	*	314	*	*	314
02:00	392	*	*	*	*	392	*	*	392
03:00	426	*	*	*	*	426	*	*	426
04:00	447	*	*	*	*	447	*	*	447
05:00	**455**	*	*	*	*	**455**	*	*	**455**
06:00	321	*	*	*	*	321	*	*	321
07:00	227	*	*	*	*	227	*	*	227
08:00	192	*	*	*	*	192	*	*	192
09:00	145	*	*	*	*	145	*	*	145
10:00	112	*	*	*	*	112	*	*	112
11:00	89	*	*	*	*	89	*	*	89
Day Total	6331	2411	0	0	0	6113	0	0	6113
% Avg. WkDay	103.6%	39.4%	0.0%	0.0%	0.0%				
% Avg. Week	103.6%	39.4%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	
AM Peak	08:00	08:00	-	-	-	08:00	-	-	08:00
Vol.	547	379	-	-	-	463	-	-	463
PM Peak	17:00	-	-	-	-	17:00	-	-	17:00
Vol.	455	-	-	-	-	455	-	-	455



Grand Total	6331	2411	0	0	0	6113	3420	4311	10730

ADT ADT 5,491 AADT 5,491

Project: MID HUDSON INDUSTRIAL PARK
Location: MONTGOMERY, NY
Job No. 21000327A

Colliers Engineering

400 Columbus Avenue, Ste 180 E
Valhalla, NY 10595

Customer Loyalty through Client Satisfaction

Site Code: 21000327 999
Station ID:
NEELYTOWN ROAD (APPROX. 1745' EAST OF BEAVER DAM ROAD)
Latitude: 0' 0.0000 Undefined

EB, WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/09/21	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	**15**	0	**5**	**3**	**13**	**34**	**56**	**72**	**36**	**16**	**3**	0	0	0	**253**	52	56
12 PM	9	0	0	0	**23**	59	93	146	78	35	4	1	0	1	449	53	57
13:00	13	0	0	0	4	29	90	116	97	41	11	3	0	0	404	54	59
14:00	27	1	1	2	7	**62**	**126**	126	99	40	17	3	1	**2**	514	54	59
15:00	20	0	1	1	4	31	104	143	96	39	9	4	1	0	453	54	58
16:00	**32**	**3**	0	**10**	6	50	102	**155**	**108**	**56**	15	3	1	0	**541**	54	59
17:00	16	0	1	3	4	27	116	120	64	34	**20**	2	1	0	408	54	60
18:00	18	0	0	3	7	19	61	65	63	38	10	**6**	**2**	0	292	56	61
19:00	4	0	0	4	9	25	54	56	44	14	7	1	1	0	219	53	59
20:00	4	0	0	4	2	19	47	52	45	20	12	1	0	0	206	55	61
21:00	8	0	0	4	7	29	39	42	26	15	10	1	0	0	181	54	60
22:00	4	0	0	1	6	31	28	40	36	37	11	3	1	0	198	58	62
23:00	11	1	**3**	1	8	12	40	35	39	22	7	2	2	1	184	56	61
Total	181	5	11	36	100	427	956	1168	831	407	136	30	10	4	4302		
Percent	4.2%	0.1%	0.3%	0.8%	2.3%	9.9%	22.2%	27.2%	19.3%	9.5%	3.2%	0.7%	0.2%	0.1%			
AM Peak	11:00		11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00				11:00		
Vol.	15		5	3	13	34	56	72	36	16	3				253		
PM Peak	16:00	16:00	23:00	16:00	12:00	14:00	14:00	16:00	16:00	16:00	17:00	18:00	18:00	14:00	16:00		
Vol.	32	3	3	10	23	62	126	155	108	56	20	6	2	2	541		

Project: MID HUDSON INDUSTRIAL PARK
Location: MONTGOMERY, NY
Job No. 21000327A

Colliers Engineering
400 Columbus Avenue, Ste 180 E
Valhalla, NY 10595

Customer Loyalty through Client Satisfaction

Site Code: 21000327 999
Station ID:
NEELYTOWN ROAD (APPROX. 1745' EAST OF BEAVER DAM ROAD)
Latitude: 0' 0.0000 Undefined

EB, WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/10/21	13	0	0	0	11	22	27	37	13	16	4	1	0	0	144	54	59
01:00	12	0	0	2	5	20	50	26	47	9	4	3	0	0	178	53	58
02:00	19	1	0	3	8	23	51	32	25	8	4	1	0	0	175	52	57
03:00	4	0	0	3	17	23	61	44	31	20	7	0	0	0	210	54	59
04:00	11	0	**3**	4	15	36	60	69	35	36	8	6	0	0	283	56	59
05:00	10	**3**	0	2	13	34	56	46	62	35	29	**11**	**6**	0	307	59	65
06:00	12	0	0	0	15	25	79	80	104	51	11	4	0	0	381	55	59
07:00	27	0	0	2	11	51	99	125	90	54	12	5	1	**1**	478	55	59
08:00	**30**	0	1	**6**	22	**75**	**101**	**141**	**122**	**56**	**31**	1	2	1	**589**	55	60
09:00	28	0	3	3	8	49	95	92	110	47	12	3	0	0	450	54	59
10:00	18	0	1	2	**28**	36	51	76	59	33	10	4	0	0	318	54	59
11:00	18	1	0	1	10	36	63	107	77	38	10	4	4	1	370	55	59
12 PM	25	0	1	**7**	12	34	94	107	86	57	15	2	**1**	**2**	443	55	59
13:00	17	0	0	0	3	40	81	129	111	51	12	**7**	0	0	451	55	59
14:00	16	**1**	0	2	**21**	**47**	99	125	99	54	15	0	0	0	479	54	59
15:00	**26**	1	0	0	2	28	94	**166**	111	49	22	5	1	0	505	55	60
16:00	17	1	0	0	3	43	**116**	121	**116**	**71**	**28**	5	0	2	**523**	56	61
17:00	21	1	0	1	1	24	90	133	98	61	21	3	1	0	455	56	60
18:00	15	0	0	3	6	20	69	95	71	55	21	7	1	0	363	57	62
19:00	13	0	0	0	1	22	58	62	62	23	16	2	0	0	259	55	61
20:00	11	0	1	1	8	11	35	39	26	23	11	6	1	0	173	58	64
21:00	5	0	0	0	3	14	14	26	30	16	11	5	1	1	126	59	64
22:00	1	0	0	0	1	12	17	31	26	16	14	3	1	0	122	59	64
23:00	3	0	**2**	1	4	3	11	26	22	13	4	1	0	0	90	56	60
Total	372	9	12	43	228	728	1571	1935	1633	892	332	89	20	8	7872		
Percent	4.7%	0.1%	0.2%	0.5%	2.9%	9.2%	20.0%	24.6%	20.7%	11.3%	4.2%	1.1%	0.3%	0.1%			
AM Peak	08:00	05:00	04:00	08:00	10:00	08:00	08:00	08:00	08:00	08:00	08:00	05:00	05:00	07:00	08:00		
Vol.	30	3	3	6	28	75	101	141	122	56	31	11	6	1	589		
PM Peak	15:00	14:00	23:00	12:00	14:00	14:00	16:00	15:00	16:00	16:00	16:00	13:00	12:00	12:00	16:00		
Vol.	26	1	2	7	21	47	116	166	116	71	28	7	1	2	523		

Project: MID HUDSON INDUSTRIAL PARK
Location: MONTGOMERY, NY
Job No. 21000327A

Colliers Engineering
400 Columbus Avenue, Ste 180 E
Valhalla, NY 10595

Customer Loyalty through Client Satisfaction

Site Code: 21000327 999
Station ID:
NEELYTOWN ROAD (APPROX. 1745' EAST OF BEAVER DAM ROAD)
Latitude: 0' 0.0000 Undefined

EB, WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/11/21	3	0	0	0	0	5	8	17	15	9	4	4	0	0	65	59	65
01:00	2	0	0	0	2	3	14	20	11	8	4	1	0	0	65	57	62
02:00	3	0	0	0	3	4	16	15	13	10	5	0	0	0	69	57	61
03:00	5	0	0	1	0	7	16	25	27	**29**	8	1	2	0	121	58	63
04:00	4	0	0	1	4	3	17	19	10	18	4	3	1	0	84	58	64
05:00	1	0	0	0	6	5	10	30	38	28	**15**	**9**	0	0	142	60	66
06:00	3	0	0	1	2	11	31	34	28	18	6	6	**3**	0	143	58	66
07:00	7	0	0	1	0	7	22	35	46	26	10	3	0	0	157	57	62
08:00	10	0	0	4	6	21	49	75	**74**	27	9	0	1	0	276	54	59
09:00	**18**	0	0	2	10	**23**	**80**	**92**	56	10	3	0	0	0	**294**	52	54
10:00	10	0	**1**	**5**	**14**	14	45	48	50	11	1	0	0	0	199	53	55
11:00	11	0	0	0	7	18	46	65	44	16	5	0	1	0	213	53	58
12 PM	**17**	**2**	0	0	2	**24**	**73**	**83**	49	13	3	1	**2**	0	**269**	52	57
13:00	4	0	0	2	**8**	24	38	51	48	**23**	2	1	0	0	201	54	58
14:00	7	0	0	0	3	11	64	83	55	22	6	1	0	0	252	54	58
15:00	6	0	0	**3**	0	15	49	66	**57**	16	**8**	**4**	0	0	224	54	60
16:00	6	0	0	0	4	19	38	71	50	15	3	0	0	0	206	53	57
17:00	4	0	0	0	4	19	32	59	31	18	1	0	0	0	168	54	57
18:00	5	0	0	0	7	18	22	57	31	10	2	0	0	0	152	53	57
19:00	3	0	0	0	3	14	15	36	19	7	0	0	0	0	97	53	56
20:00	2	1	0	1	2	11	18	27	14	8	2	0	0	0	86	53	58
21:00	2	0	0	0	7	6	6	16	9	0	1	2	0	0	49	52	62
22:00	0	0	**1**	1	1	2	9	12	8	4	1	0	0	0	39	54	58
23:00	1	0	0	1	0	5	12	14	6	4	1	0	0	0	44	53	58
Total	134	3	2	23	95	289	730	1050	789	350	104	36	10	0	3615		
Percent	3.7%	0.1%	0.1%	0.6%	2.6%	8.0%	20.2%	29.0%	21.8%	9.7%	2.9%	1.0%	0.3%	0.0%			
AM Peak	09:00		10:00	10:00	10:00	09:00	09:00	09:00	08:00	03:00	05:00	05:00	06:00		09:00		
Vol.	18		1	5	14	23	80	92	74	29	15	9	3		294		
PM Peak	12:00	12:00	22:00	15:00	13:00	12:00	12:00	12:00	15:00	13:00	15:00	15:00	12:00		12:00		
Vol.	17	2	1	3	8	24	73	83	57	23	8	4	2		269		

Project: MID HUDSON INDUSTRIAL PARK
Location: MONTGOMERY, NY
Job No. 21000327A

Colliers Engineering
400 Columbus Avenue, Ste 180 E
Valhalla, NY 10595

Customer Loyalty through Client Satisfaction

Site Code: 21000327 999
Station ID:
NEELYTOWN ROAD (APPROX. 1745' EAST OF BEAVER DAM ROAD)
Latitude: 0' 0.0000 Undefined

EB, WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/12/21	1	0	0	0	0	3	10	5	9	2	1	0	0	0	31	54	58
01:00	0	0	0	0	1	2	3	5	3	0	1	0	0	0	15	52	61
02:00	0	0	0	0	0	0	4	2	5	2	0	0	0	0	13	55	58
03:00	0	0	0	0	1	2	5	10	1	3	1	0	0	0	23	55	59
04:00	1	0	0	0	1	3	3	3	7	3	0	0	0	0	21	54	58
05:00	0	0	0	0	2	5	9	22	14	6	3	4	**1**	0	66	58	67
06:00	0	0	**3**	**2**	**3**	2	9	20	15	8	1	1	0	0	64	55	59
07:00	2	0	0	0	0	2	17	24	25	9	5	1	0	0	85	56	61
08:00	7	**2**	0	0	0	5	**23**	**59**	**67**	**52**	**18**	2	1	0	**236**	58	62
09:00	2	0	0	0	1	**6**	15	39	31	20	7	4	0	0	125	58	63
10:00	1	0	0	0	0	6	21	49	35	22	6	2	0	0	142	56	60
11:00	**8**	0	0	0	3	3	21	36	51	25	8	**5**	0	0	160	57	63
12 PM	3	0	0	0	3	2	25	48	63	18	7	1	0	0	170	55	59
13:00	7	0	0	0	0	6	35	**79**	59	**39**	8	**2**	1	**1**	**237**	56	59
14:00	6	0	0	0	0	12	31	60	**79**	34	**11**	1	0	0	234	56	60
15:00	2	0	0	0	1	5	32	59	55	32	11	2	0	0	199	57	61
16:00	4	0	0	0	2	8	23	62	75	25	8	1	0	0	208	55	59
17:00	6	0	0	0	2	11	**55**	59	49	24	8	0	0	0	214	54	59
18:00	7	0	0	0	2	13	39	56	38	15	3	0	0	0	173	53	58
19:00	1	0	0	0	3	12	21	42	28	21	8	2	0	0	138	57	61
20:00	7	0	0	0	2	**16**	28	40	19	20	1	1	0	0	134	55	58
21:00	**9**	0	0	1	**8**	12	31	37	32	16	3	0	**2**	0	151	54	59
22:00	9	0	0	**3**	6	11	34	26	25	11	3	2	0	0	130	54	59
23:00	9	**1**	0	1	3	8	19	33	18	9	0	0	1	0	102	53	57
Total	92	3	3	7	44	155	513	875	803	416	122	31	6	1	3071		
Percent	3.0%	0.1%	0.1%	0.2%	1.4%	5.0%	16.7%	28.5%	26.1%	13.5%	4.0%	1.0%	0.2%	0.0%			
AM Peak	11:00	08:00	06:00	06:00	06:00	09:00	08:00	08:00	08:00	08:00	08:00	11:00	05:00		08:00		
Vol.	8	2	3	2	3	6	23	59	67	52	18	5	1		236		
PM Peak	21:00	23:00		22:00	21:00	20:00	17:00	13:00	14:00	13:00	14:00	13:00	21:00	13:00	13:00		
Vol.	9	1		3	8	16	55	79	79	39	11	2	2	1	237		

Project: MID HUDSON INDUSTRIAL PARK
Location: MONTGOMERY, NY
Job No. 21000327A

Colliers Engineering
400 Columbus Avenue, Ste 180 E
Valhalla, NY 10595

Customer Loyalty through Client Satisfaction

Site Code: 21000327 999
Station ID:
NEELYTOWN ROAD (APPROX. 1745' EAST OF BEAVER DAM ROAD)
Latitude: 0' 0.0000 Undefined

EB, WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/13/21	6	0	2	0	5	8	19	21	8	8	3	0	0	0	80	54	59
01:00	9	0	0	0	12	16	24	23	21	4	1	1	0	0	111	52	55
02:00	15	**1**	0	4	12	27	37	23	11	7	4	1	**2**	0	144	51	59
03:00	11	0	1	4	7	5	34	45	34	18	9	**3**	1	0	172	56	62
04:00	8	0	0	0	7	10	29	58	42	22	9	3	1	1	190	56	61
05:00	12	0	0	1	8	36	56	78	62	34	8	3	0	0	298	55	59
06:00	15	1	**3**	5	6	22	86	124	98	21	8	1	0	1	391	53	57
07:00	12	1	0	1	18	52	94	119	**131**	**40**	**10**	0	0	0	478	54	58
08:00	**36**	0	1	**6**	21	**63**	**139**	**185**	121	32	4	1	0	0	**609**	52	56
09:00	29	0	0	3	**23**	48	113	117	78	24	4	0	0	**2**	441	52	56
10:00	15	0	0	1	3	21	73	106	62	34	4	1	0	0	320	54	58
11:00	26	0	1	3	14	41	92	131	68	21	5	0	0	1	403	52	56
12 PM	20	**4**	0	1	6	35	125	125	79	36	4	3	0	1	439	53	57
13:00	21	0	2	6	8	39	101	130	91	29	8	0	1	0	436	53	57
14:00	36	0	2	3	**22**	**51**	129	165	97	35	5	**5**	1	**2**	553	53	57
15:00	**40**	0	**14**	0	12	32	**132**	183	**121**	**42**	2	1	0	0	**579**	53	56
16:00	33	1	2	0	12	39	124	**188**	87	30	6	0	0	0	522	52	56
17:00	16	0	0	1	11	31	113	131	79	28	**11**	0	0	0	421	53	58
18:00	13	0	0	4	14	18	56	117	78	23	11	2	0	1	337	54	59
19:00	10	0	0	1	9	15	50	70	50	11	3	0	0	0	219	53	56
20:00	12	0	0	1	5	27	45	71	50	25	8	3	1	0	248	54	59
21:00	13	1	0	**9**	6	15	40	59	42	20	4	2	1	1	213	54	59
22:00	13	0	0	0	4	16	43	50	44	28	6	4	1	0	209	56	60
23:00	12	0	0	2	1	14	40	49	41	16	7	2	**2**	0	186	54	61
Total	433	9	28	56	246	681	1794	2368	1595	588	144	36	11	10	7999		
Percent	5.4%	0.1%	0.4%	0.7%	3.1%	8.5%	22.4%	29.6%	19.9%	7.4%	1.8%	0.5%	0.1%	0.1%			
AM Peak	08:00	02:00	06:00	08:00	09:00	08:00	08:00	08:00	07:00	07:00	07:00	03:00	02:00	09:00	08:00		
Vol.	36	1	3	6	23	63	139	185	131	40	10	3	2	2	609		
PM Peak	15:00	12:00	15:00	21:00	14:00	14:00	15:00	16:00	15:00	15:00	17:00	14:00	23:00	14:00	15:00		
Vol.	40	4	14	9	22	51	132	188	121	42	11	5	2	2	579		

Project: MID HUDSON INDUSTRIAL PARK
Location: MONTGOMERY, NY
Job No. 21000327A

Colliers Engineering
400 Columbus Avenue, Ste 180 E
Valhalla, NY 10595

Customer Loyalty through Client Satisfaction

Site Code: 21000327 999
Station ID:
NEELYTOWN ROAD (APPROX. 1745' EAST OF BEAVER DAM ROAD)
Latitude: 0' 0.0000 Undefined

EB, WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/14/21	4	0	0	2	10	20	14	44	17	10	1	2	0	0	124	53	58
01:00	15	0	0	1	6	32	48	43	25	11	3	1	0	0	185	52	57
02:00	25	1	0	0	7	22	45	45	18	7	3	1	0	0	174	50	56
03:00	17	**2**	0	0	7	16	50	43	38	21	4	**5**	**1**	0	204	55	59
04:00	24	0	0	1	15	30	62	76	59	18	6	3	1	0	295	53	58
05:00	20	2	0	0	18	31	57	109	86	42	**12**	1	1	0	379	54	59
06:00	23	0	2	1	19	47	97	127	110	22	7	1	1	1	458	53	56
07:00	**34**	1	0	4	17	52	107	123	105	42	9	1	0	**2**	497	53	58
08:00	32	0	2	4	16	48	**138**	**172**	**122**	**47**	5	5	1	0	**592**	53	58
09:00	34	2	2	**5**	**27**	**65**	99	117	88	34	4	1	0	0	478	53	57
10:00	22	0	**6**	2	9	34	81	95	54	23	3	0	0	1	330	52	57
11:00	29	0	0	1	13	39	76	139	81	32	4	0	0	0	414	53	57
12 PM	35	**2**	0	4	4	42	109	150	85	29	7	0	1	0	468	53	57
13:00	22	1	0	0	7	26	85	152	96	36	5	1	0	0	431	53	57
14:00	32	2	0	3	8	41	92	**177**	**141**	45	**11**	0	**2**	0	554	54	58
15:00	**37**	1	0	2	**18**	64	132	177	117	**46**	6	**2**	0	**3**	605	53	57
16:00	36	2	1	**7**	14	**91**	**165**	167	107	35	7	2	2	2	**638**	52	57
17:00	15	0	**3**	6	6	42	142	138	81	27	9	2	0	1	472	52	57
18:00	15	0	0	0	9	23	67	105	80	38	5	1	0	0	343	54	58
19:00	13	0	0	0	6	13	62	60	47	16	6	1	0	0	224	53	58
20:00	13	0	0	0	6	9	47	61	48	16	8	2	0	0	210	54	59
21:00	7	0	0	1	14	22	42	50	37	12	6	0	0	0	191	53	58
22:00	15	1	0	3	11	19	48	48	38	13	6	1	0	1	204	53	58
23:00	18	0	0	0	9	16	41	63	36	12	5	2	1	0	203	53	59
Total	537	17	16	47	276	844	1906	2481	1716	634	142	35	11	11	8673		
Percent	6.2%	0.2%	0.2%	0.5%	3.2%	9.7%	22.0%	28.6%	19.8%	7.3%	1.6%	0.4%	0.1%	0.1%			
AM Peak	07:00	03:00	10:00	09:00	09:00	09:00	08:00	08:00	08:00	08:00	05:00	03:00	03:00	07:00	08:00		
Vol.	34	2	6	5	27	65	138	172	122	47	12	5	1	2	592		
PM Peak	15:00	12:00	17:00	16:00	15:00	16:00	16:00	14:00	14:00	15:00	14:00	15:00	14:00	15:00	16:00		
Vol.	37	2	3	7	18	91	165	177	141	46	11	2	2	3	638		

Project: MID HUDSON INDUSTRIAL PARK
Location: MONTGOMERY, NY
Job No. 21000327A

Colliers Engineering
400 Columbus Avenue, Ste 180 E
Valhalla, NY 10595

Customer Loyalty through Client Satisfaction

Site Code: 21000327 999
Station ID:
NEELYTOWN ROAD (APPROX. 1745' EAST OF BEAVER DAM ROAD)
Latitude: 0' 0.0000 Undefined

EB, WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/15/21	14	0	0	3	5	8	28	46	34	6	1	0	0	0	145	52	54
01:00	10	0	0	0	4	29	46	36	33	12	5	0	0	0	175	53	58
02:00	26	1	1	5	8	20	44	42	27	12	4	0	1	0	191	52	58
03:00	23	1	0	0	13	39	48	63	56	19	7	**3**	1	**1**	274	54	59
04:00	13	0	0	**7**	10	32	74	82	54	16	5	1	0	0	294	52	57
05:00	24	0	0	3	17	39	71	69	67	**47**	**13**	2	**2**	0	354	56	59
06:00	21	0	1	5	**31**	61	93	143	87	28	2	0	1	0	473	52	56
07:00	17	1	0	3	13	51	**134**	131	89	38	10	1	0	1	489	53	58
08:00	**41**	**5**	0	7	30	47	117	**157**	**144**	35	3	0	0	1	**587**	53	56
09:00	35	2	**2**	5	13	**64**	108	121	81	25	8	1	0	0	465	52	57
10:00	13	0	0	4	12	30	31	36	17	11	0	0	0	0	154	51	56
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	237	10	4	42	156	420	794	926	689	249	58	8	5	3	3601		
Percent	6.6%	0.3%	0.1%	1.2%	4.3%	11.7%	22.0%	25.7%	19.1%	6.9%	1.6%	0.2%	0.1%	0.1%			
AM Peak	08:00	08:00	09:00	04:00	06:00	09:00	07:00	08:00	08:00	05:00	05:00	03:00	05:00	03:00	08:00		
Vol.	41	5	2	7	31	64	134	157	144	47	13	3	2	1	587		
PM Peak Vol.																	
Grand Total	1986	56	76	254	1145	3544	8264	10803	8056	3536	1038	265	73	37	39133		
Percent	5.1%	0.1%	0.2%	0.6%	2.9%	9.1%	21.1%	27.6%	20.6%	9.0%	2.7%	0.7%	0.2%	0.1%			

15th Percentile :	38 MPH
50th Percentile :	46 MPH
85th Percentile :	54 MPH
95th Percentile :	59 MPH

Statistics

10 MPH Pace Speed :	41-50 MPH
Number in Pace :	19067
Percent in Pace :	48.7%
Number of Vehicles > 55 MPH :	4949
Percent of Vehicles > 55 MPH :	12.6%
Mean Speed(Average) :	46 MPH

Project: MID HUDSON INDUSTRIAL PARK
Location: MONTGOMERY, NY
Job No. 21000327A

Colliers Engineering
400 Columbus Avenue, Ste 180 E
Valhalla, NY 10595

Customer Loyalty through Client Satisfaction

Site Code: 21000327 888
Station ID:
BEAVER DAM ROAD (APPROX. 745' SOUTH OF I-84 OVERPASS)
Latitude: 0' 0.0000 Undefined

SB, NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/09/21	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	**8**	0	**1**	0	**5**	**1**	0	**1**	0	0	0	0	0	0	**16**	34	45
12 PM	**2**	0	**1**	**3**	8	10	13	6	1	0	0	0	0	0	44	45	49
13:00	1	0	0	3	8	10	7	5	1	1	0	0	0	0	36	46	51
14:00	1	0	0	1	6	15	**20**	8	3	2	0	0	0	0	56	47	53
15:00	1	0	0	3	**22**	**28**	20	9	2	0	0	0	0	0	**85**	44	48
16:00	1	0	0	0	10	26	18	**12**	**4**	1	0	**1**	0	0	73	47	52
17:00	1	0	0	0	7	24	15	7	1	0	0	0	0	0	55	44	48
18:00	1	0	0	0	4	14	8	4	2	0	0	0	0	0	33	46	50
19:00	0	0	0	2	3	5	4	1	1	0	0	0	0	0	16	44	50
20:00	0	0	0	1	6	5	3	4	0	0	0	0	0	0	19	46	48
21:00	0	0	0	0	0	2	6	4	0	0	0	0	0	0	12	47	49
22:00	1	0	1	1	1	2	4	1	0	**3**	0	0	0	0	14	56	58
23:00	0	0	0	0	0	2	3	2	0	0	0	0	0	0	7	47	49
Total	17	0	3	14	80	144	121	64	15	7	0	1	0	0	466		
Percent	3.6%	0.0%	0.6%	3.0%	17.2%	30.9%	26.0%	13.7%	3.2%	1.5%	0.0%	0.2%	0.0%	0.0%			
AM Peak	11:00		11:00		11:00	11:00		11:00							11:00		
Vol.	8		1		5	1		1							16		
PM Peak	12:00		12:00	12:00	15:00	15:00	14:00	16:00	16:00	22:00		16:00			15:00		
Vol.	2		1	3	22	28	20	12	4	3		1			85		

Project: MID HUDSON INDUSTRIAL PARK
Location: MONTGOMERY, NY
Job No. 21000327A

Colliers Engineering
400 Columbus Avenue, Ste 180 E
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Site Code: 21000327 888
Station ID:
BEAVER DAM ROAD (APPROX. 745' SOUTH OF I-84 OVERPASS)
Latitude: 0' 0.0000 Undefined

SB, NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/10/21	0	0	0	0	0	1	0	2	0	0	0	0	0	0	3	48	49
01:00	0	0	0	0	0	3	0	1	0	0	0	0	0	0	4	47	48
02:00	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2	53	54
03:00	0	0	0	0	1	3	1	2	0	0	0	0	0	0	7	47	49
04:00	0	0	0	1	1	2	2	2	1	0	0	0	0	0	9	49	52
05:00	0	0	0	0	2	2	0	0	0	0	0	**1**	0	**1**	6	66	68
06:00	**4**	0	0	**3**	1	6	7	**9**	0	0	0	0	0	0	30	47	49
07:00	2	0	0	1	3	8	19	3	1	**2**	0	0	0	0	39	45	55
08:00	1	0	0	3	7	**14**	**20**	3	**3**	0	0	0	0	0	**51**	44	50
09:00	0	0	0	1	2	8	12	9	0	1	0	0	0	0	33	47	49
10:00	1	0	0	2	5	12	5	2	2	0	0	0	0	0	29	44	51
11:00	1	0	0	2	**9**	8	14	5	1	1	0	0	0	0	41	45	49
12 PM	1	0	**1**	2	11	11	11	10	1	0	0	0	0	0	48	46	49
13:00	1	0	0	1	2	15	17	11	**5**	0	0	0	0	0	52	48	52
14:00	**3**	0	0	2	12	18	8	**12**	3	0	**1**	0	0	0	59	47	51
15:00	3	0	0	**5**	**15**	24	**23**	9	1	0	1	0	0	0	**81**	44	48
16:00	0	0	0	1	10	**26**	6	8	2	**1**	0	0	**1**	0	55	47	53
17:00	2	0	0	2	12	11	11	7	0	0	0	0	0	0	45	45	48
18:00	2	0	0	0	7	8	6	8	1	0	0	0	0	0	32	47	49
19:00	0	0	0	2	4	11	6	0	0	0	0	0	0	0	23	42	44
20:00	0	0	0	3	6	9	2	0	0	1	0	0	0	0	21	39	44
21:00	1	0	0	0	1	5	5	4	0	0	0	0	0	0	16	47	48
22:00	0	0	0	2	3	3	1	1	0	0	0	0	0	0	10	42	47
23:00	0	0	0	0	1	1	0	0	1	0	0	0	0	0	3	52	54
Total	22	0	1	34	115	209	176	108	23	6	2	1	1	1	699		
Percent	3.1%	0.0%	0.1%	4.9%	16.5%	29.9%	25.2%	15.5%	3.3%	0.9%	0.3%	0.1%	0.1%	0.1%			
AM Peak	06:00			06:00	11:00	08:00	08:00	06:00	08:00	07:00		05:00		05:00	08:00		
Vol.	4			3	9	14	20	9	3	2		1		1	51		
PM Peak	14:00		12:00	15:00	15:00	16:00	15:00	14:00	13:00	16:00	14:00		16:00		15:00		
Vol.	3		1	5	15	26	23	12	5	1	1		1		81		

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SB, NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/11/21	0	0	0	0	0	0	3	3	1	0	0	0	0	0	7	49	53
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	2	1	0	1	1	0	0	0	0	0	0	5	46	48
03:00	0	0	0	0	1	2	1	0	0	1	0	0	0	0	5	56	58
04:00	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	43	44
05:00	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2	38	39
06:00	0	0	1	1	1	1	2	2	0	**2**	0	0	0	0	10	56	58
07:00	0	0	0	2	2	4	4	3	0	0	0	0	0	0	15	46	48
08:00	1	0	0	1	4	7	10	7	0	1	0	0	0	0	31	47	49
09:00	**2**	0	**3**	**7**	**16**	**16**	**18**	7	0	2	0	0	0	0	**71**	44	48
10:00	1	0	1	2	5	8	8	**9**	**2**	0	0	0	0	0	36	48	50
11:00	2	**1**	0	0	12	15	13	8	2	1	0	0	0	0	54	46	50
12 PM	**3**	0	0	1	**16**	14	12	4	2	0	0	0	0	0	52	44	49
13:00	0	0	**2**	4	3	11	6	**7**	1	0	0	0	0	0	34	47	49
14:00	3	0	1	4	6	**17**	**15**	7	1	0	0	0	0	0	**54**	44	48
15:00	0	0	0	0	7	16	11	5	2	0	0	0	0	0	41	45	49
16:00	0	0	0	3	8	14	12	3	2	0	0	0	0	0	42	44	49
17:00	0	0	2	**5**	10	10	7	3	**3**	0	0	0	0	0	40	44	51
18:00	0	0	0	3	5	8	3	4	0	0	0	0	0	0	23	45	48
19:00	0	0	0	0	2	10	3	1	0	**1**	0	0	0	0	17	44	55
20:00	0	0	0	0	1	10	2	1	0	0	0	0	0	0	14	42	46
21:00	0	0	0	0	2	7	2	0	0	0	0	0	0	0	11	40	43
22:00	0	0	0	1	0	2	4	2	0	0	0	0	0	0	9	46	48
23:00	0	0	0	0	1	0	2	1	0	0	0	0	0	0	4	47	49
Total	12	1	10	37	104	173	140	78	16	8	0	0	0	0	579		
Percent	2.1%	0.2%	1.7%	6.4%	18.0%	29.9%	24.2%	13.5%	2.8%	1.4%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	11:00	09:00	09:00	09:00	09:00	09:00	10:00	10:00	06:00					09:00		
Vol.	2	1	3	7	16	16	18	9	2	2					71		
PM Peak	12:00		13:00	17:00	12:00	14:00	14:00	13:00	17:00	19:00					14:00		
Vol.	3		2	5	16	17	15	7	3	1					54		

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SB, NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/12/21	0	0	0	0	2	4	2	0	0	**1**	0	0	0	0	9	44	57
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	**1**	0	0	1	0	1	0	0	0	0	0	0	3	47	49
03:00	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	34	34
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	2	0	1	1	0	0	0	0	0	0	4	47	48
06:00	0	0	0	**1**	2	1	0	1	0	0	0	0	0	0	5	46	48
07:00	0	0	0	0	1	2	3	0	0	0	0	0	0	0	6	43	44
08:00	0	0	0	0	**4**	6	10	7	**5**	0	0	0	0	0	32	50	53
09:00	**1**	0	0	1	1	8	**12**	4	0	1	0	0	0	0	28	46	49
10:00	0	**1**	1	0	3	9	9	3	0	0	0	0	0	0	26	44	47
11:00	0	0	0	1	2	**15**	5	**11**	3	0	0	0	0	0	**37**	48	51
12 PM	1	0	0	**2**	**7**	9	7	**5**	**6**	**1**	0	0	0	0	38	51	54
13:00	0	0	**1**	0	1	**20**	8	3	5	1	0	0	**1**	0	**40**	51	55
14:00	**2**	0	0	0	3	8	6	4	0	0	0	0	0	0	23	45	48
15:00	0	0	0	0	3	3	**13**	4	2	0	**2**	0	0	0	27	49	61
16:00	0	**2**	0	0	7	13	8	2	0	0	0	0	0	0	32	43	45
17:00	2	0	0	2	3	3	13	1	2	0	0	0	0	0	26	44	51
18:00	0	0	0	0	2	6	4	3	0	0	0	0	0	0	15	46	48
19:00	0	0	1	0	0	5	2	3	1	0	0	0	0	0	12	48	51
20:00	0	0	0	1	4	4	4	4	0	0	0	0	0	0	17	46	48
21:00	1	0	0	0	1	1	3	1	0	0	0	0	0	0	7	44	48
22:00	0	0	0	1	1	1	3	0	1	0	0	0	0	0	7	44	53
23:00	0	0	0	1	2	0	1	0	1	1	1	0	0	0	7	59	63
Total	7	3	4	10	54	119	114	58	26	5	3	0	1	0	404		
Percent	1.7%	0.7%	1.0%	2.5%	13.4%	29.5%	28.2%	14.4%	6.4%	1.2%	0.7%	0.0%	0.2%	0.0%			
AM Peak	09:00	10:00	02:00	06:00	08:00	11:00	09:00	11:00	08:00	00:00					11:00		
Vol.	1	1	1	1	4	15	12	11	5	1					37		
PM Peak	14:00	16:00	13:00	12:00	12:00	13:00	15:00	12:00	12:00	12:00	15:00		13:00		13:00		
Vol.	2	2	1	2	7	20	13	5	6	1	2		1		40		

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SB, NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/13/21	0	0	0	2	0	0	1	0	0	0	0	0	0	0	3	42	44
01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	29	29
02:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	49	49
03:00	0	0	0	0	1	2	2	3	0	0	**1**	0	0	0	9	49	62
04:00	0	0	0	0	2	1	1	2	0	0	0	0	0	0	6	47	49
05:00	0	0	0	1	3	2	3	0	0	**1**	1	0	0	0	11	56	62
06:00	1	0	**1**	3	1	6	10	3	**4**	0	0	0	0	0	29	49	53
07:00	0	**1**	0	1	7	16	14	9	4	0	0	0	0	0	52	47	51
08:00	1	0	0	1	**10**	**19**	16	5	0	0	0	0	0	0	52	44	47
09:00	3	0	0	**8**	10	15	**17**	**12**	1	1	0	0	0	0	**67**	46	49
10:00	**5**	0	0	1	8	5	8	11	1	0	1	0	0	0	40	48	50
11:00	1	0	0	6	9	8	11	4	0	0	0	0	0	0	39	44	47
12 PM	4	0	**6**	0	**19**	23	**21**	6	2	**1**	**1**	0	0	0	83	44	49
13:00	1	0	1	3	14	16	13	13	1	0	0	0	0	0	62	46	49
14:00	**13**	**1**	1	11	12	23	14	14	**3**	0	0	0	0	0	92	46	49
15:00	7	0	0	**12**	13	**29**	19	**18**	1	0	0	0	0	0	**99**	46	48
16:00	3	0	0	2	19	26	13	7	2	0	0	0	0	0	72	44	48
17:00	3	1	3	4	14	12	7	8	0	0	0	0	0	0	52	45	48
18:00	12	0	2	0	6	5	7	2	0	0	0	0	0	0	34	42	45
19:00	1	0	1	0	6	5	1	0	0	0	0	0	0	0	14	38	41
20:00	2	1	0	1	5	11	5	1	0	0	0	0	0	0	26	42	44
21:00	0	0	0	3	4	3	3	2	0	0	0	0	0	0	15	44	48
22:00	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	43	44
23:00	3	0	1	0	5	0	1	0	0	0	0	0	0	0	10	34	42
Total	60	4	16	60	169	227	188	122	19	3	4	0	0	0	872		
Percent	6.9%	0.5%	1.8%	6.9%	19.4%	26.0%	21.6%	14.0%	2.2%	0.3%	0.5%	0.0%	0.0%	0.0%			
AM Peak	10:00	07:00	06:00	09:00	08:00	08:00	09:00	09:00	06:00	05:00	03:00				09:00		
Vol.	5	1	1	8	10	19	17	12	4	1	1				67		
PM Peak	14:00	14:00	12:00	15:00	12:00	15:00	12:00	15:00	14:00	12:00	12:00				15:00		
Vol.	13	1	6	12	19	29	21	18	3	1	1				99		

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12/14/21	0	0	0	0	1	1	0	2	1	0	0	0	0	0	5	51	53
01:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	12	14
02:00	5	0	0	0	0	1	0	0	0	0	0	0	0	0	6	35	38
03:00	0	0	2	1	0	3	1	0	0	0	0	0	0	0	7	39	43
04:00	0	0	0	0	4	3	3	1	1	0	0	0	0	0	12	45	51
05:00	0	0	0	0	2	3	1	3	0	0	0	0	0	**1**	10	47	49
06:00	0	0	0	2	4	3	9	5	0	0	0	0	0	0	23	46	48
07:00	2	**1**	1	1	10	13	14	5	2	0	0	0	0	0	49	44	49
08:00	**8**	0	0	**3**	**12**	15	**20**	**12**	**5**	0	0	0	0	0	**75**	47	51
09:00	6	0	**5**	3	11	**17**	17	6	3	1	0	0	0	0	69	44	50
10:00	5	0	0	2	3	9	6	3	1	1	0	0	0	0	30	45	52
11:00	0	0	0	3	6	12	16	4	0	**2**	0	0	0	0	43	44	49
12 PM	4	0	0	**6**	12	20	19	2	1	0	0	0	0	0	64	43	44
13:00	1	0	0	2	2	12	10	7	2	**1**	0	0	0	0	37	48	52
14:00	**13**	**1**	**1**	1	16	13	17	9	1	0	0	0	0	0	72	44	48
15:00	5	0	0	0	**22**	21	16	**12**	**3**	1	0	0	0	0	**80**	46	49
16:00	1	0	0	3	13	**24**	**22**	9	2	0	0	**1**	0	0	75	45	49
17:00	1	0	0	3	4	23	5	3	0	0	0	0	0	0	39	42	46
18:00	2	0	0	0	6	10	7	1	0	0	0	0	0	0	26	42	44
19:00	0	0	0	1	3	7	4	0	0	1	0	0	0	0	16	43	55
20:00	0	0	0	1	1	8	6	3	0	0	0	0	0	0	19	45	48
21:00	1	0	0	0	4	5	1	3	0	0	0	0	0	0	14	46	48
22:00	1	0	1	0	3	2	2	0	0	0	0	0	0	0	9	41	43
23:00	0	0	0	0	3	0	3	0	0	0	0	0	0	0	6	43	44
Total	56	2	10	32	142	225	199	90	22	7	0	1	0	1	787		
Percent	7.1%	0.3%	1.3%	4.1%	18.0%	28.6%	25.3%	11.4%	2.8%	0.9%	0.0%	0.1%	0.0%	0.1%			
AM Peak	08:00	07:00	09:00	08:00	08:00	09:00	08:00	08:00	08:00	11:00				05:00	08:00		
Vol.	8	1	5	3	12	17	20	12	5	2				1	75		
PM Peak	14:00	14:00	14:00	12:00	15:00	16:00	16:00	15:00	15:00	13:00		16:00			15:00		
Vol.	13	1	1	6	22	24	22	12	3	1		1			80		

Project: MID HUDSON INDUSTRIAL PARK
Location: MONTGOMERY, NY
Job No. 21000327A

Colliers Engineering
400 Columbus Avenue, Ste 180 E
Valhalla, NY 10595

Customer Loyalty through Client Satisfaction

Site Code: 21000327 888
Station ID:
BEAVER DAM ROAD (APPROX. 745' SOUTH OF I-84 OVERPASS)
Latitude: 0' 0.0000 Undefined

SB, NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
12/15/21	0	0	0	0	0	1	1	0	0	**1**	0	0	0	0	3	57	59
01:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	54	54
02:00	0	0	0	0	0	1	0	2	0	0	0	0	0	0	3	48	49
03:00	0	0	0	0	0	2	0	0	1	1	0	0	0	0	4	57	58
04:00	0	0	0	1	2	0	3	0	1	1	0	0	0	0	8	53	57
05:00	0	0	0	0	2	1	3	0	0	0	0	0	**1**	0	7	44	73
06:00	0	0	0	3	2	4	6	5	0	1	0	0	0	0	21	47	49
07:00	2	0	0	3	6	17	15	6	4	0	0	0	0	0	53	46	51
08:00	4	0	0	2	10	16	11	**13**	**7**	0	0	0	0	0	63	49	52
09:00	**5**	**1**	**3**	**11**	**13**	**19**	**16**	4	1	0	0	0	0	0	**73**	43	46
10:00	2	0	0	0	1	4	2	0	0	0	0	0	0	0	9	41	43
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	13	1	3	20	36	65	57	30	15	4	0	0	1	0	245		
Percent	5.3%	0.4%	1.2%	8.2%	14.7%	26.5%	23.3%	12.2%	6.1%	1.6%	0.0%	0.0%	0.4%	0.0%			
AM Peak	09:00	09:00	09:00	09:00	09:00	09:00	09:00	08:00	08:00	00:00			05:00		09:00		
Vol.	5	1	3	11	13	19	16	13	7	1			1		73		
PM Peak																	
Vol.																	
Grand Total	187	11	47	207	700	1162	995	550	136	40	9	3	3	2	4052		
Percent	4.6%	0.3%	1.2%	5.1%	17.3%	28.7%	24.6%	13.6%	3.4%	1.0%	0.2%	0.1%	0.1%	0.0%			

15th Percentile : 31 MPH
50th Percentile : 38 MPH
85th Percentile : 46 MPH
95th Percentile : 49 MPH

Statistics

10 MPH Pace Speed : 36-45 MPH
Number in Pace : 2157
Percent in Pace : 53.2%
Number of Vehicles > 55 MPH : 57
Percent of Vehicles > 55 MPH : 1.4%
Mean Speed(Average) : 38 MPH

838177 - CR99 NEELYTOWN RD from NY 416 to NY 208
City: Montgomery **County:** Orange
LRS section: 187261011
Functional class: 5U - Major Collector (Urban)

AADT
12,032
E: 5,957
W: 6,076

Site Data

Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022
Statistics type	Actual	Actual	Estimated	Estimated	Actual	Estimated	Estimated	Estimated	Estimated
AADT	9,579	11,453	11,388	11,323	14,041	14,035	12,011	13,025	13,390
Single-Unit Truck AADT	918	1,098	1,092	1,085	1,346	1,345	1,151	1,249	1,284
Combo-Unit Truck AADT	2,346	2,805	2,789	2,773	3,439	3,437	2,942	3,190	3,279
K-Factor	0.065	0.063	0.063	0.063	0.065	0.065	0.065	0.065	0.065
D-Factor	0.559	0.533	0.533	0.533	0.509	0.509	0.509	0.509	0.509
Future AADT	-	-	-	-	-	-	-	-	-
Speed 85th Percentile	48.2	48.2	48.2	48.2	48.2	48.2	48.2	48.2	48.2
DHV	623	722	717	713	913	912	781	847	870
DDHV	348	385	382	380	465	464	397	431	443
Truck AADT	3,264	3,903	3,881	3,858	4,785	4,782	4,093	4,439	4,563

888-AM
TIS COUNT
2/2/23

830006 - NY416 from RT 207 to RT 211 END RT 416
City: Hamptonburgh **County:** Orange
Route number: 416
LRS section: 100381011
Functional class: 5U - Major Collector (Urban)

AADT
3,814
N: 1,935
S: 1,880

Site Data

Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022
Statistics type	Estimated	Actual	Estimated	Estimated	Estimated	Actual	Estimated	Estimated	Estimated
AADT	4,165	4,266	4,242	4,218	4,060	4,033	3,451	3,742	3,847
Single-Unit Truck AADT	146	214	214	213	205	209	179	194	199
Combo-Unit Truck AADT	14	36	36	36	34	16	14	15	15
K-Factor	0.093	0.091	0.091	0.091	0.091	0.096	0.096	0.096	0.096
D-Factor	0.592	0.623	0.623	0.623	0.623	0.681	0.681	0.681	0.681
Future AADT	-	-	-	-	-	-	-	-	-
Speed 85th Percentile	-	58.6	58.6	58.6	58.6	58.8	58.8	58.8	58.8
DHV	387	388	386	384	369	387	331	359	369
DDHV	229	242	240	239	230	264	226	245	252
Truck AADT	160	250	250	249	239	225	193	209	214

411-PM
TIS COUNT
2/2/23

830526 - NY208 from RT 84I OVER to RT 17K
City: Montgomery **County:** Orange
Route number: 208
LRS section: 100156011
Functional class: 4U - Minor Arterial (Urban)

AADT
16,986
N: 8,255
S: 8,730

Site Data

Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022
Statistics type	Estimated	Estimated	Actual	Estimated	Estimated	Actual	Estimated	Estimated	Estimated
AADT	16,396	16,395	16,817	16,667	16,827	17,100	14,482	15,645	16,013
Single-Unit Truck AADT	590	572	576	560	569	853	727	786	804
Combo-Unit Truck AADT	72	68	66	63	59	365	311	336	344
K-Factor	0.081	0.081	0.080	0.080	0.080	0.083	0.083	0.083	0.083
D-Factor	0.545	0.545	0.519	0.519	0.519	0.534	0.534	0.534	0.534
Future AADT	-	-	-	-	-	-	-	-	-
Speed 85th Percentile	-	-	-	-	-	44.6	44.6	44.6	44.6
DHV	1,328	1,328	1,345	1,333	1,346	1,419	1,202	1,299	1,329
DDHV	724	724	698	692	699	758	642	693	710
Truck AADT	662	640	642	623	628	1,218	1,038	1,122	1,148

830057 - NY208 from CR 4/MAYBROOK RD to RT 84I OVER
City: Maybrook **County:** Orange
Route number: 208
LRS section: 100156011
Functional class: 3U - Principal Arterial - Other (Urban)

AADT
5,379
N: 2,687
S: 2,692

Site Data

Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022
Statistics type	Estimated	Estimated	Estimated	Actual	Estimated	Estimated	Actual	Estimated	Estimated
AADT	6,971	6,850	6,731	6,791	6,772	6,742	5,348	6,082	5,971
Single-Unit Truck AADT	314	308	303	395	399	397	229	261	256
Combo-Unit Truck AADT	67	66	65	24	24	24	28	32	32
K-Factor	0.077	0.077	0.077	0.086	0.086	0.086	0.080	0.080	0.080
D-Factor	0.505	0.505	0.505	0.503	0.503	0.503	0.535	0.535	0.535
Future AADT	-	-	-	-	-	-	-	-	-
Speed 85th Percentile	-	-	-	36.5	36.5	36.5	37.6	37.6	37.6
DHV	537	527	518	584	582	580	428	487	478
DDHV	271	266	262	294	293	292	229	260	256
Truck AADT	381	374	368	419	423	421	257	293	288

Colliers
Engineering
& Design

Traffic Impact Study

Appendix F | Trip Generation Rate Comparison

Table No. 1A

Trip Generation Comparison Table

	ITE Land Use 130 Industrial Park	ITE Land Use 150 Warehouse	Hudson Crossing	Home Depot Distribution Center
	HTGR (1)	HTGR (2)	HTGR (4)	HTGR (5)
Weekday AM Peak Hour	**0.41**	0.21	0.13	0.04
Weekday PM Peak Hour	**0.40**	0.23	0.14	0.12
Saturday Peak Hour	**0.405** (3)	0.22 (3)	0.005	0.050

(1) THE HOURLY TRIP GENERATION RATES (HTGR) ARE BASED ON ITE LAND USE CODE - 130 - INDUSTRIAL PARK - PEAK HOUR OF GENERATOR.

(2) THE HOURLY TRIP GENERATION RATES (HTGR) ARE BASED ON ITE LAND USE CODE - 150 - WAREHOUSE - PEAK HOUR OF GENERATOR.

(3) ITE LAND USE HAS LIMITED STUDIES ON SATURDAY (2 STUDIES).
AS A RESULT THE AVERAGE OF THE WEEKDAY AM AND PM PEAK HOURS WERE USED TO DETERMINE THE SATURDAY PEAK MIDDAY HOUR

(4) BASED ON TRAFFIC COUNTS COLLECTED BY REPRESENTATIVES OF COLLIERS ENGINEERING & DESIGN
ON TUESDAY, MARCH 21, 2023 AND SATURDAY, MARCH 18, 2023
AT HUDSON CROSSING - APPROXIMATELY 1,107.500 S.F.

(5) BASED ON TRAFFIC COUNTS COLLECTED BY REPRESENTATIVES OF COLLIERS ENGINEERING & DESIGN
ON TUESDAY, MARCH 21, 2023 AND SATURDAY, MARCH 18, 2023
AT THE HOME DEPOT DISTRIBUTION CENTER - APPROXIMATELY 760,000 S.F.

Table No. 1B

Hudson Crossing Industrial Park / Home Depot Distribution Center

Weekday

		Hudson Crossing Industrial Park ~ 1,107,500 s.f.				The Home Depot Distribution Center 760,000 s.f.			
		ENTRY	EXIT	TOTAL	HTGR	ENTRY	EXIT	TOTAL	TOTAL
7:00 AM	**8:00 AM**	**111**	**31**	**142**	**0.128**	**22**	**11**	**33**	**0.043**
8:00 AM	9:00 AM	47	22	69	0.062	13	13	26	0.034
9:00 AM	10:00 AM	39	24	63	0.057	15	13	28	0.037
10:00 AM	11:00 AM	21	30	51	0.046	6	8	14	0.018
11:00 AM	12:00 PM	25	37	62	0.056	20	21	41	0.054
12:00 PM	1:00 PM	33	36	69	0.062	13	16	29	0.038
1:00 PM	2:00 PM	42	67	109	0.098	17	15	32	0.042
2:00 PM	3:00 PM	44	55	99	0.089	19	23	42	0.055
3:00 PM	**4:00 PM**	**22**	**114**	**136**	**0.123**	**41**	**53**	**94**	**0.124**
4:00 PM	5:00 PM	17	94	111	0.100	6	13	19	0.025
5:00 PM	6:00 PM	51	46	97	0.088	6	12	18	0.024
6:00 PM	7:00 PM	14	10	24	0.022	4	9	13	0.017

Saturday

		Hudson Crossing Industrial Park ~ 1,107,500 s.f.				The Home Depot Distribution Center 760,000 s.f.			
		ENTRY	EXIT	TOTAL	HTGR	ENTRY	EXIT	TOTAL	TOTAL
7:00 AM	8:00 AM	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
8:00 AM	9:00 AM	-	-	-	-	-	-	-	-
9:00 AM	10:00 AM	-	-	-	-	-	-	-	-
10:00 AM	11:00 AM	3	4	7	0.006	1	0	1	0.001
11:00 AM	12:00 PM	1	3	4	0.004	2	4	6	0.008
12:00 PM	1:00 PM	1	0	1	0.001	4	4	8	0.011
1:00 PM	2:00 PM	1	4	5	0.005	0	3	3	0.004
2:00 PM	3:00 PM	4	1	5	0.005	1	2	3	0.004
3:00 PM	4:00 PM	1	0	1	0.001	2	7	9	0.012
4:00 PM	**5:00 PM**	**1**	**1**	**2**	**0.002**	**4**	**36**	**40**	**0.053**
5:00 PM	6:00 PM	0	2	2	0.002	0	6	6	0.008
6:00 PM	7:00 PM	2	3	5	0.005	0	0	0	0.000

BASED ON TRAFFIC COUNTS COLLECTED BY REPRESENTATIVES OF COLLIERS ENGINEERING & DESIGN
ON TUESDAY, MARCH 21, 2023 AND SATURDAY, MARCH 18, 2023

Colliers Engineering & Design

400 Columbus Avenue - Suite 180E
Valhalla, New York 10595
Accelerating Success

File Name : 1-Neelytown_Road_(CR_99)_and_Hudson_CrossingDrive_Home_Depot_Distribution_Center_1049602_03-21-2023
Site Code :
Start Date : 3/21/2023
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	HOME DEPOT DRIVEWAY From North					NEELYTOWN RD From East					HUDSON CROSSING From South					NEELYTOWN RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	1	0	1	5	33	7	0	45	2	0	2	0	4	13	35	0	0	48	98
07:15 AM	0	0	2	0	2	5	20	18	0	43	2	0	0	0	2	36	40	2	0	78	125
07:30 AM	1	0	4	0	5	4	33	16	0	53	12	0	5	0	17	7	41	1	0	49	124
07:45 AM	0	0	3	0	3	3	46	6	0	55	3	0	5	0	8	8	36	2	0	46	112
Total	1	0	10	0	11	17	132	47	0	196	19	0	12	0	31	64	152	5	0	221	459
08:00 AM	0	0	4	0	4	3	56	4	0	63	3	0	3	0	6	7	42	0	0	49	122
08:15 AM	2	0	3	0	5	1	48	4	0	53	6	0	2	0	8	4	31	2	0	37	103
08:30 AM	0	0	3	0	3	1	52	7	0	60	2	0	2	0	4	6	39	0	0	45	112
08:45 AM	0	0	1	0	1	5	47	7	0	59	3	0	1	0	4	8	45	1	0	54	118
Total	2	0	11	0	13	10	203	22	0	235	14	0	8	0	22	25	157	3	0	185	455
09:00 AM	0	0	2	0	2	4	38	6	0	48	3	0	1	0	4	2	43	1	0	46	100
09:15 AM	1	0	2	0	3	4	33	6	0	43	2	0	3	0	5	3	36	2	0	41	92
09:30 AM	2	0	4	0	6	0	37	7	0	44	6	0	2	0	8	6	30	1	0	37	95
09:45 AM	1	0	1	0	2	2	35	6	0	43	2	0	5	0	7	3	32	1	0	36	88
Total	4	0	9	0	13	10	143	25	0	178	13	0	11	0	24	14	141	5	0	160	375
10:00 AM	2	0	1	0	3	1	37	2	0	40	3	0	5	0	8	2	23	1	0	26	77
10:15 AM	0	0	1	0	1	0	27	3	0	30	3	0	3	0	6	1	17	0	0	18	55
10:30 AM	0	0	2	0	2	1	19	5	0	25	7	0	3	0	10	2	26	0	0	28	65
10:45 AM	0	0	2	0	2	3	28	5	0	36	1	0	5	0	6	1	32	0	0	33	77
Total	2	0	6	0	8	5	111	15	0	131	14	0	16	0	30	6	98	1	0	105	274
11:00 AM	3	0	3	0	6	5	32	4	0	41	5	0	5	0	10	2	25	1	0	28	85
11:15 AM	0	0	3	0	3	4	17	5	0	26	3	0	2	0	5	2	27	0	0	29	63
11:30 AM	4	0	4	0	8	2	22	3	0	27	6	0	3	0	9	1	28	0	0	29	73
11:45 AM	2	0	2	0	4	6	27	7	0	40	9	0	4	0	13	1	28	2	0	31	88
Total	9	0	12	0	21	17	98	19	0	134	23	0	14	0	37	6	108	3	0	117	309
12:00 PM	3	0	2	0	5	0	28	7	0	35	15	0	2	0	17	2	48	0	0	50	107
12:15 PM	0	0	1	0	1	9	37	11	0	57	5	0	0	0	5	4	34	1	0	39	102
12:30 PM	1	0	5	0	6	0	29	1	0	30	5	0	4	0	9	0	27	0	0	27	72
12:45 PM	0	0	4	0	4	3	21	8	0	32	4	0	1	0	5	0	23	0	0	23	64
Total	4	0	12	0	16	12	115	27	0	154	29	0	7	0	36	6	132	1	0	139	345
01:00 PM	0	0	4	0	4	4	28	8	0	40	12	0	4	0	16	3	28	0	0	31	91
01:15 PM	0	0	0	0	0	4	27	7	0	38	9	0	3	0	12	1	25	0	0	26	76
01:30 PM	1	0	3	0	4	2	49	6	0	57	13	0	4	0	17	5	30	2	0	37	115
01:45 PM	3	0	4	0	7	4	36	9	0	49	13	0	9	0	22	3	33	1	0	37	115
Total	4	0	11	0	15	14	140	30	0	184	47	0	20	0	67	12	116	3	0	131	397

Colliers Engineering & Design

400 Columbus Avenue - Suite 180E
Valhalla, New York 10595
Accelerating Success

File Name : 1-Neelytown_Road_(CR_99)_and_Hudson_CrossingDrive_Home_Depot_Distribution_Center_1049602_03-21-2023
Site Code :
Start Date : 3/21/2023
Page No : 2

Groups Printed- Lights - Buses - Trucks - Pedestrians

	HOME DEPOT DRIVEWAY From North					NEELYTOWN RD From East					HUDSON CROSSING From South					NEELYTOWN RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	3	0	5	0	8	2	28	7	0	37	12	0	9	0	21	3	45	0	0	48	114
02:15 PM	0	0	4	0	4	1	37	8	0	46	11	0	4	0	15	5	36	1	0	42	107
02:30 PM	1	0	2	0	3	6	49	8	0	63	7	0	5	0	12	4	48	3	0	55	133
02:45 PM	3	0	5	0	8	5	44	5	0	54	4	0	3	0	7	4	41	1	0	46	115
Total	7	0	16	0	23	14	158	28	0	200	34	0	21	0	55	16	170	5	0	191	469
03:00 PM	3	0	2	0	5	3	44	6	0	53	10	0	5	0	15	1	39	1	0	41	114
03:15 PM	0	0	5	0	5	5	49	1	0	55	26	0	23	0	49	1	42	2	0	45	154
03:30 PM	15	0	22	0	37	9	56	6	0	71	28	0	9	0	37	0	48	6	0	54	199
03:45 PM	1	0	5	0	6	14	51	4	0	69	12	0	1	0	13	3	42	1	0	46	134
Total	19	0	34	0	53	31	200	17	0	248	76	0	38	0	114	5	171	10	0	186	601
04:00 PM	1	0	3	0	4	1	43	4	0	48	17	0	8	0	25	2	35	0	0	37	114
04:15 PM	1	0	3	0	4	3	45	3	0	51	12	0	21	0	33	1	55	0	0	56	144
04:30 PM	1	0	4	0	5	1	55	1	0	57	10	0	14	0	24	1	44	1	0	46	132
04:45 PM	0	0	0	0	0	0	36	3	0	39	7	0	5	0	12	2	38	0	0	40	91
Total	3	0	10	0	13	5	179	11	0	195	46	0	48	0	94	6	172	1	0	179	481
05:00 PM	1	0	5	0	6	2	42	10	0	54	5	0	8	0	13	6	34	2	0	42	115
05:15 PM	0	0	4	0	4	1	51	15	0	67	4	0	5	0	9	9	54	0	0	63	143
05:30 PM	1	0	1	0	2	0	41	1	0	42	7	0	5	0	12	1	41	1	0	43	99
05:45 PM	0	0	0	0	0	0	40	6	0	46	6	0	6	0	12	3	32	0	0	35	93
Total	2	0	10	0	12	3	174	32	0	209	22	0	24	0	46	19	161	3	0	183	450
06:00 PM	1	0	0	0	1	1	24	1	0	26	4	0	1	0	5	1	27	1	0	29	61
06:15 PM	0	0	1	0	1	0	26	9	0	35	1	0	0	0	1	2	21	0	0	23	60
06:30 PM	1	0	3	0	4	0	24	1	0	25	3	0	1	0	4	0	20	0	0	20	53
06:45 PM	1	0	2	0	3	2	24	0	0	26	0	0	0	0	0	0	28	0	0	28	57
Total	3	0	6	0	9	3	98	11	0	112	8	0	2	0	10	3	96	1	0	100	231
Grand Total	60	0	147	0	207	141	1751	284	0	2176	345	0	221	0	566	182	1674	41	0	1897	4846
Apprch %	29	0	71	0		6.5	80.5	13.1	0		61	0	39	0		9.6	88.2	2.2	0		
Total %	1.2	0	3	0	4.3	2.9	36.1	5.9	0	44.9	7.1	0	4.6	0	11.7	3.8	34.5	0.8	0	39.1	
Lights	48	0	92	0	140	77	1348	210	0	1635	287	0	181	0	468	152	1413	36	0	1601	3844
% Lights	80	0	62.6	0	67.6	54.6	77	73.9	0	75.1	83.2	0	81.9	0	82.7	83.5	84.4	87.8	0	84.4	79.3
Buses	0	0	0	0	0	0	5	2	0	7	0	0	0	0	0	0	8	0	0	8	15
% Buses	0	0	0	0	0	0	0.3	0.7	0	0.3	0	0	0	0	0	0	0.5	0	0	0.4	0.3
Trucks	12	0	55	0	67	64	398	72	0	534	58	0	40	0	98	30	253	5	0	288	987
% Trucks	20	0	37.4	0	32.4	45.4	22.7	25.4	0	24.5	16.8	0	18.1	0	17.3	16.5	15.1	12.2	0	15.2	20.4
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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400 Columbus Avenue - Suite 180E
Valhalla, New York 10595
Accelerating Success

File Name : 1-Neelytown_Road_(CR_99)_and_Hudson_CrossingDrive_Home_Depot_Distribution_Center_1049602_03-21-2023
Site Code :
Start Date : 3/21/2023

	HOME DEPOT DRIVEWAY From North					NEELYTOWN RD From East					HUDSON CROSSING From South					NEELYTOWN RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	3	0	2	0	5	3	44	6	0	53	10	0	5	0	15	1	39	1	0	41	114
03:15 PM	0	0	5	0	5	5	49	1	0	55	26	0	23	0	49	1	42	2	0	45	154
03:30 PM	15	0	22	0	37	9	56	6	0	71	28	0	9	0	37	0	48	6	0	54	199
03:45 PM	1	0	5	0	6	14	51	4	0	69	12	0	1	0	13	3	42	1	0	46	134
Total Volume	19	0	34	0	53	31	200	17	0	248	76	0	38	0	114	5	171	10	0	186	601
% App. Total	35.8	0	64.2	0		12.5	80.6	6.9	0		66.7	0	33.3	0		2.7	91.9	5.4	0		
PHF	.317	.000	.386	.000	.358	.554	.893	.708	.000	.873	.679	.000	.413	.000	.582	.417	.891	.417	.000	.861	.755
Lights	19	0	31	0	50	27	172	11	0	210	70	0	37	0	107	4	150	10	0	164	531
% Lights	100	0	91.2	0	94.3	87.1	86.0	64.7	0	84.7	92.1	0	97.4	0	93.9	80.0	87.7	100	0	88.2	88.4
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
% Buses	0	0	0	0	0	0	0.5	0	0	0.4	0	0	0	0	0	0	1.8	0	0	1.6	0.7
Trucks	0	0	3	0	3	4	27	6	0	37	6	0	1	0	7	1	18	0	0	19	66
% Trucks	0	0	8.8	0	5.7	12.9	13.5	35.3	0	14.9	7.9	0	2.6	0	6.1	20.0	10.5	0	0	10.2	11.0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Valhalla, New York 10595
Accelerating Success

File Name : 1-Neelytown_Road_(CR_99)_and_Hudson_CrossingDrive_Home_Depot_Distribution_Center-SAT_1049598_03-18-2023
Site Code :
Start Date : 3/18/2023
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	HOME DEPOT DRIVEWAY From North					NEELYTOWN RD From East					HUDSON CROSSING From South					NEELYTOWN RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
09:30 AM	0	0	1	0	1	0	22	0	0	22	1	0	0	0	1	0	15	0	0	15	39
09:45 AM	0	0	0	0	0	0	34	0	0	34	0	0	0	0	0	0	22	0	0	22	56
Total	0	0	1	0	1	0	56	0	0	56	1	0	0	0	1	0	37	0	0	37	95
10:00 AM	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	0	17	0	0	17	38
10:15 AM	0	0	0	0	0	0	24	2	0	26	0	0	2	0	2	0	12	0	0	12	40
10:30 AM	0	0	0	0	0	0	16	1	0	17	1	0	1	0	2	0	22	0	0	22	41
10:45 AM	0	0	0	0	0	1	19	0	0	20	0	0	0	0	0	0	22	0	0	22	42
Total	0	0	0	0	0	1	80	3	0	84	1	0	3	0	4	0	73	0	0	73	161
11:00 AM	0	0	1	0	1	1	14	0	0	15	1	0	0	0	1	0	19	0	0	19	36
11:15 AM	0	0	1	0	1	0	26	1	0	27	0	0	0	0	0	0	26	0	0	26	54
11:30 AM	1	0	0	0	1	0	19	0	0	19	1	0	1	0	2	0	18	0	0	18	40
11:45 AM	0	0	1	0	1	0	22	0	0	22	0	0	0	0	0	0	22	1	0	23	46
Total	1	0	3	0	4	1	81	1	0	83	2	0	1	0	3	0	85	1	0	86	176
12:00 PM	2	0	2	0	4	0	32	0	0	32	0	0	0	0	0	0	19	0	0	19	55
12:15 PM	0	0	0	0	0	1	22	0	0	23	0	0	0	0	0	0	22	0	0	22	45
12:30 PM	0	0	0	0	0	1	20	0	0	21	0	0	0	0	0	0	25	1	0	26	47
12:45 PM	0	0	0	0	0	1	23	0	0	24	0	0	0	0	0	1	81	0	0	82	106
Total	2	0	2	0	4	3	97	0	0	100	0	0	0	0	0	1	147	1	0	149	253
01:00 PM	0	0	1	0	1	0	32	0	0	32	2	0	0	0	2	0	73	0	0	73	108
01:15 PM	1	0	0	0	1	0	30	0	0	30	0	0	0	0	0	0	55	0	0	55	86
01:30 PM	0	0	1	0	1	0	22	0	0	22	1	0	0	0	1	0	48	0	0	48	72
01:45 PM	0	0	0	0	0	0	33	1	0	34	1	0	0	0	1	0	19	0	0	19	54
Total	1	0	2	0	3	0	117	1	0	118	4	0	0	0	4	0	195	0	0	195	320
02:00 PM	0	0	1	0	1	1	21	0	0	22	1	0	0	0	1	0	23	0	0	23	47
02:15 PM	0	0	0	0	0	0	21	1	0	22	0	0	0	0	0	3	34	0	0	37	59
02:30 PM	0	0	0	0	0	0	24	0	0	24	0	0	0	0	0	0	25	0	0	25	49
02:45 PM	0	0	1	0	1	0	26	0	0	26	0	0	0	0	0	0	21	0	0	21	48
Total	0	0	2	0	2	1	92	1	0	94	1	0	0	0	1	3	103	0	0	106	203
03:00 PM	0	0	2	0	2	1	20	0	0	21	0	0	0	0	0	0	29	0	0	29	52
03:15 PM	1	0	1	0	2	0	15	0	0	15	0	0	0	0	0	0	24	0	0	24	41
03:30 PM	1	0	1	0	2	0	21	0	0	21	0	0	0	0	0	0	16	0	0	16	39
03:45 PM	0	0	1	0	1	1	18	1	0	20	0	0	0	0	0	0	21	0	0	21	42
Total	2	0	5	0	7	2	74	1	0	77	0	0	0	0	0	0	90	0	0	90	174

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Valhalla, New York 10595
Accelerating Success

File Name : 1-Neelytown_Road_(CR_99)_and_Hudson_CrossingDrive_Home_Depot_Distribution_Center-SAT_1049598_03-18-2023
Site Code :
Start Date : 3/18/2023

Groups Printed- Lights - Buses - Trucks - Pedestrians

	HOME DEPOT DRIVEWAY From North					NEELYTOWN RD From East					HUDSON CROSSING From South					NEELYTOWN RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	1	1	0	0	2	0	17	0	0	17	0	0	0	0	0	0	18	0	0	18	37
04:15 PM	0	0	3	0	3	0	22	0	0	22	1	0	0	0	1	1	18	0	0	19	45
04:30 PM	15	0	16	0	31	0	19	0	0	19	0	0	0	0	0	0	17	2	0	19	69
04:45 PM	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	25	1	0	26	41
Total	16	1	19	0	36	0	73	0	0	73	1	0	0	0	1	1	78	3	0	82	192
05:00 PM	0	0	0	0	0	1	18	0	0	19	0	0	0	0	0	0	21	0	0	21	40
05:15 PM	3	0	2	0	5	0	17	0	0	17	0	0	1	0	1	0	15	0	0	15	38
05:30 PM	0	0	0	0	0	0	11	0	0	11	0	0	1	0	1	0	13	0	0	13	25
05:45 PM	0	0	1	0	1	0	37	0	0	37	0	0	0	0	0	0	18	0	0	18	56
Total	3	0	3	0	6	1	83	0	0	84	0	0	2	0	2	0	67	0	0	67	159
06:00 PM	0	0	0	0	0	0	19	0	0	19	1	0	1	0	2	1	19	0	0	20	41
06:15 PM	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	1	24	0	0	25	39
06:30 PM	0	0	0	0	0	0	14	0	0	14	0	0	1	0	1	0	14	0	0	14	29
06:45 PM	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	16	0	0	16	26
Total	0	0	0	0	0	0	57	0	0	57	1	0	2	0	3	2	73	0	0	75	135
Grand Total	25	1	37	0	63	9	810	7	0	826	11	0	8	0	19	7	948	5	0	960	1868
Apprch %	39.7	1.6	58.7	0		1.1	98.1	0.8	0		57.9	0	42.1	0		0.7	98.8	0.5	0		
Total %	1.3	0.1	2	0	3.4	0.5	43.4	0.4	0	44.2	0.6	0	0.4	0	1	0.4	50.7	0.3	0	51.4	
Lights	25	1	36	0	62	7	743	6	0	756	9	0	7	0	16	6	895	5	0	906	1740
% Lights	100	100	97.3	0	98.4	77.8	91.7	85.7	0	91.5	81.8	0	87.5	0	84.2	85.7	94.4	100	0	94.4	93.1
Buses	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	5
% Buses	0	0	2.7	0	1.6	0	0	0	0	0	0	0	0	0	0	0	0.4	0	0	0.4	0.3
Trucks	0	0	0	0	0	2	67	1	0	70	2	0	1	0	3	1	49	0	0	50	123
% Trucks	0	0	0	0	0	22.2	8.3	14.3	0	8.5	18.2	0	12.5	0	15.8	14.3	5.2	0	0	5.2	6.6
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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400 Columbus Avenue - Suite 180E
Valhalla, New York 10595
Accelerating Success

File Name : 1-Neelytown_Road_(CR_99)_and_Hudson_CrossingDrive_Home_Depot_Distribution_Center-SAT_1049598_03-18-2023
Site Code :
Start Date : 3/18/2023

	HOME DEPOT DRIVEWAY From North					NEELYTOWN RD From East					HUDSON CROSSING From South					NEELYTOWN RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 09:30 AM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:45 PM																					
12:45 PM	0	0	0	0	0	1	23	0	0	24	0	0	0	0	0	1	81	0	0	82	106
01:00 PM	0	0	1	0	1	0	32	0	0	32	2	0	0	0	2	0	73	0	0	73	108
01:15 PM	1	0	0	0	1	0	30	0	0	30	0	0	0	0	0	0	55	0	0	55	86
01:30 PM	0	0	1	0	1	0	22	0	0	22	1	0	0	0	1	0	48	0	0	48	72
Total Volume	1	0	2	0	3	1	107	0	0	108	3	0	0	0	3	1	257	0	0	258	372
% App. Total	33.3	0	66.7	0		0.9	99.1	0	0		100	0	0	0		0.4	99.6	0	0		
PHF	.250	.000	.500	.000	.750	.250	.836	.000	.000	.844	.375	.000	.000	.000	.375	.250	.793	.000	.000	.787	.861
Lights	1	0	2	0	3	1	100	0	0	101	3	0	0	0	3	0	246	0	0	246	353
% Lights	100	0	100	0	100	100	93.5	0	0	93.5	100	0	0	0	100	0	95.7	0	0	95.3	94.9
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	0	0	0.4	0.3
Trucks	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	1	10	0	0	11	18
% Trucks	0	0	0	0	0	0	6.5	0	0	6.5	0	0	0	0	0	100	3.9	0	0	4.3	4.8
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Traffic Impact Study

Appendix G | Accident Rates

Table 4-A
Summary of Accident Rates and Comparison to State Wide Averages
NYS Route 208 bettween I-84 Exit 28 Ramps
January 1, 2021 through December 31, 2024

Roadway Intersection/Segment	Analysis Period (Years)	Intersection AADT (VPD)	Segment Length (Miles)	No. of Accidents	Intersection/ Segment Accident Rate (ACC/MEV)	State-Wide Average Accident Rate (ACC/MEV)
NYS Route 208 & I-84 WB Ramp NYS Route 208 & I-84 EB Ramp/Neelytown Road	4	25,963	---	57	1.50	0.26

Notes:

1) State-Wide Average Accident Rates based on "Average Accident Rates for State Highways By Facility Type" published by the New York State Department of Transportation for the period September 1, 2017 through August 31, 2019.

Table 4-B
Intersection AADT Table

Intersection	Peak Hour	Total Intersection Volume
NYS Route 208 & I-84 WB Ramp	AM	1834
NYS Route 208 & I-84 EB Ramp/Neelytown Road	AM	1884
	Average	**1,859**

Intersection	Peak Hour	Total Intersection Volume
NYS Route 208 & I-84 WB Ramp	PM	2018
NYS Route 208 & I-84 EB Ramp/Neelytown Road	PM	1995
	Average	**2,007**

Intersection	Peak Hour	Total Average Intersection Volume	Peak Hour % of AADT	AADT
NYS Route 208 & I-84 WB Ramp	AM	1859	6.7%	27,746
NYS Route 208 & I-84 EB Ramp/Neelytown Road	PM	2007	8.3%	24,181
			Average	**25,963**

(1) - Peak Hour Traffic Volumes - Figures No. 2 & 3
(2) Based on NYSDOT 2019 Projections

Station 830526
NY208

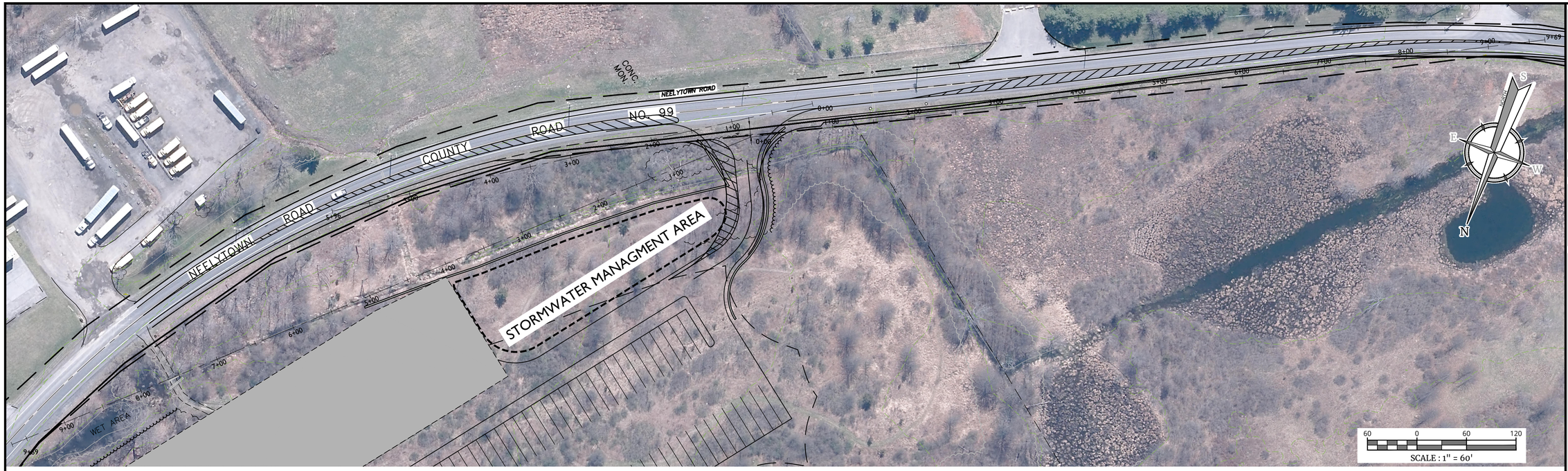
from RT 84I OVER to RT 17K

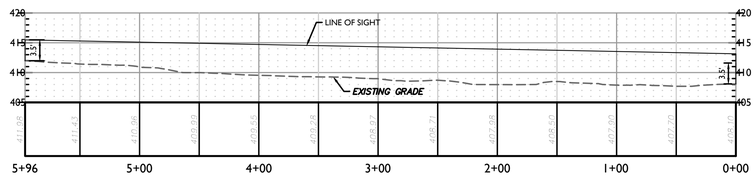
Direction:	Combined Total
Calculation Year:	2019
AADT Type:	Actual
AADT:	17100
Truck AADT Type:	Actual
Truck AADT:	1226
Truck Percentage:	7
NHS:	
Functional Class:	16
Route_ID	100156011
Average Speed (mph):	38
DHV:	1413
DDHV:	754
Morning Peak:	1147
Afternoon Peak:	1085
Evening Peak:	1413

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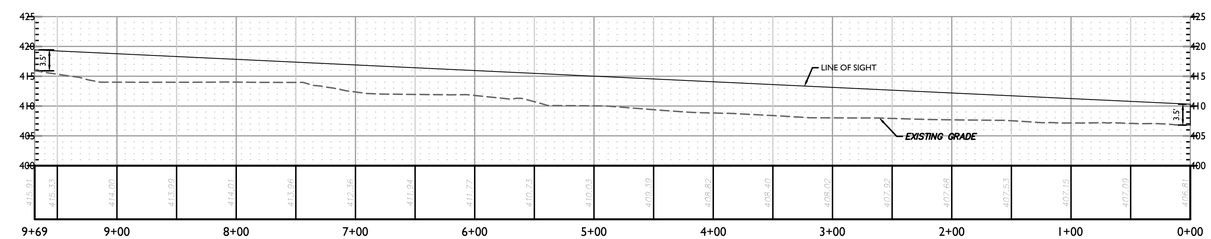
Traffic Impact Study

Appendix H |
Sight Distance Plans/Turning Templates

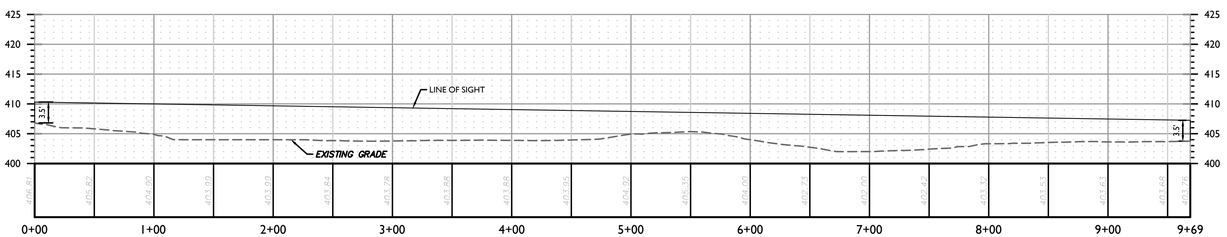




PROFILE OF DRIVEWAY 1 LEFT TURN ENTRY
HORIZONTAL : 1" = 60'
VERTICAL : 1" = 12'



PROFILE OF DRIVEWAY 1 ISD LOOKING LEFT
HORIZONTAL : 1" = 60'
VERTICAL : 1" = 12'



PROFILE OF DRIVEWAY 1 ISD LOOKING RIGHT
HORIZONTAL : 1" = 60'
VERTICAL : 1" = 12'

SIGHT DISTANCE SUMMARY TABLE - PASSENGER CARS

85TH PERCENTILE SPEED 54 MPH		AVAILABLE SIGHT DISTANCE (FT)		AASHTO SIGHT DISTANCES	
		EXISTING	PROPOSED	STOPPING SIGHT DISTANCE (FT)	INTERSECTION SIGHT DISTANCE (FT)
LEFT TURN FROM SITE ACCESS	LOOKING LEFT	635+	635+	471	635
	LOOKING RIGHT	635+	635+	471	635
LEFT TURN FROM MAJOR ROAD	LEFT TURN ENTRY	471+	471+	471	437

SIGHT DISTANCE SUMMARY TABLE - COMBINATION TRUCKS

85TH PERCENTILE SPEED 54 MPH		AVAILABLE SIGHT DISTANCE (FT)		AASHTO SIGHT DISTANCES	
		EXISTING	PROPOSED	STOPPING SIGHT DISTANCE (FT)	INTERSECTION SIGHT DISTANCE (FT)
LEFT TURN FROM SITE ACCESS	LOOKING LEFT	969+	969+	471	969
	LOOKING RIGHT	969+	969+	471	969
LEFT TURN FROM MAJOR ROAD	LEFT TURN ENTRY	596+	596+	471	596

NOTES:

1. BASED ON THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO), 7TH EDITION 2018.
2. AASHTO SIGHT DISTANCES ARE BASED ON 54 MPH OPERATING SPEED ALONG THE ROADWAY IN THE VICINITY OF THE SITE ACCESS LOCATION FOR PASSENGER CARS AND COMBINATION TRUCKS ADJUSTED FOR PROPOSED LEFT TURN LANE.
3. AVAILABLE SIGHT DISTANCES SHOWN ARE FOR EXISTING CONDITIONS AND FOR FUTURE CONDITIONS AFTER COMPLETION OF ANY IMPROVEMENTS SUCH AS VEGETATIVE PRUNING/CLEARING.

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SIGHT DISTANCE ANALYSIS

FOR

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TAX LOT: 33-1-91

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NEW YORK

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DRAWING NAME: R-EXBT-SGHT

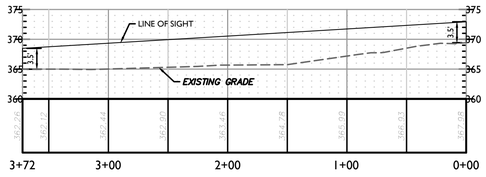
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SHEET NUMBER: SD-01

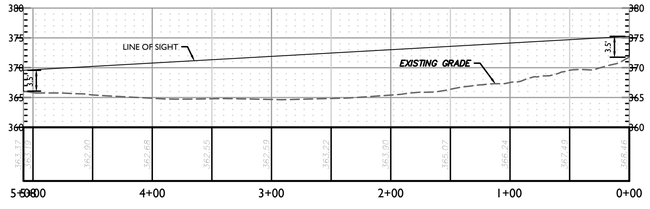
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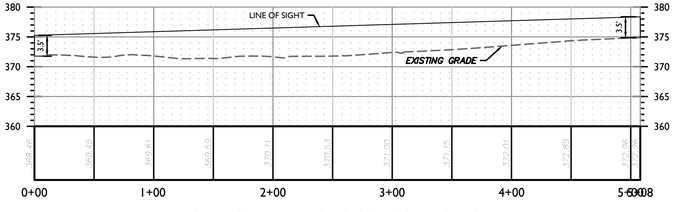




PROFILE OF DRIVEWAY 2 LEFT TURN ENTRY
HORIZONTAL : 1" = 60'
VERTICAL : 1" = 12'



PROFILE OF DRIVEWAY 2 ISD LOOKING LEFT
HORIZONTAL : 1" = 60'
VERTICAL : 1" = 12'



PROFILE OF DRIVEWAY 2 ISD LOOKING RIGHT
HORIZONTAL : 1" = 60'
VERTICAL : 1" = 12'

SIGHT DISTANCE SUMMARY TABLE - PASSENGER CARS					
85TH PERCENTILE SPEED 46 MPH		AVAILABLE SIGHT DISTANCE (FT)		AASHTO SIGHT DISTANCES	
		EXISTING	PROPOSED	STOPPING SIGHT DISTANCE (FT)	INTERSECTION SIGHT DISTANCE (FT)
LEFT TURN FROM SITE ACCESS	LOOKING LEFT	508+	508+	372	508
	LOOKING RIGHT	508+	508+	372	508
LEFT TURN FROM MAJOR ROAD	LEFT TURN ENTRY	372+	372+	372	372

NOTES:

1. BASED ON THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO), 7TH EDITION 2018.
2. AASHTO SIGHT DISTANCES ARE BASED ON 46 MPH OPERATING SPEED ALONG THE ROADWAY IN THE VICINITY OF THE SITE ACCESS LOCATION FOR PASSENGER CARS.
3. AVAILABLE SIGHT DISTANCES SHOWN ARE FOR EXISTING CONDITIONS AND FOR FUTURE CONDITIONS AFTER COMPLETION OF ANY IMPROVEMENTS SUCH AS VEGETATIVE PRUNING/CLEARING.

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COLLIERS ENGINEERING & DESIGN CT, P.C.
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SIGHT DISTANCE ANALYSIS

FOR

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TAX LOT: 33-1-91

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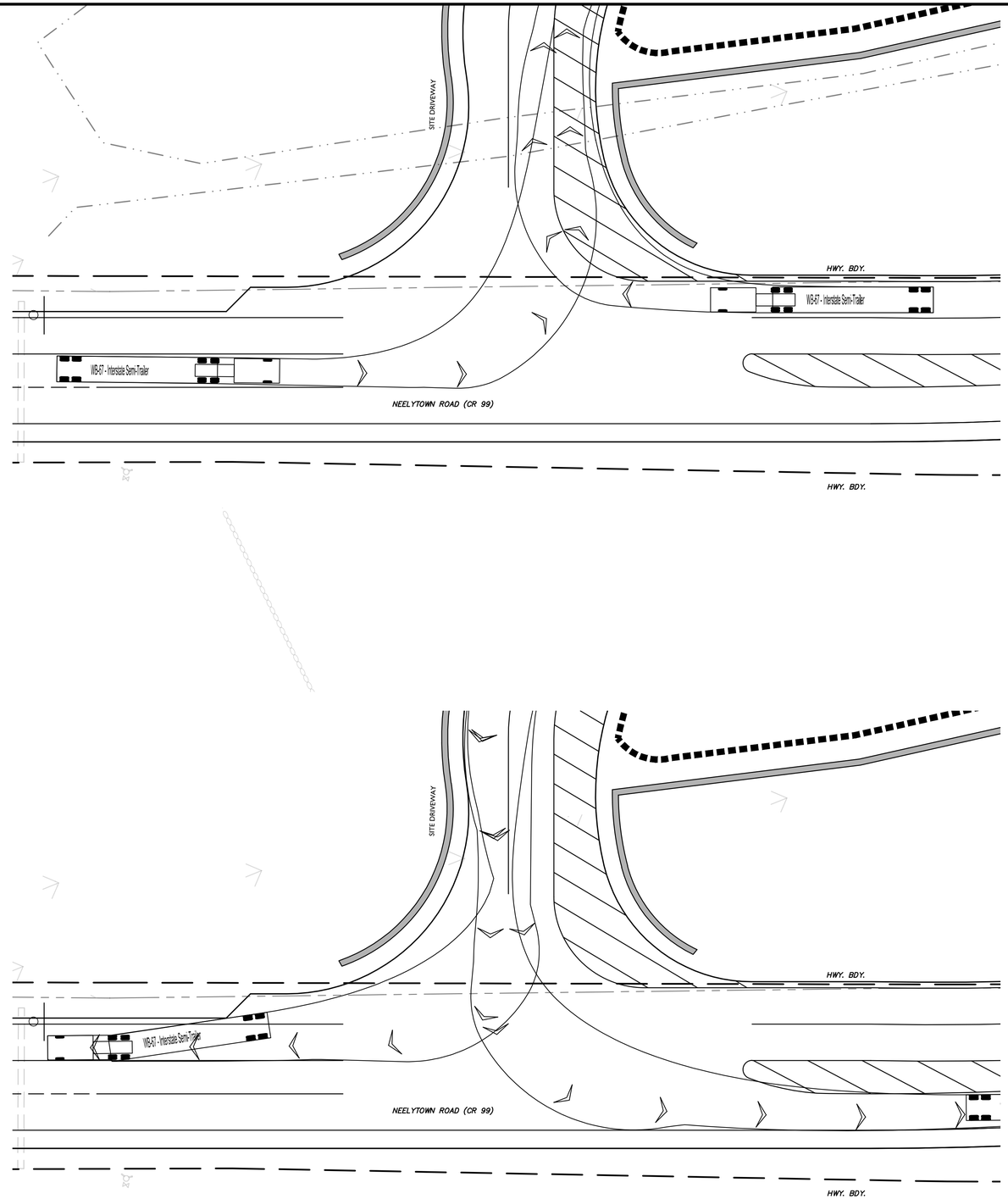
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DRAWING NAME: R-EXBT-SGHT

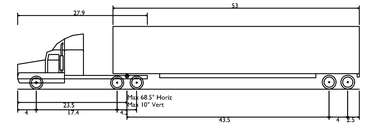
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DRIVEWAY 2
(BEAVER DAM ROAD)
SIGHT LINES

SHEET NUMBER:
SD-02

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WB-67 - Interstate Semi-Trailer

Overall Length	73.501ft
Overall Width	8.500ft
Overall Body Height	13.500ft
Min Body Ground Clearance	1.334ft
Max Track Width	8.500ft
Lock-to-lock time	6.00s
Max Steering Angle (Virtual)	28.40°

20 0 20 40

SCALE : 1" = 20'

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VEHICLE TURNING TRACKS

FOR

RDM GROUP, LLC

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TAX LOT: 33-1-91

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DRAWING NAME: R-CNPT

SHEET TITLE: WB-67 TURNING TRACKS TRUCK ACCESS

SHEET NUMBER: TT-01

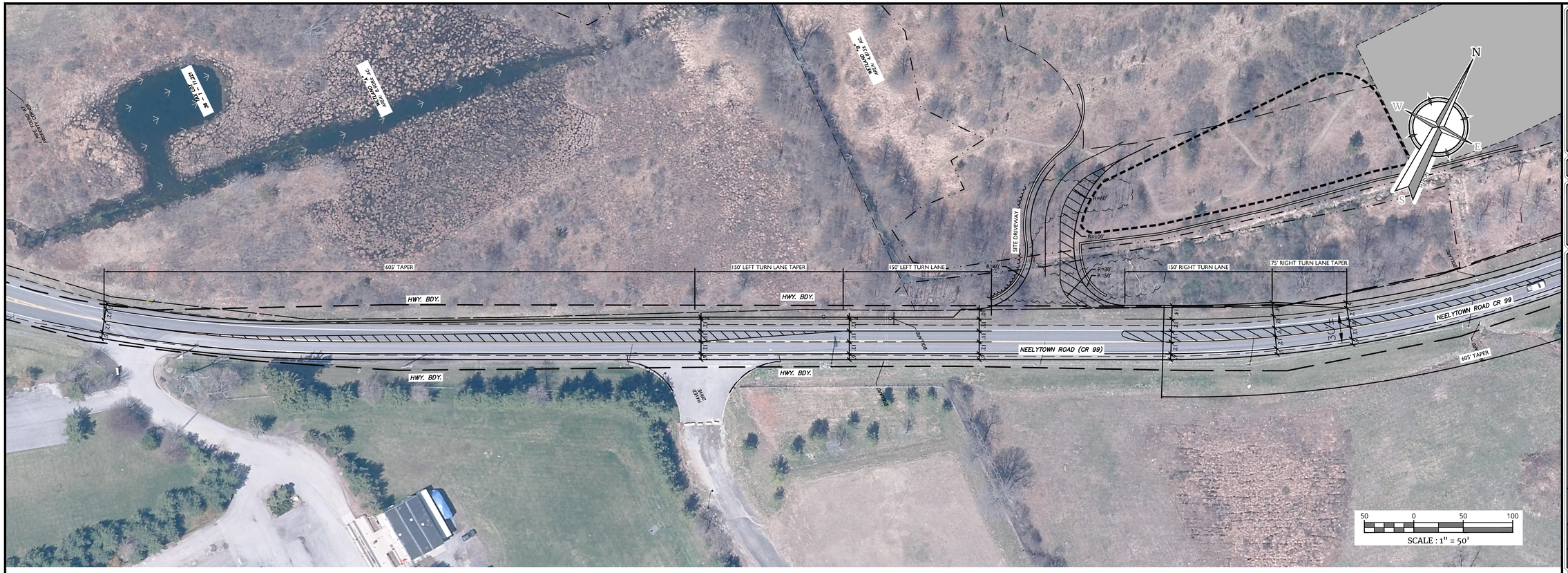
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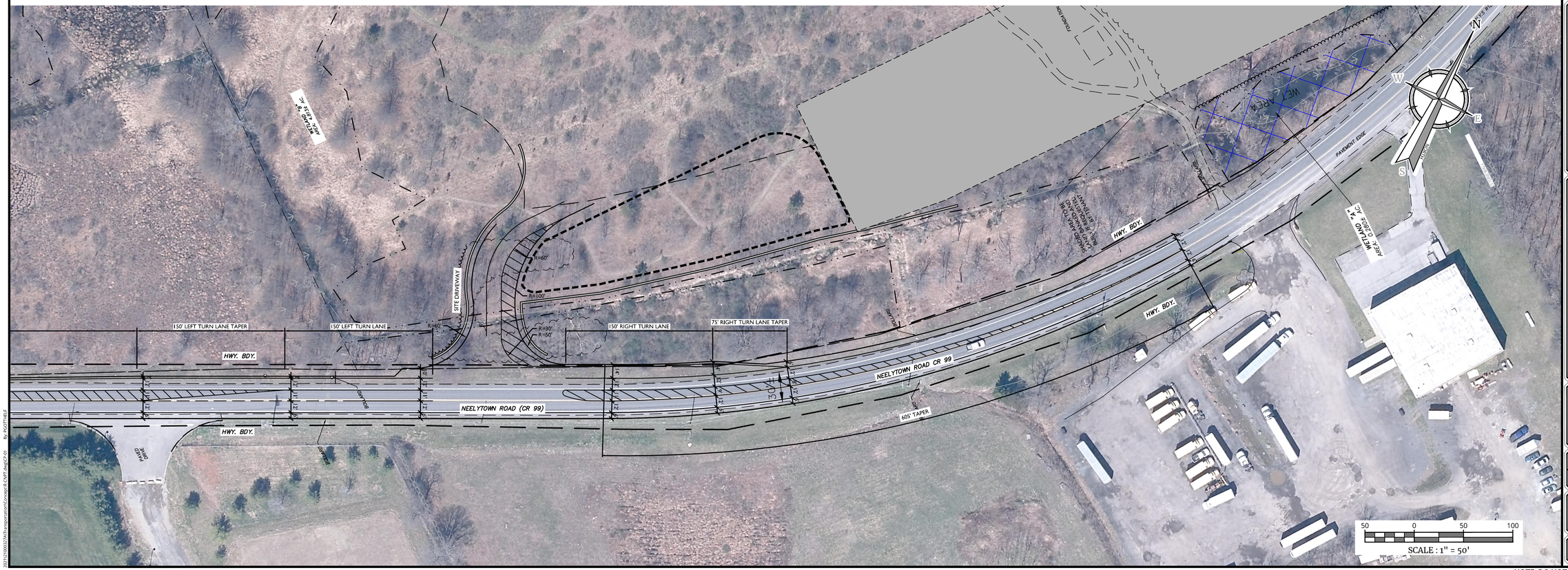
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Traffic Impact Study

Appendix I | Conceptual Improvement Plans





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CONCEPTUAL IMPROVEMENT PLAN

FOR

RDM GROUP, LLC

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TAX LOT: 33-1-91

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SHEET TITLE: CONCEPTUAL ROADWAY IMPROVEMENT PLAN

SHEET NUMBER: CP-01

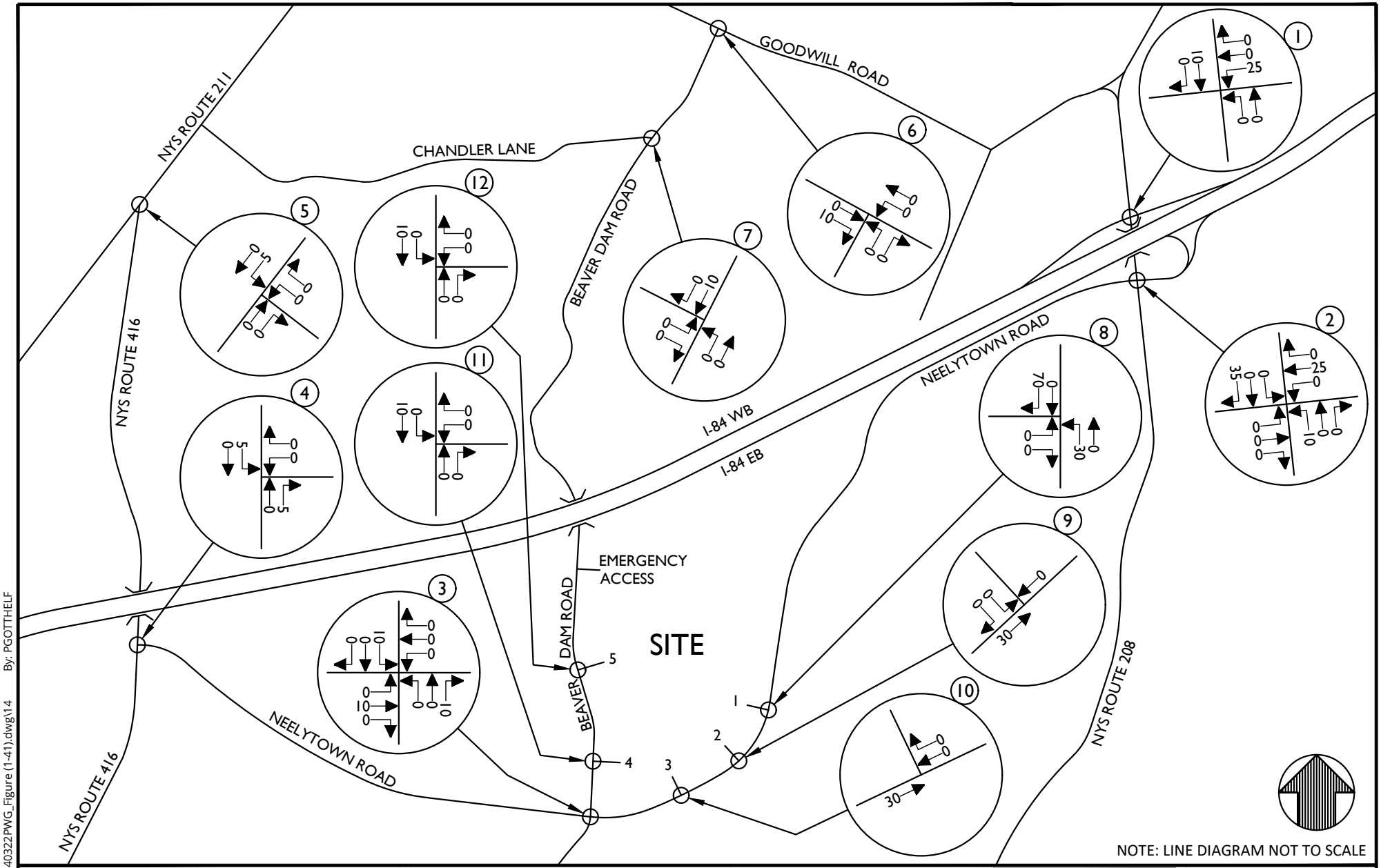
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Appendix J | Alternative Site Access Layouts



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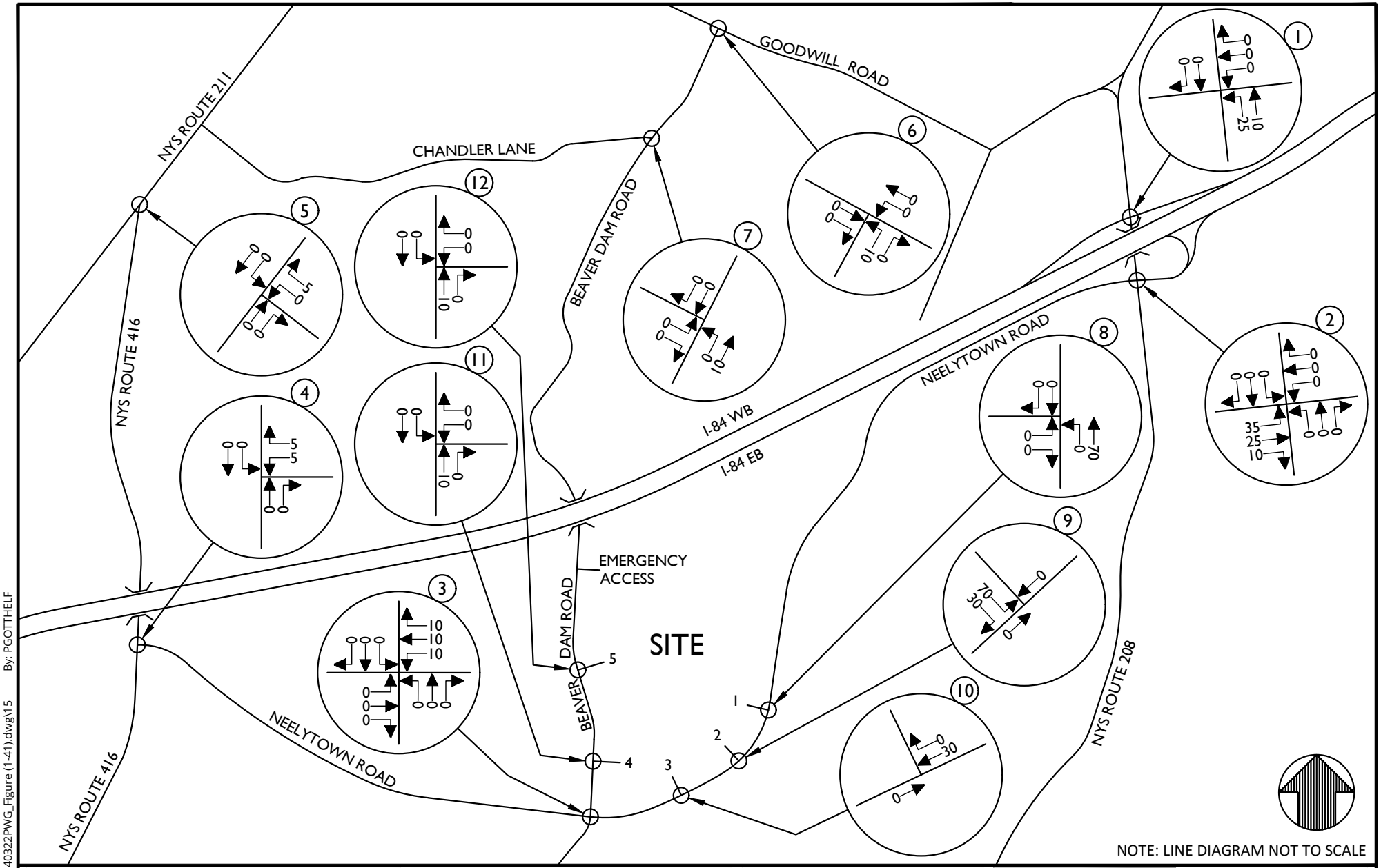
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SHEET TITLE:
ARRIVAL DISTRIBUTION
PASSENGER CARS
BUILDING 1 - 214,000 SF

SHEET NUMBER:
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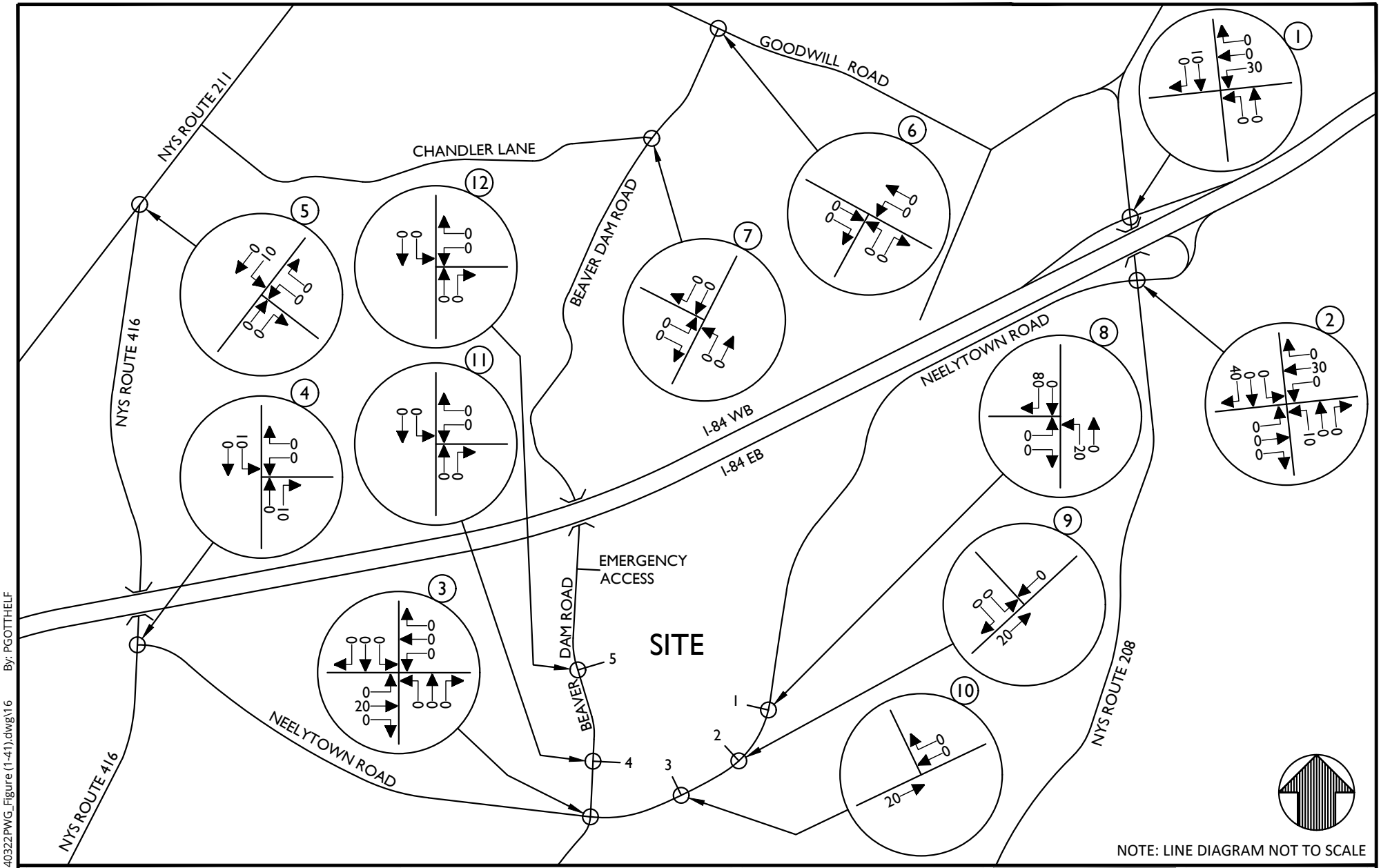
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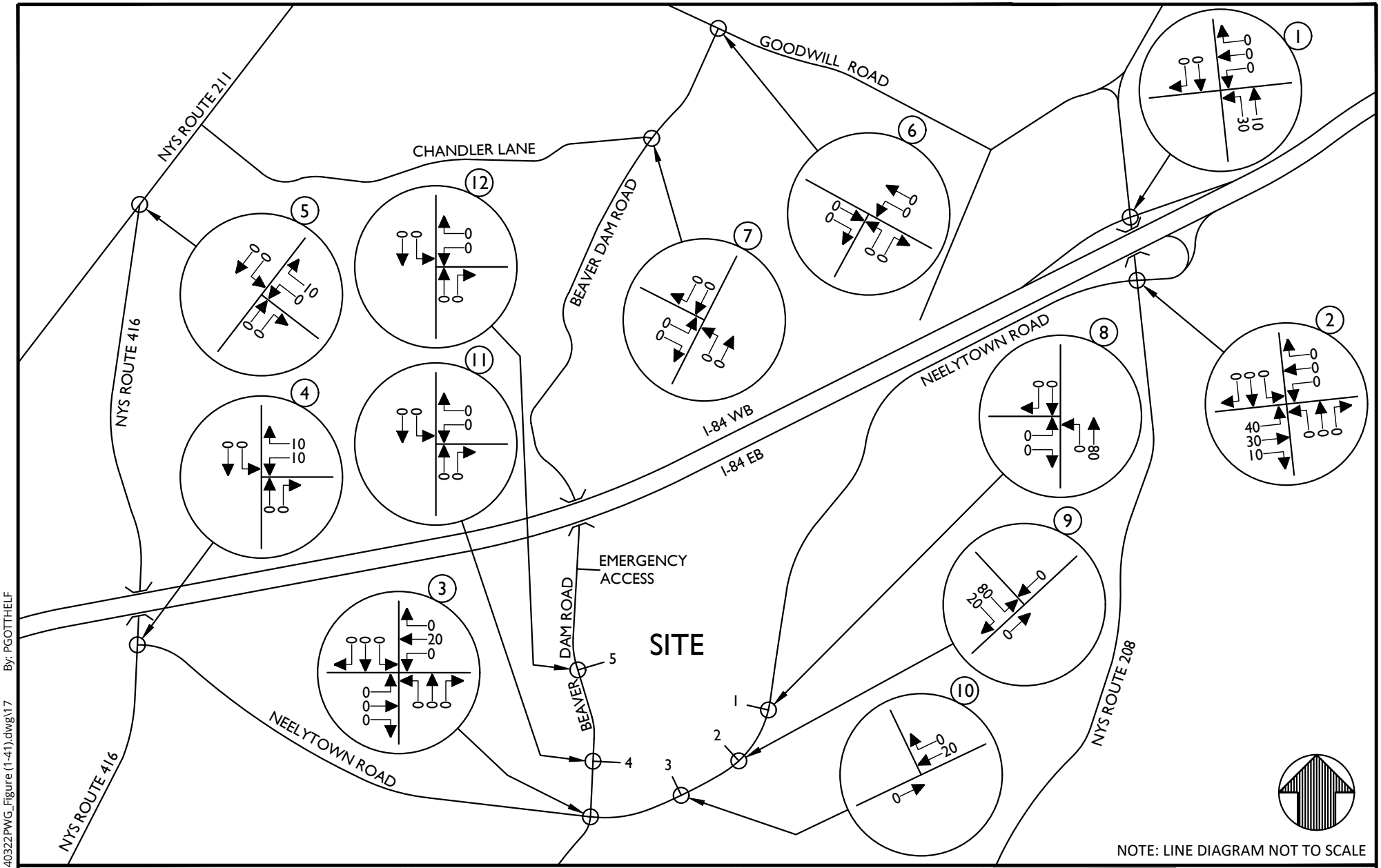
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BUILDING 1 - 214,000 SF

SHEET NUMBER:
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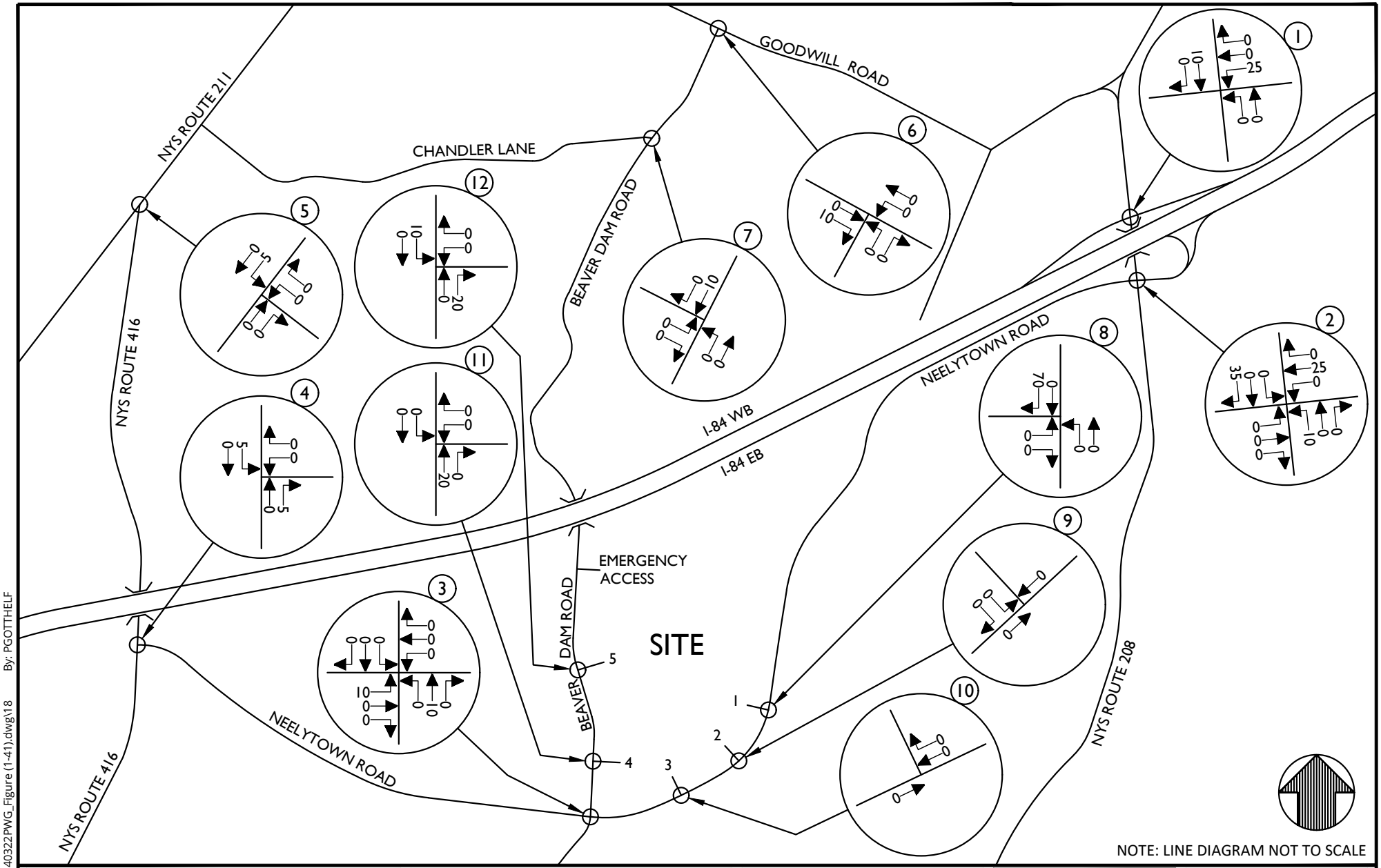
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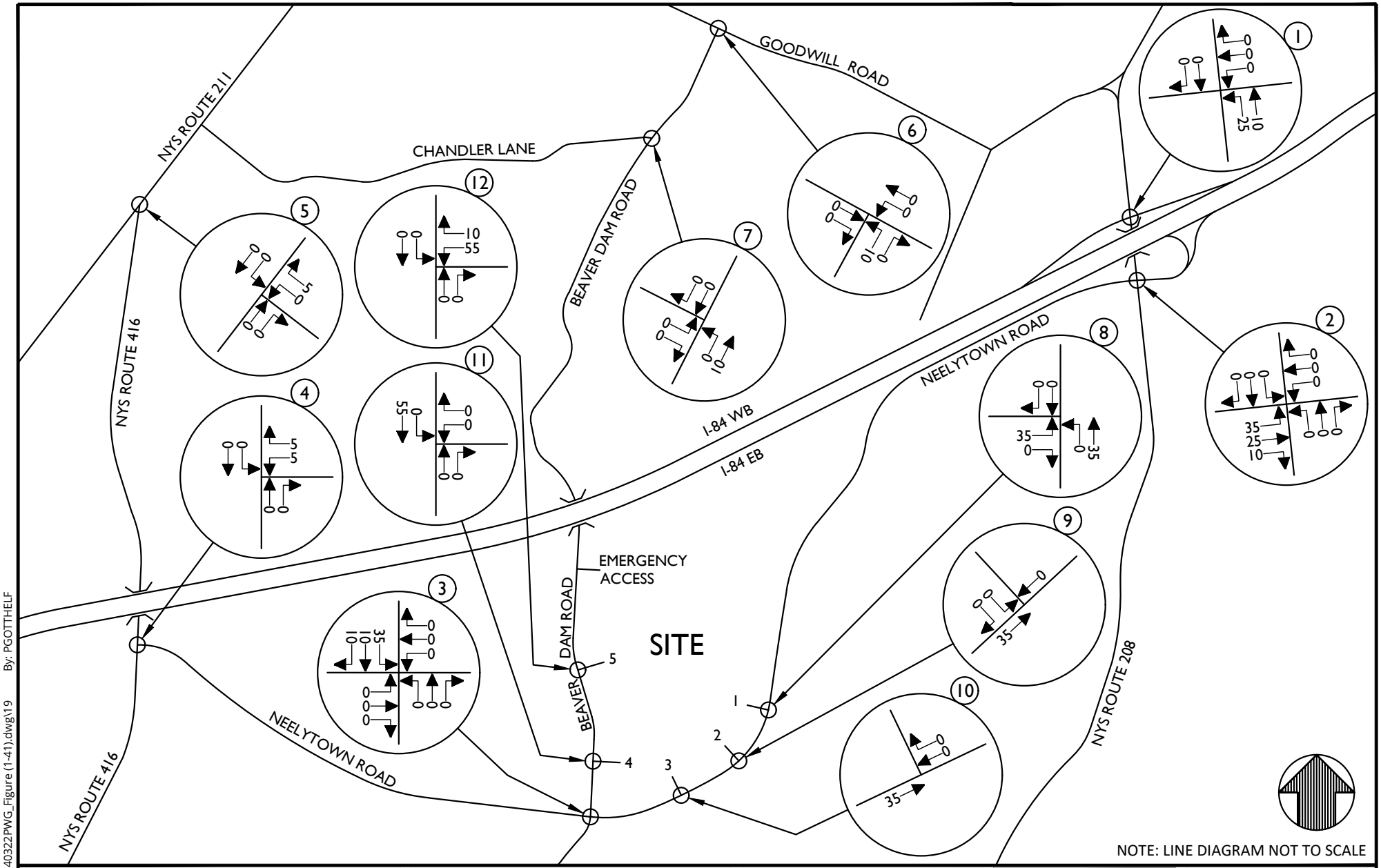
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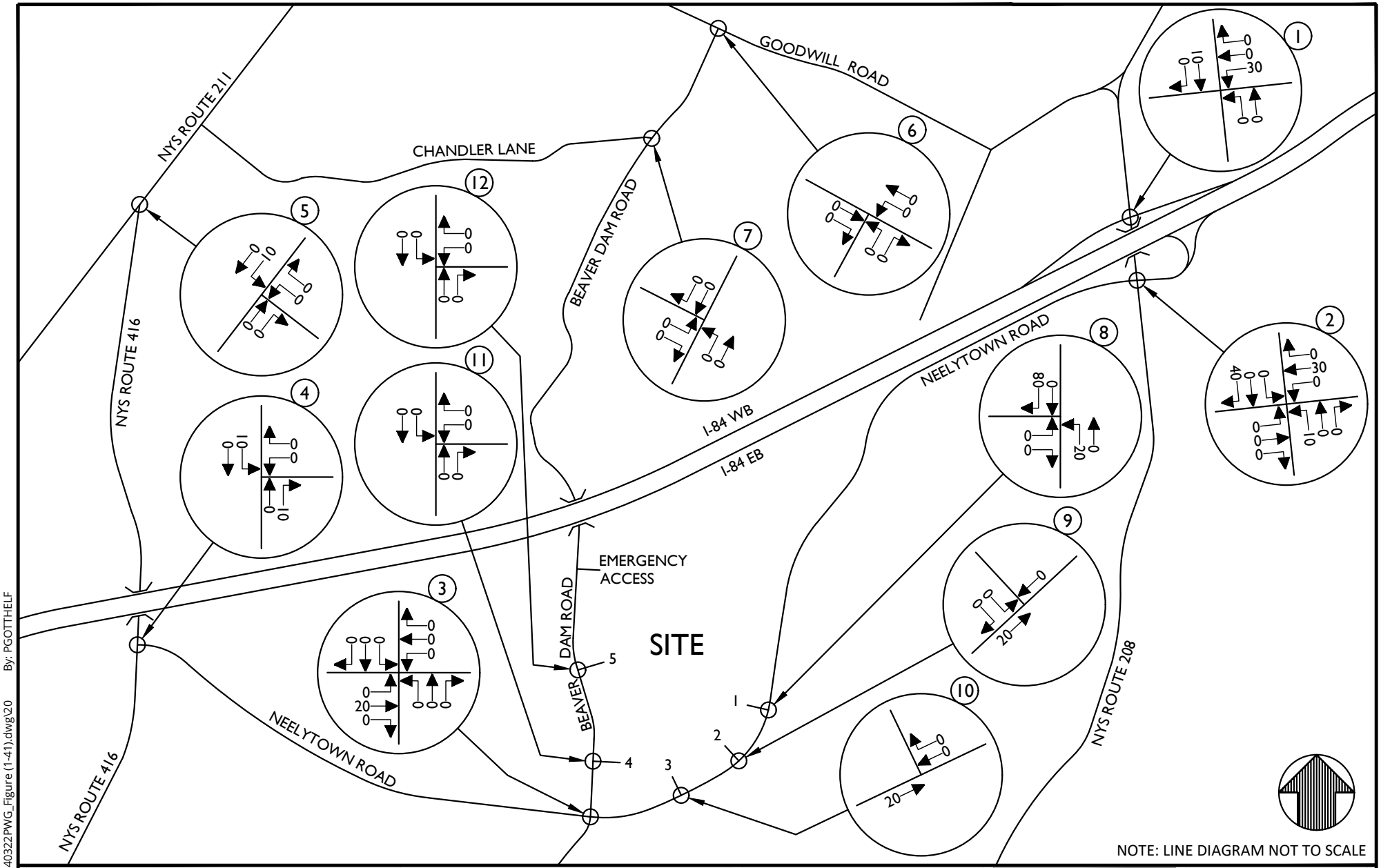
PROJECT NUMBER: 21000327A

DRAWING NAME: 240322PWG_FIGURE (1-41)

SHEET TITLE:
DEPARTURE DISTRIBUTION
PASSENGER CARS
BUILDING 2 - 664,200 SF

SHEET NUMBER: 19-ALT

0327A\Reports\Traffic\Traffic Figures\240322PWG_Figure (1-41).dwg\19 By: PGOTTHELF



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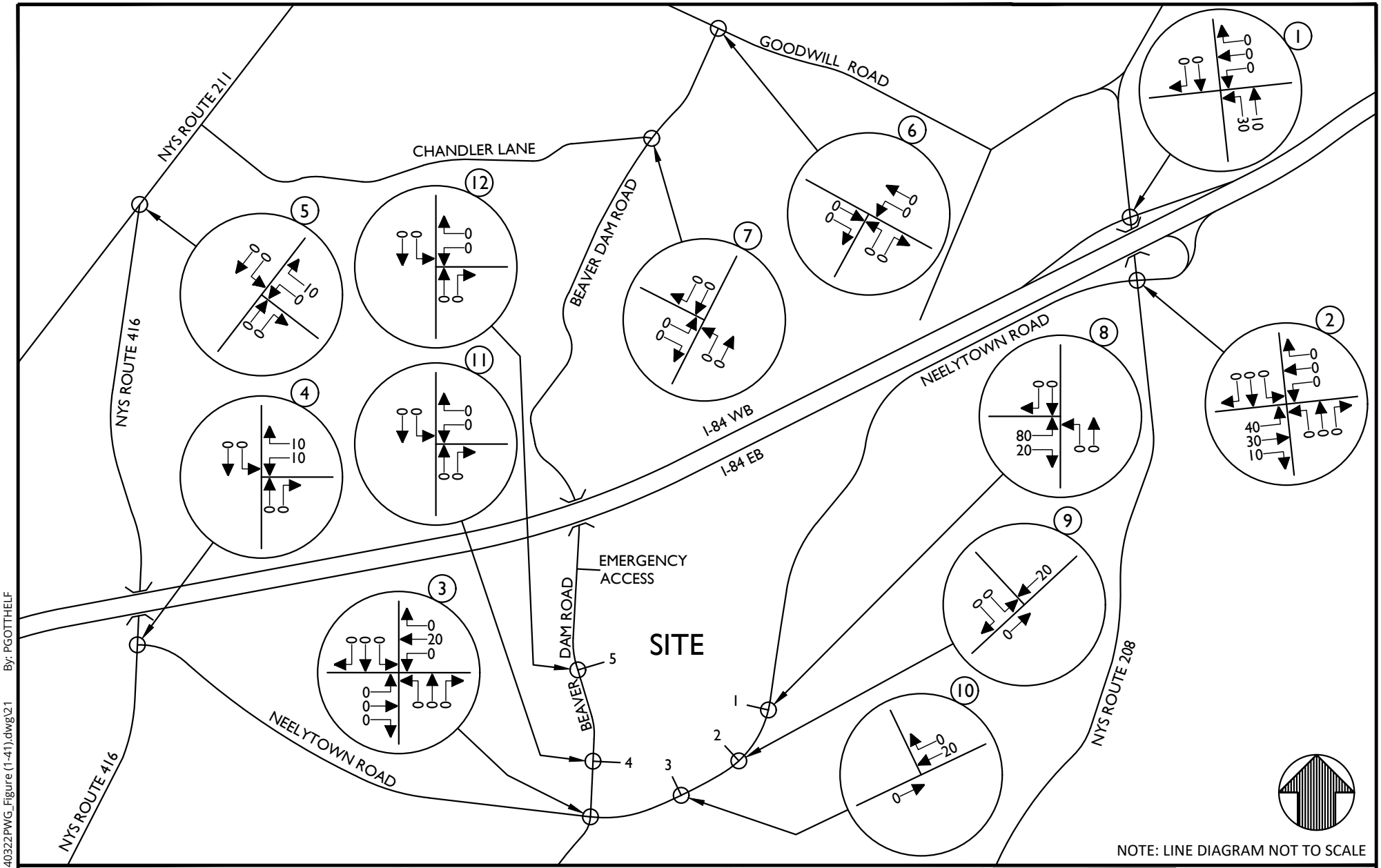
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AS SHOWN	3/22/24	P.W.G.	R.R.

PROJECT NUMBER:	DRAWING NAME:
21000327A	240322PWG_FIGURE (1-41)

SHEET TITLE:
ARRIVAL DISTRIBUTION
TRUCKS
BUILDING 2 - 664,200 SF

SHEET NUMBER:
20-ALT

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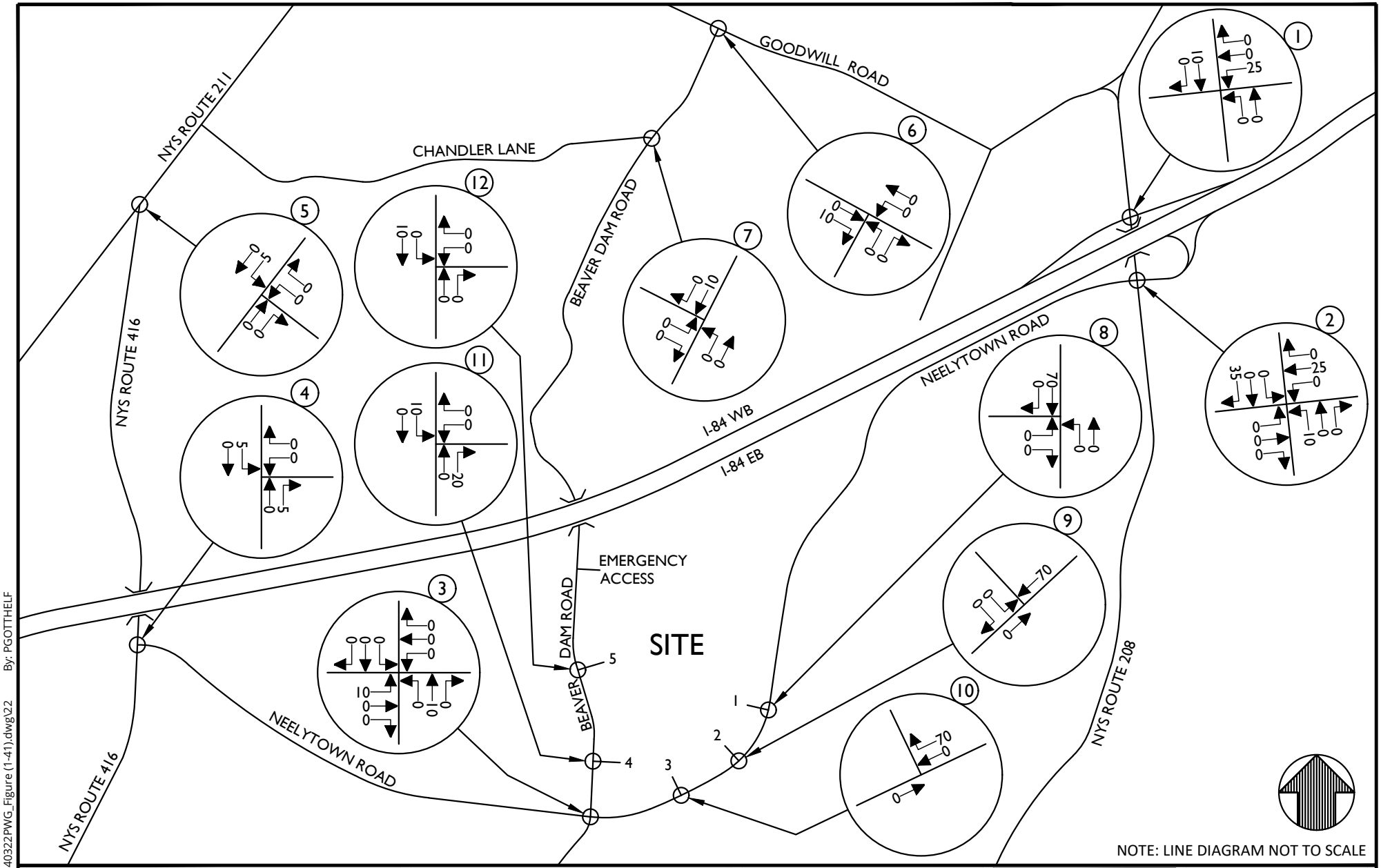
PROJECT NUMBER: 21000327A

DRAWING NAME: 240322PWG_FIGURE (1-41)

SHEET TITLE:
DEPARTURE DISTRIBUTION
TRUCKS
BUILDING 2 - 664,200 SF

SHEET NUMBER: 21-ALT

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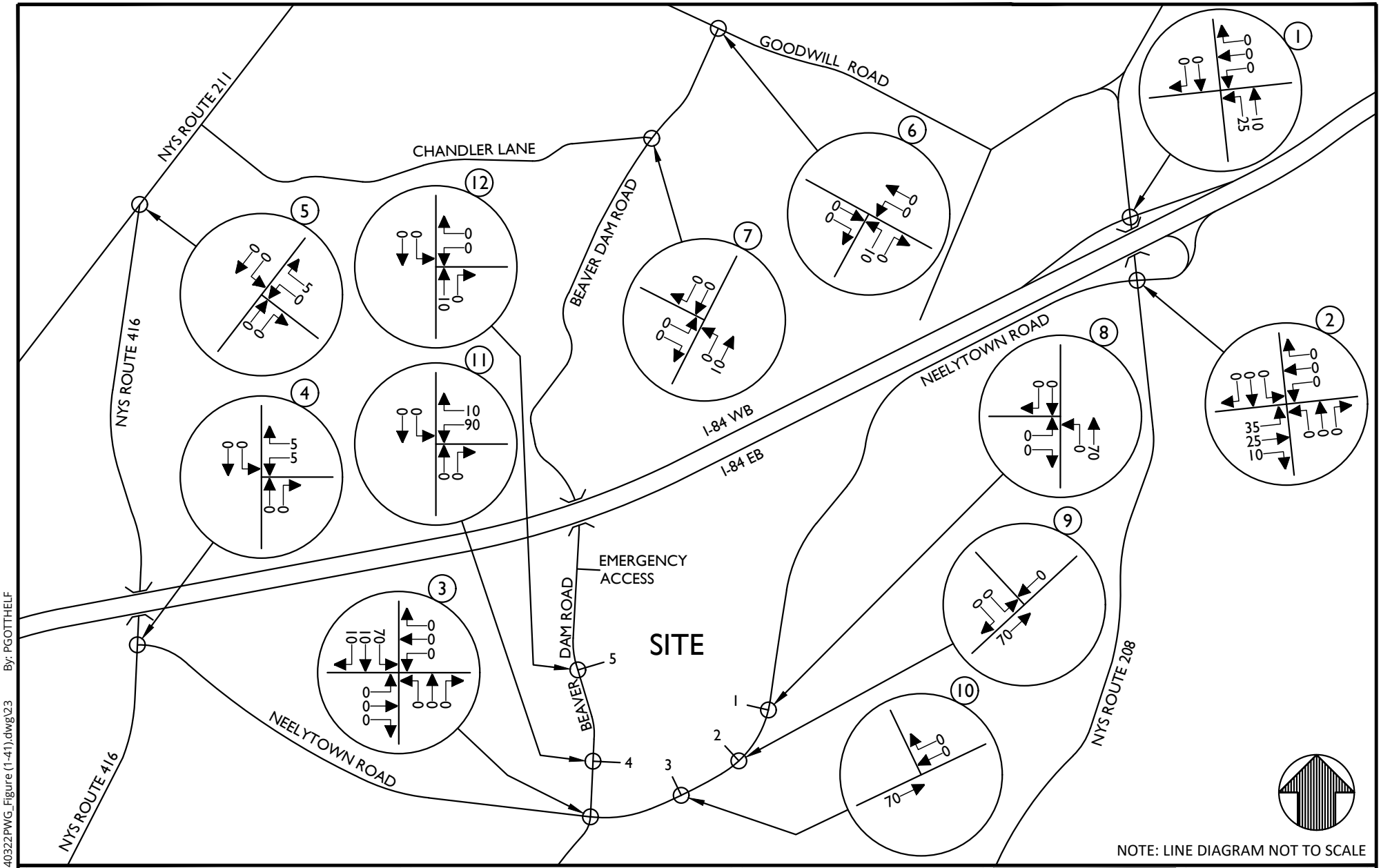
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PROJECT NUMBER:	DRAWING NAME:
21000327A	240322PWG_FIGURE (1-41)

SHEET TITLE:
ARRIVAL DISTRIBUTION
PASSENGER CARS
BUILDING 3 - 250,070 SF

SHEET NUMBER:
22-ALT

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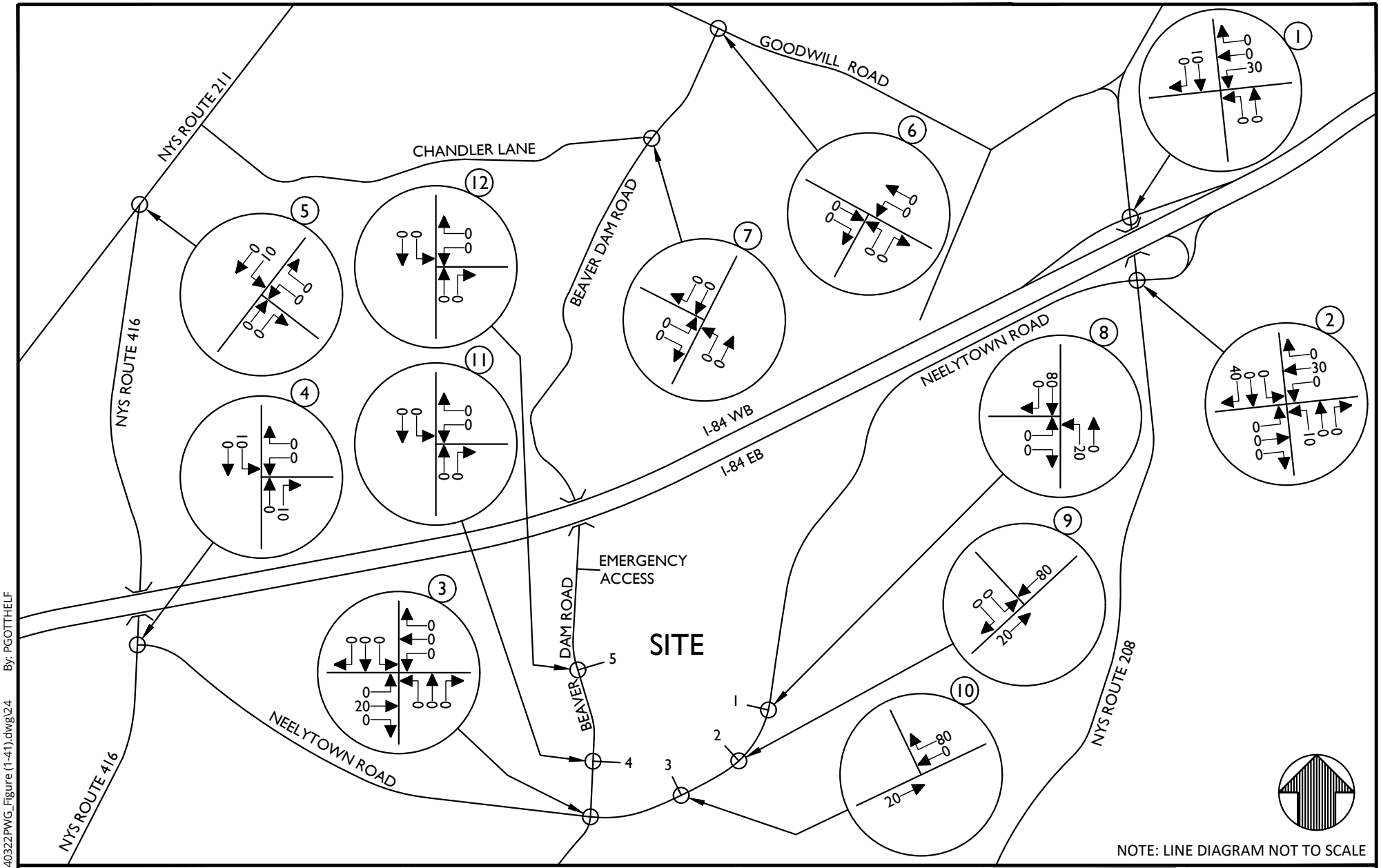
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PROJECT NUMBER:	DRAWING NAME:
21000327A	240322PWG_FIGURE (1-41)

SHEET TITLE:
DEPARTURE DISTRIBUTION
PASSENGER CARS
BUILDING 3 - 250,070 SF

SHEET NUMBER:
23-ALT

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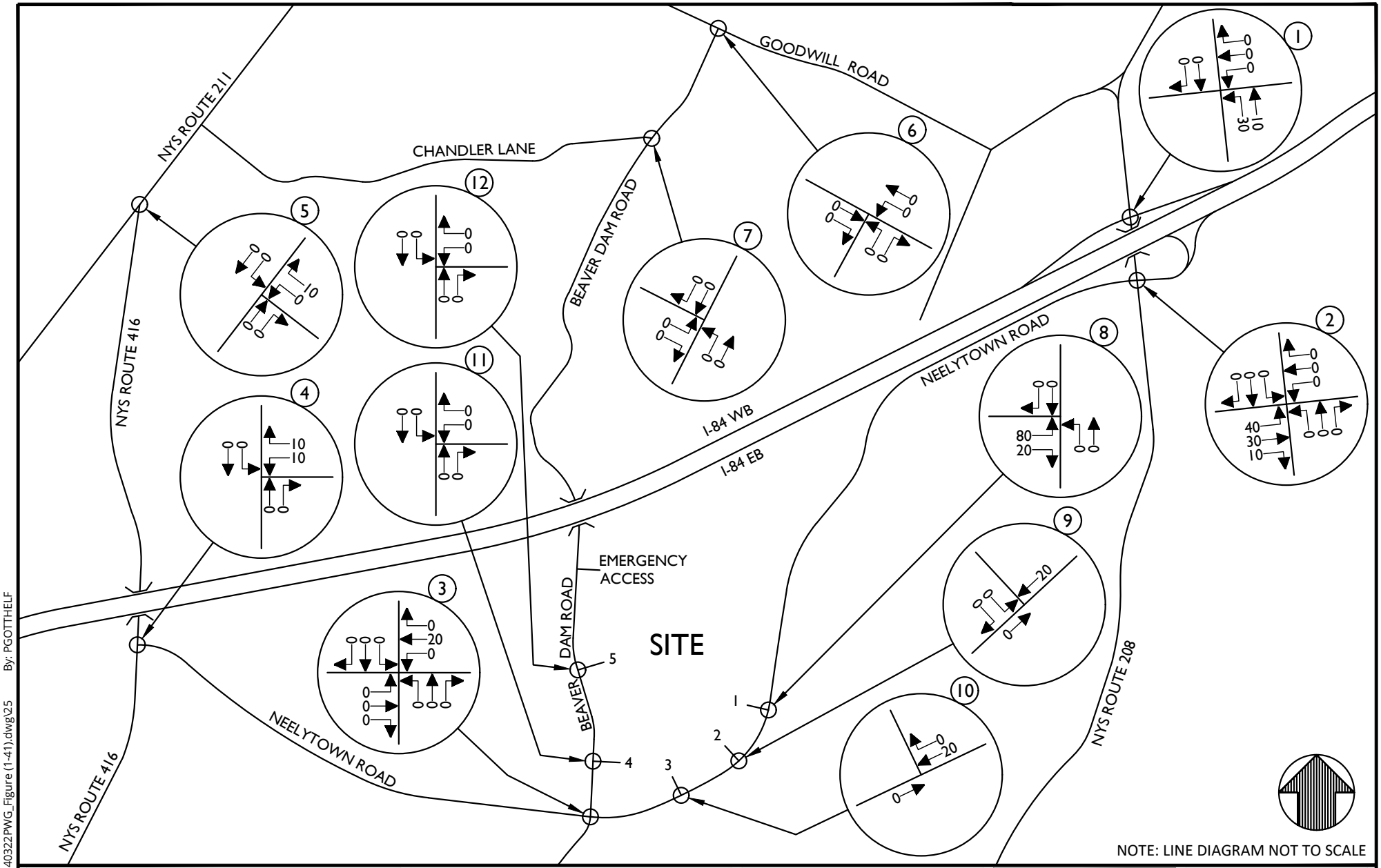
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PROJECT NUMBER:	DRAWING NAME:
21000327A	240322PWG_FIGURE (1-41)

SHEET TITLE:
ARRIVAL DISTRIBUTION
TRUCKS
BUILDING 3 - 250,070 SF

SHEET NUMBER:
24-ALT

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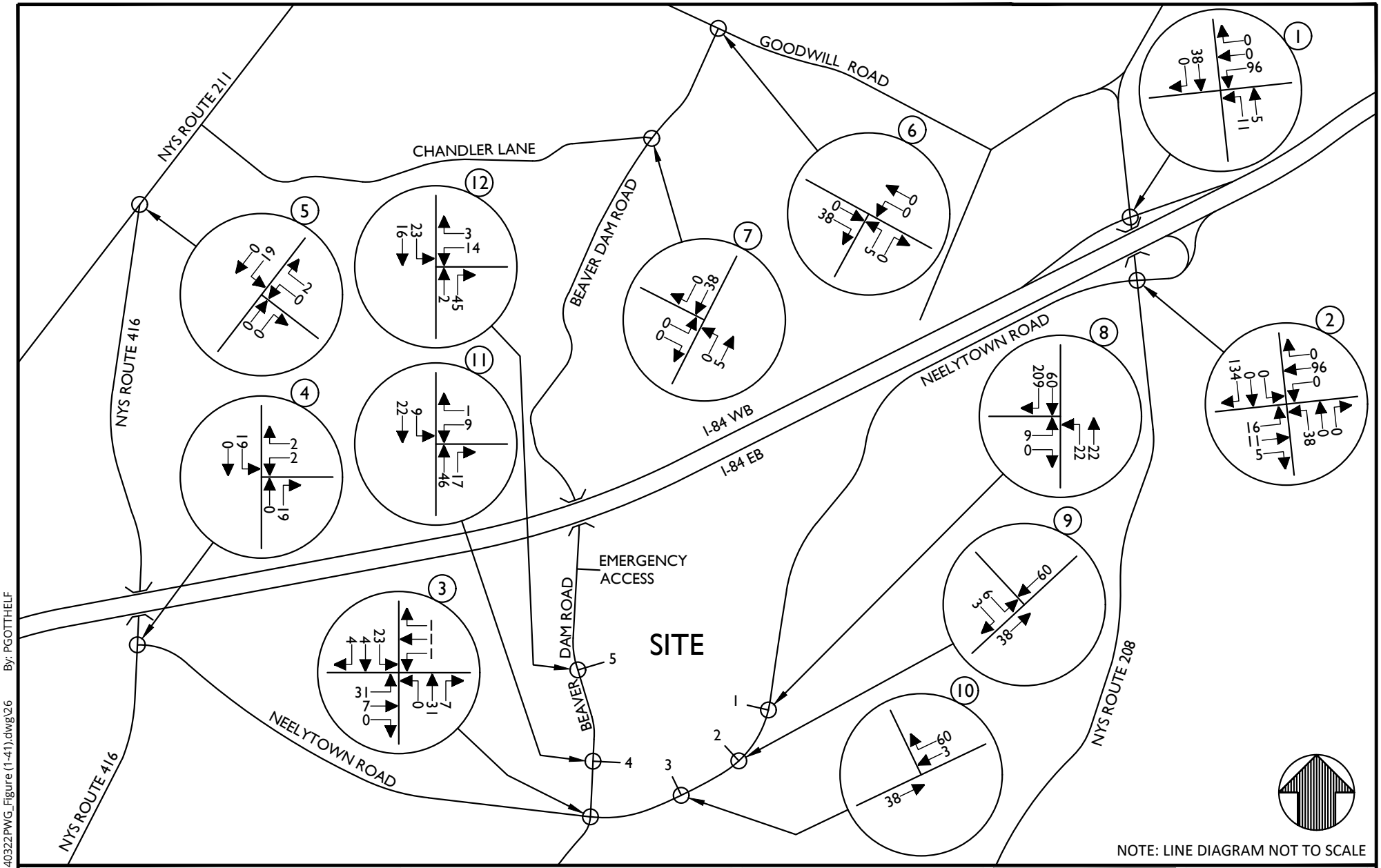
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AS SHOWN	3/22/24	P.W.G.	R.R.

PROJECT NUMBER:	DRAWING NAME:
21000327A	240322PWG_FIGURE (1-41)

SHEET TITLE:
DEPARTURE DISTRIBUTION
TRUCKS
BUILDING 3 - 250,070 SF

SHEET NUMBER:
25-ALT

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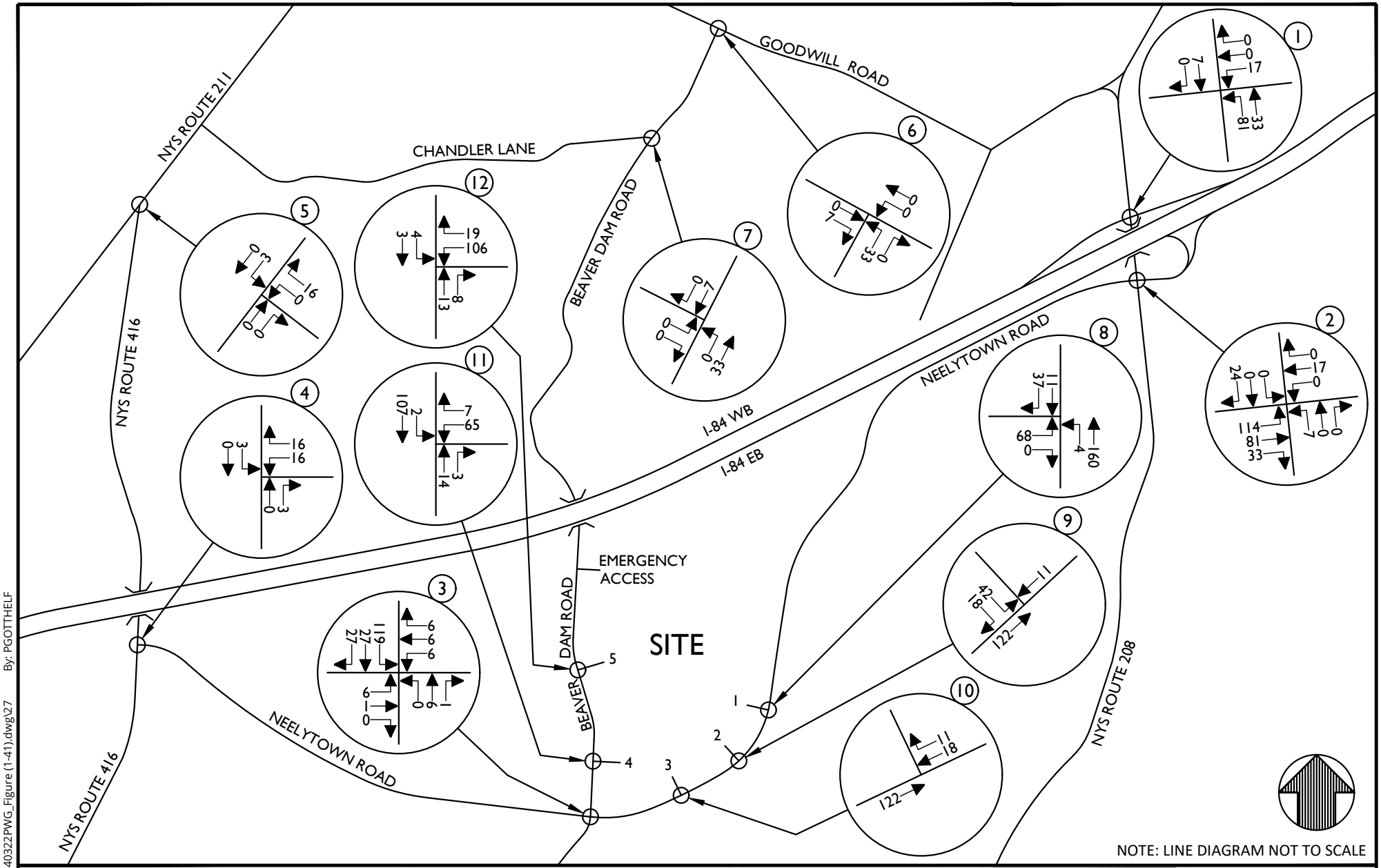
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AS SHOWN	3/22/24	P.W.G.	R.R.

PROJECT NUMBER: 21000327A

DRAWING NAME: 240322PWG_FIGURE (1-41)

SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
PASSENGER CARS
WEEKDAY PEAK AM HOUR

SHEET NUMBER: 26-ALT



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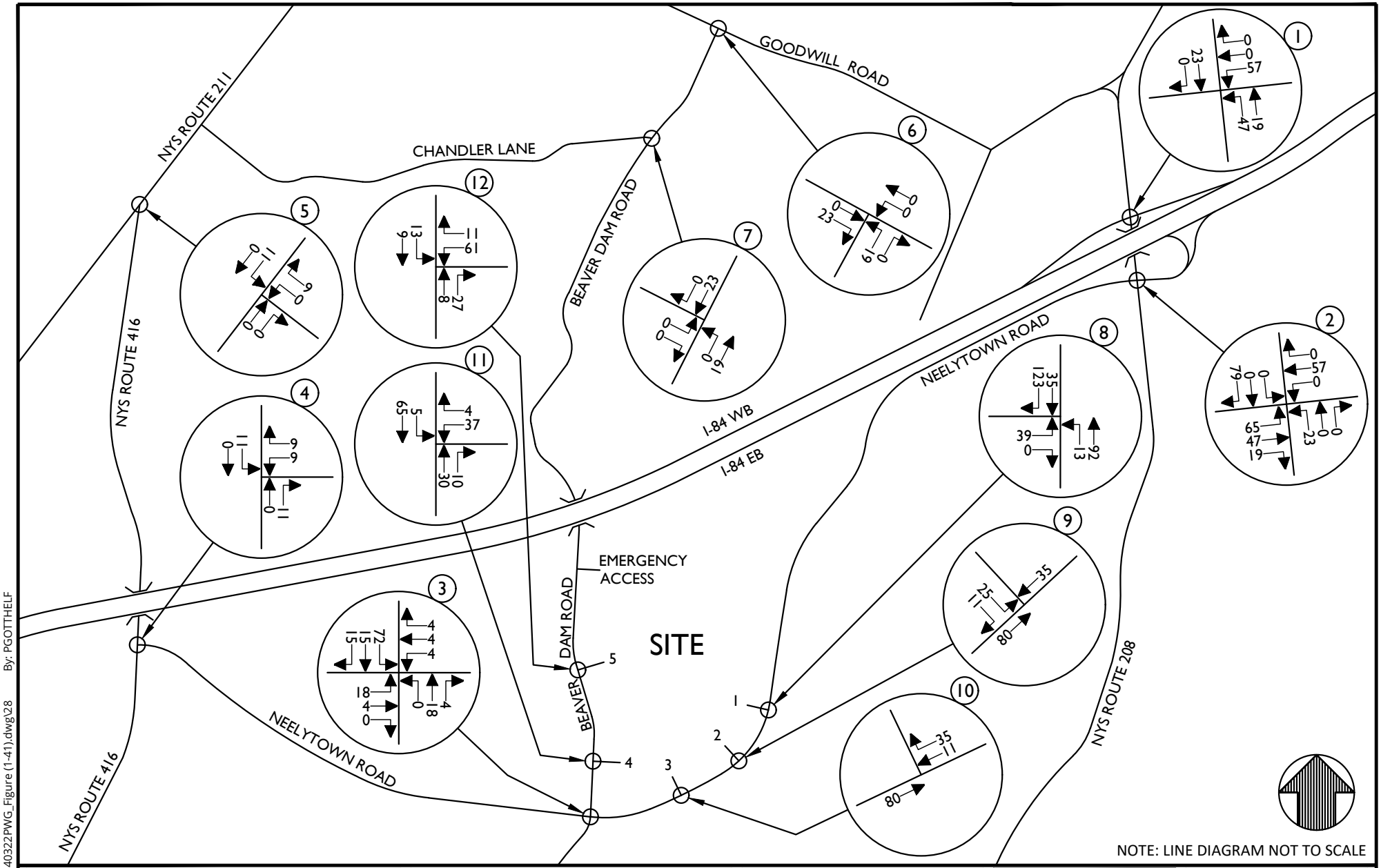
SHEET TITLE:

SITE GENERATED TRAFFIC VOLUMES
PASSENGER CARS
WEEKDAY PEAK PM HOUR

SHEET NUMBER:

27-ALT

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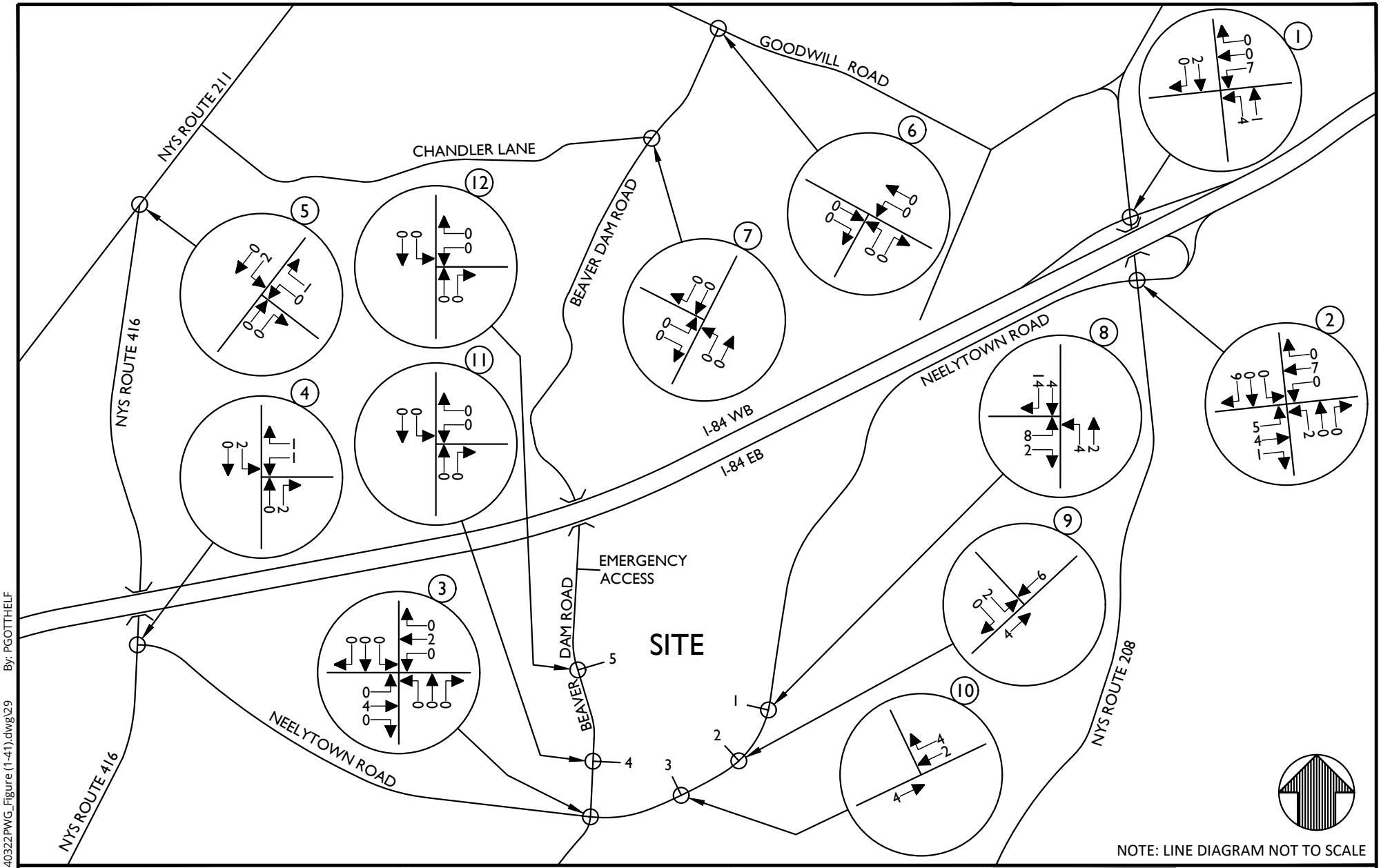
SHEET TITLE:

SITE GENERATED TRAFFIC VOLUMES
PASSENGER CARS
SATURDAY PEAK HOUR

SHEET NUMBER:

28-ALT

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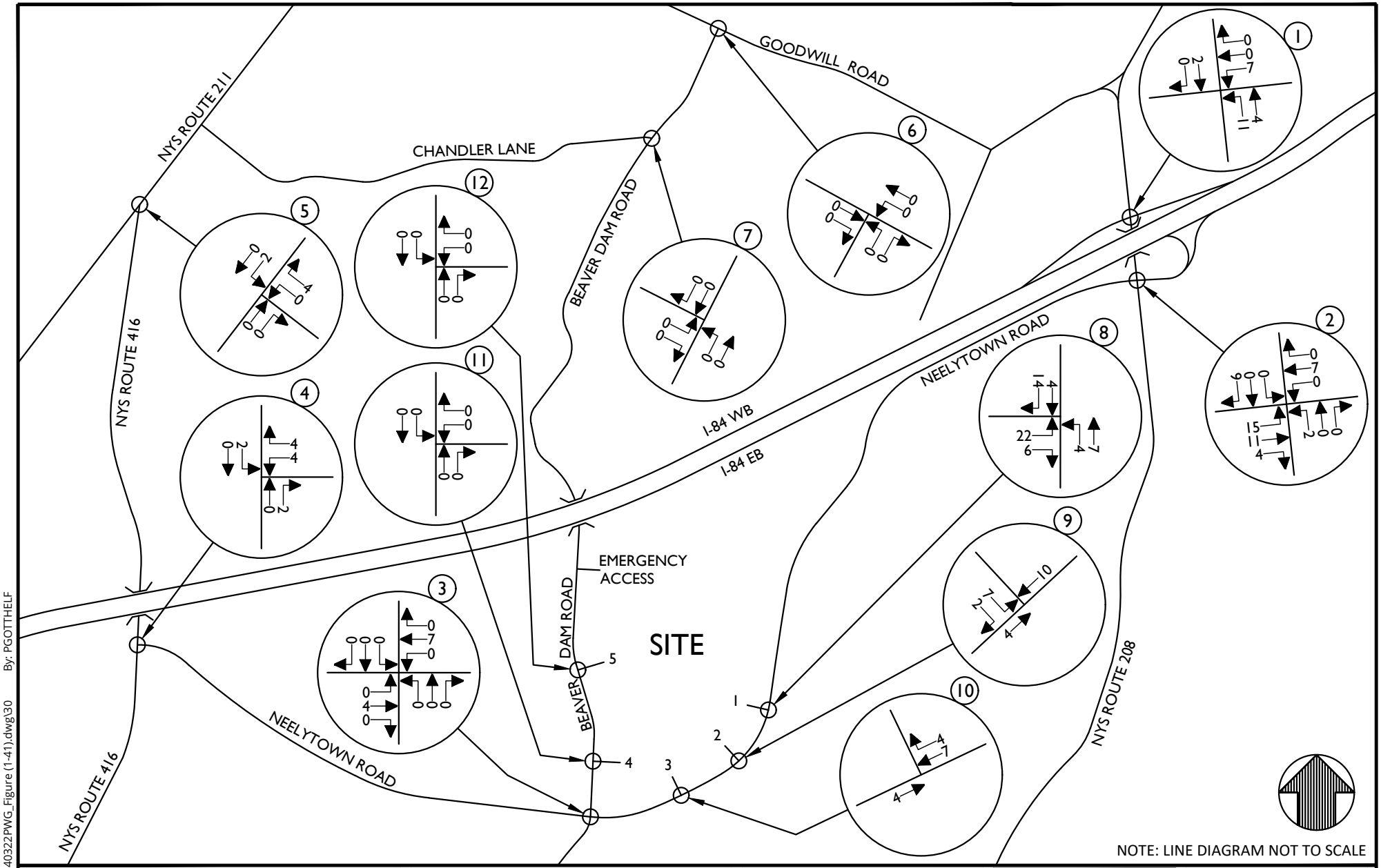
SHEET TITLE:

SITE GENERATED TRAFFIC VOLUMES
TRUCKS
WEEKDAY PEAK AM HOUR

SHEET NUMBER:

29-ALT

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PROJECT NUMBER:	DRAWING NAME:
21000327A	240322PWG_FIGURE (1-41)

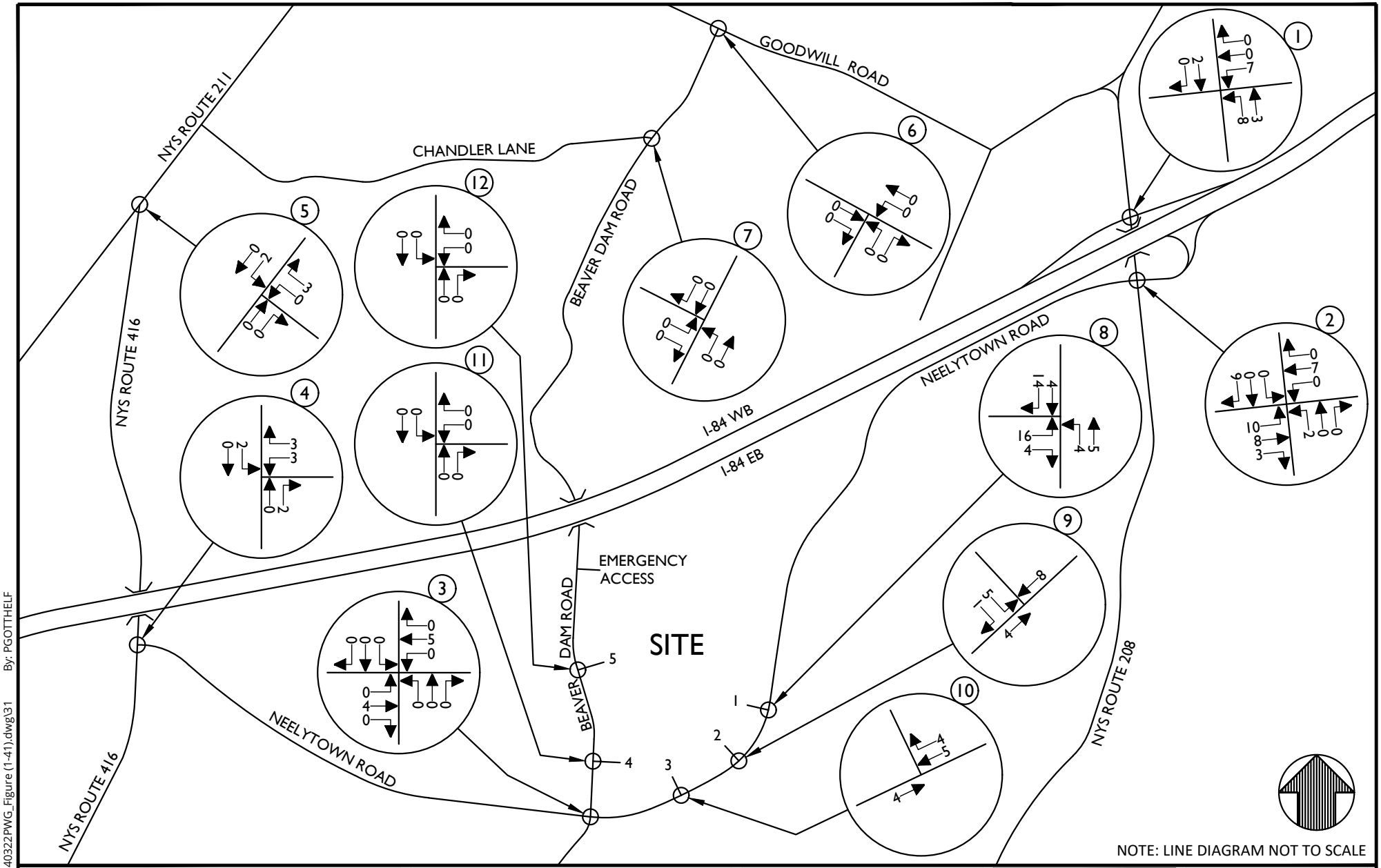
SHEET TITLE:

SITE GENERATED TRAFFIC VOLUMES
TRUCKS
WEEKDAY PEAK PM HOUR

SHEET NUMBER:

30-ALT

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PROJECT NUMBER:	DRAWING NAME:
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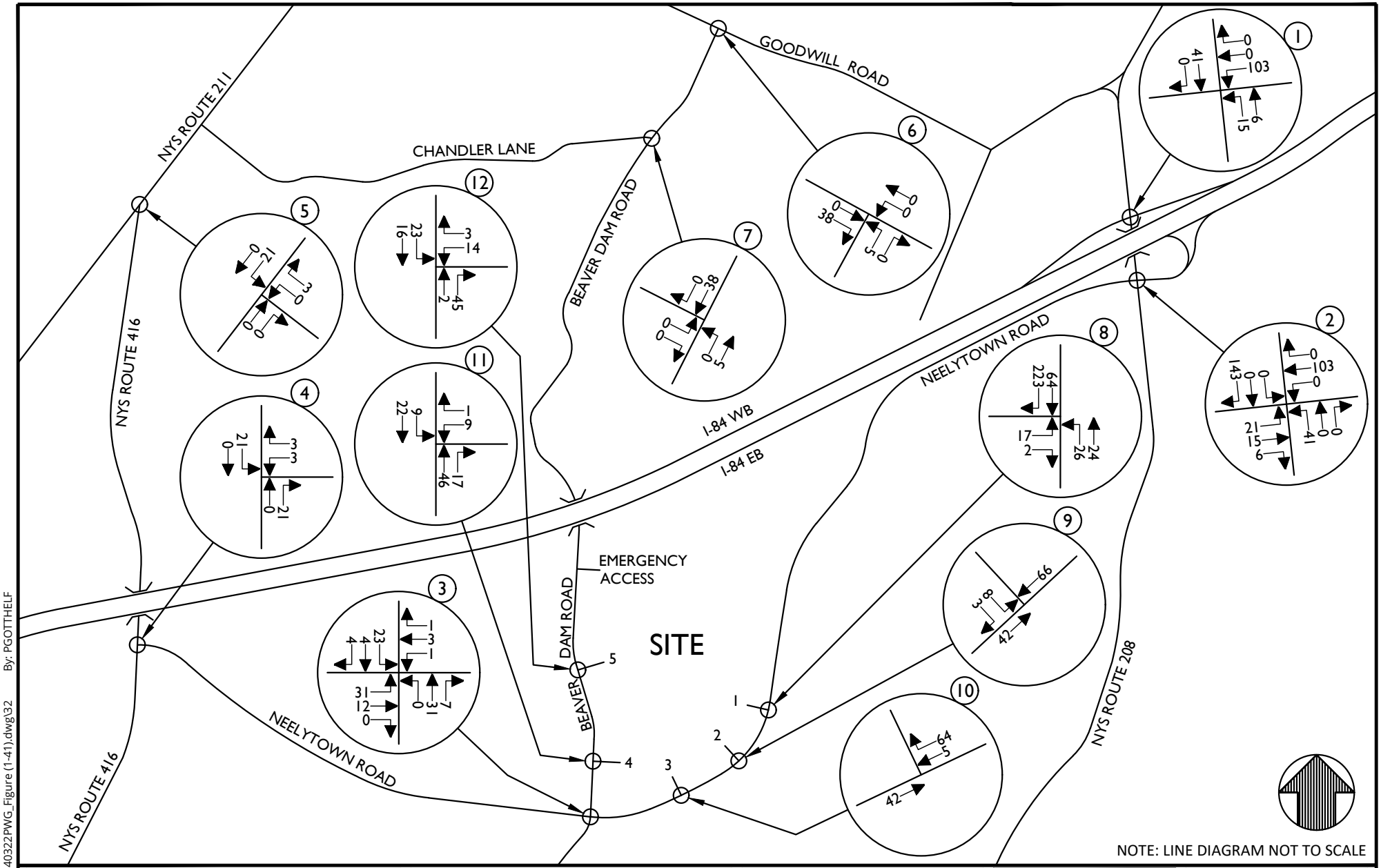
SHEET TITLE:

SITE GENERATED TRAFFIC VOLUMES
TRUCKS
SATURDAY PEAK HOUR

SHEET NUMBER:

31-ALT

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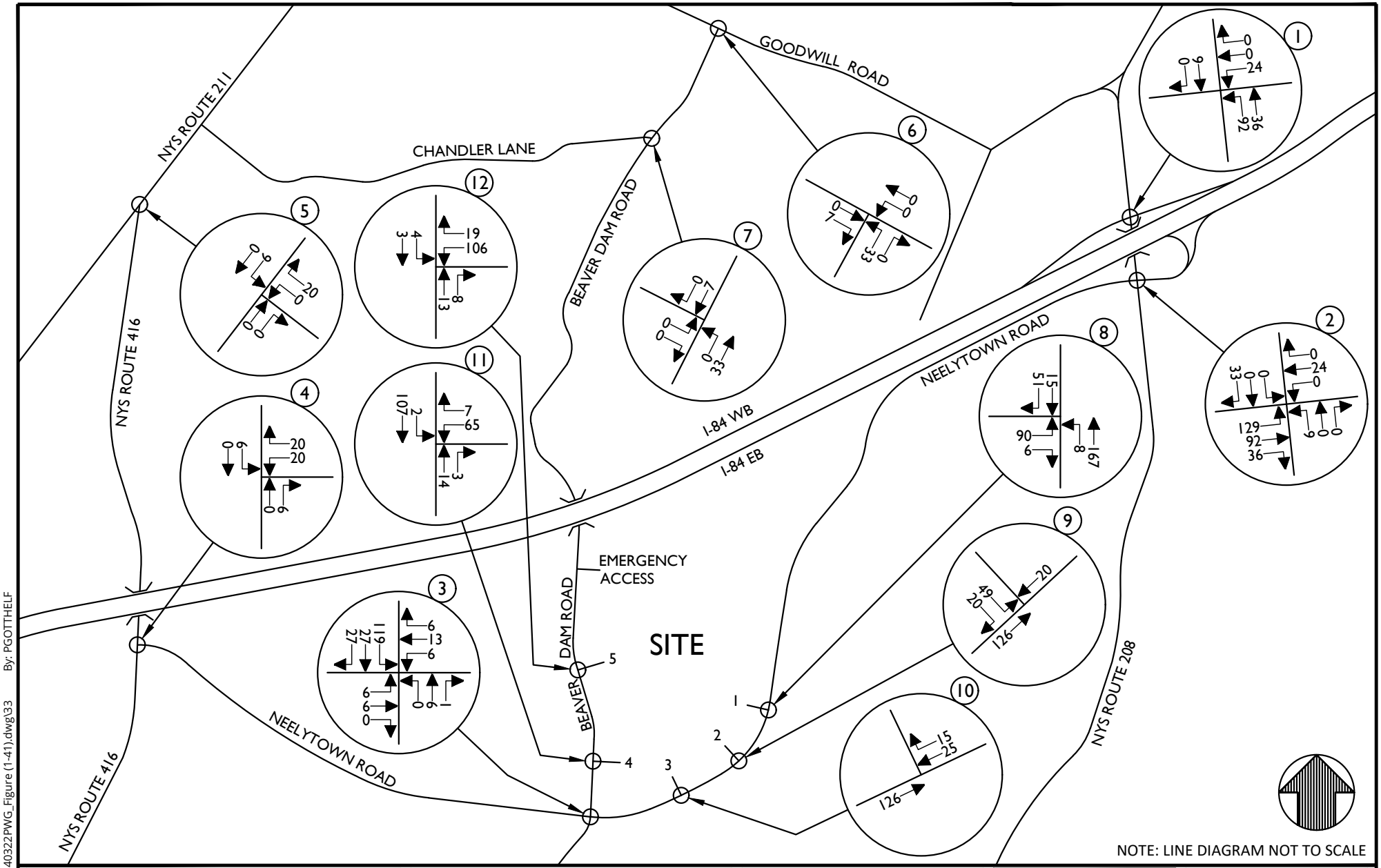
PROJECT NUMBER: 21000327A

DRAWING NAME: 240322PWG_FIGURE (1-41)

SHEET TITLE:
TOTAL
SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER: 32-ALT

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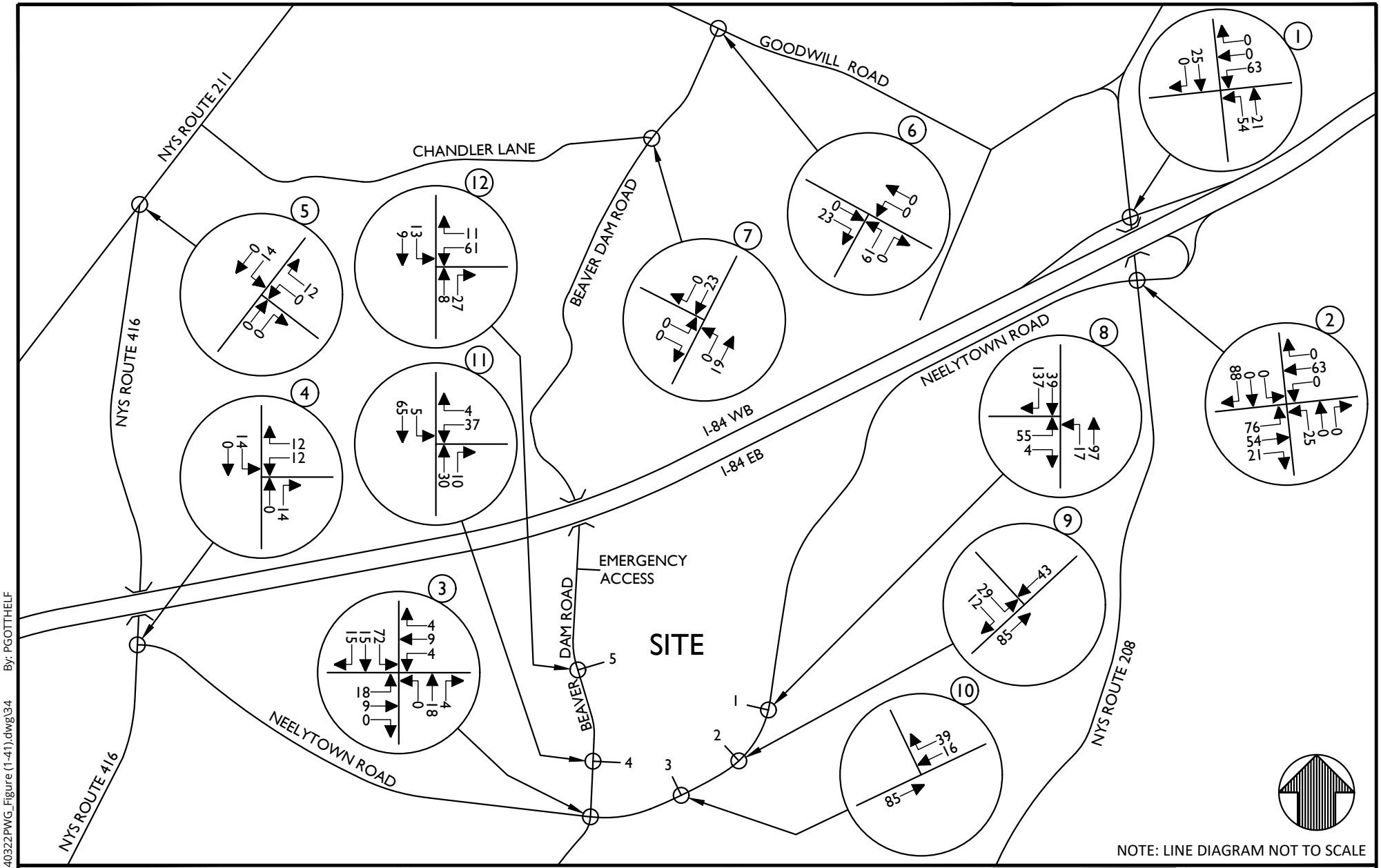
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	3/22/24	P.W.G.	R.R.

PROJECT NUMBER:	DRAWING NAME:
21000327A	240322PWG_FIGURE (1-41)

SHEET TITLE:
TOTAL
SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
33-ALT

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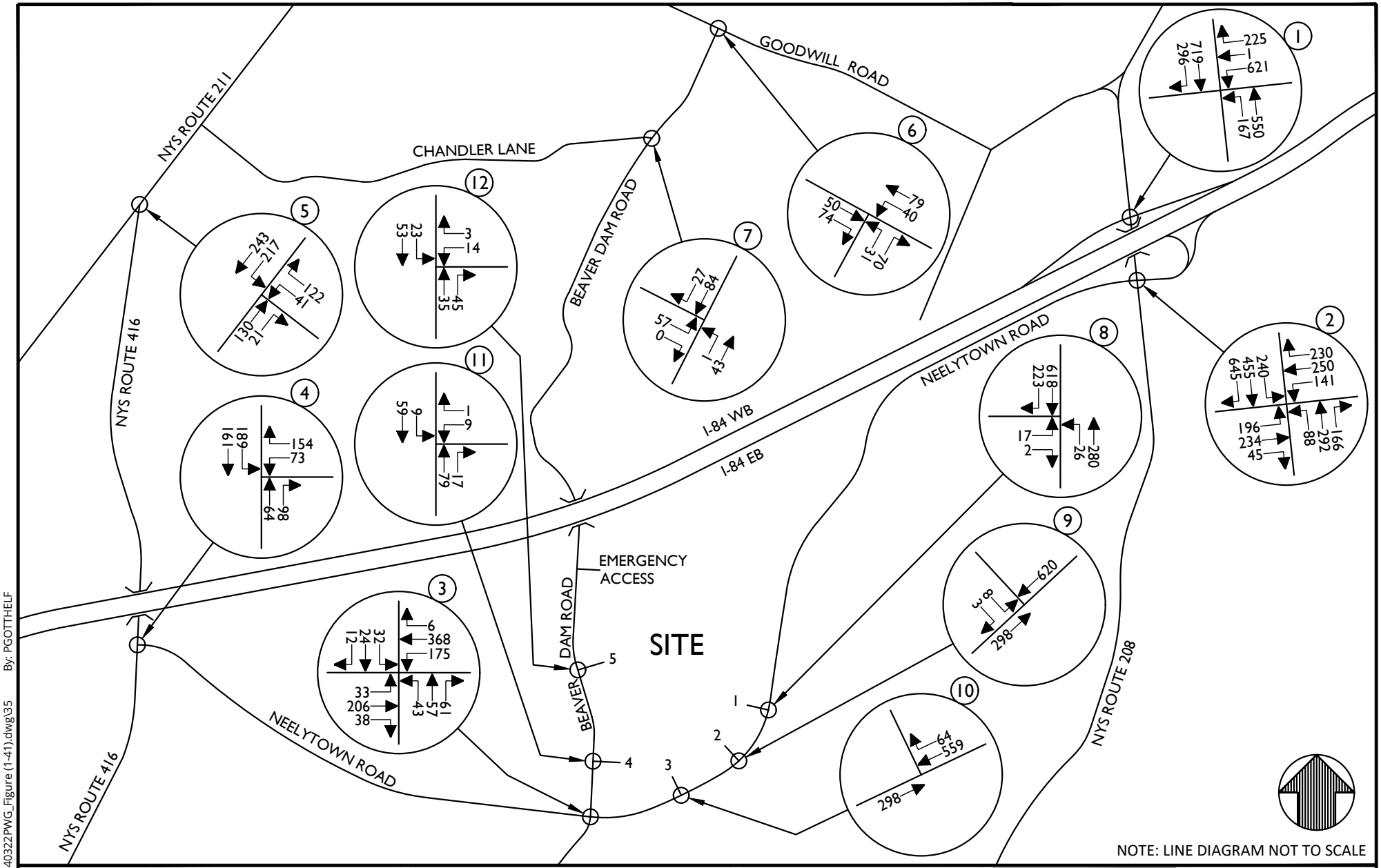
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AS SHOWN	3/22/24	P.W.G.	R.R.

PROJECT NUMBER:	DRAWING NAME:
21000327A	240322PWG_FIGURE (1-41)

SHEET TITLE:
TOTAL
SITE GENERATED TRAFFIC VOLUMES
SATURDAY PEAK HOUR

SHEET NUMBER:
34-ALT

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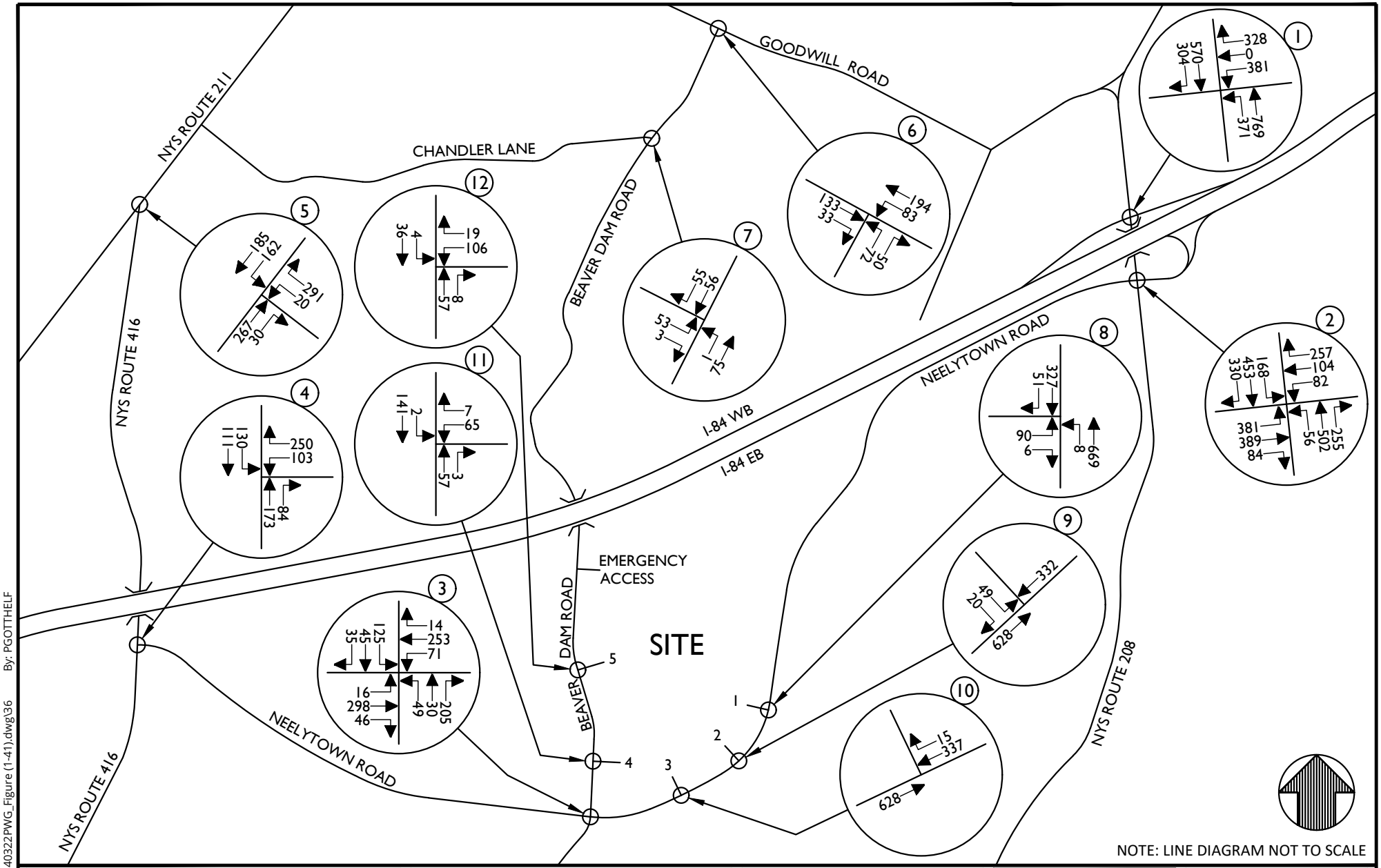
PROJECT NUMBER: 21000327A

DRAWING NAME: 240322PWG_FIGURE (1-41)

SHEET TITLE:
2027 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
35-ALT

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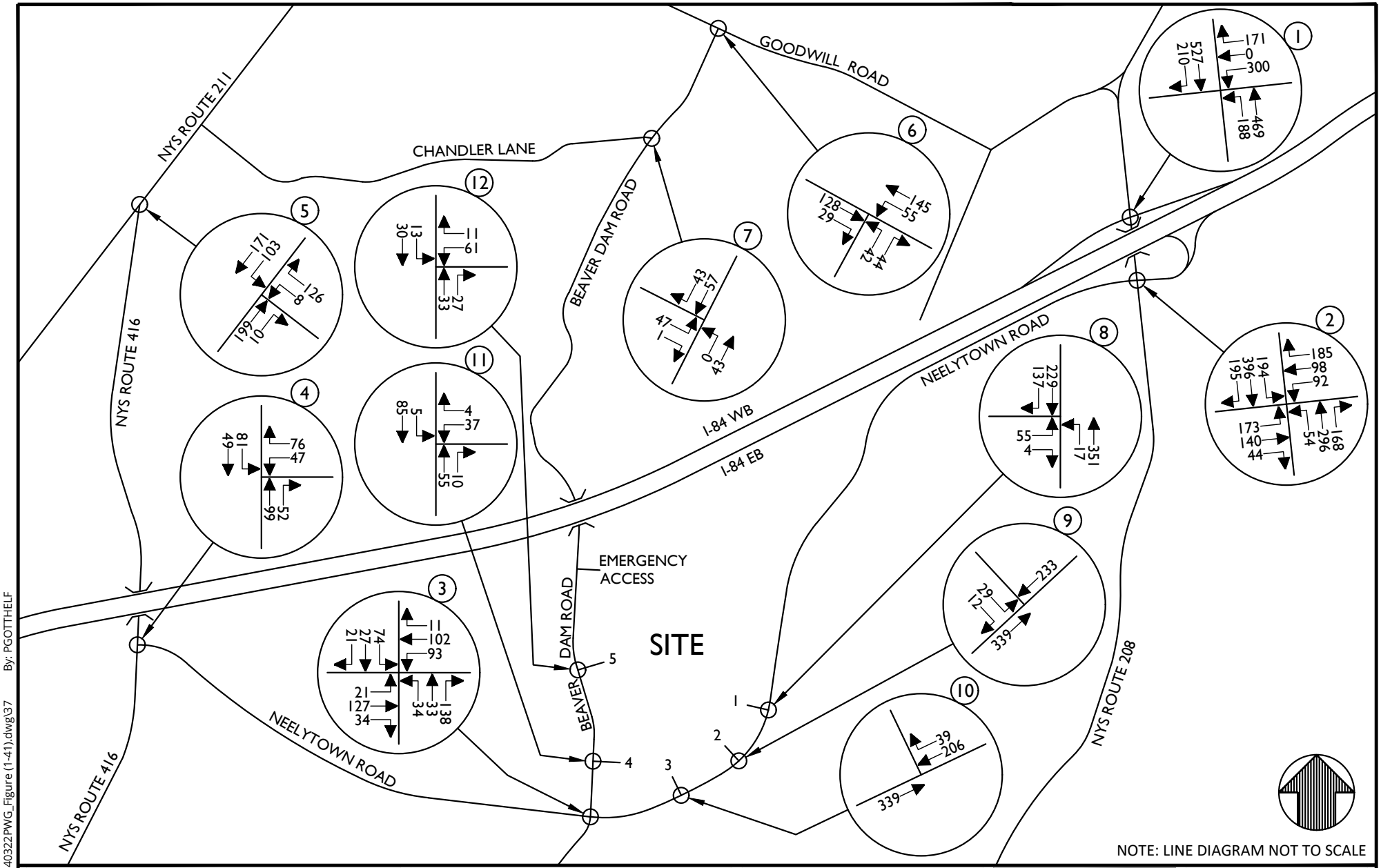
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
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PROJECT NUMBER:	DRAWING NAME:
21000327A	240322PWG_FIGURE (1-41)

SHEET TITLE:
2027 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
36-ALT

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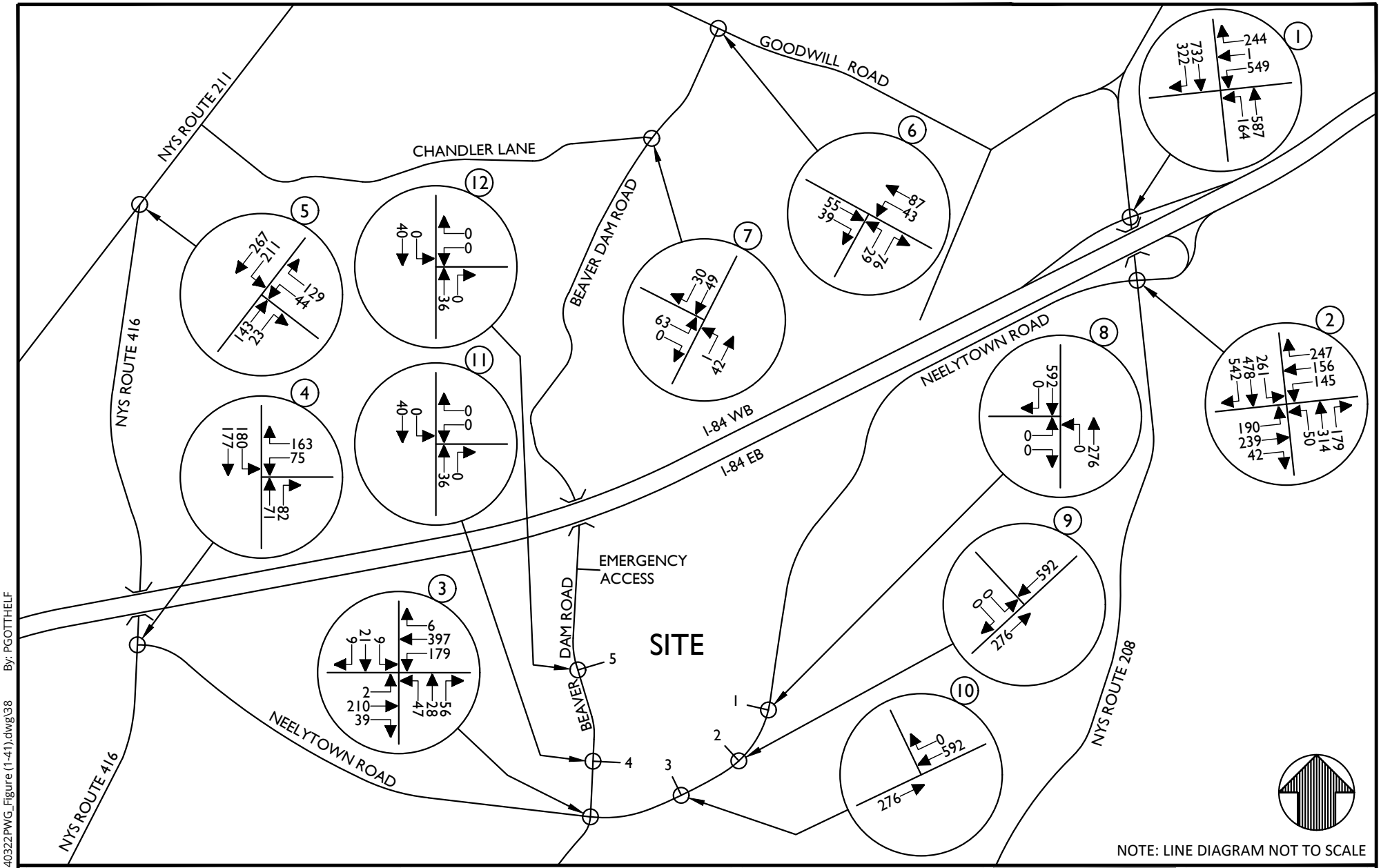
SHEET TITLE:

2027 BUILD TRAFFIC VOLUMES
SATURDAY PEAK HOUR

SHEET NUMBER:

37-ALT

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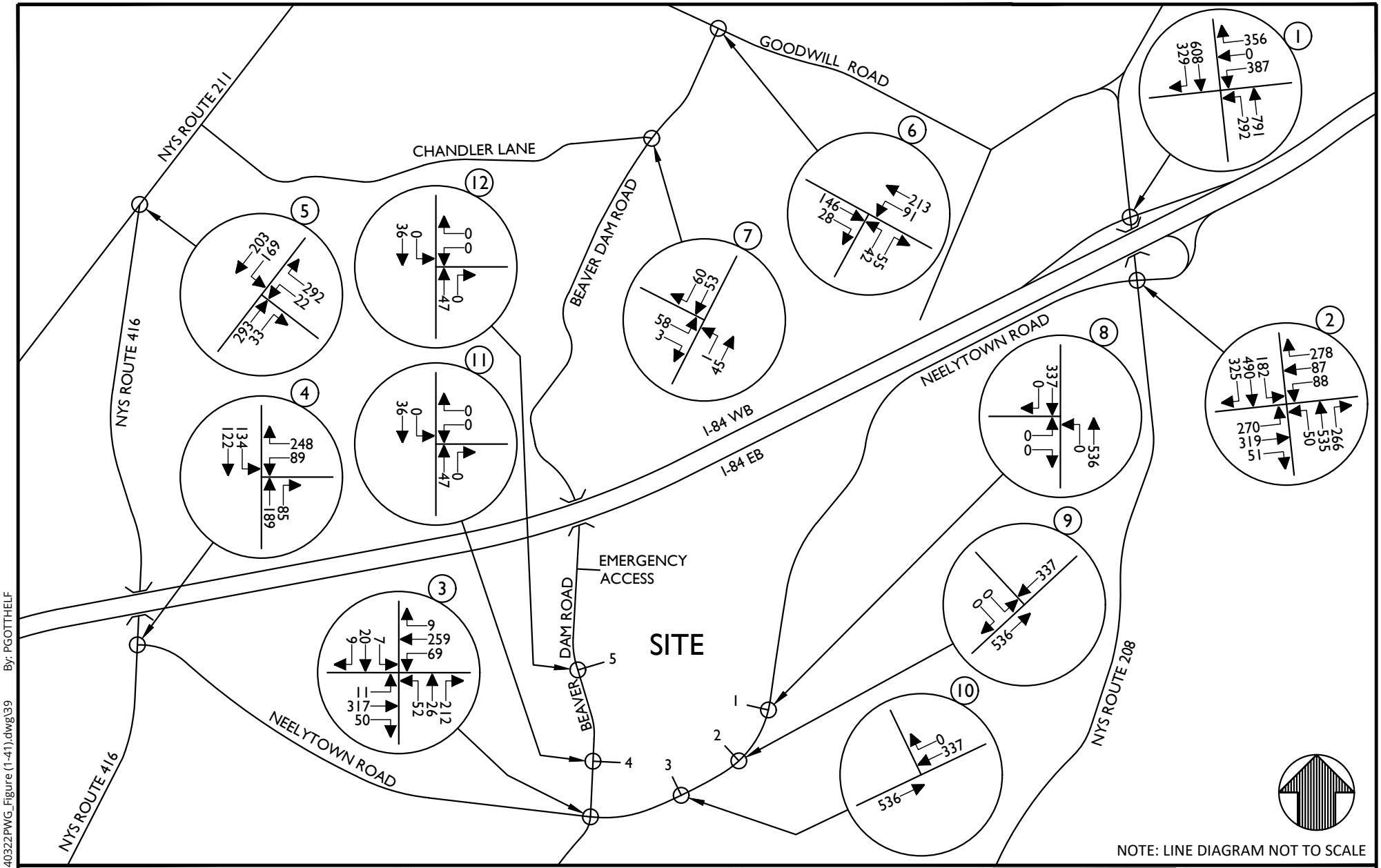
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PROJECT NUMBER: 21000327A
DRAWING NAME: 240322PWG_FIGURE (1-41)

SHEET TITLE:
2037 NO-BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
38-ALT

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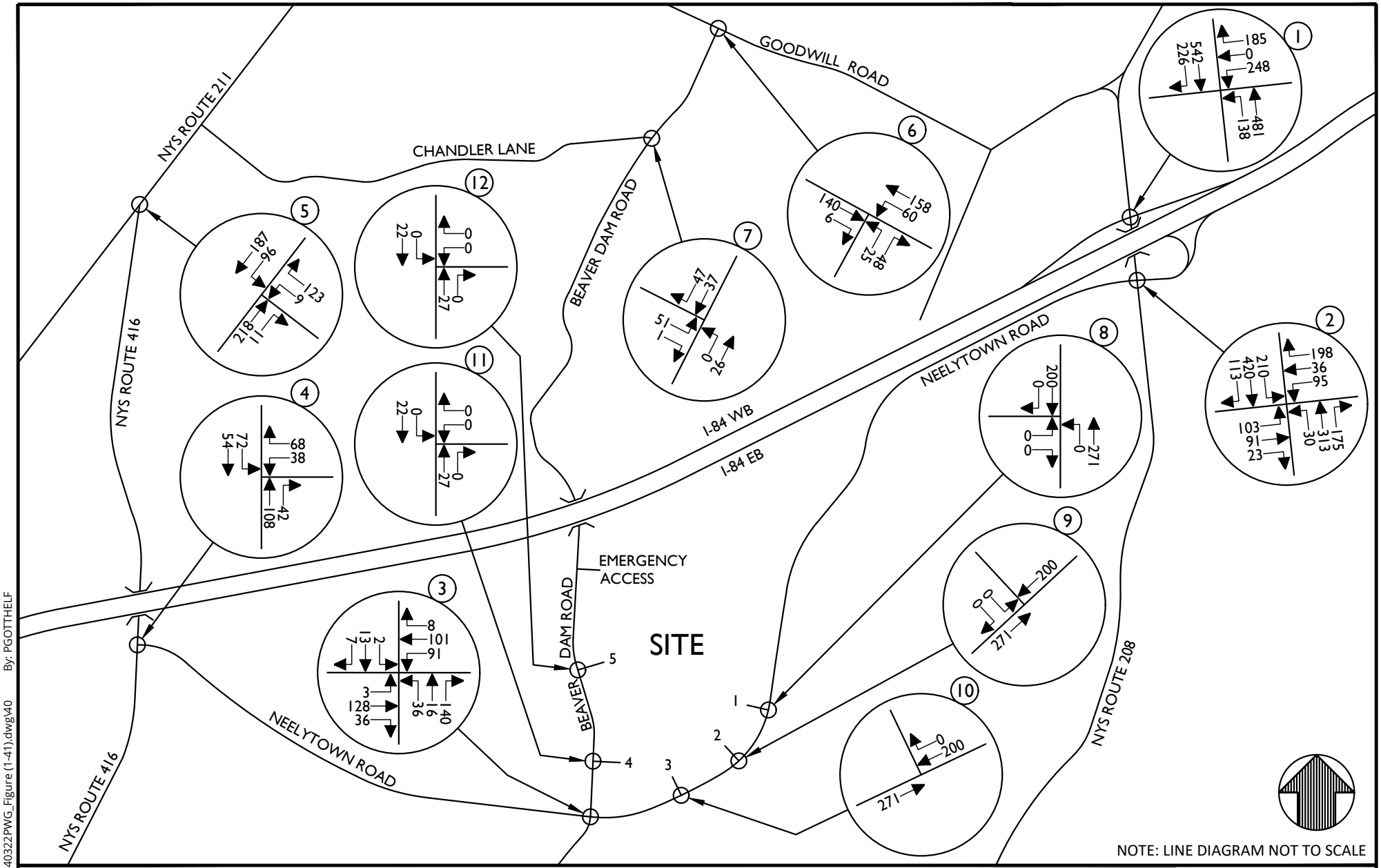
PROJECT NUMBER: 21000327A

DRAWING NAME: 240322PWG_FIGURE (1-41)

SHEET TITLE:
2037 NO-BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
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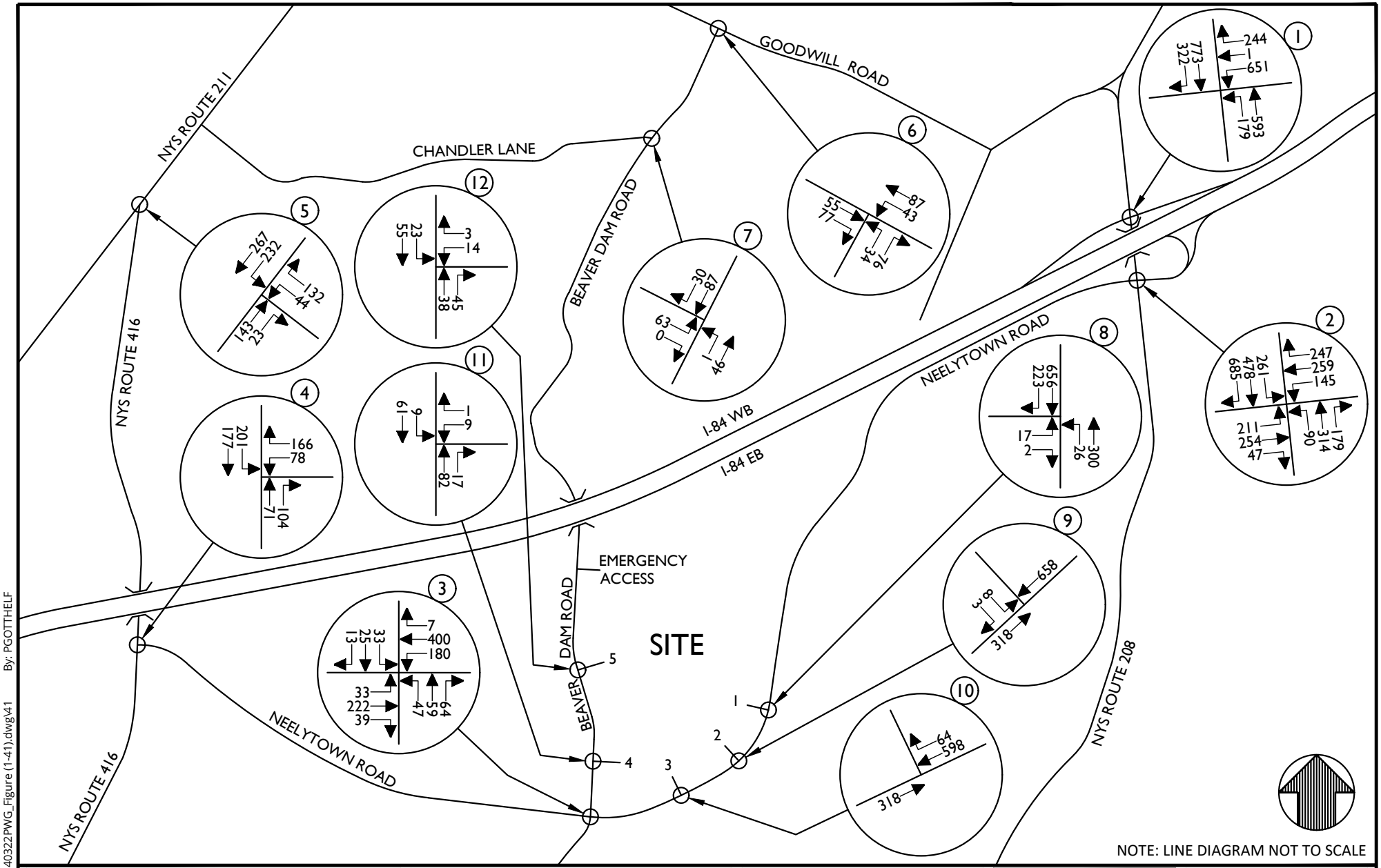
SHEET TITLE:

2037 NO-BUILD TRAFFIC VOLUMES
SATURDAY PEAK HOUR

SHEET NUMBER:

40-ALT

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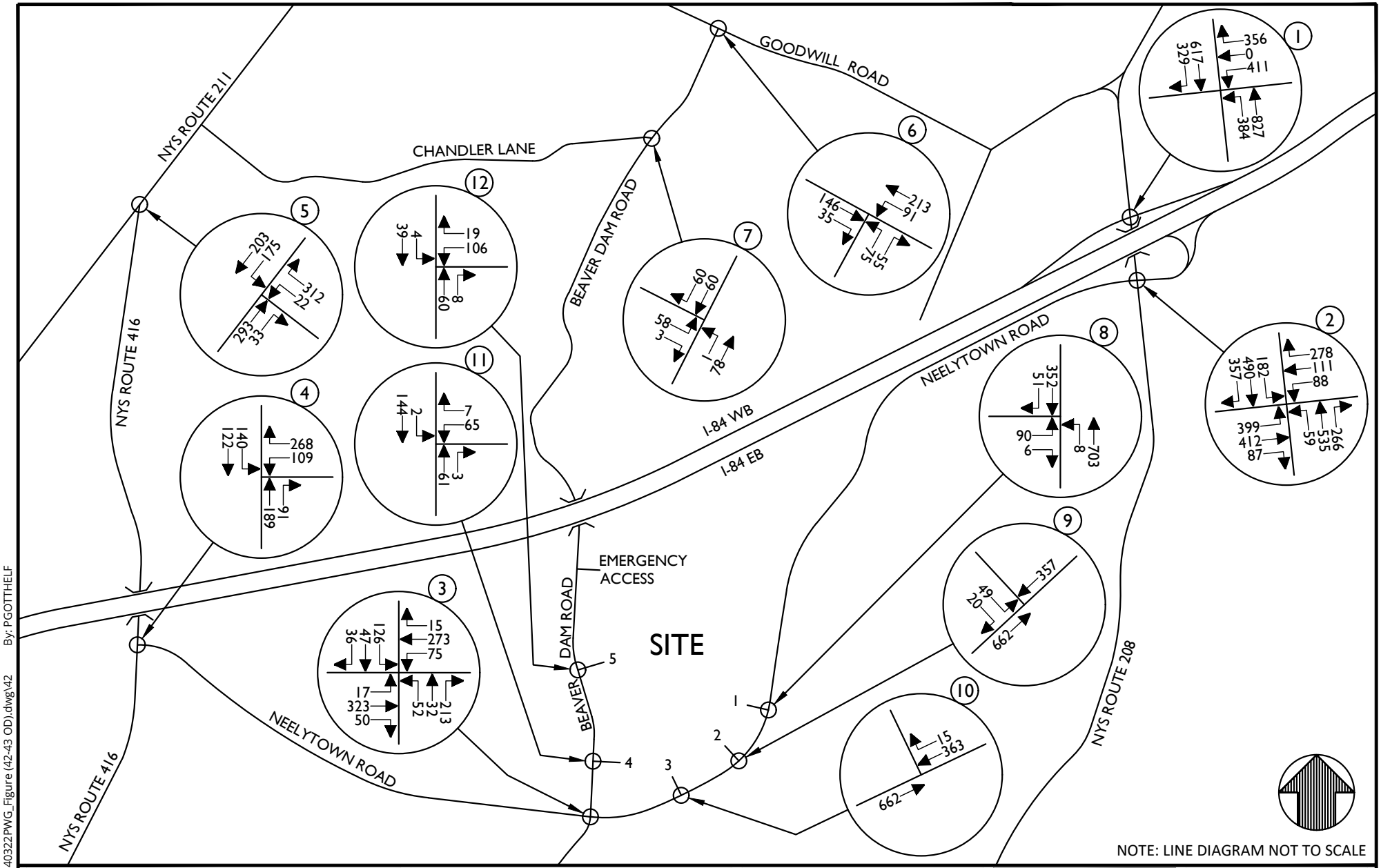
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PROJECT NUMBER: 21000327A
DRAWING NAME: 240322PWG_FIGURE (1-41)

SHEET TITLE:
2037 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
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TRAFFIC IMPACT STUDY

FOR

NEELYTOWN BUSINESS PARK

TOWN OF MONTGOMERY
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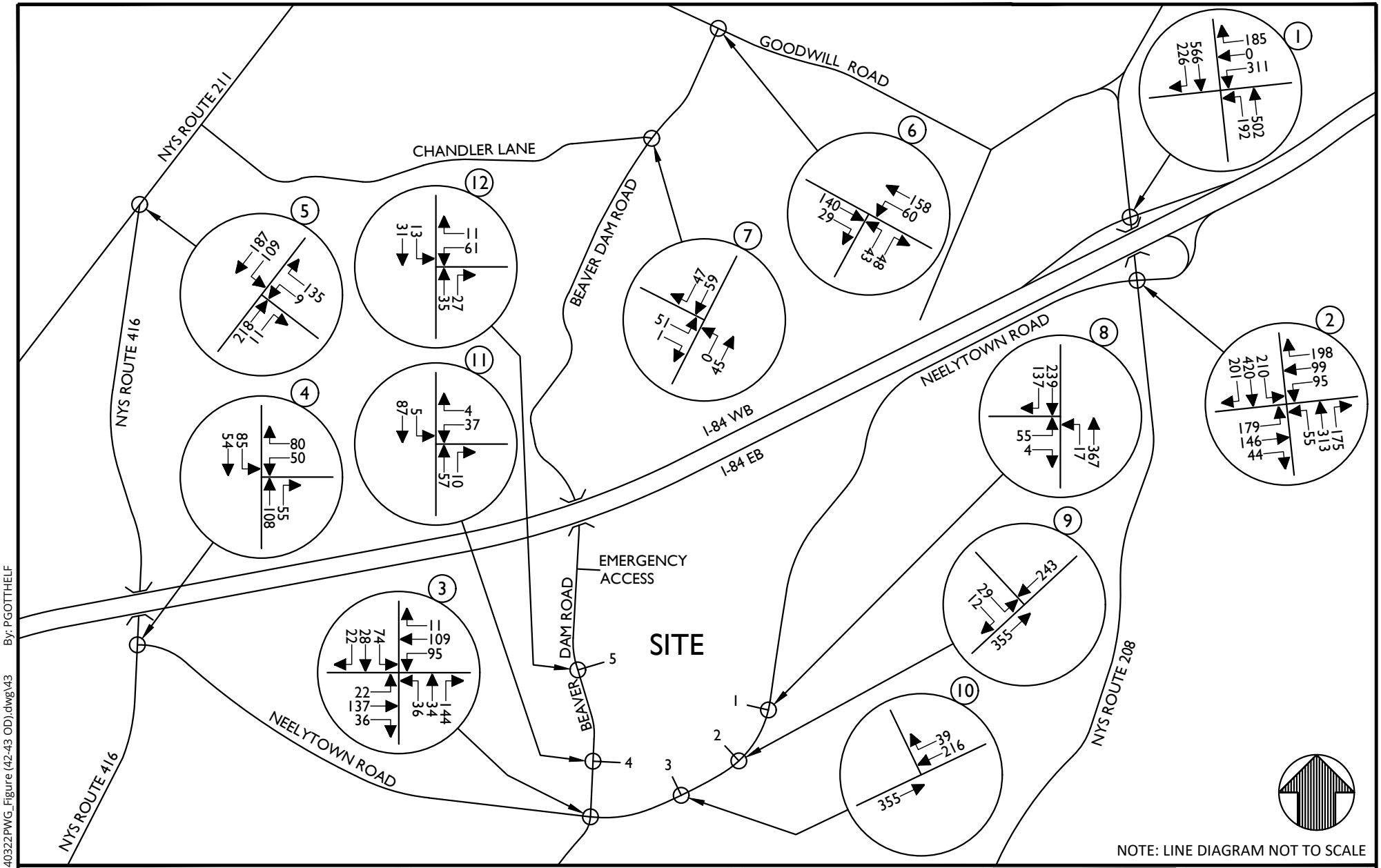
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	3/22/24	P.W.G.	R.R.

PROJECT NUMBER: 21000327A
DRAWING NAME: 240322PWG_FIGURE (42-43 OD)

SHEET TITLE:
2037 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
42-ALT

0327A\Reports\Traffic\Traffic Figures\240322PWG_Figure (42-43 OD).dwg\42 By: PGOTTHELF



NOTE: LINE DIAGRAM NOT TO SCALE

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TRAFFIC IMPACT STUDY

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SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	3/22/24	P.W.G.	R.R.

PROJECT NUMBER: 21000327A

DRAWING NAME: 240322PWG_FIGURE (42-43 OD)

SHEET TITLE:

2037 BUILD TRAFFIC VOLUMES
SATURDAY PEAK HOUR

SHEET NUMBER:

43-ALT

0327A\Reports\Traffic\Traffic Figures\240322PWG_Figure (42-43 OD).dwg\43 By: PGOTTHELF

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

				2022 Existing			2027 No-Build			2027 Build			Change in Delay
				v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build
1	**NYS Route 208 & I-84 WB On-Off Ramps**	**Signalized**											
	I-84 WB Off-Ramp	WB	LT	0.79	C	23.0	1.11	F	111.2	1.35	F	206.0	94.8
			R	0.61	C	21.2	0.58	C	32.8	0.58	C	33.2	0.4
		WB Overall		-	C	22.3	-	F	87.5	-	F	160.1	72.6
	NYS Route 208	NB	L	0.85	C	31.0	0.89	E	57.5	0.88	E	55.7	-1.8
			TT	0.26	A	6.8	0.31	B	10.5	0.31	B	10.4	-0.1
		NB Overall		-	B	11.9	-	C	20.8	-	C	20.9	0.1
	NYS Route 208	SB	T	0.83	B	19.8	0.92	D	45.2	0.92	D	45.9	0.7
			TR	0.83	B	19.8	0.92	D	46.1	0.92	D	47.0	0.9
		SB Overall		-	B	19.8	-	D	45.6	-	D	46.4	0.8
		Overall		**-**	**B**	**18.1**	**-**	**D**	**51.3**	**-**	**E**	**76.7**	**25.4**
	W/ Signal Timing Changes												
	I-84 WB Off-Ramp	WB	LT	-	-	-	-	-	-	1.21	F	151.3	40.1
			R	-	-	-	-	-	-	0.52	D	35.1	2.3
		WB Overall		-	-	-	-	-	-	-	F	120.4	32.9
	NYS Route 208	NB	L	-	-	-	-	-	-	0.90	E	71.2	13.7
			TT	-	-	-	-	-	-	0.31	B	13.3	2.8
		NB Overall		-	-	-	-	-	-	-	C	26.8	6.0
	NYS Route 208	SB	T	-	-	-	-	-	-	0.93	D	52.3	7.1
			TR	-	-	-	-	-	-	0.93	D	53.4	7.3
		SB Overall		-	-	-	-	-	-	-	D	52.8	7.2
		Overall		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**E**	**67.8**	**16.5**

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

				2022 Existing			2027 No-Build			2027 Build			Change in Delay
				v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build
2	**NYS Route 208 & I-84 EB On-Off Ramps / Neelytown Road**	**Signalized**											
	Neelytown Road	EB	L	0.80	C	33.7	0.82	D	39.1	0.82	D	38.7	-0.4
			T	0.38	B	17.7	0.48	C	23.9	0.46	C	23.3	-0.6
			TR	0.38	B	17.8	0.50	C	24.0	0.47	C	23.4	-0.6
		EB Overall		-	C	24.2	-	C	30.1	-	C	29.7	-0.4
	I-84 WB On-Off Ramps	WB	L	0.58	C	30.0	0.79	C	34.5	0.79	D	35.6	1.1
			T	0.34	C	22.5	0.49	C	27.6	0.78	C	30.8	3.2
			R	0.46	B	18.8	0.54	C	22.5	0.52	C	22.7	0.2
		WB Overall		-	C	21.4	-	C	27.2	-	C	28.9	1.7
	NYS Route 208	NB	L	0.62	C	33.2	0.80	D	43.0	0.79	D	38.8	-4.2
			T	0.64	C	24.6	0.73	C	30.0	0.73	C	31.2	1.2
			TR	0.67	C	25.3	0.75	C	30.8	0.75	C	32.0	1.2
		NB Overall		-	C	25.5	-	C	31.6	-	C	32.8	1.2
	NYS Route 208	SB	LL	0.63	C	25.7	0.70	C	32.2	0.70	C	33.4	1.2
			TT	0.30	B	18.0	0.55	C	23.3	0.60	C	26.3	3.0
			R	-	A	-	-	A	-	-	A	-	-
		SB Overall		-	C	21.6	-	C	26.4	-	C	28.8	2.4
		Overall		**-**	**C**	**23.2**	**-**	**C**	**28.5**	**-**	**C**	**29.9**	**1.4**

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

				2022 Existing			2027 No-Build			2027 Build			Change in Delay
				v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build
3	**Neelytown Road & Beaver Dam Road / Neelytown Road North**	**Signalized**											
	Neelytown Road	EB	L	0.00	B	10.3	0.00	B	10.8	0.08	B	11.4	0.6
			TR	0.21	A	8.7	0.28	A	9.4	0.28	A	9.5	0.1
		EB Overall		-	A	8.7	-	A	9.4	-	A	9.7	0.3
	Neelytown Road	WB	L	0.08	B	10.8	0.32	B	14.2	0.31	B	16.0	1.8
			TR	0.46	B	15.3	0.53	B	16.6	0.58	C	20.3	3.7
		WB Overall		-	B	14.7	-	B	15.8	-	B	18.9	3.1
	Neelytown Road North	NB	LT	0.14	C	25.7	0.16	C	26.0	0.21	C	26.6	0.6
			R	0.09	C	25.3	0.15	C	26.1	0.16	C	26.1	0.0
		NB Overall		-	C	25.6	-	C	26.0	-	C	26.4	0.4
	Beaver Dam Road	SB	LTR	0.06	C	24.8	0.08	C	25.0	0.16	C	26.2	1.2
		Overall		**-**	**B**	**15.0**	**-**	**B**	**15.9**	**-**	**B**	**18.1**	**2.2**
4	**Neelytown Road & NYS Route 416**	**Signalized**											
	Neelytown Road	WB	LR	0.76	B	12.1	0.76	B	11.7	0.76	B	12.4	0.7
	NYS Route 416	NB	TR	0.22	A	5.8	0.27	A	6.5	0.30	A	6.6	0.1
	NYS Route 416	SB	LT	0.40	A	6.5	0.54	A	8.2	0.58	A	8.7	0.5
		Overall		**-**	**A**	**8.2**	**-**	**A**	**9.0**	**-**	**A**	**9.4**	**0.4**
5	**NYS Route 211 & NYS Route 416**	**Unsignalized**											
	NYS Route 416	WB	L	0.19	C	23.7	0.26	D	31.2	0.26	D	31.4	0.2
			R	0.13	A	9.8	0.16	B	10.0	0.16	B	10.0	0.0
	NYS Route 211	SB	LT	0.12	A	7.9	0.16	A	8.1	0.16	A	8.1	0.0
6	**Goodwill Road & Beaver Dam Road**	**Unsignalized**											
	Goodwill Road	WB	LT	0.03	A	7.5	0.03	A	7.5	0.03	A	7.6	0.1
	Beaver Dam Road	NB	LR	0.10	A	9.4	0.11	A	9.5	0.12	A	9.7	0.2
7	**Chandler Lane & Beaver Dam Road**	**Unsignalized**											
	Chandler Lane	EB	LR	0.07	A	9.3	0.07	A	9.4	0.08	A	9.8	0.4
	Beaver Dam Road	NB	LT	0.00	A	8.3	0.00	A	8.4	0.00	A	8.5	0.1

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

				2022 Existing			2027 No-Build			2027 Build			Change in Delay
				v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build
8	**Neelytown Road & Site Driveway 1**	**Unsignalized**											
	Site Driveway 1	EB	LR	-	-	-	-	-	-	0.10	C	23.5	-
	Neelytown Road	NB	L	-	-	-	-	-	-	0.04	B	10.4	-
	W/ Traffic Signal												
	Site Driveway 1	EB	LR	-	-	-	-	-	-	0.71	D	47.4	-
	Neelytown Road	NB	L	-	-	-	-	-	-	0.09	A	6.7	-
			T	-	-	-	-	-	-	0.27	A	2.7	-
		NB Overall		-	-	-	-	-	-	-	A	3.0	-
	Neelytown Road	SB	T	-	-	-	-	-	-	0.78	A	9.9	-
			R	-	-	-	-	-	-	0.30	A	6.1	-
		SB Overall		-	-	-	-	-	-	-	A	8.9	-
		Overall		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**A**	**8.0**	**-**
9	**Neelytown Road & Site Driveway 2**	**Unsignalized**											
	Site Driveway 2	SB	LR	-	-	-	-	-	-	0.04	C	18.1	-
10	**Neelytown Road & Site Driveway 3**	**Unsignalized**											
	Site Driveway 3*			-	-	-	-	-	-	0.00	A	0.0	-
	*LOS is not defined for major street right turn movement												
11	**Beaver Dam Road & Site Driveway 4**	**Unsignalized**											
	Site Driveway 4	WB	LR	-	-	-	-	-	-	0.01	A	9.4	-
	Beaver Dam Road	SB	LT	-	-	-	-	-	-	0.01	A	7.4	-
12	**Beaver Dam Road & Site Driveway 5**	**Unsignalized**											
	Site Driveway 5	WB	LR	-	-	-	-	-	-	0.02	A	9.4	-
	Beaver Dam Road	SB	LT	-	-	-	-	-	-	0.02	A	7.4	-

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.

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

				2022 Existing			2027 No-Build			2027 Build			Change in Delay
				v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build
1	**NYS Route 208 & I-84 WB On-Off Ramps**	**Signalized**											
	I-84 WB Off-Ramp	WB	LT	0.67	B	18.3	0.80	C	34.2	0.87	D	45.7	11.5
			R	0.77	B	19.4	0.87	D	40.1	0.89	D	49.2	9.1
			WB Overall	-	B	18.8	-	D	37.0	-	D	47.3	10.3
	NYS Route 208	NB	L	0.80	C	26.4	0.90	D	49.0	0.94	E	63.2	14.2
			TT	0.34	A	7.5	0.36	A	8.8	0.37	A	9.0	0.2
			NB Overall	-	B	10.9	-	B	19.9	-	C	26.6	6.7
	NYS Route 208	SB	T	0.78	B	18.2	0.87	C	31.0	0.88	D	37.9	6.9
			TR	0.78	B	18.3	0.87	C	31.3	0.89	D	38.3	7.0
			SB Overall	-	B	18.2	-	C	31.1	-	D	38.1	7.0
			Overall	**-**	**B**	**15.8**	**-**	**C**	**28.3**	**-**	**D**	**35.7**	**7.4**
	W/ Signal Timing Changes												
	I-84 WB Off-Ramp	WB	LT	-	-	-	-	-	-	0.85	D	37.6	3.4
			R	-	-	-	-	-	-	0.87	D	38.5	-1.6
			WB Overall	-	-	-	-	-	-	-	D	38.0	1.0
	NYS Route 208	NB	L	-	-	-	-	-	-	0.91	D	48.6	-0.4
			TT	-	-	-	-	-	-	0.37	A	9.4	0.6
			NB Overall	-	-	-	-	-	-	-	C	22.1	2.2
	NYS Route 208	SB	T	-	-	-	-	-	-	0.90	D	44.4	13.4
			TR	-	-	-	-	-	-	0.90	D	45.1	13.8
			SB Overall	-	-	-	-	-	-	-	D	44.7	13.6
			Overall	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**C**	**33.5**	**5.2**

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

				2022 Existing			2027 No-Build			2027 Build			Change in Delay
				v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build
2	**NYS Route 208 &**	**Signalized**											
	I-84 EB On-Off Ramps / Neelytown Road												
	Neelytown Road	EB	L	0.77	C	31.9	0.88	D	53.5	1.00	F	86.3	32.8
			T	0.31	B	17.4	0.37	C	25.8	0.43	C	26.9	1.1
			TR	0.32	B	17.5	0.37	C	25.9	0.43	C	27.0	1.1
		EB Overall		-	C	23.2	-	D	37.6	-	D	53.4	15.8
	I-84 WB On-Off Ramps	WB	L	0.70	C	33.0	0.79	D	50.9	0.80	E	57.9	7.0
			T	0.51	C	24.3	0.60	D	38.9	0.57	D	43.9	5.0
			R	0.58	C	21.0	0.67	C	34.7	0.69	D	41.6	6.9
		WB Overall		-	C	23.6	-	D	38.6	-	D	45.2	6.6
	NYS Route 208	NB	L	0.64	D	35.9	0.85	E	59.2	0.80	E	61.7	2.5
			T	0.68	C	25.6	0.84	D	40.6	0.87	D	50.5	9.9
			TR	0.70	C	26.0	0.85	D	41.2	0.87	D	51.4	10.2
		NB Overall		-	C	26.4	-	D	42.0	-	D	51.7	9.7
	NYS Route 208	SB	LL	0.59	C	28.8	0.71	D	46.7	0.73	D	54.0	7.3
			TT	0.46	C	20.6	0.44	C	27.4	0.47	C	33.2	5.8
			R	-	A	-	-	A	-	-	A	-	-
		SB Overall		-	C	22.9	-	C	32.6	-	D	38.8	6.2
		Overall		**-**	**C**	**24.0**	**-**	**D**	**37.9**	**-**	**D**	**48.2**	**10.3**
	W/ Signal Timing Changes												
	Neelytown Road	EB	L	-	-	-	-	-	-	0.90	D	54.5	1.0
			T	-	-	-	-	-	-	0.42	C	26.5	0.7
			TR	-	-	-	-	-	-	0.42	C	26.6	0.7
		EB Overall		-	-	-	-	-	-	-	D	39.0	1.4
	I-84 WB On-Off Ramps	WB	L	-	-	-	-	-	-	0.80	E	58.7	7.8
			T	-	-	-	-	-	-	0.64	D	51.7	12.8
			R	-	-	-	-	-	-	0.76	D	49.6	14.9
		WB Overall		-	-	-	-	-	-	-	D	51.8	13.2
	NYS Route 208	NB	L	-	-	-	-	-	-	0.81	E	62.5	3.3
			T	-	-	-	-	-	-	0.88	D	53.6	13.0
			TR	-	-	-	-	-	-	0.88	D	54.6	13.4
		NB Overall		-	-	-	-	-	-	-	D	54.6	12.6
	NYS Route 208	SB	LL	-	-	-	-	-	-	0.75	D	55.0	8.3
			TT	-	-	-	-	-	-	0.47	C	34.0	6.6
			R	-	-	-	-	-	-	-	A	-	-
		SB Overall		-	-	-	-	-	-	-	D	39.7	7.1
		Overall		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**D**	**45.9**	**8.0**

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

				2022 Existing			2027 No-Build			2027 Build			Change in Delay
				v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build
3	**Neelytown Road & Beaver Dam Road / Neelytown Road North**	**Signalized**											
	Neelytown Road	EB	L	0.02	A	9.7	0.02	A	9.9	0.04	B	10.2	0.3
			TR	0.35	B	10.1	0.42	B	10.8	0.42	B	10.9	0.1
		EB Overall		-	B	10.0	-	B	10.8	-	B	10.9	0.1
	Neelytown Road	WB	L	0.09	B	12.5	0.16	B	14.6	0.17	B	15.0	0.4
			TR	0.33	B	14.2	0.39	B	15.0	0.43	B	16.2	1.2
		WB Overall		-	B	13.9	-	B	14.9	-	B	15.9	1.0
	Neelytown Road North	NB	LT	0.11	C	25.4	0.20	C	26.5	0.23	C	27.0	0.5
			R	0.25	C	27.2	0.58	C	34.0	0.57	C	33.7	-0.3
		NB Overall		-	C	26.6	-	C	32.0	-	C	31.8	-0.2
	Beaver Dam Road	SB	LTR	0.09	C	25.2	0.10	C	25.3	0.74	D	46.8	21.5
		Overall		**-**	**B**	**15.1**	**-**	**B**	**18.7**	**-**	**C**	**23.5**	**4.8**
4	**Neelytown Road & NYS Route 416**	**Signalized**											
	Neelytown Road	WB	LR	0.75	B	11.5	0.76	B	11.1	0.78	B	11.1	0.0
	NYS Route 416	NB	TR	0.39	A	7.0	0.46	A	8.3	0.49	A	9.1	0.8
	NYS Route 416	SB	LT	0.33	A	6.9	0.44	A	9.0	0.49	B	10.2	1.2
		Overall		**-**	**A**	**8.6**	**-**	**A**	**9.6**	**-**	**B**	**10.2**	**0.6**
5	**NYS Route 211 & NYS Route 416**	**Unsignalized**											
	NYS Route 416	WB	L	0.08	C	21.0	0.10	C	23.9	0.11	C	24.3	0.4
			R	0.32	B	12.1	0.41	B	13.3	0.43	B	13.7	0.4
	NYS Route 211	SB	LT	0.12	A	8.3	0.14	A	8.4	0.15	A	8.5	0.1
6	**Goodwill Road & Beaver Dam Road**	**Unsignalized**											
	Goodwill Road	WB	LT	0.06	A	7.7	0.06	A	7.8	0.06	A	7.8	0.0
	Beaver Dam Road	NB	LR	0.12	B	10.9	0.14	B	11.4	0.21	B	12.5	1.1
7	**Chandler Lane & Beaver Dam Road**	**Unsignalized**											
	Chandler Lane	EB	LR	0.06	A	9.3	0.07	A	9.4	0.07	A	9.7	0.3
	Beaver Dam Road	NB	LT	0.00	A	7.4	0.00	A	7.4	0.00	A	7.4	0.0

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

				2022 Existing			2027 No-Build			2027 Build			Change in Delay
				v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build
8	**Neelytown Road & Site Driveway 1**	**Unsignalized**											
	Site Driveway 1	EB	LR	-	-	-	-	-	-	0.72	F	67.4	-
	Neelytown Road	NB	L	-	-	-	-	-	-	0.01	A	9.2	-
	W/ Traffic Signal												
	Site Driveway 1	EB	LR	-	-	-	-	-	-	0.81	C	27.2	-
	Neelytown Road	NB	L	-	-	-	-	-	-	0.03	A	6.2	-
			T	-	-	-	-	-	-	0.83	A	8.2	-
		NB Overall		-	-	-	-	-	-	-	A	8.2	-
	Neelytown Road	SB	T	-	-	-	-	-	-	0.55	A	9.1	-
			R	-	-	-	-	-	-	0.11	A	6.9	-
		SB Overall		-	-	-	-	-	-	-	A	8.8	-
		Overall		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**A**	**10.0**	**-**
9	**Neelytown Road & Site Driveway 2**	**Unsignalized**											
	Site Driveway 2	SB	LR	-	-	-	-	-	-	0.37	D	29.0	-
10	**Neelytown Road & Site Driveway 3**	**Unsignalized**											
	Site Driveway 3*			-	-	-	-	-	-	0.00	A	0.0	-
	*LOS is not defined for major street right turn movement												
11	**Beaver Dam Road & Site Driveway 4**	**Unsignalized**											
	Site Driveway 4	WB	LR	-	-	-	-	-	-	0.12	B	10.4	-
	Beaver Dam Road	SB	LT	-	-	-	-	-	-	0.00	A	7.3	-
12	**Beaver Dam Road & Site Driveway 5**	**Unsignalized**											
	Site Driveway 5	WB	LR	-	-	-	-	-	-	0.18	B	10.0	-
	Beaver Dam Road	SB	LT	-	-	-	-	-	-	0.00	A	7.4	-

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.

Table No. 2 - ALT
Level of Service Summary Table
Weekday Peak SAT Hour

				2022 Existing			2027 No-Build			2027 Build			Change in Delay
				v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build
1	**NYS Route 208 & I-84 WB On-Off Ramps**	**Signalized**											
	I-84 WB Off-Ramp	WB	LT	0.45	B	16.5	0.71	B	19.0	0.79	C	22.3	3.3
			R	0.64	B	17.5	0.58	B	18.0	0.51	B	19.9	1.9
			WB Overall	-	B	17.1	-	B	18.6	-	C	21.4	2.8
	NYS Route 208	NB	L	0.58	C	21.5	0.77	C	23.3	0.79	C	25.9	2.6
			TT	0.19	A	4.6	0.26	A	5.8	0.26	A	6.7	0.9
			NB Overall	-	A	6.7	-	A	9.8	-	B	12.2	2.4
	NYS Route 208	SB	T	0.51	B	10.7	0.76	B	16.1	0.80	C	20.0	3.9
			TR	0.52	B	10.8	0.76	B	16.2	0.80	C	20.1	3.9
			SB Overall	-	B	10.8	-	B	16.2	-	C	20.0	3.8
			Overall	**-**	**B**	**10.8**	**-**	**B**	**14.6**	**-**	**B**	**17.6**	**3.0**

Table No. 2 - ALT
Level of Service Summary Table
Weekday Peak SAT Hour

				2022 Existing			2027 No-Build			2027 Build			Change in Delay
				v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build
2	**NYS Route 208 & I-84 EB On-Off Ramps / Neelytown Road**	**Signalized**											
	Neelytown Road	EB	L	0.60	C	29.5	0.71	C	32.9	0.74	C	31.2	-1.7
			T	0.13	B	17.4	0.21	C	20.0	0.26	B	19.8	-0.2
			TR	0.13	B	17.4	0.22	C	20.1	0.27	B	19.8	-0.3
		EB Overall		-	C	23.3	-	C	26.1	-	C	25.3	-0.8
	I-84 WB On-Off Ramps	WB	L	0.52	C	25.0	0.77	C	28.8	0.76	C	31.9	3.1
			T	0.05	B	18.1	0.23	C	20.7	0.39	C	24.1	3.4
			R	0.43	B	16.1	0.49	B	17.8	0.50	C	20.4	2.6
		WB Overall		-	B	17.6	-	C	21.3	-	C	24.2	2.9
	NYS Route 208	NB	L	0.61	D	35.1	0.72	C	34.4	0.70	C	33.2	-1.2
			T	0.37	B	16.7	0.66	C	21.7	0.69	C	25.1	3.4
			TR	0.39	B	16.9	0.68	C	22.1	0.71	C	25.6	3.5
		NB Overall		-	B	17.5	-	C	22.6	-	C	26.1	3.5
	NYS Route 208	SB	LL	0.54	C	21.1	0.61	C	24.6	0.63	C	28.0	3.4
			TT	0.25	B	13.1	0.42	B	16.4	0.47	C	20.1	3.7
			R	-	A	-	-	A	-	-	A	-	-
		SB Overall		-	B	16.3	-	B	19.1	-	C	22.7	3.6
		Overall		**-**	**B**	**17.7**	**-**	**C**	**21.5**	**-**	**C**	**24.5**	**3.0**

Table No. 2 - ALT
Level of Service Summary Table
Weekday Peak SAT Hour

				2022 Existing			2027 No-Build			2027 Build			Change in Delay
				v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build
3	**Neelytown Road & Beaver Dam Road / Neelytown Road North**	**Signalized**											
	Neelytown Road	EB	L	0.01	A	9.1	0.01	A	9.1	0.04	A	9.3	0.2
			TR	0.15	A	8.2	0.19	A	8.6	0.21	A	8.7	0.1
		EB Overall		-	A	8.2	-	A	8.6	-	A	8.8	0.2
	Neelytown Road	WB	L	0.03	B	10.4	0.17	B	11.8	0.19	B	13.8	2.0
			TR	0.13	B	11.2	0.16	B	11.4	0.19	B	13.6	2.2
		WB Overall		-	B	11.1	-	B	11.6	-	B	13.7	2.1
	Neelytown Road North	NB	LT	0.08	C	25.0	0.13	C	25.6	0.18	C	26.2	0.6
			R	0.19	C	26.4	0.40	C	29.7	0.40	C	29.7	0.0
		NB Overall		-	C	26.0	-	C	28.7	-	C	28.6	-0.1
	Beaver Dam Road	SB	LTR	0.04	C	24.6	0.05	C	24.8	0.41	C	31.7	6.9
		Overall		**-**	**B**	**14.9**	**-**	**B**	**16.9**	**-**	**B**	**19.8**	**2.9**
4	**Neelytown Road & NYS Route 416**	**Signalized**											
	Neelytown Road	WB	LR	0.54	B	11.8	0.60	B	11.8	0.68	B	12.1	0.3
	NYS Route 416	NB	TR	0.17	A	4.4	0.20	A	4.7	0.22	A	5.0	0.3
	NYS Route 416	SB	LT	0.11	A	4.3	0.14	A	4.6	0.17	A	4.9	0.3
		Overall		**-**	**A**	**6.2**	**-**	**A**	**6.7**	**-**	**A**	**7.1**	**0.4**
5	**NYS Route 211 & NYS Route 416**	**Unsignalized**											
	NYS Route 416	WB	L	0.02	B	13.4	0.02	B	14.5	0.02	C	15.1	0.6
			R	0.12	A	9.9	0.15	B	10.2	0.17	B	10.3	0.1
	NYS Route 211	SB	LT	0.06	A	7.9	0.08	A	8.0	0.09	A	8.0	0.0
6	**Goodwill Road & Beaver Dam Road**	**Unsignalized**											
	Goodwill Road	WB	LT	0.04	A	7.5	0.04	A	7.6	0.04	A	7.6	0.0
	Beaver Dam Road	NB	LR	0.08	A	9.8	0.09	B	10.0	0.12	B	10.6	0.6
7	**Chandler Lane & Beaver Dam Road**	**Unsignalized**											
	Chandler Lane	EB	LR	0.05	A	9.1	0.06	A	9.2	0.06	A	9.4	0.2
	Beaver Dam Road	NB	LT	0.00	A	0.0	0.00	A	0.0	0.00	A	0.0	0.0

Table No. 2 - ALT
Level of Service Summary Table
Weekday Peak SAT Hour

				2022 Existing			2027 No-Build			2027 Build			Change in Delay
				v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build
8	**Neelytown Road & Site Driveway 1**	**Unsignalized**											
	Site Driveway 1	EB	LR	-	-	-	-	-	-	0.25	C	20.3	-
	Neelytown Road	NB	L	-	-	-	-	-	-	0.02	A	8.8	-
	W/ Traffic Signal												
	Site Driveway 1	EB	LR	-	-	-	-	-	-	0.71	C	21.4	-
	Neelytown Road	NB	L	-	-	-	-	-	-	0.06	A	6.5	-
			T	-	-	-	-	-	-	0.49	A	5.0	-
		NB Overall		-	-	-	-	-	-	-	A	5.1	-
	Neelytown Road	SB	T	-	-	-	-	-	-	0.56	A	9.9	-
			R	-	-	-	-	-	-	0.41	A	9.2	-
		SB Overall		-	-	-	-	-	-	-	A	9.6	-
		Overall		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**A**	**8.4**	**-**
9	**Neelytown Road & Site Driveway 2**	**Unsignalized**											
	Site Driveway 2	SB	LR	-	-	-	-	-	-	0.13	C	15.0	-
10	**Neelytown Road & Site Driveway 3**	**Unsignalized**											
	Site Driveway 3*			-	-	-	-	-	-	0.00	A	0.0	-
	*LOS is not defined for major street right turn movement												
11	**Beaver Dam Road & Site Driveway 4**	**Unsignalized**											
	Site Driveway 4	WB	LR	-	-	-	-	-	-	0.07	A	9.8	-
	Beaver Dam Road	SB	LT	-	-	-	-	-	-	0.00	A	7.4	-
12	**Beaver Dam Road & Site Driveway 5**	**Unsignalized**											
	Site Driveway 5	WB	LR	-	-	-	-	-	-	0.11	A	9.6	-
	Beaver Dam Road	SB	LT	-	-	-	-	-	-	0.01	A	7.4	-

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Table No. 3 - ALT
Level of Service Summary Table
Weekday Peak AM Hour

				2037 No-Build			2037 Build			Change in Delay
				v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build
1	**NYS Route 208 & I-84 WB On-Off Ramps**	**Signalized**								
	I-84 WB Off-Ramp	WB	LT	1.26	F	170.9	1.49	F	273.3	102.4
			R	0.67	D	39.2	0.67	D	39.3	0.1
			WB Overall	-	F	130.5	-	F	209.6	79.1
	NYS Route 208	NB	L	0.90	E	66.9	0.90	E	64.3	-2.6
			TT	0.32	B	10.0	0.32	A	10.0	0.0
			NB Overall	-	C	22.4	-	C	22.6	0.2
	NYS Route 208	SB	T	0.94	D	53.3	0.95	D	54.4	1.1
			TR	0.95	E	55.1	0.96	E	56.6	1.5
			SB Overall	-	D	54.1	-	E	55.5	1.4
			Overall	**-**	**E**	**68.3**	**-**	**F**	**96.2**	**27.9**
	W/ Signal Timing Changes									
	I-84 WB Off-Ramp	WB	LT	-	-	-	1.24	F	165.9	-5.0
			R	-	-	-	0.56	D	37.2	-2.0
			WB Overall	-	-	-	-	F	130.8	0.3
	NYS Route 208	NB	L	-	-	-	1.17	F	178.2	111.3
			TT	-	-	-	0.34	B	14.4	4.4
			NB Overall	-	-	-	-	D	52.4	30.0
	NYS Route 208	SB	T	-	-	-	0.93	D	51.9	-1.4
			TR	-	-	-	0.93	D	53.6	-1.5
			SB Overall	-	-	-	-	D	52.8	-1.3
			Overall	**-**	**-**	**-**	**-**	**E**	**77.9**	**9.6**

Table No. 3 - ALT
Level of Service Summary Table
Weekday Peak AM Hour

				2037 No-Build			2037 Build			Change in Delay
				v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build
2	**NYS Route 208 & I-84 EB On-Off Ramps / Neelytown Road**	**Signalized**								
	Neelytown Road	EB	L	0.84	D	42.0	0.84	D	41.6	-0.4
			T	0.49	C	25.4	0.47	C	24.9	-0.5
			TR	0.50	C	25.5	0.48	C	25.0	-0.5
		EB Overall		-	C	32.1	-	C	31.8	-0.3
	I-84 WB On-Off Ramps	WB	L	0.80	D	37.8	0.80	D	38.8	1.0
			T	0.51	C	30.1	0.80	C	33.6	3.5
			R	0.56	C	24.3	0.55	C	24.6	0.3
		WB Overall		-	C	29.5	-	C	31.3	1.8
	NYS Route 208	NB	L	0.85	D	49.8	0.79	D	41.8	-8.0
			T	0.75	C	32.8	0.76	C	33.9	1.1
			TR	0.77	C	33.6	0.78	C	34.7	1.1
		NB Overall		-	C	34.7	-	D	35.4	0.7
	NYS Route 208	SB	LL	0.73	D	35.3	0.73	D	36.4	1.1
			TT	0.55	C	24.9	0.59	C	27.9	3.0
			R	-	A	-	-	A	-	-
		SB Overall		-	C	28.6	-	C	30.9	2.3
		Overall		**-**	**C**	**31.0**	**-**	**C**	**32.3**	**1.3**

Table No. 3 - ALT
Level of Service Summary Table
Weekday Peak AM Hour

				2037 No-Build			2037 Build			Change in Delay
				v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build
3	**Neelytown Road & Beaver Dam Road / Neelytown Road North**	**Signalized**								
	Neelytown Road	EB	L	0.01	B	11.3	0.08	B	12.0	0.7
			TR	0.30	A	9.6	0.30	A	9.7	0.1
		EB Overall		-	A	9.6	-	A	9.9	0.3
	Neelytown Road	WB	L	0.34	B	14.9	0.33	B	16.4	1.5
			TR	0.58	B	17.6	0.63	C	21.7	4.1
		WB Overall		-	B	16.8	-	C	20.1	3.3
	Neelytown Road North	NB	LT	0.17	C	26.2	0.22	C	26.7	0.5
			R	0.16	C	26.2	0.17	C	26.2	0.0
		NB Overall		-	C	26.2	-	C	26.5	0.3
	Beaver Dam Road	SB	LTR	0.09	C	25.1	0.17	C	26.4	1.3
		Overall		**-**	**B**	**16.6**	**-**	**B**	**18.8**	**2.2**
4	**Neelytown Road & NYS Route 416**	**Signalized**								
	Neelytown Road	WB	LR	0.76	B	12.2	0.77	B	13.2	1.0
	NYS Route 416	NB	TR	0.28	A	6.7	0.30	A	6.8	0.1
	NYS Route 416	SB	LT	0.58	A	8.8	0.62	A	9.4	0.6
		Overall		**-**	**A**	**9.5**	**-**	**B**	**10.0**	**0.5**
5	**NYS Route 211 & NYS Route 416**	**Unsignalized**								
	NYS Route 416	WB	L	0.32	E	38.2	0.35	E	43.4	5.2
			R	0.18	B	10.2	0.18	B	10.3	0.1
	NYS Route 211	SB	LT	0.18	A	8.2	0.20	A	8.3	0.1
6	**Goodwill Road & Beaver Dam Road**	**Unsignalized**								
	Goodwill Road	WB	LT	0.03	A	7.5	0.03	A	7.6	0.1
	Beaver Dam Road	NB	LR	0.12	A	9.6	0.13	A	9.8	0.2
7	**Chandler Lane & Beaver Dam Road**	**Unsignalized**								
	Chandler Lane	EB	LR	0.08	A	9.6	0.09	A	9.9	0.3
	Beaver Dam Road	NB	LT	0.00	A	8.4	0.00	A	8.5	0.1

Table No. 3 - ALT
Level of Service Summary Table
Weekday Peak AM Hour

				2037 No-Build			2037 Build			Change in Delay
				v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build
8	**Neelytown Road & Site Driveway 1**	**Unsignalized**								
	Site Driveway 1	EB	LR	-	-	-	0.10	D	25.3	-
	Neelytown Road	NB	L	-	-	-	0.04	B	10.6	-
	W/ Traffic Signal									
	Site Driveway 1	EB	LR	-	-	-	0.72	D	49.0	-
	Neelytown Road	NB	L	-	-	-	0.09	A	7.1	-
			T	-	-	-	0.28	A	2.6	-
		NB Overall		-	-	-	-	A	2.9	-
	Neelytown Road	SB	T	-	-	-	0.80	B	10.1	-
			R	-	-	-	0.28	A	5.9	-
		SB Overall		-	-	-	-	A	9.0	-
		Overall		**-**	**-**	**-**	**-**	**A**	**8.1**	**-**
9	**Neelytown Road & Site Driveway 2**	**Unsignalized**								
	Site Driveway 2	SB	LR	-	-	-	0.05	C	19.2	-
10	**Neelytown Road & Site Driveway 3**	**Unsignalized**								
	Site Driveway 3*			-	-	-	0.00	A	0.0	-
	*LOS is not defined for major street right turn movement									
11	**Beaver Dam Road & Site Driveway 4**	**Unsignalized**								
	Site Driveway 4	WB	LR	-	-	-	0.01	A	9.5	-
	Beaver Dam Road	SB	LT	-	-	-	0.01	A	7.4	-
12	**Beaver Dam Road & Site Driveway 5**	**Unsignalized**								
	Site Driveway 5	WB	LR	-	-	-	0.02	A	9.4	-
	Beaver Dam Road	SB	LT	-	-	-	0.02	A	7.4	-

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Level of Service Summary Table
Weekday Peak PM Hour

				2037 No-Build			2037 Build			Change in Delay
				v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build
1	**NYS Route 208 & I-84 WB On-Off Ramps**	**Signalized**								
	I-84 WB Off-Ramp	WB	LT	0.84	D	44.4	0.90	D	54.8	10.4
			R	0.91	E	55.8	0.92	E	60.8	5.0
		WB Overall		-	D	49.9	-	E	57.6	7.7
	NYS Route 208	NB	L	0.92	E	64.9	1.03	F	95.0	30.1
			TT	0.38	A	9.9	0.40	B	10.0	0.1
		NB Overall		-	C	24.7	-	D	37.0	12.3
	NYS Route 208	SB	T	0.90	D	41.2	0.90	D	44.6	3.4
			TR	0.90	D	41.7	0.90	D	45.2	3.5
		SB Overall		-	D	41.4	-	D	44.9	3.5
		Overall		**-**	**D**	**37.1**	**-**	**D**	**44.9**	**7.8**
	W/ Signal Timing Changes									
	I-84 WB Off-Ramp	WB	LT	-	-	-	0.88	D	50.7	6.3
			R	-	-	-	0.90	D	54.6	-1.2
		WB Overall		-	-	-	-	D	52.5	2.6
	NYS Route 208	NB	L	-	-	-	0.97	F	80.0	15.1
			TT	-	-	-	0.39	B	10.9	1.0
		NB Overall		-	-	-	-	C	32.8	8.1
	NYS Route 208	SB	T	-	-	-	0.91	D	50.4	9.2
			TR	-	-	-	0.91	D	51.1	9.4
		SB Overall		-	-	-	-	D	50.7	9.3
		Overall		**-**	**-**	**-**	**-**	**D**	**43.8**	**6.7**

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Level of Service Summary Table
Weekday Peak PM Hour

				2037 No-Build			2037 Build			Change in Delay
				v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build
2	**NYS Route 208 & I-84 EB On-Off Ramps / Neelytown Road**	**Signalized**								
	Neelytown Road	EB	L	0.90	E	64.2	1.10	F	120.4	56.2
			T	0.38	C	28.1	0.46	C	29.3	1.2
			TR	0.39	C	28.1	0.47	C	29.3	1.2
		EB Overall		-	D	43.3	-	E	69.8	26.5
	I-84 WB On-Off Ramps	WB	L	0.80	E	55.9	0.80	E	60.3	4.4
			T	0.62	D	44.1	0.59	D	46.6	2.5
			R	0.70	D	39.7	0.71	D	44.1	4.4
		WB Overall		-	D	43.7	-	D	47.7	4.0
	NYS Route 208	NB	L	0.84	E	63.1	0.80	E	64.0	0.9
			T	0.87	D	49.0	0.89	E	56.0	7.0
			TR	0.88	D	49.8	0.89	E	56.9	7.1
		NB Overall		-	D	50.2	-	E	56.9	6.7
	NYS Route 208	SB	LL	0.74	D	52.0	0.76	E	56.6	4.6
			TT	0.47	C	30.4	0.49	C	34.3	3.9
			R	-	A	-	-	A	-	-
		SB Overall		-	D	36.3	-	D	40.3	4.0
		Overall		**-**	**D**	**43.8**	**-**	**E**	**55.5**	**11.7**
	W/ Signal Timing Changes									
	Neelytown Road	EB	L	-	-	-	0.92	E	61.2	-3.0
			T	-	-	-	0.46	C	29.4	1.3
			TR	-	-	-	0.46	C	29.4	1.3
		EB Overall		-	-	-	-	D	43.5	0.2
	I-84 WB On-Off Ramps	WB	L	-	-	-	0.81	E	64.7	8.8
			T	-	-	-	0.77	E	69.4	25.3
			R	-	-	-	0.87	E	65.6	25.9
		WB Overall		-	-	-	-	E	66.3	22.6
	NYS Route 208	NB	L	-	-	-	0.81	E	64.8	1.7
			T	-	-	-	0.88	D	53.9	4.9
			TR	-	-	-	0.88	D	54.7	4.9
		NB Overall		-	-	-	-	E	55.0	4.8
	NYS Route 208	SB	LL	-	-	-	0.78	E	64.4	12.4
			TT	-	-	-	0.49	C	34.6	4.2
			R	-	-	-	-	A	-	-
		SB Overall		-	-	-	-	D	42.7	6.4
		Overall		**-**	**-**	**-**	**-**	**D**	**50.5**	**6.7**

Table No. 3 - ALT
Level of Service Summary Table
Weekday Peak PM Hour

				2037 No-Build			2037 Build			Change in Delay
				v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build
3	**Neelytown Road & Beaver Dam Road / Neelytown Road North**	**Signalized**								
	Neelytown Road	EB	L	0.03	B	10.1	0.04	B	10.5	0.4
			TR	0.45	B	11.3	0.46	B	11.4	0.1
		EB Overall		-	B	11.2	-	B	11.3	0.1
	Neelytown Road	WB	L	0.18	B	15.7	0.19	B	16.2	0.5
			TR	0.43	B	15.6	0.47	B	17.0	1.4
		WB Overall		-	B	15.6	-	B	16.8	1.2
	Neelytown Road North	NB	LT	0.21	C	26.6	0.24	C	27.2	0.6
			R	0.60	C	34.8	0.59	C	34.4	-0.4
		NB Overall		-	C	32.6	-	C	32.4	-0.2
	Beaver Dam Road	SB	LTR	0.11	C	25.4	0.78	D	49.9	24.5
		Overall		**-**	**B**	**19.1**	**-**	**C**	**24.3**	**5.2**
4	**Neelytown Road & NYS Route 416**	**Signalized**								
	Neelytown Road	WB	LR	0.77	B	11.4	0.80	B	12.2	0.8
	NYS Route 416	NB	TR	0.50	A	8.8	0.49	A	9.5	0.7
	NYS Route 416	SB	LT	0.51	B	10.0	0.54	B	11.3	1.3
		Overall		**-**	**B**	**10.2**	**-**	**B**	**11.1**	**0.9**
5	**NYS Route 211 & NYS Route 416**	**Unsignalized**								
	NYS Route 416	WB	L	0.13	D	27.3	0.13	D	27.9	0.6
			R	0.45	B	14.3	0.48	B	14.9	0.6
	NYS Route 211	SB	LT	0.16	A	8.6	0.16	A	8.6	0.0
6	**Goodwill Road & Beaver Dam Road**	**Unsignalized**								
	Goodwill Road	WB	LT	0.07	A	7.8	0.07	A	7.8	0.0
	Beaver Dam Road	NB	LR	0.16	B	11.9	0.24	B	13.2	1.3
7	**Chandler Lane & Beaver Dam Road**	**Unsignalized**								
	Chandler Lane	EB	LR	0.08	A	9.5	0.08	A	9.8	0.3
	Beaver Dam Road	NB	LT	0.00	A	7.4	0.00	A	7.5	0.1

Table No. 3 - ALT
Level of Service Summary Table
Weekday Peak PM Hour

				2037 No-Build			2037 Build			Change in Delay
				v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build
8	**Neelytown Road & Site Driveway 1**	**Unsignalized**								
	Site Driveway 1	EB	LR	-	-	-	0.81	F	87.7	-
	Neelytown Road	NB	L	-	-	-	0.01	A	9.3	-
	W/ Traffic Signal									
	Site Driveway 1	EB	LR	-	-	-	0.81	C	28.4	-
	Neelytown Road	NB	L	-	-	-	0.03	A	6.1	-
			T	-	-	-	0.84	A	8.5	-
		NB Overall		-	-	-	-	A	8.5	-
	Neelytown Road	SB	T	-	-	-	0.55	A	8.9	-
			R	-	-	-	0.11	A	6.6	-
		SB Overall		-	-	-	-	A	8.6	-
		Overall		**-**	**-**	**-**	**-**	**B**	**10.1**	**-**
9	**Neelytown Road & Site Driveway 2**	**Unsignalized**								
	Site Driveway 2	SB	LR	-	-	-	0.41	D	33.2	-
10	**Neelytown Road & Site Driveway 3**	**Unsignalized**								
	Site Driveway 3*			-	-	-	0.00	A	0.0	-
	*LOS is not defined for major street right turn movement									
11	**Beaver Dam Road & Site Driveway 4**	**Unsignalized**								
	Site Driveway 4	WB	LR	-	-	-	0.12	B	10.5	-
	Beaver Dam Road	SB	LT	-	-	-	0.00	A	7.4	-
12	**Beaver Dam Road & Site Driveway 5**	**Unsignalized**								
	Site Driveway 5	WB	LR	-	-	-	0.18	B	10.0	-
	Beaver Dam Road	SB	LT	-	-	-	0.00	A	7.4	-

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.

Table No. 3 - ALT
Level of Service Summary Table
Weekday Peak SAT Hour

				2037 No-Build			2037 Build			Change in Delay
				v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build
1	**NYS Route 208 & I-84 WB On-Off Ramps**	**Signalized**								
	I-84 WB Off-Ramp	WB	LT	0.73	C	20.2	0.80	C	23.9	3.7
			R	0.61	B	19.3	0.54	C	21.4	2.1
		WB Overall		-	B	19.8	-	C	23.0	3.2
	NYS Route 208	NB	L	0.77	C	24.5	0.80	C	27.7	3.2
			TT	0.27	A	6.0	0.28	A	7.0	1.0
		NB Overall		-	B	10.1	-	B	12.7	2.6
	NYS Route 208	SB	T	0.79	B	17.0	0.82	C	21.1	4.1
			TR	0.79	B	17.0	0.82	C	21.1	4.1
		SB Overall		-	B	17.0	-	C	21.1	4.1
		Overall		**-**	**B**	**15.3**	**-**	**B**	**18.6**	**3.3**

Table No. 3 - ALT
Level of Service Summary Table
Weekday Peak SAT Hour

				2037 No-Build			2037 Build			Change in Delay
				v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build
2	**NYS Route 208 & I-84 EB On-Off Ramps / Neelytown Road**	**Signalized**								
	Neelytown Road	EB	L	0.71	C	33.7	0.75	C	32.6	-1.1
			T	0.21	C	20.6	0.26	C	20.5	-0.1
			TR	0.22	C	20.7	0.27	C	20.5	-0.2
		EB Overall		-	C	26.9	-	C	26.4	-0.5
	I-84 WB On-Off Ramps	WB	L	0.77	C	29.8	0.76	C	33.2	3.4
			T	0.24	C	21.4	0.38	C	25.0	3.6
			R	0.51	B	18.3	0.52	C	21.1	2.8
		WB Overall		-	C	22.0	-	C	25.0	3.0
	NYS Route 208	NB	L	0.73	D	36.1	0.73	D	35.5	-0.6
			T	0.68	C	22.7	0.71	C	26.3	3.6
			TR	0.70	C	23.1	0.72	C	26.8	3.7
		NB Overall		-	C	23.6	-	C	27.4	3.8
	NYS Route 208	SB	LL	0.63	C	25.7	0.65	C	29.4	3.7
			TT	0.44	B	16.9	0.48	C	20.7	3.8
			R	-	A	-	-	A	-	-
		SB Overall		-	B	19.8	-	C	23.6	3.8
		Overall		**-**	**C**	**22.3**	**-**	**C**	**25.5**	**3.2**

Table No. 3 - ALT
Level of Service Summary Table
Weekday Peak SAT Hour

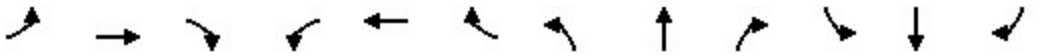
				2037 No-Build			2037 Build			Change in Delay
				v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build
3	**Neelytown Road & Beaver Dam Road / Neelytown Road North**	**Signalized**								
	Neelytown Road	EB	L	0.01	A	9.1	0.04	A	9.4	0.3
			TR	0.21	A	8.7	0.22	A	8.8	0.1
		EB Overall		-	A	8.7	-	A	8.9	0.2
	Neelytown Road	WB	L	0.17	B	11.9	0.20	B	14.0	2.1
			TR	0.17	B	11.6	0.21	B	13.7	2.1
		WB Overall		-	B	11.7	-	B	13.8	2.1
	Neelytown Road North	NB	LT	0.14	C	25.7	0.19	C	26.3	0.6
			R	0.42	C	30.1	0.42	C	30.1	0.0
		NB Overall		-	C	28.9	-	C	28.9	0.0
	Beaver Dam Road	SB	LTR	0.06	C	24.8	0.42	C	32.0	7.2
		Overall		**-**	**B**	**17.0**	**-**	**B**	**19.9**	**2.9**
4	**Neelytown Road & NYS Route 416**	**Signalized**								
	Neelytown Road	WB	LR	0.61	B	11.8	0.69	B	12.1	0.3
	NYS Route 416	NB	TR	0.21	A	4.8	0.24	A	5.1	0.3
	NYS Route 416	SB	LT	0.16	A	4.7	0.18	A	5.0	0.3
		Overall		**-**	**A**	**6.7**	**-**	**A**	**7.2**	**0.5**
5	**NYS Route 211 & NYS Route 416**	**Unsignalized**								
	NYS Route 416	WB	L	0.03	C	15.4	0.03	C	16.0	0.6
			R	0.17	B	10.4	0.19	B	10.6	0.2
	NYS Route 211	SB	LT	0.08	A	8.1	0.09	A	8.1	0.0
6	**Goodwill Road & Beaver Dam Road**	**Unsignalized**								
	Goodwill Road	WB	LT	0.04	A	7.6	0.04	A	7.7	0.1
	Beaver Dam Road	NB	LR	0.10	B	10.3	0.13	B	10.9	0.6
7	**Chandler Lane & Beaver Dam Road**	**Unsignalized**								
	Chandler Lane	EB	LR	0.06	A	9.2	0.06	A	9.5	0.3
	Beaver Dam Road	NB	LT	0.00	A	0.0	0.00	A	0.0	0.0

Table No. 3 - ALT
Level of Service Summary Table
Weekday Peak SAT Hour

				2037 No-Build			2037 Build			Change in Delay
				v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build
8	**Neelytown Road & Site Driveway 1**	**Unsignalized**								
	Site Driveway 1	EB	LR	-	-	-	0.26	C	21.4	-
	Neelytown Road	NB	L	-	-	-	0.02	A	8.9	-
	W/ Traffic Signal									
	Site Driveway 1	EB	LR	-	-	-	0.71	C	21.6	-
	Neelytown Road	NB	L	-	-	-	0.06	A	6.4	-
			T	-	-	-	0.51	A	5.1	-
		NB Overall		-	-	-	-	A	5.2	-
	Neelytown Road	SB	T	-	-	-	0.57	A	10.0	-
			R	-	-	-	0.40	A	9.0	-
		SB Overall		-	-	-	-	A	9.6	-
		Overall		**-**	**-**	**-**	**-**	**A**	**8.4**	**-**
9	**Neelytown Road & Site Driveway 2**	**Unsignalized**								
	Site Driveway 2	SB	LR	-	-	-	0.14	C	15.5	-
10	**Neelytown Road & Site Driveway 3**	**Unsignalized**								
	Site Driveway 3*			-	-	-	0.00	A	0.0	-
	*LOS is not defined for major street right turn movement									
11	**Beaver Dam Road & Site Driveway 4**	**Unsignalized**								
	Site Driveway 4	WB	LR	-	-	-	0.07	A	9.9	-
	Beaver Dam Road	SB	LT	-	-	-	0.00	A	7.4	-
12	**Beaver Dam Road & Site Driveway 5**	**Unsignalized**								
	Site Driveway 5	WB	LR	-	-	-	0.11	A	9.7	-
	Beaver Dam Road	SB	LT	-	-	-	0.01	A	7.4	-

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.



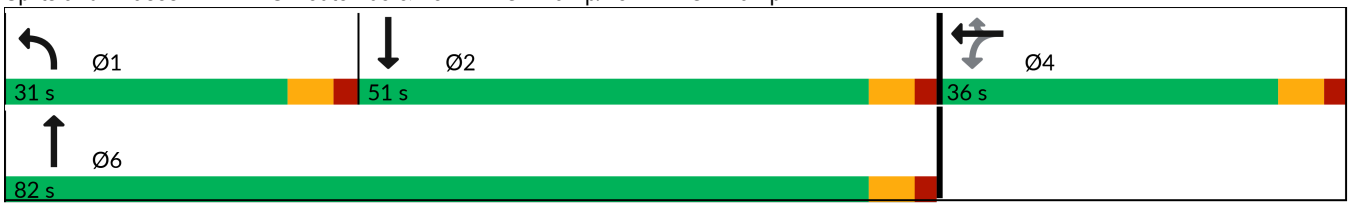
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	621	1	225	167	550	0	0	719	296
Future Volume (vph)	0	0	0	621	1	225	167	550	0	0	719	296
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			2%	
Storage Length (ft)	0		0	0		360	145		0	245		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt						0.850					0.956	
Flt Protected					0.952		0.950					
Satd. Flow (prot)	0	0	0	0	1607	1488	1347	3343	0	0	3189	0
Flt Permitted					0.952		0.950					
Satd. Flow (perm)	0	0	0	0	1607	1488	1347	3343	0	0	3189	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						228					61	
Link Speed (mph)		30			40			45			45	
Link Distance (ft)		287			1203			796			861	
Travel Time (s)		6.5			20.5			12.1			13.0	
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 (%)	0%	0%	0%	12%	0%	8%	34%	8%	0%	0%	8%	5%
Adj. Flow (vph)	0	0	0	698	1	253	188	618	0	0	808	333
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	699	253	188	618	0	0	1141	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
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	1.01	1.01	1.01	1.00	1.00	1.00	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				2	2	2	2	2			2	
Detector Template				Left	Thru	Right	Left	Thru			Thru	
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	Perm	Prot	NA			NA	

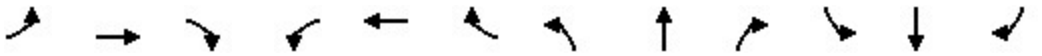
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases					4		1	6			2	
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6			2	
Switch Phase												
Minimum Initial (s)				6.0	6.0	6.0	5.0	15.0			15.0	
Minimum Split (s)				12.0	12.0	12.0	11.0	21.0			21.0	
Total Split (s)				36.0	36.0	36.0	31.0	82.0			51.0	
Total Split (%)				30.5%	30.5%	30.5%	26.3%	69.5%			43.2%	
Maximum Green (s)				30.0	30.0	30.0	25.0	76.0			45.0	
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)					6.0	6.0	6.0	6.0			6.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Recall Mode				None	None	None	None	Min			Min	
v/c Ratio					1.55	0.43	0.80	0.31			0.92	
Control Delay (s/veh)					285.9	9.0	68.5	10.4			43.9	
Queue Delay					0.0	0.0	0.0	0.0			0.0	
Total Delay (s/veh)					285.9	9.0	68.5	10.4			43.9	
Queue Length 50th (ft)					~735	14	132	100			378	
Queue Length 95th (ft)					#1001	82	212	127			#536	
Internal Link Dist (ft)		207			1123			716			781	
Turn Bay Length (ft)						360	145					
Base Capacity (vph)					452	582	316	2385			1382	
Starvation Cap Reductn					0	0	0	0			0	
Spillback Cap Reductn					0	0	0	0			0	
Storage Cap Reductn					0	0	0	0			0	
Reduced v/c Ratio					1.55	0.43	0.59	0.26			0.83	

Intersection Summary

Area Type: Other
Cycle Length: 118
Actuated Cycle Length: 107.7
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: 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	621	1	225	167	550	0	0	719	296
Future Volume (veh/h)	0	0	0	621	1	225	167	550	0	0	719	296
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1716	1894	1776	1396	1781	0	0	1758	1802
Adj Flow Rate, veh/h				698	1	253	188	618	0	0	808	333
Peak Hour Factor				0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %				12	0	8	34	8	0	0	8	5
Cap, veh/h				518	1	433	213	2022	0	0	877	361
Arrive On Green				0.29	0.29	0.29	0.16	0.60	0.00	0.00	0.38	0.38
Sat Flow, veh/h				1801	3	1505	1330	3474	0	0	2396	949
Grp Volume(v), veh/h				699	0	253	188	618	0	0	584	557
Grp Sat Flow(s),veh/h/ln				1804	0	1505	1330	1692	0	0	1670	1587
Q Serve(g_s), s				30.0	0.0	15.0	14.4	9.4	0.0	0.0	34.8	35.0
Cycle Q Clear(g_c), s				30.0	0.0	15.0	14.4	9.4	0.0	0.0	34.8	35.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.60
Lane Grp Cap(c), veh/h				519	0	433	213	2022	0	0	635	603
V/C Ratio(X)				1.35	0.00	0.58	0.88	0.31	0.00	0.00	0.92	0.92
Avail Cap(c_a), veh/h				519	0	433	319	2465	0	0	720	684
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				37.2	0.0	31.8	42.9	10.3	0.0	0.0	30.8	30.9
Incr Delay (d2), s/veh				168.9	0.0	1.4	12.8	0.0	0.0	0.0	15.1	16.1
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				36.9	0.0	5.4	5.3	3.1	0.0	0.0	15.6	15.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				206.0	0.0	33.2	55.7	10.4	0.0	0.0	45.9	47.0
LnGrp LOS				F		C	E	B			D	D
Approach Vol, veh/h					952			806			1141	
Approach Delay, s/veh					160.1			20.9			46.4	
Approach LOS					F			C			D	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	22.7	45.7		36.0		68.3						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	25.0	45.0		30.0		76.0						
Max Q Clear Time (g_c+I1), s	16.4	37.0		32.0		11.4						
Green Ext Time (p_c), s	0.3	2.7		0.0		2.2						

Intersection Summary		
HCM 6th Ctrl Delay, s/veh		76.7
HCM 6th LOS		E

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	196	234	45	141	250	230	88	292	166	240	455	645
Future Volume (vph)	196	234	45	141	250	230	88	292	166	240	455	645
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			1%			1%	
Storage Length (ft)	400		400	220		220	145		145	330		280
Storage Lanes	2		0	1		1	1		1	2		1
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.976				0.850		0.946				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1327	2528	0	1770	1792	1568	1618	3117	0	3287	3326	1410
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1327	2528	0	1770	1792	1568	1618	3117	0	3287	3326	1410
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16				240		81				672
Link Speed (mph)		45			25			45			45	
Link Distance (ft)		639			871			1257			796	
Travel Time (s)		9.7			23.8			19.0			12.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	36%	45%	10%	2%	6%	3%	11%	9%	9%	6%	8%	14%
Adj. Flow (vph)	204	244	47	147	260	240	92	304	173	250	474	672
Shared Lane Traffic (%)												
Lane Group Flow (vph)	204	291	0	147	260	240	92	477	0	250	474	672
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	2		2	2	2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	83	83		83	83	83	83	83		83	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		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	43	43
Detector 2 Size(ft)	40	40		40	40	40	40	40		40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	Free

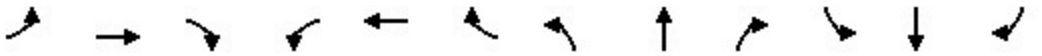
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases						8						Free
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.0	24.0		11.0	24.0	11.0	11.0	24.0		11.0	24.0	
Total Split (s)	36.0	46.0		21.0	31.0	26.0	21.0	46.0		26.0	51.0	
Total Split (%)	25.9%	33.1%		15.1%	22.3%	18.7%	15.1%	33.1%		18.7%	36.7%	
Maximum Green (s)	30.0	40.0		15.0	25.0	20.0	15.0	40.0		20.0	45.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	2.0		2.0	2.0	2.0	2.0	3.0		2.0	3.0	
Recall Mode	None	None		None	None	None	None	Min		None	Min	
v/c Ratio	0.70	0.39		0.64	0.73	0.32	0.55	0.71		0.58	0.56	0.48
Control Delay (s/veh)	51.6	29.2		59.0	53.0	4.2	59.6	38.4		49.0	38.1	1.2
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	51.6	29.2		59.0	53.0	4.2	59.6	38.4		49.0	38.1	1.2
Queue Length 50th (ft)	118	72		88	154	0	56	124		77	145	0
Queue Length 95th (ft)	240	132		#210	#313	51	128	214		142	235	0
Internal Link Dist (ft)		559			791			1177			716	
Turn Bay Length (ft)	400			220		220	145			330		280
Base Capacity (vph)	421	1080		281	474	868	257	1368		696	1585	1410
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	0.48	0.27		0.52	0.55	0.28	0.36	0.35		0.36	0.30	0.48

Intersection Summary

Area Type: Other
Cycle Length: 139
Actuated Cycle Length: 98.9
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: 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	196	234	45	141	250	230	88	292	166	240	455	645
Future Volume (veh/h)	196	234	45	141	250	230	88	292	166	240	455	645
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1366	1233	1752	1870	1811	1856	1731	1761	1761	1805	1776	1687
Adj Flow Rate, veh/h	204	244	47	147	260	240	92	304	173	250	474	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	36	45	10	2	6	3	11	9	9	6	8	14
Cap, veh/h	248	530	100	187	334	458	117	415	230	356	796	
Arrive On Green	0.19	0.27	0.27	0.11	0.18	0.18	0.07	0.20	0.20	0.11	0.24	0.00
Sat Flow, veh/h	1301	1965	372	1781	1811	1572	1649	2075	1152	3335	3374	1429
Grp Volume(v), veh/h	204	144	147	147	260	240	92	244	233	250	474	0
Grp Sat Flow(s),veh/h/ln	1301	1171	1166	1781	1811	1572	1649	1673	1553	1668	1687	1429
Q Serve(g_s), s	11.3	7.7	7.9	6.1	10.3	9.6	4.1	10.3	10.7	5.5	9.4	0.0
Cycle Q Clear(g_c), s	11.3	7.7	7.9	6.1	10.3	9.6	4.1	10.3	10.7	5.5	9.4	0.0
Prop In Lane	1.00		0.32	1.00		1.00	1.00		0.74	1.00		1.00
Lane Grp Cap(c), veh/h	248	316	314	187	334	458	117	335	311	356	796	
V/C Ratio(X)	0.82	0.46	0.47	0.79	0.78	0.52	0.79	0.73	0.75	0.70	0.60	
Avail Cap(c_a), veh/h	518	622	619	355	601	690	328	888	825	885	2015	
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	0.00
Uniform Delay (d), s/veh	29.3	22.9	23.0	32.9	29.3	22.3	34.4	28.2	28.4	32.5	25.6	0.0
Incr Delay (d2), s/veh	9.4	0.4	0.4	2.8	1.5	0.3	4.4	3.0	3.7	0.9	0.7	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	3.9	2.0	2.0	2.7	4.5	3.5	1.7	4.0	3.9	2.1	3.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.7	23.3	23.4	35.6	30.8	22.7	38.8	31.2	32.0	33.4	26.3	0.0
LnGrp LOS	D	C	C	D	C	C	D	C	C	C	C	
Approach Vol, veh/h		495			647			569			724	
Approach Delay, s/veh		29.7			28.9			32.8			28.8	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.1	21.1	13.9	26.3	11.3	23.8	20.3	19.9
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	20.0	40.0	15.0	40.0	15.0	45.0	30.0	25.0
Max Q Clear Time (g_c+I1), s	7.5	12.7	8.1	9.9	6.1	11.4	13.3	12.3
Green Ext Time (p_c), s	0.6	2.4	0.2	0.9	0.1	2.7	1.2	1.6

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	29.9
HCM 6th LOS	C

Notes

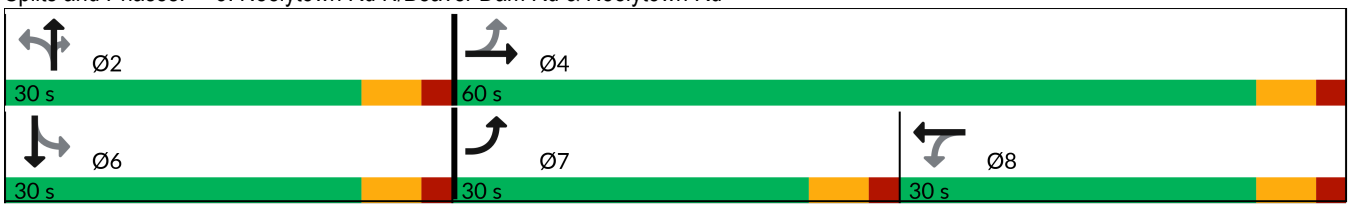
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

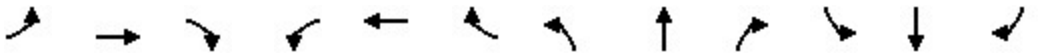
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	206	38	175	368	6	43	57	61	32	24	12
Future Volume (vph)	33	206	38	175	368	6	43	57	61	32	24	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	16	12	12	12
Grade (%)		1%			2%			-2%			0%	
Storage Length (ft)	70		0	220		0	0		150	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.977			0.998				0.850		0.976	
Flt Protected	0.950			0.950				0.979			0.977	
Satd. Flow (prot)	1796	1552	0	1702	1449	0	0	1784	1622	0	1787	0
Flt Permitted	0.388			0.597				0.850			0.840	
Satd. Flow (perm)	734	1552	0	1069	1449	0	0	1549	1622	0	1536	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18			1				109		12	
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		2146			540			620			646	
Travel Time (s)		32.5			8.2			12.1			12.6	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	21%	8%	5%	29%	68%	7%	4%	14%	3%	0%	0%
Adj. Flow (vph)	35	222	41	188	396	6	46	61	66	34	26	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	35	263	0	188	402	0	0	107	66	0	73	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	0.99	0.99	0.84	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2	2	2	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	83	83		83	83		83	83	83	83	83	
Trailing Detector (ft)	-5	-5		-5	-5		-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5		-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	40		40	40		40	40	40	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43		43	43		43	43	43	43	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	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	7	4			8			2			6	
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		8	8		2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		14.0	14.0	14.0	14.0	14.0	
Total Split (s)	30.0	60.0		30.0	30.0		30.0	30.0	30.0	30.0	30.0	
Total Split (%)	33.3%	66.7%		33.3%	33.3%		33.3%	33.3%	33.3%	33.3%	33.3%	
Maximum Green (s)	24.0	54.0		24.0	24.0		24.0	24.0	24.0	24.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
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	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Max		Max	Max		Max	Max	Max	Max	Max	
v/c Ratio	0.07	0.28		0.35	0.55			0.26	0.13		0.17	
Control Delay (s/veh)	7.7	9.0		17.6	20.5			28.1	2.2		23.0	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay (s/veh)	7.7	9.0		17.6	20.5			28.1	2.2		23.0	
Queue Length 50th (ft)	7	61		70	170			48	0		26	
Queue Length 95th (ft)	19	102		126	270			93	11		61	
Internal Link Dist (ft)		2066			460			540			566	
Turn Bay Length (ft)	70			220					150			
Base Capacity (vph)	723	938		541	734			413	512		418	
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.05	0.28		0.35	0.55			0.26	0.13		0.17	

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

Splits and Phases: 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	206	38	175	368	6	43	57	61	32	24	12
Future Volume (veh/h)	33	206	38	175	368	6	43	57	61	32	24	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1894	1583	1776	1802	1447	869	1874	1919	1839	1856	1900	1900
Adj Flow Rate, veh/h	35	222	41	188	396	6	46	61	66	34	26	13
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	21	8	5	29	68	7	4	14	3	0	0
Cap, veh/h	453	780	144	598	684	10	228	283	416	216	159	68
Arrive On Green	0.05	0.60	0.60	0.48	0.48	0.48	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1804	1300	240	1076	1421	22	641	1062	1559	589	595	257
Grp Volume(v), veh/h	35	0	263	188	0	402	107	0	66	73	0	0
Grp Sat Flow(s),veh/h/ln	1804	0	1540	1076	0	1443	1704	0	1559	1441	0	0
Q Serve(g_s), s	0.8	0.0	7.4	9.9	0.0	18.0	0.0	0.0	2.9	0.6	0.0	0.0
Cycle Q Clear(g_c), s	0.8	0.0	7.4	9.9	0.0	18.0	3.9	0.0	2.9	4.5	0.0	0.0
Prop In Lane	1.00		0.16	1.00		0.01	0.43		1.00	0.47		0.18
Lane Grp Cap(c), veh/h	453	0	924	598	0	695	511	0	416	443	0	0
V/C Ratio(X)	0.08	0.00	0.28	0.31	0.00	0.58	0.21	0.00	0.16	0.16	0.00	0.00
Avail Cap(c_a), veh/h	841	0	924	598	0	695	511	0	416	443	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.4	0.0	8.7	14.7	0.0	16.8	25.6	0.0	25.3	25.4	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.8	1.4	0.0	3.5	0.9	0.0	0.8	0.8	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	2.2	2.4	0.0	5.9	1.9	0.0	1.1	1.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.4	0.0	9.5	16.0	0.0	20.3	26.6	0.0	26.1	26.2	0.0	0.0
LnGrp LOS	B		A	B		C	C		C	C		
Approach Vol, veh/h		298			590			173			73	
Approach Delay, s/veh		9.7			18.9			26.4			26.2	
Approach LOS		A			B			C			C	
Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		30.0		60.0		30.0	10.7	49.3				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		24.0		54.0		24.0	24.0	24.0				
Max Q Clear Time (g_c+I1), s		5.9		9.4		6.5	2.8	20.0				
Green Ext Time (p_c), s		0.7		1.3		0.2	0.1	1.2				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			18.1									
HCM 6th LOS			B									

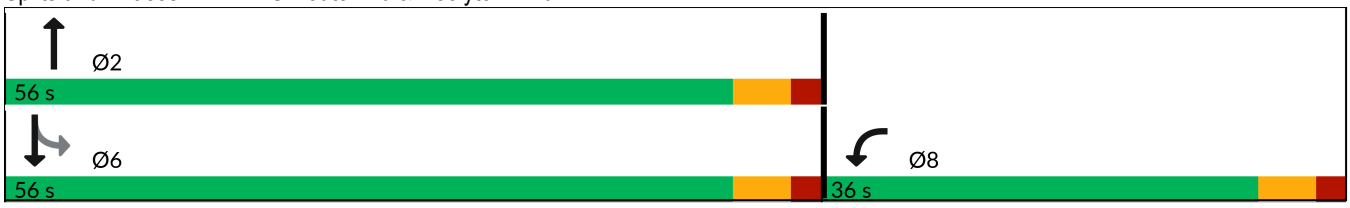


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	73	154	64	98	189	161
Future Volume (vph)	73	154	64	98	189	161
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		-1%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.908		0.918			
Flt Protected	0.984					0.974
Satd. Flow (prot)	1363	0	1648	0	0	1687
Flt Permitted	0.984					0.735
Satd. Flow (perm)	1363	0	1648	0	0	1273
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	123		110			
Link Speed (mph)	45		55			55
Link Distance (ft)	2393		959			1086
Travel Time (s)	36.3		11.9			13.5
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	11%	31%	10%	4%	12%	7%
Adj. Flow (vph)	82	173	72	110	212	181
Shared Lane Traffic (%)						
Lane Group Flow (vph)	255	0	182	0	0	393
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	0.99	0.99	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2		1	2
Detector Template					Left	
Leading Detector (ft)	83		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Detector 1 Position(ft)	-5		-5		0	-5
Detector 1 Size(ft)	40		40		20	40
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)	40		40			40
Detector 2 Size(ft)	43		43			43
Detector 2 Type	Cl+Ex		Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Switch Phase						
Minimum Initial (s)	5.0		10.0		10.0	10.0
Minimum Split (s)	11.0		16.0		16.0	16.0
Total Split (s)	36.0		56.0		56.0	56.0
Total Split (%)	39.1%		60.9%		60.9%	60.9%
Maximum Green (s)	30.0		50.0		50.0	50.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	6.0		6.0			6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0		2.0	2.0
Recall Mode	None		Min		Min	Min
v/c Ratio	0.61		0.23			0.69
Control Delay (s/veh)	15.4		4.3			16.8
Queue Delay	0.0		0.0			0.0
Total Delay (s/veh)	15.4		4.3			16.8
Queue Length 50th (ft)	23		8			60
Queue Length 95th (ft)	99		39			176
Internal Link Dist (ft)	2313		879			1006
Turn Bay Length (ft)						
Base Capacity (vph)	1087		1586			1221
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.23		0.11			0.32

Intersection Summary	
Area Type:	Other
Cycle Length: 92	
Actuated Cycle Length: 41.3	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 4: NYS Route 416 & Neelytown Rd





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	73	154	64	98	189	161
Future Volume (veh/h)	73	154	64	98	189	161
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1737	1441	1789	1879	1722	1796
Adj Flow Rate, veh/h	82	173	72	110	212	181
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	11	31	10	4	12	7
Cap, veh/h	108	227	243	372	410	273
Arrive On Green	0.22	0.22	0.38	0.38	0.38	0.38
Sat Flow, veh/h	489	1032	638	975	592	716
Grp Volume(v), veh/h	256	0	0	182	393	0
Grp Sat Flow(s),veh/h/ln	1527	0	0	1614	1307	0
Q Serve(g_s), s	4.7	0.0	0.0	2.4	5.9	0.0
Cycle Q Clear(g_c), s	4.7	0.0	0.0	2.4	8.3	0.0
Prop In Lane	0.32	0.68		0.60	0.54	
Lane Grp Cap(c), veh/h	336	0	0	615	683	0
V/C Ratio(X)	0.76	0.00	0.00	0.30	0.58	0.00
Avail Cap(c_a), veh/h	1522	0	0	2680	2451	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	11.0	0.0	0.0	6.5	8.4	0.0
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.1	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.0	0.3	0.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	12.4	0.0	0.0	6.6	8.7	0.0
LnGrp LOS	B			A	A	
Approach Vol, veh/h	256		182			393
Approach Delay, s/veh	12.4		6.6			8.7
Approach LOS	B		A			A

Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		17.5			17.5	12.6
Change Period (Y+Rc), s		6.0			6.0	6.0
Max Green Setting (Gmax), s		50.0			50.0	30.0
Max Q Clear Time (g_c+I1), s		4.4			10.3	6.7
Green Ext Time (p_c), s		0.5			1.2	0.8

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	9.4
HCM 6th LOS	A



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	41	122	130	21	197	243
Future Volume (vph)	41	122	130	21	197	243
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	12	12	12	12
Storage Length (ft)	0	50		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.981			
Flt Protected	0.950					0.978
Satd. Flow (prot)	1073	1572	1533	0	0	1760
Flt Permitted	0.950					0.978
Satd. Flow (perm)	1073	1572	1533	0	0	1760
Link Speed (mph)	30		30			30
Link Distance (ft)	561		726			643
Travel Time (s)	12.8		16.5			14.6
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	85%	13%	13%	75%	5%	6%
Adj. Flow (vph)	47	140	149	24	226	279
Shared Lane Traffic (%)						
Lane Group Flow (vph)	47	140	173	0	0	505
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	15		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.88	0.88	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60	60	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	5.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	41	122	130	21	197	243
Future Vol, veh/h	41	122	130	21	197	243
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	50	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	85	13	13	75	5	6
Mvmt Flow	47	140	149	24	226	279

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	892	161	0	0	173	0
Stage 1	161	-	-	-	-	-
Stage 2	731	-	-	-	-	-
Critical Hdwy	7.25	6.33	-	-	4.15	-
Critical Hdwy Stg 1	6.25	-	-	-	-	-
Critical Hdwy Stg 2	6.25	-	-	-	-	-
Follow-up Hdwy	4.265	3.417	-	-	2.245	-
Pot Cap-1 Maneuver	227	856	-	-	1386	-
Stage 1	701	-	-	-	-	-
Stage 2	355	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	183	856	-	-	1386	-
Mov Cap-2 Maneuver	183	-	-	-	-	-
Stage 1	701	-	-	-	-	-
Stage 2	286	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	15.4	0	3.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	183	856	1386	-
HCM Lane V/C Ratio	-	-	0.258	0.164	0.163	-
HCM Ctrl Dly (s/v)	-	-	31.4	10	8.1	0
HCM Lane LOS	-	-	D	B	A	A
HCM 95th %tile Q (veh)	-	-	1	0.6	0.6	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	50	74	40	79	31	70
Future Volume (vph)	50	74	40	79	31	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	11	11
Grade (%)	4%			4%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.920				0.907	
Flt Protected				0.983	0.985	
Satd. Flow (prot)	1549	0	0	1572	1574	0
Flt Permitted				0.983	0.985	
Satd. Flow (perm)	1549	0	0	1572	1574	0
Link Speed (mph)	30			30	35	
Link Distance (ft)	853			580	1607	
Travel Time (s)	19.4			13.2	31.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	4%	8%	9%	6%	5%
Adj. Flow (vph)	52	76	41	81	32	72
Shared Lane Traffic (%)						
Lane Group Flow (vph)	128	0	0	122	104	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.12	1.12	1.12	1.12	1.03	1.03
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	3.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	50	74	40	79	31	70
Future Vol, veh/h	50	74	40	79	31	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	4	-	-	4	-2	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	4	8	9	6	5
Mvmt Flow	52	76	41	81	32	72

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	128	0	253	90
Stage 1	-	-	-	-	90	-
Stage 2	-	-	-	-	163	-
Critical Hdwy	-	-	4.18	-	6.06	6.05
Critical Hdwy Stg 1	-	-	-	-	5.06	-
Critical Hdwy Stg 2	-	-	-	-	5.06	-
Follow-up Hdwy	-	-	2.272	-	3.554	3.345
Pot Cap-1 Maneuver	-	-	1422	-	748	964
Stage 1	-	-	-	-	933	-
Stage 2	-	-	-	-	872	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1422	-	726	964
Mov Cap-2 Maneuver	-	-	-	-	726	-
Stage 1	-	-	-	-	933	-
Stage 2	-	-	-	-	846	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.6	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	876	-	-	1422	-
HCM Lane V/C Ratio	0.119	-	-	0.029	-
HCM Ctrl Dly (s/v)	9.7	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q (veh)	0.4	-	-	0.1	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	57	0	1	43	84	27
Future Volume (vph)	57	0	1	43	84	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	10	10
Grade (%)	0%			1%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.967	
Flt Protected	0.950			0.999		
Satd. Flow (prot)	1589	0	0	1719	1622	0
Flt Permitted	0.950			0.999		
Satd. Flow (perm)	1589	0	0	1719	1622	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	777			545	1607	
Travel Time (s)	17.7			10.6	31.3	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	6%	0%	100%	8%	5%	8%
Adj. Flow (vph)	65	0	1	49	95	31
Shared Lane Traffic (%)						
Lane Group Flow (vph)	65	0	0	50	126	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	1.09	1.09	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	57	0	1	43	84	27
Future Vol, veh/h	57	0	1	43	84	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, %	0	-	-	1	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	6	0	100	8	5	8
Mvmt Flow	65	0	1	49	95	31

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	162	111	126	0	-	0
Stage 1	111	-	-	-	-	-
Stage 2	51	-	-	-	-	-
Critical Hdwy	6.46	6.2	5.1	-	-	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.3	3.1	-	-	-
Pot Cap-1 Maneuver	820	948	1025	-	-	-
Stage 1	904	-	-	-	-	-
Stage 2	961	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	819	948	1025	-	-	-
Mov Cap-2 Maneuver	819	-	-	-	-	-
Stage 1	903	-	-	-	-	-
Stage 2	961	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.8	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1025	-	819	-	-
HCM Lane V/C Ratio	0.001	-	0.079	-	-
HCM Ctrl Dly (s/v)	8.5	0	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0.3	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	17	2	26	280	618	223
Future Volume (vph)	17	2	26	280	618	223
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			1%	-2%	
Storage Length (ft)	0	0	170			150
Storage Lanes	1	0	1			1
Taper Length (ft)	86		86			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.986					0.850
Flt Protected	0.957		0.950			
Satd. Flow (prot)	1177	0	1535	1602	1599	1539
Flt Permitted	0.957		0.950			
Satd. Flow (perm)	1177	0	1535	1602	1599	1539
Link Speed (mph)	30			45	45	
Link Distance (ft)	639			1138	2657	
Travel Time (s)	14.5			17.2	40.3	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	47%	100%	17%	18%	20%	6%
Adj. Flow (vph)	18	2	28	301	665	240
Shared Lane Traffic (%)						
Lane Group Flow (vph)	20	0	28	301	665	240
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

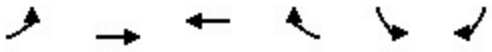
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	17	2	26	280	618	223
Future Vol, veh/h	17	2	26	280	618	223
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	-	170	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	1	-2	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	47	100	17	18	20	6
Mvmt Flow	18	2	28	301	665	240

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1022	665	905	0	-	0
Stage 1	665	-	-	-	-	-
Stage 2	357	-	-	-	-	-
Critical Hdwy	6.87	7.2	4.27	-	-	-
Critical Hdwy Stg 1	5.87	-	-	-	-	-
Critical Hdwy Stg 2	5.87	-	-	-	-	-
Follow-up Hdwy	3.923	4.2	2.353	-	-	-
Pot Cap-1 Maneuver	216	326	693	-	-	-
Stage 1	436	-	-	-	-	-
Stage 2	619	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	207	326	693	-	-	-
Mov Cap-2 Maneuver	207	-	-	-	-	-
Stage 1	419	-	-	-	-	-
Stage 2	619	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	23.5	0.9	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	693	-	215	-	-
HCM Lane V/C Ratio	0.04	-	0.095	-	-
HCM Ctrl Dly (s/v)	10.4	-	23.5	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q (veh)	0.1	-	0.3	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	298	620	0	8	3
Future Volume (vph)	0	298	620	0	8	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.966	
Flt Protected					0.964	
Satd. Flow (prot)	0	1624	1583	0	1496	0
Flt Permitted					0.964	
Satd. Flow (perm)	0	1624	1583	0	1496	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		532	1138		660	
Travel Time (s)		8.1	17.2		15.0	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	17%	20%	0%	20%	13%
Adj. Flow (vph)	0	320	667	0	9	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	320	667	0	12	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	1.00	1.00	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

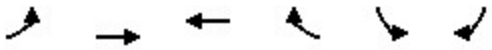
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↱	
Traffic Vol, veh/h	0	298	620	0	8	3
Future Vol, veh/h	0	298	620	0	8	3
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	93	93	93	93	93	93
Heavy Vehicles, %	0	17	20	0	20	13
Mvmt Flow	0	320	667	0	9	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	987	667
Stage 1	-	-	-	-	667	-
Stage 2	-	-	-	-	320	-
Critical Hdwy	-	-	-	-	6.6	6.33
Critical Hdwy Stg 1	-	-	-	-	5.6	-
Critical Hdwy Stg 2	-	-	-	-	5.6	-
Follow-up Hdwy	-	-	-	-	3.68	3.417
Pot Cap-1 Maneuver	0	-	-	0	254	440
Stage 1	0	-	-	0	478	-
Stage 2	0	-	-	0	697	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	254	440
Mov Cap-2 Maneuver	-	-	-	-	254	-
Stage 1	-	-	-	-	478	-
Stage 2	-	-	-	-	697	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	18.1
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	287
HCM Lane V/C Ratio	-	-	0.041
HCM Ctrl Dly (s/v)	-	-	18.1
HCM Lane LOS	-	-	C
HCM 95th %tile Q (veh)	-	-	0.1



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	298	559	64	0	0
Future Volume (vph)	0	298	559	64	0	0
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			0.986			
Flt Protected						
Satd. Flow (prot)	0	1624	1557	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	1624	1557	0	0	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		336	532		567	
Travel Time (s)		5.1	8.1		12.9	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	17%	22%	6%	0%	100%
Adj. Flow (vph)	0	320	601	69	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	320	670	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60			60	60	60
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	9	1	79	17	9	59
Future Volume (vph)	9	1	79	17	9	59
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	0.988		0.976			
Flt Protected	0.957					0.993
Satd. Flow (prot)	1796	0	1767	0	0	1855
Flt Permitted	0.957					0.993
Satd. Flow (perm)	1796	0	1767	0	0	1855
Link Speed (mph)	30		35			30
Link Distance (ft)	504		646			1081
Travel Time (s)	11.5		12.6			24.6
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	6%	0%	0%	2%
Adj. Flow (vph)	10	1	85	18	10	63
Shared Lane Traffic (%)						
Lane Group Flow (vph)	11	0	103	0	0	73
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60	60	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	1	79	17	9	59
Future Vol, veh/h	9	1	79	17	9	59
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	6	0	0	2
Mvmt Flow	10	1	85	18	10	63

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	177	94	0	0	103	0
Stage 1	94	-	-	-	-	-
Stage 2	83	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	817	968	-	-	1502	-
Stage 1	935	-	-	-	-	-
Stage 2	945	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	811	968	-	-	1502	-
Mov Cap-2 Maneuver	811	-	-	-	-	-
Stage 1	935	-	-	-	-	-
Stage 2	938	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.4	0	1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	824	1502	-
HCM Lane V/C Ratio	-	-	0.013	0.006	-
HCM Ctrl Dly (s/v)	-	-	9.4	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q (veh)	-	-	0	0	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	14	3	35	45	23	53
Future Volume (vph)	14	3	35	45	23	53
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	0.977		0.925			
Flt Protected	0.960					0.985
Satd. Flow (prot)	1782	0	1662	0	0	1846
Flt Permitted	0.960					0.985
Satd. Flow (perm)	1782	0	1662	0	0	1846
Link Speed (mph)	30		35			35
Link Distance (ft)	515		1081			1606
Travel Time (s)	11.7		21.1			31.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	13%	0%	0%	2%
Adj. Flow (vph)	15	3	38	48	25	57
Shared Lane Traffic (%)						
Lane Group Flow (vph)	18	0	86	0	0	82
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

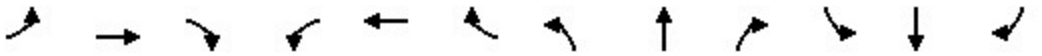
Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	3	35	45	23	53
Future Vol, veh/h	14	3	35	45	23	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	13	0	0	2
Mvmt Flow	15	3	38	48	25	57

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	169	62	0	0	86	0
Stage 1	62	-	-	-	-	-
Stage 2	107	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	826	1009	-	-	1523	-
Stage 1	966	-	-	-	-	-
Stage 2	922	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	812	1009	-	-	1523	-
Mov Cap-2 Maneuver	812	-	-	-	-	-
Stage 1	966	-	-	-	-	-
Stage 2	906	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.4	0	2.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	841	1523	-
HCM Lane V/C Ratio	-	-	0.022	0.016	-
HCM Ctrl Dly (s/v)	-	-	9.4	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q (veh)	-	-	0.1	0.1	-



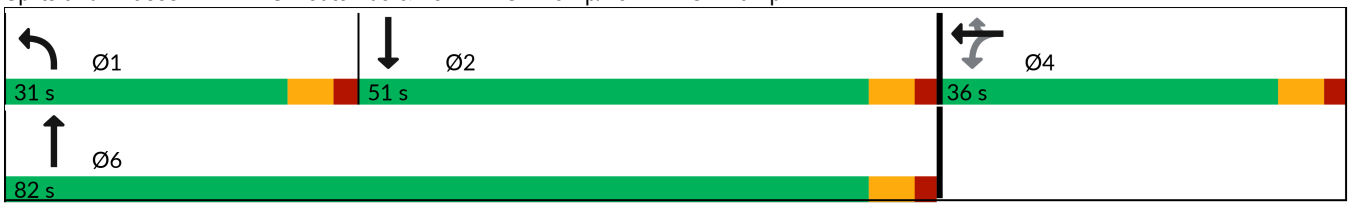
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	381	0	328	371	769	0	0	570	304
Future Volume (vph)	0	0	0	381	0	328	371	769	0	0	570	304
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			2%	
Storage Length (ft)	0		0	0		360	145		0	245		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt						0.850					0.948	
Flt Protected					0.950		0.950					
Satd. Flow (prot)	0	0	0	0	1382	1516	1612	3471	0	0	3270	0
Flt Permitted					0.950		0.950					
Satd. Flow (perm)	0	0	0	0	1382	1516	1612	3471	0	0	3270	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						215					96	
Link Speed (mph)		30			40			45			45	
Link Distance (ft)		287			1203			796			861	
Travel Time (s)		6.5			20.5			12.1			13.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	30%	0%	6%	12%	4%	0%	0%	5%	1%
Adj. Flow (vph)	0	0	0	397	0	342	386	801	0	0	594	317
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	397	342	386	801	0	0	911	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
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	1.01	1.01	1.01	1.00	1.00	1.00	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				2	2	2	2	2			2	
Detector Template				Left	Thru	Right	Left	Thru			Thru	
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	Perm	Prot	NA			NA	

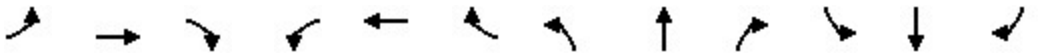
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases					4		1	6			2	
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6			2	
Switch Phase												
Minimum Initial (s)				6.0	6.0	6.0	5.0	15.0			15.0	
Minimum Split (s)				12.0	12.0	12.0	11.0	21.0			21.0	
Total Split (s)				36.0	36.0	36.0	31.0	82.0			51.0	
Total Split (%)				30.5%	30.5%	30.5%	26.3%	69.5%			43.2%	
Maximum Green (s)				30.0	30.0	30.0	25.0	76.0			45.0	
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)					6.0	6.0	6.0	6.0			6.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Recall Mode				None	None	None	None	Min			Min	
v/c Ratio					1.00	0.58	1.00	0.39			0.87	
Control Delay (s/veh)					85.2	17.1	88.3	11.5			40.2	
Queue Delay					0.0	0.0	0.0	0.0			0.0	
Total Delay (s/veh)					85.2	17.1	88.3	11.5			40.2	
Queue Length 50th (ft)					~266	67	~260	137			273	
Queue Length 95th (ft)					#532	183	#520	173			351	
Internal Link Dist (ft)		207			1123			716			781	
Turn Bay Length (ft)						360	145					
Base Capacity (vph)					396	588	385	2524			1462	
Starvation Cap Reductn					0	0	0	0			0	
Spillback Cap Reductn					0	0	0	0			0	
Storage Cap Reductn					0	0	0	0			0	
Reduced v/c Ratio					1.00	0.58	1.00	0.32			0.62	

Intersection Summary

Area Type: Other
Cycle Length: 118
Actuated Cycle Length: 104.9
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	381	0	328	371	769	0	0	570	304
Future Volume (veh/h)	0	0	0	381	0	328	371	769	0	0	570	304
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1450	1894	1805	1722	1841	0	0	1802	1862
Adj Flow Rate, veh/h				397	0	342	386	801	0	0	594	317
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %				30	0	6	12	4	0	0	5	1
Cap, veh/h				455	0	386	413	2184	0	0	671	358
Arrive On Green				0.25	0.00	0.25	0.25	0.62	0.00	0.00	0.31	0.31
Sat Flow, veh/h				1804	0	1530	1640	3589	0	0	2247	1151
Grp Volume(v), veh/h				397	0	342	386	801	0	0	472	439
Grp Sat Flow(s),veh/h/ln				1804	0	1530	1640	1749	0	0	1712	1595
Q Serve(g_s), s				20.6	0.0	21.0	22.5	10.9	0.0	0.0	25.5	25.5
Cycle Q Clear(g_c), s				20.6	0.0	21.0	22.5	10.9	0.0	0.0	25.5	25.5
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.72
Lane Grp Cap(c), veh/h				455	0	386	413	2184	0	0	533	497
V/C Ratio(X)				0.87	0.00	0.89	0.94	0.37	0.00	0.00	0.88	0.89
Avail Cap(c_a), veh/h				555	0	471	421	2726	0	0	790	736
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				34.9	0.0	35.1	35.7	8.9	0.0	0.0	31.9	31.9
Incr Delay (d2), s/veh				10.8	0.0	14.1	27.5	0.0	0.0	0.0	6.0	6.4
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				10.0	0.0	8.9	11.6	3.4	0.0	0.0	10.7	10.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				45.7	0.0	49.2	63.2	9.0	0.0	0.0	37.9	38.3
LnGrp LOS				D		D	E	A			D	D
Approach Vol, veh/h					739			1187			911	
Approach Delay, s/veh					47.3			26.6			38.1	
Approach LOS					D			C			D	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	30.5	36.4		30.6		66.9						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	25.0	45.0		30.0		76.0						
Max Q Clear Time (g_c+I1), s	24.5	27.5		23.0		12.9						
Green Ext Time (p_c), s	0.1	2.8		1.6		3.0						

Intersection Summary		
HCM 6th Ctrl Delay, s/veh		35.7
HCM 6th LOS		D

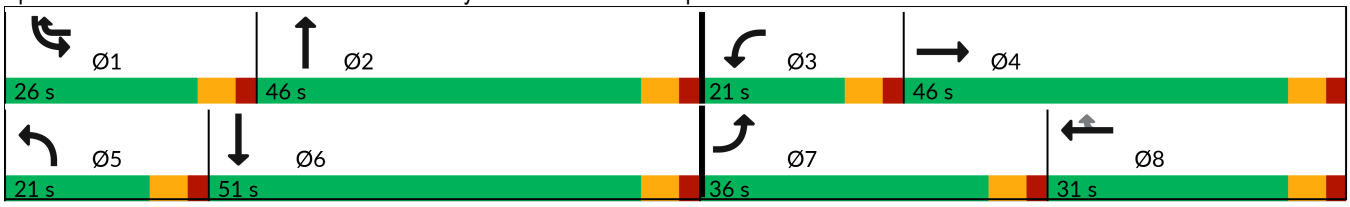
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	381	389	84	82	104	257	56	502	255	168	453	330
Future Volume (vph)	381	389	84	82	104	257	56	502	255	168	453	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			1%			1%	
Storage Length (ft)	400		400	220		220	145		145	330		280
Storage Lanes	2		0	1		1	1		1	2		1
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.973				0.850		0.950				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1570	3092	0	1671	1226	1568	1535	3345	0	3383	3487	1190
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1570	3092	0	1671	1226	1568	1535	3345	0	3383	3487	1190
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18				118		65				359
Link Speed (mph)		45			25			45			45	
Link Distance (ft)		639			871			1257			796	
Travel Time (s)		9.7			23.8			19.0			12.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	15%	15%	7%	8%	55%	3%	17%	2%	2%	3%	3%	35%
Adj. Flow (vph)	414	423	91	89	113	279	61	546	277	183	492	359
Shared Lane Traffic (%)												
Lane Group Flow (vph)	414	514	0	89	113	279	61	823	0	183	492	359
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	2		2	2	2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	83	83		83	83	83	83	83		83	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		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	43	43
Detector 2 Size(ft)	40	40		40	40	40	40	40		40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	Free

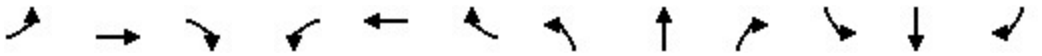
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases						8						Free
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.0	24.0		11.0	24.0	11.0	11.0	24.0		11.0	24.0	
Total Split (s)	36.0	46.0		21.0	31.0	26.0	21.0	46.0		26.0	51.0	
Total Split (%)	25.9%	33.1%		15.1%	22.3%	18.7%	15.1%	33.1%		18.7%	36.7%	
Maximum Green (s)	30.0	40.0		15.0	25.0	20.0	15.0	40.0		20.0	45.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	2.0		2.0	2.0	2.0	2.0	3.0		2.0	3.0	
Recall Mode	None	None		None	None	None	None	Min		None	Min	
v/c Ratio	0.98	0.53		0.57	0.69	0.52	0.50	0.84		0.56	0.44	0.30
Control Delay (s/veh)	81.3	34.9		67.1	69.8	22.8	67.1	44.0		57.4	33.3	0.7
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)	81.3	34.9		67.1	69.8	22.8	67.1	44.0		57.4	33.3	0.7
Queue Length 50th (ft)	301	157		63	79	96	43	271		66	151	0
Queue Length 95th (ft)	#638	252		132	157	190	99	403		117	234	0
Internal Link Dist (ft)		559			791			1177			716	
Turn Bay Length (ft)	400			220		220	145			330		280
Base Capacity (vph)	424	1127		226	276	653	207	1248		610	1415	1190
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	0.98	0.46		0.39	0.41	0.43	0.29	0.66		0.30	0.35	0.30

Intersection Summary

Area Type: Other
Cycle Length: 139
Actuated Cycle Length: 112.9
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: 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	381	389	84	82	104	257	56	502	255	168	453	330
Future Volume (veh/h)	381	389	84	82	104	257	56	502	255	168	453	330
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1678	1678	1796	1781	1085	1856	1642	1864	1864	1850	1850	1375
Adj Flow Rate, veh/h	414	423	91	89	113	279	61	546	277	183	492	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	15	15	7	8	55	3	17	2	2	3	3	35
Cap, veh/h	415	986	210	112	199	404	76	628	318	250	1056	
Arrive On Green	0.26	0.38	0.38	0.07	0.18	0.18	0.05	0.28	0.28	0.07	0.30	0.00
Sat Flow, veh/h	1598	2613	558	1697	1085	1572	1564	2276	1152	3417	3514	1166
Grp Volume(v), veh/h	414	257	257	89	113	279	61	425	398	183	492	0
Grp Sat Flow(s),veh/h/ln	1598	1594	1577	1697	1085	1572	1564	1771	1657	1709	1757	1166
Q Serve(g_s), s	29.9	13.8	14.0	6.0	11.0	18.5	4.5	26.4	26.5	6.1	13.2	0.0
Cycle Q Clear(g_c), s	29.9	13.8	14.0	6.0	11.0	18.5	4.5	26.4	26.5	6.1	13.2	0.0
Prop In Lane	1.00		0.35	1.00		1.00	1.00		0.70	1.00		1.00
Lane Grp Cap(c), veh/h	415	601	595	112	199	404	76	489	457	250	1056	
V/C Ratio(X)	1.00	0.43	0.43	0.80	0.57	0.69	0.80	0.87	0.87	0.73	0.47	
Avail Cap(c_a), veh/h	415	601	595	220	235	455	203	613	574	592	1369	
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	0.00
Uniform Delay (d), s/veh	42.7	26.7	26.8	53.2	43.0	38.8	54.4	39.8	39.9	52.4	32.9	0.0
Incr Delay (d2), s/veh	43.5	0.2	0.2	4.8	0.9	2.8	7.2	10.7	11.6	1.6	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.3	5.0	5.1	2.7	3.0	7.5	1.9	12.4	11.8	2.6	5.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	86.3	26.9	27.0	57.9	43.9	41.6	61.7	50.5	51.4	54.0	33.2	0.0
LnGrp LOS	F	C	C	E	D	D	E	D	D	D	C	
Approach Vol, veh/h		928			481			884			675	
Approach Delay, s/veh		53.4			45.2			51.7			38.8	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.5	37.9	13.6	49.6	11.6	40.7	36.0	27.2
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	20.0	40.0	15.0	40.0	15.0	45.0	30.0	25.0
Max Q Clear Time (g_c+I1), s	8.1	28.5	8.0	16.0	6.5	15.2	31.9	20.5
Green Ext Time (p_c), s	0.4	3.4	0.1	1.5	0.1	2.8	0.0	0.7

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	48.2
HCM 6th LOS	D

Notes

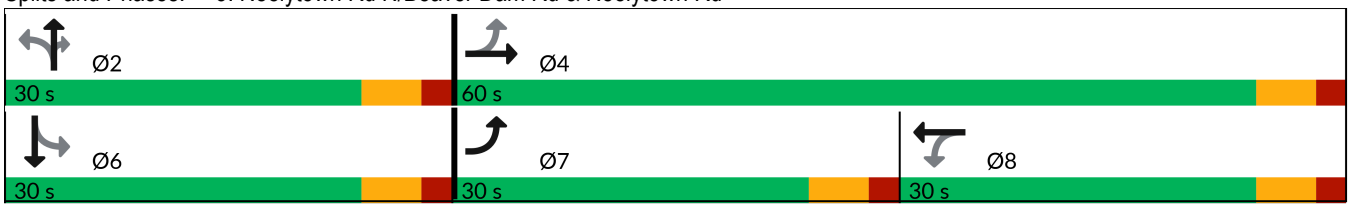
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

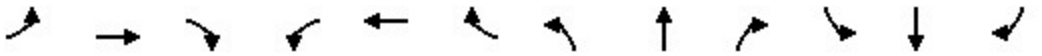
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	298	46	71	253	14	49	30	205	125	45	35
Future Volume (vph)	16	298	46	71	253	14	49	30	205	125	45	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	16	12	12	12
Grade (%)		1%			2%			-2%			0%	
Storage Length (ft)	70		0	220		0	0		150	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.980			0.992				0.850		0.977	
Flt Protected	0.950			0.950				0.970			0.970	
Satd. Flow (prot)	1796	1710	0	1752	1563	0	0	1790	1795	0	1763	0
Flt Permitted	0.450			0.510				0.709			0.756	
Satd. Flow (perm)	851	1710	0	940	1563	0	0	1308	1795	0	1374	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			3				259		11	
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		2146			540			620			646	
Travel Time (s)		32.5			8.2			12.1			12.6	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	0%	9%	4%	2%	20%	8%	4%	4%	3%	1%	7%	0%
Adj. Flow (vph)	20	377	58	90	320	18	62	38	259	158	57	44
Shared Lane Traffic (%)												
Lane Group Flow (vph)	20	435	0	90	338	0	0	100	259	0	259	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	0.99	0.99	0.84	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2	2	2	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	83	83		83	83		83	83	83	83	83	
Trailing Detector (ft)	-5	-5		-5	-5		-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5		-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	40		40	40		40	40	40	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43		43	43		43	43	43	43	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	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	7	4			8			2			6	
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		8	8		2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		14.0	14.0	14.0	14.0	14.0	
Total Split (s)	30.0	60.0		30.0	30.0		30.0	30.0	30.0	30.0	30.0	
Total Split (%)	33.3%	66.7%		33.3%	33.3%		33.3%	33.3%	33.3%	33.3%	33.3%	
Maximum Green (s)	24.0	54.0		24.0	24.0		24.0	24.0	24.0	24.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
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	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Max		Max	Max		Max	Max	Max	Max	Max	
v/c Ratio	0.03	0.42		0.18	0.40			0.29	0.39		0.69	
Control Delay (s/veh)	7.5	10.8		14.1	15.7			29.0	5.4		39.6	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay (s/veh)	7.5	10.8		14.1	15.7			29.0	5.4		39.6	
Queue Length 50th (ft)	4	117		21	89			45	0		127	
Queue Length 95th (ft)	11	148		54	173			77	34		180	
Internal Link Dist (ft)		2066			460			540			566	
Turn Bay Length (ft)	70			220					150			
Base Capacity (vph)	762	1032		505	842			348	668		374	
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.03	0.42		0.18	0.40			0.29	0.39		0.69	

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

Splits and Phases: 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	298	46	71	253	14	49	30	205	125	45	35
Future Volume (veh/h)	16	298	46	71	253	14	49	30	205	125	45	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1894	1761	1835	1847	1580	1758	1919	1919	2011	1885	1796	1900
Adj Flow Rate, veh/h	20	377	58	90	320	18	62	38	259	158	57	44
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	0	9	4	2	20	8	4	4	3	1	7	0
Cap, veh/h	523	894	138	517	738	42	283	160	454	224	76	48
Arrive On Green	0.03	0.60	0.60	0.50	0.50	0.50	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1804	1490	229	942	1482	83	819	600	1704	599	284	181
Grp Volume(v), veh/h	20	0	435	90	0	338	100	0	259	259	0	0
Grp Sat Flow(s),veh/h/ln	1804	0	1719	942	0	1565	1418	0	1704	1064	0	0
Q Serve(g_s), s	0.4	0.0	12.2	5.1	0.0	12.4	0.0	0.0	11.8	17.0	0.0	0.0
Cycle Q Clear(g_c), s	0.4	0.0	12.2	8.1	0.0	12.4	4.6	0.0	11.8	21.7	0.0	0.0
Prop In Lane	1.00		0.13	1.00		0.05	0.62		1.00	0.61		0.17
Lane Grp Cap(c), veh/h	523	0	1032	517	0	780	443	0	454	348	0	0
V/C Ratio(X)	0.04	0.00	0.42	0.17	0.00	0.43	0.23	0.00	0.57	0.74	0.00	0.00
Avail Cap(c_a), veh/h	941	0	1032	517	0	780	443	0	454	348	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.2	0.0	9.6	14.3	0.0	14.4	25.8	0.0	28.5	33.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	1.3	0.7	0.0	1.8	1.2	0.0	5.1	13.5	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	4.1	1.1	0.0	4.3	1.8	0.0	5.3	6.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.2	0.0	10.9	15.0	0.0	16.2	27.0	0.0	33.7	46.8	0.0	0.0
LnGrp LOS	B		B	B		B	C		C	D		
Approach Vol, veh/h		455			428			359			259	
Approach Delay, s/veh		10.9			15.9			31.8			46.8	
Approach LOS		B			B			C			D	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		30.0		60.0		30.0	9.1	50.9				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		24.0		54.0		24.0	24.0	24.0				
Max Q Clear Time (g_c+I1), s		13.8		14.2		23.7	2.4	14.4				
Green Ext Time (p_c), s		1.4		2.4		0.0	0.0	1.6				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			23.5									
HCM 6th LOS			C									

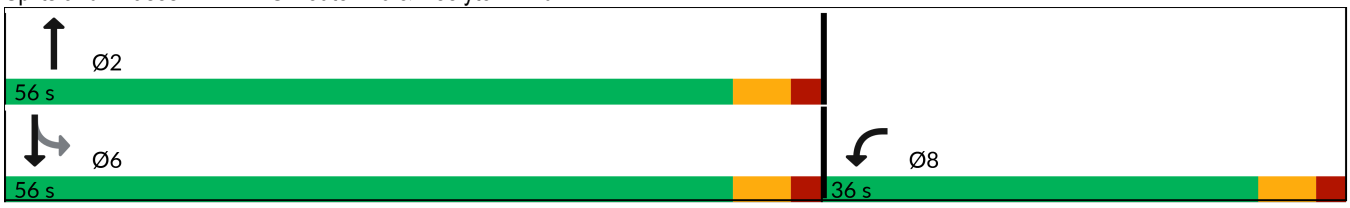


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	103	250	173	84	130	111
Future Volume (vph)	103	250	173	84	130	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		-1%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.904		0.956			
Flt Protected	0.986					0.974
Satd. Flow (prot)	1552	0	1739	0	0	1636
Flt Permitted	0.986					0.691
Satd. Flow (perm)	1552	0	1739	0	0	1161
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	140		41			
Link Speed (mph)	45		55			55
Link Distance (ft)	2393		959			1086
Travel Time (s)	36.3		11.9			13.5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	7%	10%	5%	5%	20%	5%
Adj. Flow (vph)	110	266	184	89	138	118
Shared Lane Traffic (%)						
Lane Group Flow (vph)	376	0	273	0	0	256
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	0.99	0.99	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2		1	2
Detector Template					Left	
Leading Detector (ft)	83		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Detector 1 Position(ft)	-5		-5		0	-5
Detector 1 Size(ft)	40		40		20	40
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)	40		40			40
Detector 2 Size(ft)	43		43			43
Detector 2 Type	Cl+Ex		Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Switch Phase						
Minimum Initial (s)	5.0		10.0		10.0	10.0
Minimum Split (s)	11.0		16.0		16.0	16.0
Total Split (s)	36.0		56.0		56.0	56.0
Total Split (%)	39.1%		60.9%		60.9%	60.9%
Maximum Green (s)	30.0		50.0		50.0	50.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	6.0		6.0			6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0		2.0	2.0
Recall Mode	None		Min		Min	Min
v/c Ratio	0.68		0.40			0.58
Control Delay (s/veh)	15.4		9.8			16.2
Queue Delay	0.0		0.0			0.0
Total Delay (s/veh)	15.4		9.8			16.2
Queue Length 50th (ft)	37		31			38
Queue Length 95th (ft)	138		94			118
Internal Link Dist (ft)	2313		879			1006
Turn Bay Length (ft)						
Base Capacity (vph)	1272		1693			1129
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.30		0.16			0.23

Intersection Summary	
Area Type:	Other
Cycle Length: 92	
Actuated Cycle Length: 39.3	
Natural Cycle: 40	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 4: NYS Route 416 & Neelytown Rd





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	103	250	173	84	130	111
Future Volume (veh/h)	103	250	173	84	130	111
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1796	1752	1864	1864	1604	1826
Adj Flow Rate, veh/h	110	266	184	89	138	118
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	7	10	5	5	20	5
Cap, veh/h	141	341	376	182	311	213
Arrive On Green	0.31	0.31	0.32	0.32	0.32	0.32
Sat Flow, veh/h	459	1110	1187	574	433	673
Grp Volume(v), veh/h	377	0	0	273	256	0
Grp Sat Flow(s),veh/h/ln	1573	0	0	1761	1107	0
Q Serve(g_s), s	7.0	0.0	0.0	4.0	3.3	0.0
Cycle Q Clear(g_c), s	7.0	0.0	0.0	4.0	7.3	0.0
Prop In Lane	0.29	0.71		0.33	0.54	
Lane Grp Cap(c), veh/h	484	0	0	558	524	0
V/C Ratio(X)	0.78	0.00	0.00	0.49	0.49	0.00
Avail Cap(c_a), veh/h	1479	0	0	2758	2186	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	10.1	0.0	0.0	8.8	10.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	0.0	0.2	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	0.7	0.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	11.1	0.0	0.0	9.1	10.2	0.0
LnGrp LOS	B			A	B	
Approach Vol, veh/h	377		273			256
Approach Delay, s/veh	11.1		9.1			10.2
Approach LOS	B		A			B

Timer - Assigned Phs		2				6	8
Phs Duration (G+Y+Rc), s		16.1				16.1	15.8
Change Period (Y+Rc), s		6.0				6.0	6.0
Max Green Setting (Gmax), s		50.0				50.0	30.0
Max Q Clear Time (g_c+I1), s		6.0				9.3	9.0
Green Ext Time (p_c), s		0.7				0.8	1.2

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	10.2
HCM 6th LOS	B



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	20	291	267	30	162	185
Future Volume (vph)	20	291	267	30	162	185
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	12	12	12	12
Storage Length (ft)	0	50		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.986			
Flt Protected	0.950					0.977
Satd. Flow (prot)	1141	1708	1689	0	0	1787
Flt Permitted	0.950					0.977
Satd. Flow (perm)	1141	1708	1689	0	0	1787
Link Speed (mph)	30		30			30
Link Distance (ft)	561		726			643
Travel Time (s)	12.8		16.5			14.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	74%	4%	4%	72%	6%	2%
Adj. Flow (vph)	22	316	290	33	176	201
Shared Lane Traffic (%)						
Lane Group Flow (vph)	22	316	323	0	0	377
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	15		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.88	0.88	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60	60	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	6.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	291	267	30	162	185
Future Vol, veh/h	20	291	267	30	162	185
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	50	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	74	4	4	72	6	2
Mvmt Flow	22	316	290	33	176	201

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	860	307	0	0	323	0
Stage 1	307	-	-	-	-	-
Stage 2	553	-	-	-	-	-
Critical Hdwy	7.14	6.24	-	-	4.16	-
Critical Hdwy Stg 1	6.14	-	-	-	-	-
Critical Hdwy Stg 2	6.14	-	-	-	-	-
Follow-up Hdwy	4.166	3.336	-	-	2.254	-
Pot Cap-1 Maneuver	248	728	-	-	1215	-
Stage 1	608	-	-	-	-	-
Stage 2	456	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	208	728	-	-	1215	-
Mov Cap-2 Maneuver	208	-	-	-	-	-
Stage 1	608	-	-	-	-	-
Stage 2	382	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	14.4	0	4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	208	728	1215	-
HCM Lane V/C Ratio	-	-	0.105	0.434	0.145	-
HCM Ctrl Dly (s/v)	-	-	24.3	13.7	8.5	0
HCM Lane LOS	-	-	C	B	A	A
HCM 95th %tile Q (veh)	-	-	0.3	2.2	0.5	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	133	33	83	194	72	50
Future Volume (vph)	133	33	83	194	72	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	11	11
Grade (%)	4%			4%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.973				0.945	
Flt Protected				0.985	0.971	
Satd. Flow (prot)	1655	0	0	1664	1635	0
Flt Permitted				0.985	0.971	
Satd. Flow (perm)	1655	0	0	1664	1635	0
Link Speed (mph)	30			30	35	
Link Distance (ft)	853			580	1607	
Travel Time (s)	19.4			13.2	31.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	7%	5%	2%	7%	0%
Adj. Flow (vph)	139	34	86	202	75	52
Shared Lane Traffic (%)						
Lane Group Flow (vph)	173	0	0	288	127	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.12	1.12	1.12	1.12	1.03	1.03
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	3.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	133	33	83	194	72	50
Future Vol, veh/h	133	33	83	194	72	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	4	-	-	4	-2	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	7	5	2	7	0
Mvmt Flow	139	34	86	202	75	52

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	173	0	530	156
Stage 1	-	-	-	-	156	-
Stage 2	-	-	-	-	374	-
Critical Hdwy	-	-	4.15	-	6.07	6
Critical Hdwy Stg 1	-	-	-	-	5.07	-
Critical Hdwy Stg 2	-	-	-	-	5.07	-
Follow-up Hdwy	-	-	2.245	-	3.563	3.3
Pot Cap-1 Maneuver	-	-	1386	-	531	903
Stage 1	-	-	-	-	875	-
Stage 2	-	-	-	-	714	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1386	-	494	903
Mov Cap-2 Maneuver	-	-	-	-	494	-
Stage 1	-	-	-	-	875	-
Stage 2	-	-	-	-	664	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.3	12.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	607	-	-	1386	-
HCM Lane V/C Ratio	0.209	-	-	0.062	-
HCM Ctrl Dly (s/v)	12.5	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q (veh)	0.8	-	-	0.2	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	53	3	1	75	56	55
Future Volume (vph)	53	3	1	75	56	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	10	10
Grade (%)	0%			1%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.993				0.933	
Flt Protected	0.955			0.999		
Satd. Flow (prot)	1682	0	0	1889	1638	0
Flt Permitted	0.955			0.999		
Satd. Flow (perm)	1682	0	0	1889	1638	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	777			545	1607	
Travel Time (s)	17.7			10.6	31.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	0%	2%	0%
Adj. Flow (vph)	56	3	1	80	60	59
Shared Lane Traffic (%)						
Lane Group Flow (vph)	59	0	0	81	119	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	1.09	1.09	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	53	3	1	75	56	55
Future Vol, veh/h	53	3	1	75	56	55
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	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	2	0
Mvmt Flow	56	3	1	80	60	59

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	172	90	119	0	-	0
Stage 1	90	-	-	-	-	-
Stage 2	82	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	823	973	1482	-	-	-
Stage 1	939	-	-	-	-	-
Stage 2	946	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	822	973	1482	-	-	-
Mov Cap-2 Maneuver	822	-	-	-	-	-
Stage 1	938	-	-	-	-	-
Stage 2	946	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.7	0.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1482	-	829	-	-
HCM Lane V/C Ratio	0.001	-	0.072	-	-
HCM Ctrl Dly (s/v)	7.4	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0.2	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	90	6	8	669	327	51
Future Volume (vph)	90	6	8	669	327	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			1%	-2%	
Storage Length (ft)	0	0	170			150
Storage Lanes	1	0	1			1
Taper Length (ft)	86		86			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.991					0.850
Flt Protected	0.955		0.950			
Satd. Flow (prot)	1384	0	1174	1703	1669	1284
Flt Permitted	0.955		0.950			
Satd. Flow (perm)	1384	0	1174	1703	1669	1284
Link Speed (mph)	30			45	45	
Link Distance (ft)	639			1138	2657	
Travel Time (s)	14.5			17.2	40.3	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	25%	100%	53%	11%	15%	27%
Adj. Flow (vph)	114	8	10	847	414	65
Shared Lane Traffic (%)						
Lane Group Flow (vph)	122	0	10	847	414	65
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

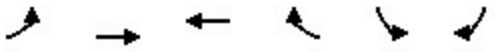
Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	90	6	8	669	327	51
Future Vol, veh/h	90	6	8	669	327	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	170	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	1	-2	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	25	100	53	11	15	27
Mvmt Flow	114	8	10	847	414	65

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1281	414	479	0	-	0
Stage 1	414	-	-	-	-	-
Stage 2	867	-	-	-	-	-
Critical Hdwy	6.65	7.2	4.63	-	-	-
Critical Hdwy Stg 1	5.65	-	-	-	-	-
Critical Hdwy Stg 2	5.65	-	-	-	-	-
Follow-up Hdwy	3.725	4.2	2.677	-	-	-
Pot Cap-1 Maneuver	164	472	863	-	-	-
Stage 1	620	-	-	-	-	-
Stage 2	375	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	162	472	863	-	-	-
Mov Cap-2 Maneuver	162	-	-	-	-	-
Stage 1	613	-	-	-	-	-
Stage 2	375	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	67.4	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	863	-	169	-	-
HCM Lane V/C Ratio	0.012	-	0.719	-	-
HCM Ctrl Dly (s/v)	9.2	-	67.4	-	-
HCM Lane LOS	A	-	F	-	-
HCM 95th %tile Q (veh)	0	-	4.4	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	628	332	0	49	20
Future Volume (vph)	0	628	332	0	49	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.961	
Flt Protected					0.966	
Satd. Flow (prot)	0	1712	1638	0	1557	0
Flt Permitted					0.966	
Satd. Flow (perm)	0	1712	1638	0	1557	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		532	1138		660	
Travel Time (s)		8.1	17.2		15.0	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	0%	11%	16%	0%	15%	9%
Adj. Flow (vph)	0	795	420	0	62	25
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	795	420	0	87	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	1.00	1.00	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

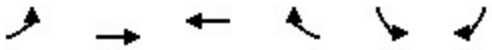
Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↱	
Traffic Vol, veh/h	0	628	332	0	49	20
Future Vol, veh/h	0	628	332	0	49	20
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	79	79	79	79	79	79
Heavy Vehicles, %	0	11	16	0	15	9
Mvmt Flow	0	795	420	0	62	25

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1215	420
Stage 1	-	-	-	-	420	-
Stage 2	-	-	-	-	795	-
Critical Hdwy	-	-	-	-	6.55	6.29
Critical Hdwy Stg 1	-	-	-	-	5.55	-
Critical Hdwy Stg 2	-	-	-	-	5.55	-
Follow-up Hdwy	-	-	-	-	3.635	3.381
Pot Cap-1 Maneuver	0	-	-	0	188	619
Stage 1	0	-	-	0	636	-
Stage 2	0	-	-	0	423	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	188	619
Mov Cap-2 Maneuver	-	-	-	-	188	-
Stage 1	-	-	-	-	636	-
Stage 2	-	-	-	-	423	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	29
HCM LOS			D

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	236
HCM Lane V/C Ratio	-	-	0.37
HCM Ctrl Dly (s/v)	-	-	29
HCM Lane LOS	-	-	D
HCM 95th %tile Q (veh)	-	-	1.6



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	628	337	15	0	0
Future Volume (vph)	0	628	337	15	0	0
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			0.994			
Flt Protected						
Satd. Flow (prot)	0	1712	1634	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	1712	1634	0	0	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		336	532		567	
Travel Time (s)		5.1	8.1		12.9	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	0%	11%	15%	28%	0%	100%
Adj. Flow (vph)	0	795	427	19	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	795	446	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60			60	60	60
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	65	7	57	3	2	141
Future Volume (vph)	65	7	57	3	2	141
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	0.987		0.993			
Flt Protected	0.957					0.999
Satd. Flow (prot)	1795	0	1754	0	0	1844
Flt Permitted	0.957					0.999
Satd. Flow (perm)	1795	0	1754	0	0	1844
Link Speed (mph)	30		35			30
Link Distance (ft)	504		646			1081
Travel Time (s)	11.5		12.6			24.6
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	0%	0%	8%	0%	0%	3%
Adj. Flow (vph)	82	9	72	4	3	178
Shared Lane Traffic (%)						
Lane Group Flow (vph)	91	0	76	0	0	181
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60	60	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	2.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	65	7	57	3	2	141
Future Vol, veh/h	65	7	57	3	2	141
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	0	0	8	0	0	3
Mvmt Flow	82	9	72	4	3	178

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	258	74	0	0	76	0
Stage 1	74	-	-	-	-	-
Stage 2	184	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	735	993	-	-	1536	-
Stage 1	954	-	-	-	-	-
Stage 2	852	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	734	993	-	-	1536	-
Mov Cap-2 Maneuver	734	-	-	-	-	-
Stage 1	954	-	-	-	-	-
Stage 2	850	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.4	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	753	1536	-
HCM Lane V/C Ratio	-	-	0.121	0.002	-
HCM Ctrl Dly (s/v)	-	-	10.4	7.3	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q (veh)	-	-	0.4	0	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	106	19	57	8	4	36
Future Volume (vph)	106	19	57	8	4	36
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	0.979		0.984			
Flt Protected	0.959					0.995
Satd. Flow (prot)	1784	0	1747	0	0	1720
Flt Permitted	0.959					0.995
Satd. Flow (perm)	1784	0	1747	0	0	1720
Link Speed (mph)	30		35			35
Link Distance (ft)	515		1081			1606
Travel Time (s)	11.7		21.1			31.3
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	0%	0%	8%	0%	0%	11%
Adj. Flow (vph)	134	24	72	10	5	46
Shared Lane Traffic (%)						
Lane Group Flow (vph)	158	0	82	0	0	51
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

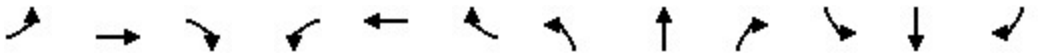
Intersection	
Int Delay, s/veh	5.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	106	19	57	8	4	36
Future Vol, veh/h	106	19	57	8	4	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	0	0	8	0	0	11
Mvmt Flow	134	24	72	10	5	46

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	133	77	0	0	82	0
Stage 1	77	-	-	-	-	-
Stage 2	56	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	866	990	-	-	1528	-
Stage 1	951	-	-	-	-	-
Stage 2	972	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	863	990	-	-	1528	-
Mov Cap-2 Maneuver	863	-	-	-	-	-
Stage 1	951	-	-	-	-	-
Stage 2	969	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10	0	0.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	880	1528	-
HCM Lane V/C Ratio	-	-	0.18	0.003	-
HCM Ctrl Dly (s/v)	-	-	10	7.4	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q (veh)	-	-	0.7	0	-



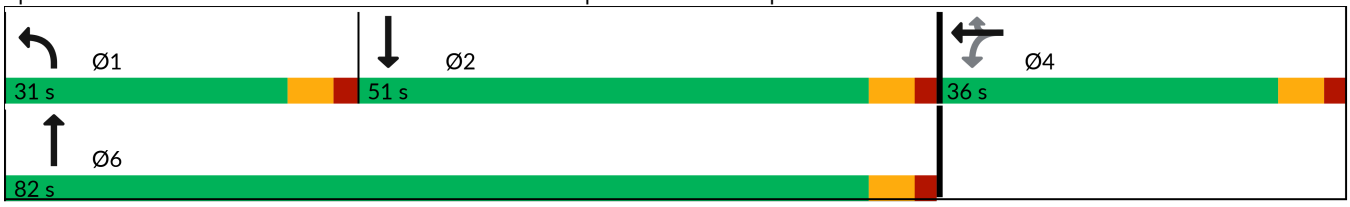
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	300	0	171	188	469	0	0	527	210
Future Volume (vph)	0	0	0	300	0	171	188	469	0	0	527	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			2%	
Storage Length (ft)	0		0	0		360	145		0	245		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt						0.850					0.957	
Flt Protected					0.950		0.950					
Satd. Flow (prot)	0	0	0	0	1648	1607	1687	3574	0	0	3363	0
Flt Permitted					0.950		0.950					
Satd. Flow (perm)	0	0	0	0	1648	1607	1687	3574	0	0	3363	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						192					58	
Link Speed (mph)		30			40			45			45	
Link Distance (ft)		287			1203			796			861	
Travel Time (s)		6.5			20.5			12.1			13.0	
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 (%)	0%	0%	0%	9%	0%	0%	7%	1%	0%	0%	2%	1%
Adj. Flow (vph)	0	0	0	337	0	192	211	527	0	0	592	236
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	337	192	211	527	0	0	828	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
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	1.01	1.01	1.01	1.00	1.00	1.00	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				2	2	2	2	2			2	
Detector Template				Left	Thru	Right	Left	Thru			Thru	
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	Perm	Prot	NA			NA	

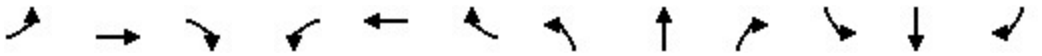
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases					4		1	6			2	
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6			2	
Switch Phase												
Minimum Initial (s)				6.0	6.0	6.0	5.0	15.0			15.0	
Minimum Split (s)				12.0	12.0	12.0	11.0	21.0			21.0	
Total Split (s)				36.0	36.0	36.0	31.0	82.0			51.0	
Total Split (%)				30.5%	30.5%	30.5%	26.3%	69.5%			43.2%	
Maximum Green (s)				30.0	30.0	30.0	25.0	76.0			45.0	
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)					6.0	6.0	6.0	6.0			6.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Recall Mode				None	None	None	None	Min			Min	
v/c Ratio					0.76	0.33	0.66	0.26			0.77	
Control Delay (s/veh)					41.8	6.3	44.3	9.2			30.3	
Queue Delay					0.0	0.0	0.0	0.0			0.0	
Total Delay (s/veh)					41.8	6.3	44.3	9.2			30.3	
Queue Length 50th (ft)					158	0	102	65			186	
Queue Length 95th (ft)					#323	52	209	106			313	
Internal Link Dist (ft)		207			1123			716			781	
Turn Bay Length (ft)						360	145					
Base Capacity (vph)					639	740	545	3150			1980	
Starvation Cap Reductn					0	0	0	0			0	
Spillback Cap Reductn					0	0	0	0			0	
Storage Cap Reductn					0	0	0	0			0	
Reduced v/c Ratio					0.53	0.26	0.39	0.17			0.42	

Intersection Summary

Area Type: Other
Cycle Length: 118
Actuated Cycle Length: 82.2
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: 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	300	0	171	188	469	0	0	527	210
Future Volume (veh/h)	0	0	0	300	0	171	188	469	0	0	527	210
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1761	1894	1894	1796	1885	0	0	1847	1862
Adj Flow Rate, veh/h				337	0	192	211	527	0	0	592	236
Peak Hour Factor				0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %				9	0	0	7	1	0	0	2	1
Cap, veh/h				427	0	380	267	2004	0	0	739	294
Arrive On Green				0.24	0.00	0.24	0.16	0.56	0.00	0.00	0.30	0.30
Sat Flow, veh/h				1804	0	1605	1711	3676	0	0	2543	975
Grp Volume(v), veh/h				337	0	192	211	527	0	0	424	404
Grp Sat Flow(s),veh/h/ln				1804	0	1605	1711	1791	0	0	1754	1671
Q Serve(g_s), s				10.3	0.0	6.1	7.0	4.5	0.0	0.0	13.1	13.1
Cycle Q Clear(g_c), s				10.3	0.0	6.1	7.0	4.5	0.0	0.0	13.1	13.1
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.58
Lane Grp Cap(c), veh/h				427	0	380	267	2004	0	0	529	504
V/C Ratio(X)				0.79	0.00	0.51	0.79	0.26	0.00	0.00	0.80	0.80
Avail Cap(c_a), veh/h				919	0	818	727	4625	0	0	1341	1278
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				21.1	0.0	19.5	23.9	6.7	0.0	0.0	18.9	18.9
Incr Delay (d2), s/veh				1.3	0.0	0.4	2.0	0.0	0.0	0.0	1.1	1.1
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.9	0.0	2.0	2.6	1.1	0.0	0.0	4.5	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				22.3	0.0	19.9	25.9	6.7	0.0	0.0	20.0	20.1
LnGrp LOS				C		B	C	A			C	C
Approach Vol, veh/h					529			738			828	
Approach Delay, s/veh					21.4			12.2			20.0	
Approach LOS					C			B			C	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	15.2	23.8		19.9		38.9						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	25.0	45.0		30.0		76.0						
Max Q Clear Time (g_c+I1), s	9.0	15.1		12.3		6.5						
Green Ext Time (p_c), s	0.5	2.6		1.6		1.8						

Intersection Summary		
HCM 6th Ctrl Delay, s/veh		17.6
HCM 6th LOS		B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	173	140	44	92	98	185	54	296	168	194	396	195
Future Volume (vph)	173	140	44	92	98	185	54	296	168	194	396	195
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			1%			1%	
Storage Length (ft)	400		400	220		220	145		145	330		280
Storage Lanes	2		0	1		1	1		1	2		1
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.964				0.850		0.946				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1687	3191	0	1770	1712	1583	1618	3376	0	3450	3556	1397
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1687	3191	0	1770	1712	1583	1618	3376	0	3450	3556	1397
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30				203		81				214
Link Speed (mph)		45			25			45			45	
Link Distance (ft)		639			871			1257			796	
Travel Time (s)		9.7			23.8			19.0			12.1	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	7%	10%	6%	2%	11%	2%	11%	1%	0%	1%	1%	15%
Adj. Flow (vph)	190	154	48	101	108	203	59	325	185	213	435	214
Shared Lane Traffic (%)												
Lane Group Flow (vph)	190	202	0	101	108	203	59	510	0	213	435	214
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	2		2	2	2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	83	83		83	83	83	83	83		83	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		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	43	43
Detector 2 Size(ft)	40	40		40	40	40	40	40		40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	Free

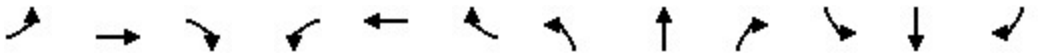
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases						8						Free
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.0	24.0		11.0	24.0	11.0	11.0	24.0		11.0	24.0	
Total Split (s)	36.0	46.0		21.0	31.0	26.0	21.0	46.0		26.0	51.0	
Total Split (%)	25.9%	33.1%		15.1%	22.3%	18.7%	15.1%	33.1%		18.7%	36.7%	
Maximum Green (s)	30.0	40.0		15.0	25.0	20.0	15.0	40.0		20.0	45.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	2.0		2.0	2.0	2.0	2.0	3.0		2.0	3.0	
Recall Mode	None	None		None	None	None	None	Min		None	Min	
v/c Ratio	0.55	0.24		0.46	0.48	0.30	0.36	0.65		0.47	0.43	0.15
Control Delay (s/veh)	36.7	24.0		42.9	42.8	4.7	44.0	28.8		37.8	27.2	0.2
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	36.7	24.0		42.9	42.8	4.7	44.0	28.8		37.8	27.2	0.2
Queue Length 50th (ft)	80	35		45	48	0	26	96		48	92	0
Queue Length 95th (ft)	183	81		116	122	47	79	190		105	175	0
Internal Link Dist (ft)		559			791			1177			716	
Turn Bay Length (ft)	400			220		220	145			330		280
Base Capacity (vph)	674	1714		353	570	861	323	1837		919	2132	1397
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	0.28	0.12		0.29	0.19	0.24	0.18	0.28		0.23	0.20	0.15

Intersection Summary

Area Type: Other
Cycle Length: 139
Actuated Cycle Length: 78.3
Natural Cycle: 75
Control Type: Actuated-Uncoordinated

Splits and Phases: 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	173	140	44	92	98	185	54	296	168	194	396	195
Future Volume (veh/h)	173	140	44	92	98	185	54	296	168	194	396	195
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1752	1811	1870	1737	1870	1731	1879	1894	1879	1879	1672
Adj Flow Rate, veh/h	190	154	48	101	108	203	59	325	185	213	435	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	7	10	6	2	11	2	11	1	0	1	1	15
Cap, veh/h	258	589	178	133	274	404	84	470	262	338	923	
Arrive On Green	0.15	0.23	0.23	0.07	0.16	0.16	0.05	0.21	0.21	0.10	0.26	0.00
Sat Flow, veh/h	1711	2519	760	1781	1737	1585	1649	2211	1232	3472	3571	1417
Grp Volume(v), veh/h	190	100	102	101	108	203	59	261	249	213	435	0
Grp Sat Flow(s),veh/h/ln	1711	1664	1615	1781	1737	1585	1649	1785	1658	1736	1785	1417
Q Serve(g_s), s	6.7	3.1	3.2	3.5	3.5	6.9	2.2	8.5	8.8	3.7	6.5	0.0
Cycle Q Clear(g_c), s	6.7	3.1	3.2	3.5	3.5	6.9	2.2	8.5	8.8	3.7	6.5	0.0
Prop In Lane	1.00		0.47	1.00		1.00	1.00		0.74	1.00		1.00
Lane Grp Cap(c), veh/h	258	389	378	133	274	404	84	379	352	338	923	
V/C Ratio(X)	0.74	0.26	0.27	0.76	0.39	0.50	0.70	0.69	0.71	0.63	0.47	
Avail Cap(c_a), veh/h	816	1059	1027	425	691	784	393	1136	1054	1104	2555	
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	0.00
Uniform Delay (d), s/veh	25.5	19.6	19.7	28.5	23.8	20.0	29.4	22.8	22.9	27.3	19.7	0.0
Incr Delay (d2), s/veh	5.7	0.1	0.1	3.3	0.3	0.4	3.9	2.2	2.6	0.7	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	1.1	1.1	1.6	1.4	2.4	0.9	3.4	3.2	1.4	2.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.2	19.8	19.8	31.9	24.1	20.4	33.2	25.1	25.6	28.0	20.1	0.0
LnGrp LOS	C	B	B	C	C	C	C	C	C	C	C	
Approach Vol, veh/h		392			412			569			648	
Approach Delay, s/veh		25.3			24.2			26.1			22.7	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.1	19.4	10.7	20.7	9.2	22.3	15.5	15.9
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	20.0	40.0	15.0	40.0	15.0	45.0	30.0	25.0
Max Q Clear Time (g_c+I1), s	5.7	10.8	5.5	5.2	4.2	8.5	8.7	8.9
Green Ext Time (p_c), s	0.6	2.6	0.2	0.6	0.1	2.5	1.2	1.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	24.5
HCM 6th LOS	C

Notes

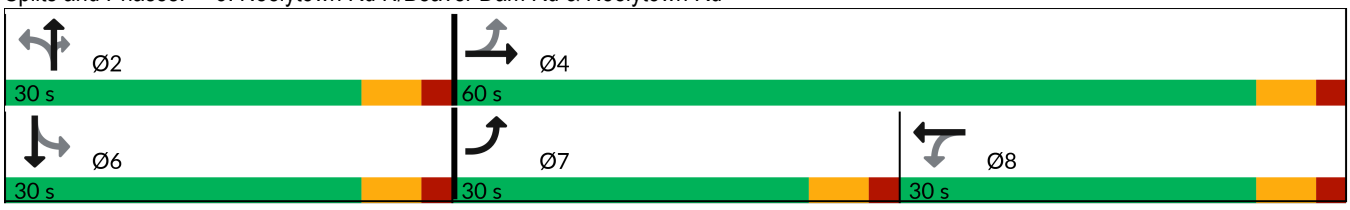
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

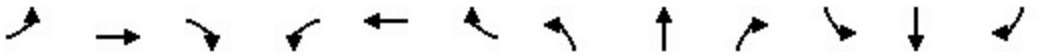
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	127	34	93	102	11	34	33	138	74	27	21
Future Volume (vph)	21	127	34	93	102	11	34	33	138	74	27	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	16	12	12	12
Grade (%)		1%			2%			-2%			0%	
Storage Length (ft)	70		0	220		0	0		150	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.968			0.985				0.850		0.977	
Flt Protected	0.950			0.950				0.975			0.971	
Satd. Flow (prot)	1710	1721	0	1787	1607	0	0	1871	1812	0	1787	0
Flt Permitted	0.588			0.624				0.811			0.763	
Satd. Flow (perm)	1059	1721	0	1174	1607	0	0	1556	1812	0	1404	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27			6				184		11	
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		2146			540			620			646	
Travel Time (s)		32.5			8.2			12.1			12.6	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	5%	8%	0%	0%	17%	0%	0%	0%	2%	0%	0%	5%
Adj. Flow (vph)	28	169	45	124	136	15	45	44	184	99	36	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	28	214	0	124	151	0	0	89	184	0	163	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	0.99	0.99	0.84	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2	2	2	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	83	83		83	83		83	83	83	83	83	
Trailing Detector (ft)	-5	-5		-5	-5		-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5		-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	40		40	40		40	40	40	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43		43	43		43	43	43	43	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	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	7	4			8			2			6	
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		8	8		2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		14.0	14.0	14.0	14.0	14.0	
Total Split (s)	30.0	60.0		30.0	30.0		30.0	30.0	30.0	30.0	30.0	
Total Split (%)	33.3%	66.7%		33.3%	33.3%		33.3%	33.3%	33.3%	33.3%	33.3%	
Maximum Green (s)	24.0	54.0		24.0	24.0		24.0	24.0	24.0	24.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
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	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Max		Max	Max		Max	Max	Max	Max	Max	
v/c Ratio	0.04	0.21		0.20	0.17			0.21	0.30		0.43	
Control Delay (s/veh)	7.5	7.7		13.8	12.6			27.4	5.5		29.5	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay (s/veh)	7.5	7.7		13.8	12.6			27.4	5.5		29.5	
Queue Length 50th (ft)	6	44		29	33			39	0		71	
Queue Length 95th (ft)	13	60		65	71			64	26		104	
Internal Link Dist (ft)		2066			460			540			566	
Turn Bay Length (ft)	70			220					150			
Base Capacity (vph)	809	1043		631	866			414	618		382	
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.03	0.21		0.20	0.17			0.21	0.30		0.43	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Natural Cycle: 45	
Control Type: Semi Act-Uncoord	

Splits and Phases: 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	127	34	93	102	11	34	33	138	74	27	21
Future Volume (veh/h)	21	127	34	93	102	11	34	33	138	74	27	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1820	1776	1894	1876	1625	1876	1979	1979	2027	1900	1900	1826
Adj Flow Rate, veh/h	28	169	45	124	136	15	45	44	184	99	36	28
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Percent Heavy Veh, %	5	8	0	0	17	0	0	0	2	0	0	5
Cap, veh/h	681	811	216	652	702	77	261	240	458	252	90	58
Arrive On Green	0.04	0.60	0.60	0.49	0.49	0.49	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1733	1351	360	1171	1437	159	754	898	1717	703	338	216
Grp Volume(v), veh/h	28	0	214	124	0	151	89	0	184	163	0	0
Grp Sat Flow(s),veh/h/ln	1733	0	1711	1171	0	1596	1652	0	1717	1256	0	0
Q Serve(g_s), s	0.7	0.0	5.1	5.5	0.0	4.8	0.0	0.0	7.9	7.5	0.0	0.0
Cycle Q Clear(g_c), s	0.7	0.0	5.1	5.5	0.0	4.8	3.4	0.0	7.9	10.9	0.0	0.0
Prop In Lane	1.00		0.21	1.00		0.10	0.51		1.00	0.61		0.17
Lane Grp Cap(c), veh/h	681	0	1026	652	0	780	501	0	458	399	0	0
V/C Ratio(X)	0.04	0.00	0.21	0.19	0.00	0.19	0.18	0.00	0.40	0.41	0.00	0.00
Avail Cap(c_a), veh/h	1066	0	1026	652	0	780	501	0	458	399	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.3	0.0	8.2	13.2	0.0	13.0	25.4	0.0	27.1	28.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.5	0.6	0.0	0.6	0.8	0.0	2.6	3.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	1.7	1.4	0.0	1.7	1.5	0.0	3.5	3.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.3	0.0	8.7	13.8	0.0	13.6	26.2	0.0	29.7	31.7	0.0	0.0
LnGrp LOS	A		A	B		B	C		C	C		
Approach Vol, veh/h		242			275			273			163	
Approach Delay, s/veh		8.8			13.7			28.6			31.7	
Approach LOS		A			B			C			C	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		30.0		60.0		30.0	10.0	50.0				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		24.0		54.0		24.0	24.0	24.0				
Max Q Clear Time (g_c+I1), s		9.9		7.1		12.9	2.7	7.5				
Green Ext Time (p_c), s		1.2		1.1		0.6	0.1	1.2				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			19.8									
HCM 6th LOS			B									

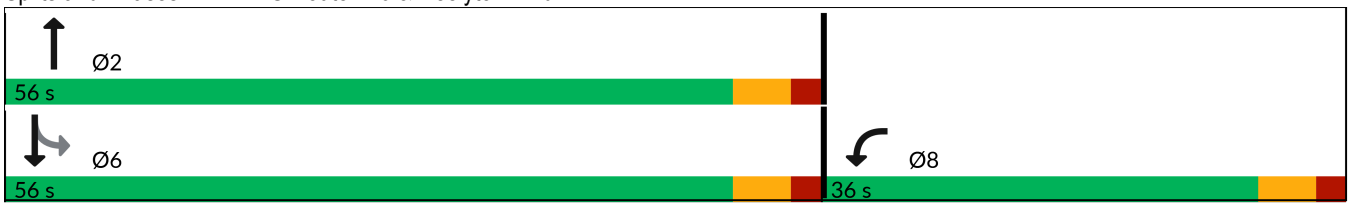


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	47	76	99	52	81	49
Future Volume (vph)	47	76	99	52	81	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		-1%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.917		0.954			
Flt Protected	0.981					0.970
Satd. Flow (prot)	1622	0	1728	0	0	1743
Flt Permitted	0.981					0.747
Satd. Flow (perm)	1622	0	1728	0	0	1342
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	79		45			
Link Speed (mph)	45		55			55
Link Distance (ft)	2393		959			1086
Travel Time (s)	36.3		11.9			13.5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	6%	5%	3%	10%	8%	2%
Adj. Flow (vph)	49	79	103	54	84	51
Shared Lane Traffic (%)						
Lane Group Flow (vph)	128	0	157	0	0	135
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	0.99	0.99	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2		1	2
Detector Template					Left	
Leading Detector (ft)	83		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Detector 1 Position(ft)	-5		-5		0	-5
Detector 1 Size(ft)	40		40		20	40
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)	40		40			40
Detector 2 Size(ft)	43		43			43
Detector 2 Type	Cl+Ex		Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Switch Phase						
Minimum Initial (s)	5.0		10.0		10.0	10.0
Minimum Split (s)	11.0		16.0		16.0	16.0
Total Split (s)	36.0		56.0		56.0	56.0
Total Split (%)	39.1%		60.9%		60.9%	60.9%
Maximum Green (s)	30.0		50.0		50.0	50.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	6.0		6.0			6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0		2.0	2.0
Recall Mode	None		Min		Min	Min
v/c Ratio	0.35		0.17			0.19
Control Delay (s/veh)	7.6		5.4			7.3
Queue Delay	0.0		0.0			0.0
Total Delay (s/veh)	7.6		5.4			7.3
Queue Length 50th (ft)	6		9			12
Queue Length 95th (ft)	25		30			33
Internal Link Dist (ft)	2313		879			1006
Turn Bay Length (ft)						
Base Capacity (vph)	1554		1728			1342
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.08		0.09			0.10

Intersection Summary	
Area Type:	Other
Cycle Length: 92	
Actuated Cycle Length: 30.9	
Natural Cycle: 40	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 4: NYS Route 416 & Neelytown Rd





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	47	76	99	52	81	49
Future Volume (veh/h)	47	76	99	52	81	49
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1811	1826	1894	1789	1781	1870
Adj Flow Rate, veh/h	49	79	103	54	84	51
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	6	5	3	10	8	2
Cap, veh/h	72	116	469	246	535	273
Arrive On Green	0.12	0.12	0.40	0.40	0.40	0.40
Sat Flow, veh/h	609	982	1170	614	752	682
Grp Volume(v), veh/h	129	0	0	157	135	0
Grp Sat Flow(s),veh/h/ln	1604	0	0	1784	1434	0
Q Serve(g_s), s	1.9	0.0	0.0	1.4	0.0	0.0
Cycle Q Clear(g_c), s	1.9	0.0	0.0	1.4	1.5	0.0
Prop In Lane	0.38	0.61		0.34	0.62	
Lane Grp Cap(c), veh/h	190	0	0	715	809	0
V/C Ratio(X)	0.68	0.00	0.00	0.22	0.17	0.00
Avail Cap(c_a), veh/h	1928	0	0	3574	3072	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	10.5	0.0	0.0	4.9	4.8	0.0
Incr Delay (d2), s/veh	1.6	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	12.1	0.0	0.0	5.0	4.9	0.0
LnGrp LOS	B			A	A	
Approach Vol, veh/h	129		157			135
Approach Delay, s/veh	12.1		5.0			4.9
Approach LOS	B		A			A

Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		16.0			16.0	9.0
Change Period (Y+Rc), s		6.0			6.0	6.0
Max Green Setting (Gmax), s		50.0			50.0	30.0
Max Q Clear Time (g_c+I1), s		3.4			3.5	3.9
Green Ext Time (p_c), s		0.4			0.4	0.3

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	7.1
HCM 6th LOS	A



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	8	126	199	10	103	171
Future Volume (vph)	8	126	199	10	103	171
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	12	12	12	12
Storage Length (ft)	0	50		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.994			
Flt Protected	0.950					0.982
Satd. Flow (prot)	1588	1742	1862	0	0	1794
Flt Permitted	0.950					0.982
Satd. Flow (perm)	1588	1742	1862	0	0	1794
Link Speed (mph)	30		30			30
Link Distance (ft)	561		726			643
Travel Time (s)	12.8		16.5			14.6
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	25%	2%	1%	10%	9%	1%
Adj. Flow (vph)	9	138	219	11	113	188
Shared Lane Traffic (%)						
Lane Group Flow (vph)	9	138	230	0	0	301
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	15		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.88	0.88	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60	60	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	3.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	126	199	10	103	171
Future Vol, veh/h	8	126	199	10	103	171
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	50	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	25	2	1	10	9	1
Mvmt Flow	9	138	219	11	113	188

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	639	225	0	0	230	0
Stage 1	225	-	-	-	-	-
Stage 2	414	-	-	-	-	-
Critical Hdwy	6.65	6.22	-	-	4.19	-
Critical Hdwy Stg 1	5.65	-	-	-	-	-
Critical Hdwy Stg 2	5.65	-	-	-	-	-
Follow-up Hdwy	3.725	3.318	-	-	2.281	-
Pot Cap-1 Maneuver	406	814	-	-	1298	-
Stage 1	761	-	-	-	-	-
Stage 2	620	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	367	814	-	-	1298	-
Mov Cap-2 Maneuver	367	-	-	-	-	-
Stage 1	761	-	-	-	-	-
Stage 2	560	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.6	0	3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	367	814	1298	-
HCM Lane V/C Ratio	-	-	0.024	0.17	0.087	-
HCM Ctrl Dly (s/v)	-	-	15.1	10.3	8	0
HCM Lane LOS	-	-	C	B	A	A
HCM 95th %tile Q (veh)	-	-	0.1	0.6	0.3	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	128	29	55	145	42	44
Future Volume (vph)	128	29	55	145	42	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	11	11
Grade (%)	4%			4%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.975				0.931	
Flt Protected				0.986	0.976	
Satd. Flow (prot)	1694	0	0	1701	1686	0
Flt Permitted				0.986	0.976	
Satd. Flow (perm)	1694	0	0	1701	1686	0
Link Speed (mph)	30			30	35	
Link Distance (ft)	853			580	1607	
Travel Time (s)	19.4			13.2	31.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	133	30	57	151	44	46
Shared Lane Traffic (%)						
Lane Group Flow (vph)	163	0	0	208	90	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.12	1.12	1.12	1.12	1.03	1.03
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	128	29	55	145	42	44
Future Vol, veh/h	128	29	55	145	42	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	4	-	-	4	-2	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	133	30	57	151	44	46

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	163	0	413	148
Stage 1	-	-	-	-	148	-
Stage 2	-	-	-	-	265	-
Critical Hdwy	-	-	4.1	-	6	6
Critical Hdwy Stg 1	-	-	-	-	5	-
Critical Hdwy Stg 2	-	-	-	-	5	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1428	-	627	912
Stage 1	-	-	-	-	899	-
Stage 2	-	-	-	-	807	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1428	-	599	912
Mov Cap-2 Maneuver	-	-	-	-	599	-
Stage 1	-	-	-	-	899	-
Stage 2	-	-	-	-	771	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.1	10.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	727	-	-	1428	-
HCM Lane V/C Ratio	0.123	-	-	0.04	-
HCM Ctrl Dly (s/v)	10.6	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q (veh)	0.4	-	-	0.1	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	47	1	0	43	57	43
Future Volume (vph)	47	1	0	43	57	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	10	10
Grade (%)	0%			1%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.997				0.942	
Flt Protected	0.953					
Satd. Flow (prot)	1653	0	0	1890	1652	0
Flt Permitted	0.953					
Satd. Flow (perm)	1653	0	0	1890	1652	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	777			545	1607	
Travel Time (s)	17.7			10.6	31.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	0%	0%	0%	2%	0%
Adj. Flow (vph)	50	1	0	46	61	46
Shared Lane Traffic (%)						
Lane Group Flow (vph)	51	0	0	46	107	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	1.09	1.09	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	47	1	0	43	57	43
Future Vol, veh/h	47	1	0	43	57	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	1	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	0	0	0	2	0
Mvmt Flow	50	1	0	46	61	46

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	130	84	107	0	-	0
Stage 1	84	-	-	-	-	-
Stage 2	46	-	-	-	-	-
Critical Hdwy	6.42	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	864	981	1497	-	-	-
Stage 1	939	-	-	-	-	-
Stage 2	976	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	864	981	1497	-	-	-
Mov Cap-2 Maneuver	864	-	-	-	-	-
Stage 1	939	-	-	-	-	-
Stage 2	976	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.4	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1497	-	866	-	-
HCM Lane V/C Ratio	-	-	0.059	-	-
HCM Ctrl Dly (s/v)	0	-	9.4	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q (veh)	0	-	0.2	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	55	4	17	351	229	137
Future Volume (vph)	55	4	17	351	229	137
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			1%	-2%	
Storage Length (ft)	0	0	170			150
Storage Lanes	1	0	1			1
Taper Length (ft)	86		86			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.991					0.850
Flt Protected	0.955		0.950			
Satd. Flow (prot)	1346	0	1437	1818	1793	1483
Flt Permitted	0.955		0.950			
Satd. Flow (perm)	1346	0	1437	1818	1793	1483
Link Speed (mph)	30			45	45	
Link Distance (ft)	639			1138	2657	
Travel Time (s)	14.5			17.2	40.3	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	29%	100%	25%	4%	7%	10%
Adj. Flow (vph)	73	5	23	468	305	183
Shared Lane Traffic (%)						
Lane Group Flow (vph)	78	0	23	468	305	183
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

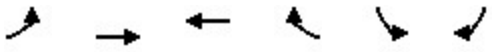
Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	55	4	17	351	229	137
Future Vol, veh/h	55	4	17	351	229	137
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	-	170	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	1	-2	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	29	100	25	4	7	10
Mvmt Flow	73	5	23	468	305	183

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	819	305	488	0	-	0
Stage 1	305	-	-	-	-	-
Stage 2	514	-	-	-	-	-
Critical Hdwy	6.69	7.2	4.35	-	-	-
Critical Hdwy Stg 1	5.69	-	-	-	-	-
Critical Hdwy Stg 2	5.69	-	-	-	-	-
Follow-up Hdwy	3.761	4.2	2.425	-	-	-
Pot Cap-1 Maneuver	311	553	966	-	-	-
Stage 1	690	-	-	-	-	-
Stage 2	549	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	304	553	966	-	-	-
Mov Cap-2 Maneuver	304	-	-	-	-	-
Stage 1	673	-	-	-	-	-
Stage 2	549	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	20.3	0.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	966	-	314	-	-
HCM Lane V/C Ratio	0.023	-	0.251	-	-
HCM Ctrl Dly (s/v)	8.8	-	20.3	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q (veh)	0.1	-	1	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	339	233	0	29	12
Future Volume (vph)	0	339	233	0	29	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.961	
Flt Protected					0.966	
Satd. Flow (prot)	0	1827	1759	0	1544	0
Flt Permitted					0.966	
Satd. Flow (perm)	0	1827	1759	0	1544	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		532	1138		660	
Travel Time (s)		8.1	17.2		15.0	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	0%	4%	8%	0%	16%	10%
Adj. Flow (vph)	0	452	311	0	39	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	452	311	0	55	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	1.00	1.00	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

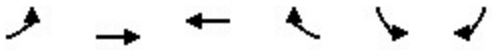
Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↱	
Traffic Vol, veh/h	0	339	233	0	29	12
Future Vol, veh/h	0	339	233	0	29	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, %	-	0	0	-	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	4	8	0	16	10
Mvmt Flow	0	452	311	0	39	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	763	311
Stage 1	-	-	-	-	311	-
Stage 2	-	-	-	-	452	-
Critical Hdwy	-	-	-	-	6.56	6.3
Critical Hdwy Stg 1	-	-	-	-	5.56	-
Critical Hdwy Stg 2	-	-	-	-	5.56	-
Follow-up Hdwy	-	-	-	-	3.644	3.39
Pot Cap-1 Maneuver	0	-	-	0	353	711
Stage 1	0	-	-	0	712	-
Stage 2	0	-	-	0	613	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	353	711
Mov Cap-2 Maneuver	-	-	-	-	353	-
Stage 1	-	-	-	-	712	-
Stage 2	-	-	-	-	613	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	15
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	414
HCM Lane V/C Ratio	-	-	0.132
HCM Ctrl Dly (s/v)	-	-	15
HCM Lane LOS	-	-	C
HCM 95th %tile Q (veh)	-	-	0.5



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	339	206	39	0	0
Future Volume (vph)	0	339	206	39	0	0
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			0.979			
Flt Protected						
Satd. Flow (prot)	0	1827	1731	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	1827	1731	0	0	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		336	532		567	
Travel Time (s)		5.1	8.1		12.9	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	0%	4%	7%	10%	0%	100%
Adj. Flow (vph)	0	452	275	52	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	452	327	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60			60	60	60
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	37	4	55	10	5	85
Future Volume (vph)	37	4	55	10	5	85
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	0.987		0.980			
Flt Protected	0.957					0.997
Satd. Flow (prot)	1795	0	1831	0	0	1877
Flt Permitted	0.957					0.997
Satd. Flow (perm)	1795	0	1831	0	0	1877
Link Speed (mph)	30		35			30
Link Distance (ft)	504		646			1081
Travel Time (s)	11.5		12.6			24.6
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	0%	0%	2%	0%	0%	1%
Adj. Flow (vph)	49	5	73	13	7	113
Shared Lane Traffic (%)						
Lane Group Flow (vph)	54	0	86	0	0	120
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60	60	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	37	4	55	10	5	85
Future Vol, veh/h	37	4	55	10	5	85
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	2	0	0	1
Mvmt Flow	49	5	73	13	7	113

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	207	80	0	0	86	0
Stage 1	80	-	-	-	-	-
Stage 2	127	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	786	986	-	-	1523	-
Stage 1	948	-	-	-	-	-
Stage 2	904	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	782	986	-	-	1523	-
Mov Cap-2 Maneuver	782	-	-	-	-	-
Stage 1	948	-	-	-	-	-
Stage 2	899	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.8	0	0.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	798	1523	-
HCM Lane V/C Ratio	-	-	0.069	0.004	-
HCM Ctrl Dly (s/v)	-	-	9.8	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q (veh)	-	-	0.2	0	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	61	11	33	27	13	30
Future Volume (vph)	61	11	33	27	13	30
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	0.979		0.939			
Flt Protected	0.960					0.985
Satd. Flow (prot)	1786	0	1755	0	0	1833
Flt Permitted	0.960					0.985
Satd. Flow (perm)	1786	0	1755	0	0	1833
Link Speed (mph)	30		35			35
Link Distance (ft)	515		1081			1606
Travel Time (s)	11.7		21.1			31.3
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	0%	0%	3%	0%	0%	3%
Adj. Flow (vph)	81	15	44	36	17	40
Shared Lane Traffic (%)						
Lane Group Flow (vph)	96	0	80	0	0	57
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

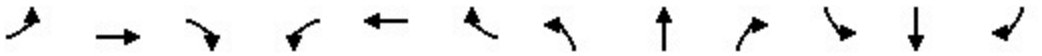
Intersection	
Int Delay, s/veh	4.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	61	11	33	27	13	30
Future Vol, veh/h	61	11	33	27	13	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	3	0	0	3
Mvmt Flow	81	15	44	36	17	40

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	136	62	0	0	80	0
Stage 1	62	-	-	-	-	-
Stage 2	74	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	862	1009	-	-	1531	-
Stage 1	966	-	-	-	-	-
Stage 2	954	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	853	1009	-	-	1531	-
Mov Cap-2 Maneuver	853	-	-	-	-	-
Stage 1	966	-	-	-	-	-
Stage 2	944	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.6	0	2.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	874	1531	-
HCM Lane V/C Ratio	-	-	0.11	0.011	-
HCM Ctrl Dly (s/v)	-	-	9.6	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q (veh)	-	-	0.4	0	-



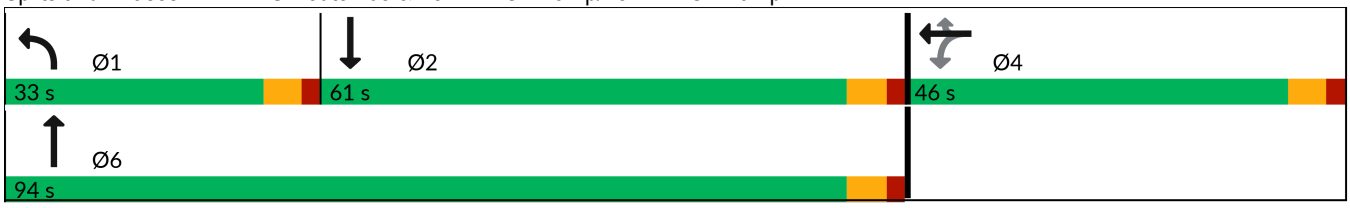
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	621	1	225	167	550	0	0	719	296
Future Volume (vph)	0	0	0	621	1	225	167	550	0	0	719	296
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			2%	
Storage Length (ft)	0		0	0		360	145		0	245		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt						0.850					0.956	
Flt Protected					0.952		0.950					
Satd. Flow (prot)	0	0	0	0	1607	1488	1347	3343	0	0	3189	0
Flt Permitted					0.952		0.950					
Satd. Flow (perm)	0	0	0	0	1607	1488	1347	3343	0	0	3189	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						201					53	
Link Speed (mph)		30			40			45			45	
Link Distance (ft)		287			1203			796			861	
Travel Time (s)		6.5			20.5			12.1			13.0	
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 (%)	0%	0%	0%	12%	0%	8%	34%	8%	0%	0%	8%	5%
Adj. Flow (vph)	0	0	0	698	1	253	188	618	0	0	808	333
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	699	253	188	618	0	0	1141	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
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	1.01	1.01	1.01	1.00	1.00	1.00	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				2	2	2	2	2			2	
Detector Template				Left								
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	Perm	Prot	NA			NA	

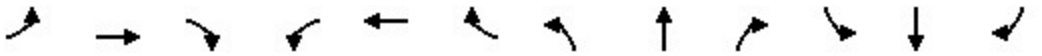
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases					4		1	6			2	
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6			2	
Switch Phase												
Minimum Initial (s)				6.0	6.0	6.0	5.0	15.0			15.0	
Minimum Split (s)				12.0	12.0	12.0	11.0	21.0			21.0	
Total Split (s)				46.0	46.0	46.0	33.0	94.0			61.0	
Total Split (%)				32.9%	32.9%	32.9%	23.6%	67.1%			43.6%	
Maximum Green (s)				40.0	40.0	40.0	27.0	88.0			55.0	
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)					6.0	6.0	6.0	6.0			6.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Recall Mode				None	None	None	None	Min			Min	
v/c Ratio					1.38	0.42	0.84	0.31			0.93	
Control Delay (s/veh)					218.9	11.7	82.3	13.3			50.1	
Queue Delay					0.0	0.0	0.0	0.0			0.0	
Total Delay (s/veh)					218.9	11.7	82.3	13.3			50.1	
Queue Length 50th (ft)					~830	33	159	127			466	
Queue Length 95th (ft)					#1114	111	#263	158			579	
Internal Link Dist (ft)		207			1123			716			781	
Turn Bay Length (ft)						360	145					
Base Capacity (vph)					506	606	286	2316			1411	
Starvation Cap Reductn					0	0	0	0			0	
Spillback Cap Reductn					0	0	0	0			0	
Storage Cap Reductn					0	0	0	0			0	
Reduced v/c Ratio					1.38	0.42	0.66	0.27			0.81	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 128.4
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: 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	621	1	225	167	550	0	0	719	296
Future Volume (veh/h)	0	0	0	621	1	225	167	550	0	0	719	296
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1716	1894	1776	1396	1781	0	0	1758	1802
Adj Flow Rate, veh/h				698	1	253	188	618	0	0	808	333
Peak Hour Factor				0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %				12	0	8	34	8	0	0	8	5
Cap, veh/h				578	1	483	209	1973	0	0	872	359
Arrive On Green				0.32	0.32	0.32	0.16	0.58	0.00	0.00	0.38	0.38
Sat Flow, veh/h				1801	3	1505	1330	3474	0	0	2396	949
Grp Volume(v), veh/h				699	0	253	188	618	0	0	584	557
Grp Sat Flow(s),veh/h/ln				1804	0	1505	1330	1692	0	0	1670	1587
Q Serve(g_s), s				40.0	0.0	17.1	17.3	11.6	0.0	0.0	41.7	41.9
Cycle Q Clear(g_c), s				40.0	0.0	17.1	17.3	11.6	0.0	0.0	41.7	41.9
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.60
Lane Grp Cap(c), veh/h				579	0	483	209	1973	0	0	631	600
V/C Ratio(X)				1.21	0.00	0.52	0.90	0.31	0.00	0.00	0.93	0.93
Avail Cap(c_a), veh/h				579	0	483	288	2389	0	0	737	700
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				42.3	0.0	34.6	51.6	13.3	0.0	0.0	37.1	37.2
Incr Delay (d2), s/veh				109.0	0.0	0.5	19.6	0.0	0.0	0.0	15.2	16.2
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				34.7	0.0	6.2	6.8	4.1	0.0	0.0	18.8	18.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				151.3	0.0	35.1	71.2	13.3	0.0	0.0	52.3	53.4
LnGrp LOS				F		D	E	B			D	D
Approach Vol, veh/h					952			806			1141	
Approach Delay, s/veh					120.4			26.8			52.8	
Approach LOS					F			C			D	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	25.6	53.1		46.0		78.7						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	27.0	55.0		40.0		88.0						
Max Q Clear Time (g_c+I1), s	19.3	43.9		42.0		13.6						
Green Ext Time (p_c), s	0.3	3.2		0.0		2.2						

Intersection Summary			
HCM 6th Ctrl Delay, s/veh		67.8	
HCM 6th LOS		E	



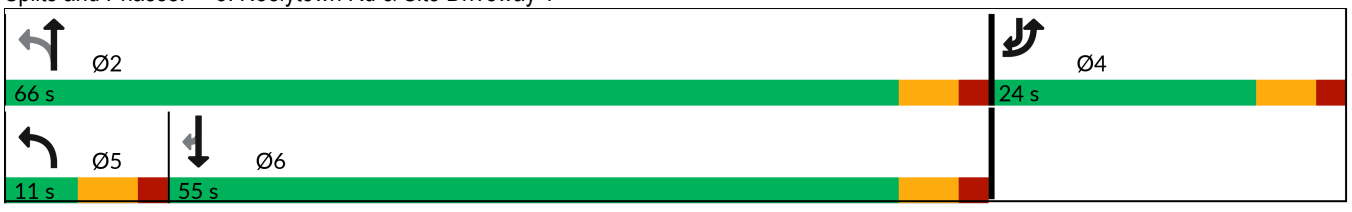
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	17	2	26	280	618	223
Future Volume (vph)	17	2	26	280	618	223
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			1%	-2%	
Storage Length (ft)	0	0	170			150
Storage Lanes	1	0	1			1
Taper Length (ft)	86		86			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.986					0.850
Flt Protected	0.957		0.950			
Satd. Flow (prot)	1177	0	1535	1602	1599	1539
Flt Permitted	0.957		0.214			
Satd. Flow (perm)	1177	0	346	1602	1599	1539
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	2					240
Link Speed (mph)	30			45	45	
Link Distance (ft)	639			1138	2657	
Travel Time (s)	14.5			17.2	40.3	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	47%	100%	17%	18%	20%	6%
Adj. Flow (vph)	18	2	28	301	665	240
Shared Lane Traffic (%)						
Lane Group Flow (vph)	20	0	28	301	665	240
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	2		2	2	2	2
Detector Template	Left		Left	Thru	Thru	Right
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		pm+pt	NA	NA	pm+ov

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Protected Phases	4		5	2	6	4
Permitted Phases			2			6
Detector Phase	4		5	2	6	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	11.0		11.0	11.0	11.0	11.0
Total Split (s)	24.0		11.0	66.0	55.0	24.0
Total Split (%)	26.7%		12.2%	73.3%	61.1%	26.7%
Maximum Green (s)	18.0		5.0	60.0	49.0	18.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		None	None	None	None
v/c Ratio	0.12		0.08	0.32	0.79	0.17
Control Delay (s/veh)	28.2		3.7	5.3	18.1	0.6
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)	28.2		3.7	5.3	18.1	0.6
Queue Length 50th (ft)	4		3	32	98	0
Queue Length 95th (ft)	29		9	64	332	11
Internal Link Dist (ft)	559			1058	2577	
Turn Bay Length (ft)			170			150
Base Capacity (vph)	477		336	1487	1388	1487
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.04		0.08	0.20	0.48	0.16

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 50.9
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 8: Neelytown Rd & Site Driveway 1

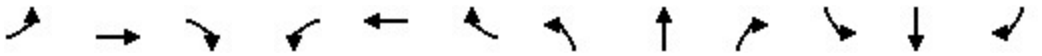




Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	17	2	26	280	618	223
Future Volume (veh/h)	17	2	26	280	618	223
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1203	418	1642	1627	1678	1889
Adj Flow Rate, veh/h	18	2	28	301	665	240
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	47	100	17	18	20	6
Cap, veh/h	25	3	325	1116	853	813
Arrive On Green	0.03	0.03	0.03	0.69	0.51	0.51
Sat Flow, veh/h	973	108	1564	1627	1678	1601
Grp Volume(v), veh/h	21	0	28	301	665	240
Grp Sat Flow(s),veh/h/ln	1135	0	1564	1627	1678	1601
Q Serve(g_s), s	0.8	0.0	0.3	3.0	13.4	3.6
Cycle Q Clear(g_c), s	0.8	0.0	0.3	3.0	13.4	3.6
Prop In Lane	0.86	0.10	1.00			1.00
Lane Grp Cap(c), veh/h	29	0	325	1116	853	813
V/C Ratio(X)	0.71	0.00	0.09	0.27	0.78	0.30
Avail Cap(c_a), veh/h	491	0	461	2347	1977	1885
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.1	0.0	6.6	2.5	8.3	5.9
Incr Delay (d2), s/veh	27.3	0.0	0.1	0.1	1.6	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.1	2.7	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	47.4	0.0	6.7	2.7	9.9	6.1
LnGrp LOS	D		A	A	A	A
Approach Vol, veh/h	21			329	905	
Approach Delay, s/veh	47.4			3.0	8.9	
Approach LOS	D			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		34.5		7.1	7.4	27.1
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		60.0		18.0	5.0	49.0
Max Q Clear Time (g_c+I1), s		5.0		2.8	2.3	15.4
Green Ext Time (p_c), s		1.5		0.0	0.0	5.7

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	8.0
HCM 6th LOS	A



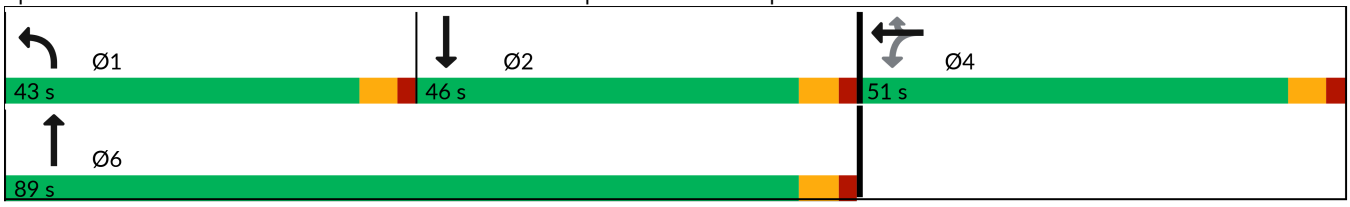
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	381	0	328	371	769	0	0	570	304
Future Volume (vph)	0	0	0	381	0	328	371	769	0	0	570	304
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			2%	
Storage Length (ft)	0		0	0		360	145		0	245		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt						0.850					0.948	
Flt Protected					0.950		0.950					
Satd. Flow (prot)	0	0	0	0	1382	1516	1612	3471	0	0	3270	0
Flt Permitted					0.950		0.950					
Satd. Flow (perm)	0	0	0	0	1382	1516	1612	3471	0	0	3270	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						185					70	
Link Speed (mph)		30			40			45			45	
Link Distance (ft)		287			1203			796			861	
Travel Time (s)		6.5			20.5			12.1			13.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	30%	0%	6%	12%	4%	0%	0%	5%	1%
Adj. Flow (vph)	0	0	0	397	0	342	386	801	0	0	594	317
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	397	342	386	801	0	0	911	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
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	1.01	1.01	1.01	1.00	1.00	1.00	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				2	2	2	2	2			2	
Detector Template				Left	Thru	Right	Left	Thru			Thru	
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	Perm	Prot	NA			NA	

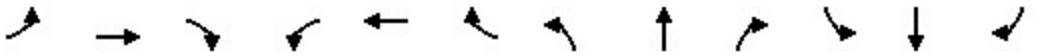
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases					4		1	6			2	
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6			2	
Switch Phase												
Minimum Initial (s)				6.0	6.0	6.0	5.0	15.0			15.0	
Minimum Split (s)				12.0	12.0	12.0	11.0	21.0			21.0	
Total Split (s)				51.0	51.0	51.0	43.0	89.0			46.0	
Total Split (%)				36.4%	36.4%	36.4%	30.7%	63.6%			32.9%	
Maximum Green (s)				45.0	45.0	45.0	37.0	83.0			40.0	
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)					6.0	6.0	6.0	6.0			6.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Recall Mode				None	None	None	None	Min			Min	
v/c Ratio					0.92	0.57	0.92	0.39			0.93	
Control Delay (s/veh)					72.1	21.0	75.4	14.9			58.1	
Queue Delay					0.0	0.0	0.0	0.0			0.0	
Total Delay (s/veh)					72.1	21.0	75.4	14.9			58.1	
Queue Length 50th (ft)					344	116	342	194			398	
Queue Length 95th (ft)					#538	218	#533	237			#527	
Internal Link Dist (ft)		207			1123			716			781	
Turn Bay Length (ft)						360	145					
Base Capacity (vph)					490	656	470	2268			1078	
Starvation Cap Reductn					0	0	0	0			0	
Spillback Cap Reductn					0	0	0	0			0	
Storage Cap Reductn					0	0	0	0			0	
Reduced v/c Ratio					0.81	0.52	0.82	0.35			0.85	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 129.6
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	381	0	328	371	769	0	0	570	304
Future Volume (veh/h)	0	0	0	381	0	328	371	769	0	0	570	304
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1450	1894	1805	1722	1841	0	0	1802	1862
Adj Flow Rate, veh/h				397	0	342	386	801	0	0	594	317
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %				30	0	6	12	4	0	0	5	1
Cap, veh/h				465	0	395	422	2182	0	0	663	353
Arrive On Green				0.26	0.00	0.26	0.26	0.62	0.00	0.00	0.31	0.31
Sat Flow, veh/h				1804	0	1530	1640	3589	0	0	2247	1151
Grp Volume(v), veh/h				397	0	342	386	801	0	0	472	439
Grp Sat Flow(s),veh/h/ln				1804	0	1530	1640	1749	0	0	1712	1595
Q Serve(g_s), s				21.3	0.0	21.7	23.2	11.3	0.0	0.0	26.7	26.8
Cycle Q Clear(g_c), s				21.3	0.0	21.7	23.2	11.3	0.0	0.0	26.7	26.8
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.72
Lane Grp Cap(c), veh/h				465	0	395	422	2182	0	0	526	490
V/C Ratio(X)				0.85	0.00	0.87	0.91	0.37	0.00	0.00	0.90	0.90
Avail Cap(c_a), veh/h				799	0	678	598	2859	0	0	674	628
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				35.8	0.0	36.0	36.6	9.3	0.0	0.0	33.6	33.6
Incr Delay (d2), s/veh				1.8	0.0	2.5	12.0	0.0	0.0	0.0	10.7	11.4
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				9.2	0.0	8.0	10.2	3.7	0.0	0.0	12.0	11.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				37.6	0.0	38.5	48.6	9.4	0.0	0.0	44.4	45.1
LnGrp LOS				D		D	D	A			D	D
Approach Vol, veh/h					739			1187			911	
Approach Delay, s/veh					38.0			22.1			44.7	
Approach LOS					D			C			D	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	32.2	37.2		32.2		69.3						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	37.0	40.0		45.0		83.0						
Max Q Clear Time (g_c+I1), s	25.2	28.8		23.7		13.3						
Green Ext Time (p_c), s	0.9	2.4		2.5		3.0						

Intersection Summary			
HCM 6th Ctrl Delay, s/veh		33.5	
HCM 6th LOS		C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	381	389	84	82	104	257	56	502	255	168	453	330
Future Volume (vph)	381	389	84	82	104	257	56	502	255	168	453	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			1%			1%	
Storage Length (ft)	400		400	220		220	145		145	330		280
Storage Lanes	2		0	1		1	1		1	2		1
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.973				0.850		0.950				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1570	3092	0	1671	1226	1568	1535	3345	0	3383	3487	1190
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1570	3092	0	1671	1226	1568	1535	3345	0	3383	3487	1190
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20				141		63				359
Link Speed (mph)		45			25			45			45	
Link Distance (ft)		639			871			1257			796	
Travel Time (s)		9.7			23.8			19.0			12.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	15%	15%	7%	8%	55%	3%	17%	2%	2%	3%	3%	35%
Adj. Flow (vph)	414	423	91	89	113	279	61	546	277	183	492	359
Shared Lane Traffic (%)												
Lane Group Flow (vph)	414	514	0	89	113	279	61	823	0	183	492	359
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	2		2	2	2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	83	83		83	83	83	83	83		83	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		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	43	43
Detector 2 Size(ft)	40	40		40	40	40	40	40		40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	Free

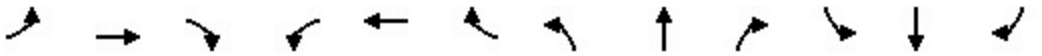
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases						8						Free
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.0	24.0		11.0	24.0	11.0	11.0	24.0		11.0	24.0	
Total Split (s)	51.0	56.0		20.0	25.0	19.0	17.0	44.0		19.0	46.0	
Total Split (%)	36.7%	40.3%		14.4%	18.0%	13.7%	12.2%	31.7%		13.7%	33.1%	
Maximum Green (s)	45.0	50.0		14.0	19.0	13.0	11.0	38.0		13.0	40.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	2.0		2.0	2.0	2.0	2.0	3.0		2.0	3.0	
Recall Mode	None	None		None	None	None	None	Min		None	Min	
v/c Ratio	0.86	0.48		0.61	0.74	0.54	0.55	0.86		0.60	0.44	0.30
Control Delay (s/veh)	59.1	32.3		75.1	83.2	23.7	79.0	49.5		65.2	37.4	0.7
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)	59.1	32.3		75.1	83.2	23.7	79.0	49.5		65.2	37.4	0.7
Queue Length 50th (ft)	330	170		75	94	99	51	323		78	180	0
Queue Length 95th (ft)	#510	233		137	#184	197	103	433		124	251	0
Internal Link Dist (ft)		559			791			1177			716	
Turn Bay Length (ft)	400			220		220	145			330		280
Base Capacity (vph)	604	1334		200	199	549	144	1129		376	1193	1190
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	0.69	0.39		0.45	0.57	0.51	0.42	0.73		0.49	0.41	0.30

Intersection Summary

Area Type: Other
Cycle Length: 139
Actuated Cycle Length: 121
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: 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	381	389	84	82	104	257	56	502	255	168	453	330
Future Volume (veh/h)	381	389	84	82	104	257	56	502	255	168	453	330
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1678	1678	1796	1781	1085	1856	1642	1864	1864	1850	1850	1375
Adj Flow Rate, veh/h	414	423	91	89	113	279	61	546	277	183	492	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	15	15	7	8	55	3	17	2	2	3	3	35
Cap, veh/h	460	1006	215	112	176	368	76	621	314	244	1040	
Arrive On Green	0.29	0.38	0.38	0.07	0.16	0.16	0.05	0.27	0.27	0.07	0.30	0.00
Sat Flow, veh/h	1598	2613	558	1697	1085	1572	1564	2276	1152	3417	3514	1166
Grp Volume(v), veh/h	414	257	257	89	113	279	61	425	398	183	492	0
Grp Sat Flow(s),veh/h/ln	1598	1594	1577	1697	1085	1572	1564	1771	1657	1709	1757	1166
Q Serve(g_s), s	29.1	13.8	14.0	6.0	11.4	19.0	4.5	26.8	26.9	6.1	13.4	0.0
Cycle Q Clear(g_c), s	29.1	13.8	14.0	6.0	11.4	19.0	4.5	26.8	26.9	6.1	13.4	0.0
Prop In Lane	1.00		0.35	1.00		1.00	1.00		0.70	1.00		1.00
Lane Grp Cap(c), veh/h	460	613	607	112	176	368	76	483	452	244	1040	
V/C Ratio(X)	0.90	0.42	0.42	0.80	0.64	0.76	0.81	0.88	0.88	0.75	0.47	
Avail Cap(c_a), veh/h	615	682	675	203	176	368	147	576	539	380	1203	
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	0.00
Uniform Delay (d), s/veh	40.0	26.4	26.4	53.8	45.8	41.7	55.1	40.7	40.7	53.2	33.7	0.0
Incr Delay (d2), s/veh	14.5	0.2	0.2	4.8	6.0	7.9	7.4	12.9	13.9	1.7	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.8	5.1	5.1	2.7	3.4	8.3	1.9	12.9	12.3	2.6	5.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.5	26.5	26.6	58.7	51.7	49.6	62.5	53.6	54.6	55.0	34.0	0.0
LnGrp LOS	D	C	C	E	D	D	E	D	D	D	C	
Approach Vol, veh/h		928			481			884			675	
Approach Delay, s/veh		39.0			51.8			54.6			39.7	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.3	37.9	13.7	51.0	11.6	40.6	39.7	25.0
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	13.0	38.0	14.0	50.0	11.0	40.0	45.0	19.0
Max Q Clear Time (g_c+I1), s	8.1	28.9	8.0	16.0	6.5	15.4	31.1	21.0
Green Ext Time (p_c), s	0.2	3.0	0.1	1.5	0.0	2.7	2.6	0.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	45.9
HCM 6th LOS	D

Notes

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

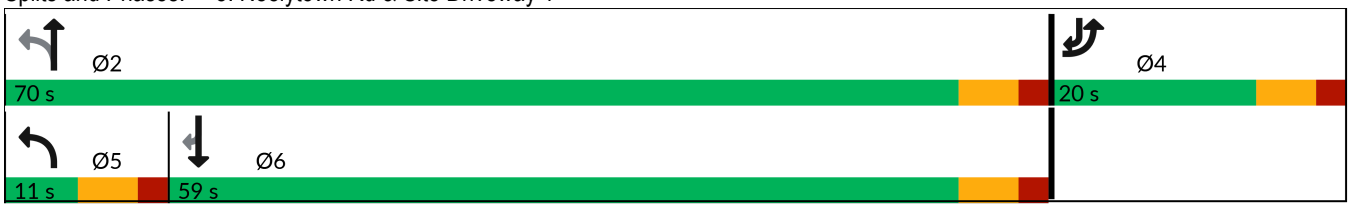


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	90	6	8	669	327	51
Future Volume (vph)	90	6	8	669	327	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			1%	-2%	
Storage Length (ft)	0	0	170			150
Storage Lanes	1	0	1			1
Taper Length (ft)	86		86			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.991					0.850
Flt Protected	0.955		0.950			
Satd. Flow (prot)	1384	0	1174	1703	1669	1284
Flt Permitted	0.955		0.419			
Satd. Flow (perm)	1384	0	518	1703	1669	1284
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	3					65
Link Speed (mph)	30			45	45	
Link Distance (ft)	639			1138	2657	
Travel Time (s)	14.5			17.2	40.3	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	25%	100%	53%	11%	15%	27%
Adj. Flow (vph)	114	8	10	847	414	65
Shared Lane Traffic (%)						
Lane Group Flow (vph)	122	0	10	847	414	65
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	2		2	2	2	2
Detector Template	Left		Left	Thru	Thru	Right
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		pm+pt	NA	NA	pm+ov

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Protected Phases	4		5	2	6	4
Permitted Phases			2			6
Detector Phase	4		5	2	6	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	11.0		11.0	11.0	11.0	11.0
Total Split (s)	20.0		11.0	70.0	59.0	20.0
Total Split (%)	22.2%		12.2%	77.8%	65.6%	22.2%
Maximum Green (s)	14.0		5.0	64.0	53.0	14.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		None	None	None	None
v/c Ratio	0.45		0.02	0.71	0.37	0.05
Control Delay (s/veh)	31.5		4.5	12.2	8.3	0.5
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)	31.5		4.5	12.2	8.3	0.5
Queue Length 50th (ft)	37		1	191	63	0
Queue Length 95th (ft)	97		5	276	154	4
Internal Link Dist (ft)	559			1058	2577	
Turn Bay Length (ft)			170			150
Base Capacity (vph)	414		406	1602	1449	1205
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.29		0.02	0.53	0.29	0.05

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 56	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 8: Neelytown Rd & Site Driveway 1





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	90	6	8	669	327	51
Future Volume (veh/h)	90	6	8	669	327	51
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1530	418	1109	1731	1754	1573
Adj Flow Rate, veh/h	114	8	10	847	414	65
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	25	100	53	11	15	27
Cap, veh/h	141	10	332	1026	752	572
Arrive On Green	0.11	0.11	0.01	0.59	0.43	0.43
Sat Flow, veh/h	1340	94	1056	1731	1754	1333
Grp Volume(v), veh/h	123	0	10	847	414	65
Grp Sat Flow(s),veh/h/ln	1446	0	1056	1731	1754	1333
Q Serve(g_s), s	3.3	0.0	0.2	15.5	7.0	1.2
Cycle Q Clear(g_c), s	3.3	0.0	0.2	15.5	7.0	1.2
Prop In Lane	0.93	0.07	1.00			1.00
Lane Grp Cap(c), veh/h	152	0	332	1026	752	572
V/C Ratio(X)	0.81	0.00	0.03	0.83	0.55	0.11
Avail Cap(c_a), veh/h	509	0	451	2788	2339	1779
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.4	0.0	6.2	6.4	8.5	6.8
Incr Delay (d2), s/veh	9.8	0.0	0.0	1.8	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	1.4	0.0	0.0	2.0	1.6	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	27.2	0.0	6.2	8.2	9.1	6.9
LnGrp LOS	C		A	A	A	A
Approach Vol, veh/h	123			857	479	
Approach Delay, s/veh	27.2			8.2	8.8	
Approach LOS	C			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		29.6		10.2	6.5	23.0
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		64.0		14.0	5.0	53.0
Max Q Clear Time (g_c+I1), s		17.5		5.3	2.2	9.0
Green Ext Time (p_c), s		6.1		0.3	0.0	2.6

Intersection Summary						
HCM 6th Ctrl Delay, s/veh			10.0			
HCM 6th LOS			A			

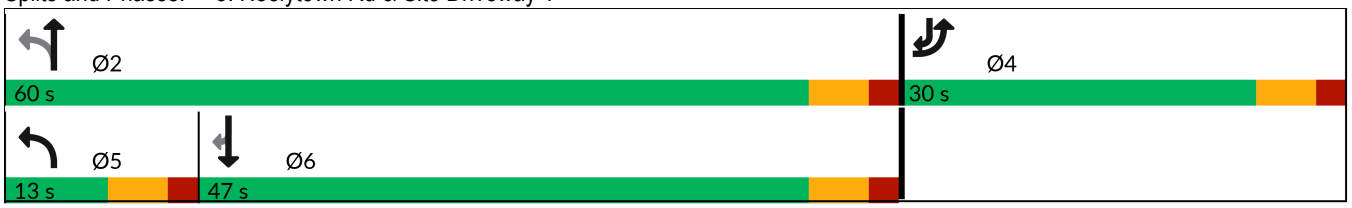


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	55	4	17	351	229	137
Future Volume (vph)	55	4	17	351	229	137
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			1%	-2%	
Storage Length (ft)	0	0	170			150
Storage Lanes	1	0	1			1
Taper Length (ft)	86		86			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.991					0.850
Flt Protected	0.955		0.950			
Satd. Flow (prot)	1346	0	1437	1818	1793	1483
Flt Permitted	0.955		0.411			
Satd. Flow (perm)	1346	0	622	1818	1793	1483
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	4					183
Link Speed (mph)	30			45	45	
Link Distance (ft)	639			1138	2657	
Travel Time (s)	14.5			17.2	40.3	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	29%	100%	25%	4%	7%	10%
Adj. Flow (vph)	73	5	23	468	305	183
Shared Lane Traffic (%)						
Lane Group Flow (vph)	78	0	23	468	305	183
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	2		2	2	2	2
Detector Template	Left		Left	Thru	Thru	Right
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		pm+pt	NA	NA	pm+ov

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Protected Phases	4		5	2	6	4
Permitted Phases			2			6
Detector Phase	4		5	2	6	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	11.0		11.0	11.0	11.0	11.0
Total Split (s)	30.0		13.0	60.0	47.0	30.0
Total Split (%)	33.3%		14.4%	66.7%	52.2%	33.3%
Maximum Green (s)	24.0		7.0	54.0	41.0	24.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		None	None	None	None
v/c Ratio	0.23		0.05	0.46	0.33	0.13
Control Delay (s/veh)	15.7		5.9	8.8	10.7	0.8
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)	15.7		5.9	8.8	10.7	0.8
Queue Length 50th (ft)	11		2	59	34	0
Queue Length 95th (ft)	42		8	101	111	9
Internal Link Dist (ft)	559			1058	2577	
Turn Bay Length (ft)			170			150
Base Capacity (vph)	965		498	1806	1697	1452
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.08		0.05	0.26	0.18	0.13

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 34.5	
Natural Cycle: 40	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 8: Neelytown Rd & Site Driveway 1

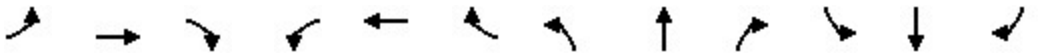




Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	55	4	17	351	229	137
Future Volume (veh/h)	55	4	17	351	229	137
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1470	418	1524	1835	1874	1829
Adj Flow Rate, veh/h	73	5	23	468	305	183
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Percent Heavy Veh, %	29	100	25	4	7	10
Cap, veh/h	103	7	395	953	544	450
Arrive On Green	0.08	0.08	0.03	0.52	0.29	0.29
Sat Flow, veh/h	1285	88	1451	1835	1874	1550
Grp Volume(v), veh/h	79	0	23	468	305	183
Grp Sat Flow(s),veh/h/ln	1390	0	1451	1835	1874	1550
Q Serve(g_s), s	1.7	0.0	0.3	4.9	4.1	2.8
Cycle Q Clear(g_c), s	1.7	0.0	0.3	4.9	4.1	2.8
Prop In Lane	0.92	0.06	1.00			1.00
Lane Grp Cap(c), veh/h	112	0	395	953	544	450
V/C Ratio(X)	0.71	0.00	0.06	0.49	0.56	0.41
Avail Cap(c_a), veh/h	1113	0	691	3304	2562	2119
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.4	0.0	6.4	4.6	9.0	8.6
Incr Delay (d2), s/veh	7.9	0.0	0.1	0.4	0.9	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	0.4	1.0	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	21.4	0.0	6.5	5.0	9.9	9.2
LnGrp LOS	C		A	A	A	A
Approach Vol, veh/h	79			491	488	
Approach Delay, s/veh	21.4			5.1	9.6	
Approach LOS	C			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		21.6		8.4	6.9	14.7
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		54.0		24.0	7.0	41.0
Max Q Clear Time (g_c+I1), s		6.9		3.7	2.3	6.1
Green Ext Time (p_c), s		2.5		0.3	0.0	2.6

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	8.4
HCM 6th LOS	A



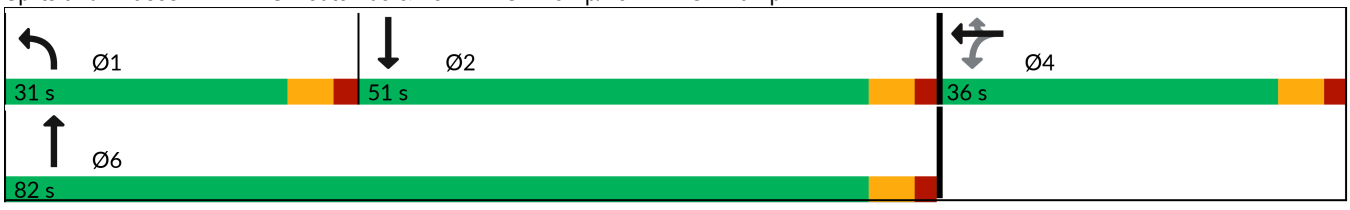
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	651	1	244	179	593	0	0	773	322
Future Volume (vph)	0	0	0	651	1	244	179	593	0	0	773	322
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			2%	
Storage Length (ft)	0		0	0		360	145		0	245		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt						0.850					0.956	
Flt Protected					0.952		0.950					
Satd. Flow (prot)	0	0	0	0	1607	1488	1347	3343	0	0	3190	0
Flt Permitted					0.952		0.950					
Satd. Flow (perm)	0	0	0	0	1607	1488	1347	3343	0	0	3190	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						236					62	
Link Speed (mph)		30			40			45			45	
Link Distance (ft)		287			1203			796			861	
Travel Time (s)		6.5			20.5			12.1			13.0	
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 (%)	0%	0%	0%	12%	0%	8%	34%	8%	0%	0%	8%	5%
Adj. Flow (vph)	0	0	0	731	1	274	201	666	0	0	869	362
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	732	274	201	666	0	0	1231	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
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	1.01	1.01	1.01	1.00	1.00	1.00	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				2	2	2	2	2			2	
Detector Template				Left	Thru	Right	Left	Thru			Thru	
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	Perm	Prot	NA			NA	

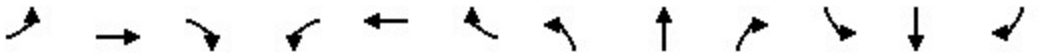
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases					4		1	6			2	
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6			2	
Switch Phase												
Minimum Initial (s)				6.0	6.0	6.0	5.0	15.0			15.0	
Minimum Split (s)				12.0	12.0	12.0	11.0	21.0			21.0	
Total Split (s)				36.0	36.0	36.0	31.0	82.0			51.0	
Total Split (%)				30.5%	30.5%	30.5%	26.3%	69.5%			43.2%	
Maximum Green (s)				30.0	30.0	30.0	25.0	76.0			45.0	
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)					6.0	6.0	6.0	6.0			6.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Recall Mode				None	None	None	None	Min			Min	
v/c Ratio					1.70	0.48	0.83	0.32			0.96	
Control Delay (s/veh)					354.9	10.3	72.3	10.2			49.0	
Queue Delay					0.0	0.0	0.0	0.0			0.0	
Total Delay (s/veh)					354.9	10.3	72.3	10.2			49.0	
Queue Length 50th (ft)					~802	21	143	109			440	
Queue Length 95th (ft)					#1055	94	#240	138			#612	
Internal Link Dist (ft)		207			1123			716			781	
Turn Bay Length (ft)						360	145					
Base Capacity (vph)					430	571	300	2268			1318	
Starvation Cap Reductn					0	0	0	0			0	
Spillback Cap Reductn					0	0	0	0			0	
Storage Cap Reductn					0	0	0	0			0	
Reduced v/c Ratio					1.70	0.48	0.67	0.29			0.93	

Intersection Summary

Area Type: Other
Cycle Length: 118
Actuated Cycle Length: 112.4
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: 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	651	1	244	179	593	0	0	773	322
Future Volume (veh/h)	0	0	0	651	1	244	179	593	0	0	773	322
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1716	1894	1776	1396	1781	0	0	1758	1802
Adj Flow Rate, veh/h				731	1	274	201	666	0	0	869	362
Peak Hour Factor				0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %				12	0	8	34	8	0	0	8	5
Cap, veh/h				489	1	409	224	2098	0	0	914	379
Arrive On Green				0.27	0.27	0.27	0.17	0.62	0.00	0.00	0.40	0.40
Sat Flow, veh/h				1802	2	1505	1330	3474	0	0	2390	954
Grp Volume(v), veh/h				732	0	274	201	666	0	0	629	602
Grp Sat Flow(s),veh/h/ln				1804	0	1505	1330	1692	0	0	1670	1586
Q Serve(g_s), s				30.0	0.0	17.9	16.4	10.3	0.0	0.0	40.3	40.7
Cycle Q Clear(g_c), s				30.0	0.0	17.9	16.4	10.3	0.0	0.0	40.3	40.7
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.60
Lane Grp Cap(c), veh/h				490	0	409	224	2098	0	0	663	630
V/C Ratio(X)				1.49	0.00	0.67	0.90	0.32	0.00	0.00	0.95	0.96
Avail Cap(c_a), veh/h				490	0	409	301	2328	0	0	680	646
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				40.2	0.0	35.8	45.0	9.9	0.0	0.0	32.2	32.4
Incr Delay (d2), s/veh				233.1	0.0	3.5	19.3	0.0	0.0	0.0	22.1	24.3
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				44.5	0.0	6.8	6.4	3.4	0.0	0.0	19.2	18.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				273.3	0.0	39.3	64.3	10.0	0.0	0.0	54.4	56.6
LnGrp LOS				F		D	E	A			D	E
Approach Vol, veh/h					1006			867			1231	
Approach Delay, s/veh					209.6			22.6			55.5	
Approach LOS					F			C			E	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	24.6	49.9		36.0		74.5						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	25.0	45.0		30.0		76.0						
Max Q Clear Time (g_c+I1), s	18.4	42.7		32.0		12.3						
Green Ext Time (p_c), s	0.3	1.1		0.0		2.4						

Intersection Summary			
HCM 6th Ctrl Delay, s/veh		96.2	
HCM 6th LOS		F	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	211	254	47	145	259	247	90	314	179	261	478	685
Future Volume (vph)	211	254	47	145	259	247	90	314	179	261	478	685
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			1%			1%	
Storage Length (ft)	400		400	220		220	145		145	330		280
Storage Lanes	2		0	1		1	1		1	2		1
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.977				0.850		0.946				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1327	2528	0	1770	1792	1568	1618	3099	0	3287	3326	1410
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1327	2528	0	1770	1792	1568	1618	3099	0	3287	3326	1410
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15				257		81				714
Link Speed (mph)		45			25			45			45	
Link Distance (ft)		639			871			1257			796	
Travel Time (s)		9.7			23.8			19.0			12.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	36%	45%	10%	2%	6%	3%	11%	10%	9%	6%	8%	14%
Adj. Flow (vph)	220	265	49	151	270	257	94	327	186	272	498	714
Shared Lane Traffic (%)												
Lane Group Flow (vph)	220	314	0	151	270	257	94	513	0	272	498	714
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	2		2	2	2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	83	83		83	83	83	83	83		83	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		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	43	43
Detector 2 Size(ft)	40	40		40	40	40	40	40		40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	Free

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases						8						Free
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.0	24.0		11.0	24.0	11.0	11.0	24.0		11.0	24.0	
Total Split (s)	36.0	46.0		21.0	31.0	26.0	21.0	46.0		26.0	51.0	
Total Split (%)	25.9%	33.1%		15.1%	22.3%	18.7%	15.1%	33.1%		18.7%	36.7%	
Maximum Green (s)	30.0	40.0		15.0	25.0	20.0	15.0	40.0		20.0	45.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	2.0		2.0	2.0	2.0	2.0	3.0		2.0	3.0	
Recall Mode	None	None		None	None	None	None	Min		None	Min	
v/c Ratio	0.73	0.41		0.68	0.76	0.33	0.58	0.74		0.62	0.64	0.51
Control Delay (s/veh)	55.3	30.8		63.8	57.4	4.3	64.0	41.1		51.9	41.3	1.3
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)	55.3	30.8		63.8	57.4	4.3	64.0	41.1		51.9	41.3	1.3
Queue Length 50th (ft)	140	85		99	174	0	63	148		92	164	0
Queue Length 95th (ft)	#280	148		#226	#346	53	134	236		156	246	0
Internal Link Dist (ft)		559			791			1177			716	
Turn Bay Length (ft)	400			220		220	145			330		280
Base Capacity (vph)	396	1015		264	446	855	241	1283		654	1490	1410
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	0.56	0.31		0.57	0.61	0.30	0.39	0.40		0.42	0.33	0.51

Intersection Summary

Area Type: Other
Cycle Length: 139
Actuated Cycle Length: 104.7
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: 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	211	254	47	145	259	247	90	314	179	261	478	685
Future Volume (veh/h)	211	254	47	145	259	247	90	314	179	261	478	685
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1366	1233	1752	1870	1811	1856	1731	1746	1761	1805	1776	1687
Adj Flow Rate, veh/h	220	265	49	151	270	257	94	327	186	272	498	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	36	45	10	2	6	3	11	10	9	6	8	14
Cap, veh/h	261	556	101	189	338	468	119	431	240	371	839	
Arrive On Green	0.20	0.28	0.28	0.11	0.19	0.19	0.07	0.21	0.21	0.11	0.25	0.00
Sat Flow, veh/h	1301	1979	361	1781	1811	1572	1649	2055	1144	3335	3374	1429
Grp Volume(v), veh/h	220	155	159	151	270	257	94	263	250	272	498	0
Grp Sat Flow(s),veh/h/ln	1301	1171	1168	1781	1811	1572	1649	1659	1540	1668	1687	1429
Q Serve(g_s), s	13.4	9.0	9.3	6.8	11.7	11.3	4.6	12.2	12.6	6.5	10.7	0.0
Cycle Q Clear(g_c), s	13.4	9.0	9.3	6.8	11.7	11.3	4.6	12.2	12.6	6.5	10.7	0.0
Prop In Lane	1.00		0.31	1.00		1.00	1.00		0.74	1.00		1.00
Lane Grp Cap(c), veh/h	261	329	328	189	338	468	119	348	323	371	839	
V/C Ratio(X)	0.84	0.47	0.48	0.80	0.80	0.55	0.79	0.76	0.78	0.73	0.59	
Avail Cap(c_a), veh/h	475	570	569	325	551	654	301	808	750	812	1848	
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	0.00
Uniform Delay (d), s/veh	31.6	24.5	24.6	35.9	32.0	24.2	37.5	30.5	30.7	35.3	27.2	0.0
Incr Delay (d2), s/veh	10.0	0.4	0.4	2.9	1.7	0.4	4.3	3.4	4.0	1.1	0.7	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	4.6	2.3	2.4	3.1	5.2	4.2	1.9	4.8	4.7	2.5	4.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.6	24.9	25.0	38.8	33.6	24.6	41.8	33.9	34.7	36.4	27.9	0.0
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	C	
Approach Vol, veh/h		534			678			607			770	
Approach Delay, s/veh		31.8			31.3			35.4			30.9	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.1	23.2	14.7	29.1	11.9	26.4	22.5	21.3
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	20.0	40.0	15.0	40.0	15.0	45.0	30.0	25.0
Max Q Clear Time (g_c+I1), s	8.5	14.6	8.8	11.3	6.6	12.7	15.4	13.7
Green Ext Time (p_c), s	0.7	2.6	0.2	0.9	0.1	2.9	1.2	1.6

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	32.3
HCM 6th LOS	C

Notes

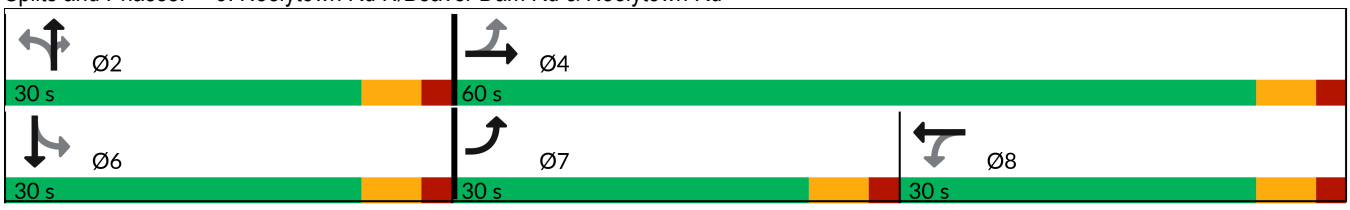
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

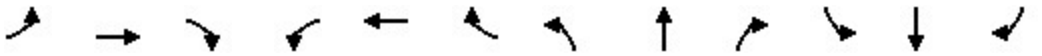
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	222	39	180	400	7	47	59	64	33	25	13
Future Volume (vph)	33	222	39	180	400	7	47	59	64	33	25	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	16	12	12	12
Grade (%)		1%			2%			-2%			0%	
Storage Length (ft)	70		0	220		0	0		150	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.978			0.997				0.850		0.975	
Flt Protected	0.950			0.950				0.978			0.977	
Satd. Flow (prot)	1796	1551	0	1686	1446	0	0	1782	1622	0	1777	0
Flt Permitted	0.360			0.587				0.840			0.837	
Satd. Flow (perm)	681	1551	0	1042	1446	0	0	1530	1622	0	1522	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18			1				109		12	
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		2146			540			620			646	
Travel Time (s)		32.5			8.2			12.1			12.6	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	21%	9%	6%	29%	69%	7%	4%	14%	4%	0%	0%
Adj. Flow (vph)	35	239	42	194	430	8	51	63	69	35	27	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	35	281	0	194	438	0	0	114	69	0	76	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	0.99	0.99	0.84	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2	2	2	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	83	83		83	83		83	83	83	83	83	
Trailing Detector (ft)	-5	-5		-5	-5		-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5		-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	40		40	40		40	40	40	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43		43	43		43	43	43	43	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	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	7	4			8			2			6	
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		8	8		2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		14.0	14.0	14.0	14.0	14.0	
Total Split (s)	30.0	60.0		30.0	30.0		30.0	30.0	30.0	30.0	30.0	
Total Split (%)	33.3%	66.7%		33.3%	33.3%		33.3%	33.3%	33.3%	33.3%	33.3%	
Maximum Green (s)	24.0	54.0		24.0	24.0		24.0	24.0	24.0	24.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
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	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Max		Max	Max		Max	Max	Max	Max	Max	
v/c Ratio	0.07	0.30		0.37	0.60			0.28	0.13		0.18	
Control Delay (s/veh)	7.7	9.2		18.0	21.8			28.4	2.5		23.3	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay (s/veh)	7.7	9.2		18.0	21.8			28.4	2.5		23.3	
Queue Length 50th (ft)	7	66		73	191			51	0		28	
Queue Length 95th (ft)	19	110		132	304			97	13		63	
Internal Link Dist (ft)		2066			460			540			566	
Turn Bay Length (ft)	70			220					150			
Base Capacity (vph)	705	937		528	733			408	512		414	
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.05	0.30		0.37	0.60			0.28	0.13		0.18	

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

Splits and Phases: 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	222	39	180	400	7	47	59	64	33	25	13
Future Volume (veh/h)	33	222	39	180	400	7	47	59	64	33	25	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1894	1583	1761	1788	1447	854	1874	1919	1839	1841	1900	1900
Adj Flow Rate, veh/h	35	239	42	194	430	8	51	63	69	35	27	14
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	21	9	6	29	69	7	4	14	4	0	0
Cap, veh/h	419	787	138	585	682	13	237	274	416	211	157	70
Arrive On Green	0.05	0.60	0.60	0.48	0.48	0.48	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1804	1311	230	1050	1416	26	671	1027	1559	574	589	263
Grp Volume(v), veh/h	35	0	281	194	0	438	114	0	69	76	0	0
Grp Sat Flow(s),veh/h/ln	1804	0	1541	1050	0	1442	1698	0	1559	1425	0	0
Q Serve(g_s), s	0.8	0.0	8.0	10.6	0.0	20.4	0.0	0.0	3.1	0.7	0.0	0.0
Cycle Q Clear(g_c), s	0.8	0.0	8.0	10.6	0.0	20.4	4.2	0.0	3.1	4.9	0.0	0.0
Prop In Lane	1.00		0.15	1.00		0.02	0.45		1.00	0.46		0.18
Lane Grp Cap(c), veh/h	419	0	925	585	0	694	511	0	416	439	0	0
V/C Ratio(X)	0.08	0.00	0.30	0.33	0.00	0.63	0.22	0.00	0.17	0.17	0.00	0.00
Avail Cap(c_a), veh/h	807	0	925	585	0	694	511	0	416	439	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.9	0.0	8.8	14.8	0.0	17.4	25.7	0.0	25.3	25.5	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.8	1.5	0.0	4.3	1.0	0.0	0.9	0.9	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	2.4	2.5	0.0	6.7	2.0	0.0	1.2	1.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.0	0.0	9.7	16.4	0.0	21.7	26.7	0.0	26.2	26.4	0.0	0.0
LnGrp LOS	B		A	B		C	C		C	C		
Approach Vol, veh/h		316			632			183			76	
Approach Delay, s/veh		9.9			20.1			26.5			26.4	
Approach LOS		A			C			C			C	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		30.0		60.0		30.0	10.7	49.3				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		24.0		54.0		24.0	24.0	24.0				
Max Q Clear Time (g_c+I1), s		6.2		10.0		6.9	2.8	22.4				
Green Ext Time (p_c), s		0.8		1.5		0.2	0.1	0.6				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			18.8									
HCM 6th LOS			B									

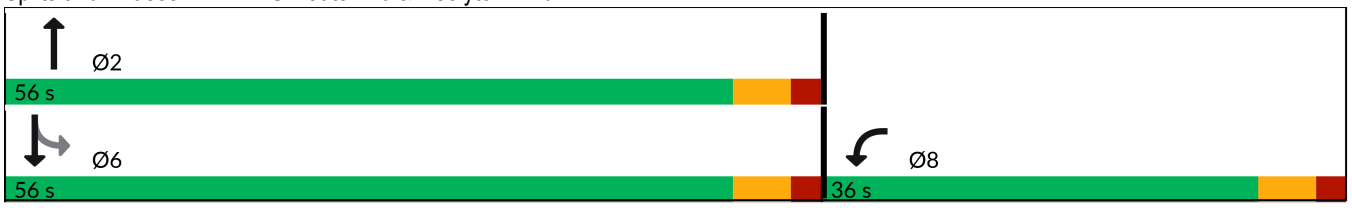


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	78	166	71	104	201	177
Future Volume (vph)	78	166	71	104	201	177
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		-1%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.908		0.920			
Flt Protected	0.984					0.974
Satd. Flow (prot)	1362	0	1651	0	0	1679
Flt Permitted	0.984					0.731
Satd. Flow (perm)	1362	0	1651	0	0	1260
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	123		117			
Link Speed (mph)	45		55			55
Link Distance (ft)	2393		959			1086
Travel Time (s)	36.3		11.9			13.5
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	11%	31%	10%	4%	13%	7%
Adj. Flow (vph)	88	187	80	117	226	199
Shared Lane Traffic (%)						
Lane Group Flow (vph)	275	0	197	0	0	425
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	0.99	0.99	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2		1	2
Detector Template					Left	
Leading Detector (ft)	83		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Detector 1 Position(ft)	-5		-5		0	-5
Detector 1 Size(ft)	40		40		20	40
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)	40		40			40
Detector 2 Size(ft)	43		43			43
Detector 2 Type	Cl+Ex		Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Switch Phase						
Minimum Initial (s)	5.0		10.0		10.0	10.0
Minimum Split (s)	11.0		16.0		16.0	16.0
Total Split (s)	36.0		56.0		56.0	56.0
Total Split (%)	39.1%		60.9%		60.9%	60.9%
Maximum Green (s)	30.0		50.0		50.0	50.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	6.0		6.0			6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0		2.0	2.0
Recall Mode	None		Min		Min	Min
v/c Ratio	0.64		0.24			0.74
Control Delay (s/veh)	17.4		4.5			19.5
Queue Delay	0.0		0.0			0.0
Total Delay (s/veh)	17.4		4.5			19.5
Queue Length 50th (ft)	30		10			73
Queue Length 95th (ft)	123		45			216
Internal Link Dist (ft)	2313		879			1006
Turn Bay Length (ft)						
Base Capacity (vph)	1020		1551			1178
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.27		0.13			0.36

Intersection Summary	
Area Type:	Other
Cycle Length: 92	
Actuated Cycle Length: 45	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 4: NYS Route 416 & Neelytown Rd





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	78	166	71	104	201	177
Future Volume (veh/h)	78	166	71	104	201	177
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1737	1441	1789	1879	1707	1796
Adj Flow Rate, veh/h	88	187	80	117	226	199
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	11	31	10	4	13	7
Cap, veh/h	114	243	266	389	401	285
Arrive On Green	0.23	0.23	0.40	0.40	0.40	0.40
Sat Flow, veh/h	487	1034	656	960	582	703
Grp Volume(v), veh/h	276	0	0	197	425	0
Grp Sat Flow(s),veh/h/ln	1526	0	0	1616	1285	0
Q Serve(g_s), s	5.6	0.0	0.0	2.7	7.4	0.0
Cycle Q Clear(g_c), s	5.6	0.0	0.0	2.7	10.1	0.0
Prop In Lane	0.32	0.68		0.59	0.53	
Lane Grp Cap(c), veh/h	358	0	0	654	686	0
V/C Ratio(X)	0.77	0.00	0.00	0.30	0.62	0.00
Avail Cap(c_a), veh/h	1376	0	0	2428	2194	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	11.9	0.0	0.0	6.7	9.1	0.0
Incr Delay (d2), s/veh	1.3	0.0	0.0	0.1	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	0.4	1.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	13.2	0.0	0.0	6.8	9.4	0.0
LnGrp LOS	B			A	A	
Approach Vol, veh/h	276		197			425
Approach Delay, s/veh	13.2		6.8			9.4
Approach LOS	B		A			A

Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		19.5			19.5	13.8
Change Period (Y+Rc), s		6.0			6.0	6.0
Max Green Setting (Gmax), s		50.0			50.0	30.0
Max Q Clear Time (g_c+I1), s		4.7			12.1	7.6
Green Ext Time (p_c), s		0.6			1.3	0.8

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	10.0
HCM 6th LOS	B



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	44	132	143	23	232	267
Future Volume (vph)	44	132	143	23	232	267
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	12	12	12	12
Storage Length (ft)	0	50		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.982			
Flt Protected	0.950					0.977
Satd. Flow (prot)	1073	1558	1536	0	0	1759
Flt Permitted	0.950					0.977
Satd. Flow (perm)	1073	1558	1536	0	0	1759
Link Speed (mph)	30		30			30
Link Distance (ft)	561		726			643
Travel Time (s)	12.8		16.5			14.6
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	85%	14%	13%	75%	5%	6%
Adj. Flow (vph)	51	152	164	26	267	307
Shared Lane Traffic (%)						
Lane Group Flow (vph)	51	152	190	0	0	574
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	15		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.88	0.88	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60	60	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	6.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	44	132	143	23	232	267
Future Vol, veh/h	44	132	143	23	232	267
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	50	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	85	14	13	75	5	6
Mvmt Flow	51	152	164	26	267	307

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1018	177	0	0	190	0
Stage 1	177	-	-	-	-	-
Stage 2	841	-	-	-	-	-
Critical Hdwy	7.25	6.34	-	-	4.15	-
Critical Hdwy Stg 1	6.25	-	-	-	-	-
Critical Hdwy Stg 2	6.25	-	-	-	-	-
Follow-up Hdwy	4.265	3.426	-	-	2.245	-
Pot Cap-1 Maneuver	187	836	-	-	1366	-
Stage 1	688	-	-	-	-	-
Stage 2	310	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	143	836	-	-	1366	-
Mov Cap-2 Maneuver	143	-	-	-	-	-
Stage 1	688	-	-	-	-	-
Stage 2	237	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	18.6	0	3.8
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	143	836	1366	-
HCM Lane V/C Ratio	-	-	0.354	0.181	0.195	-
HCM Ctrl Dly (s/v)	-	-	43.4	10.3	8.3	0
HCM Lane LOS	-	-	E	B	A	A
HCM 95th %tile Q (veh)	-	-	1.5	0.7	0.7	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	55	77	43	87	34	76
Future Volume (vph)	55	77	43	87	34	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	11	11
Grade (%)	4%			4%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.922				0.907	
Flt Protected				0.984	0.985	
Satd. Flow (prot)	1553	0	0	1574	1574	0
Flt Permitted				0.984	0.985	
Satd. Flow (perm)	1553	0	0	1574	1574	0
Link Speed (mph)	30			30	35	
Link Distance (ft)	853			580	1607	
Travel Time (s)	19.4			13.2	31.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	4%	8%	9%	6%	5%
Adj. Flow (vph)	57	79	44	90	35	78
Shared Lane Traffic (%)						
Lane Group Flow (vph)	136	0	0	134	113	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.12	1.12	1.12	1.12	1.03	1.03
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	3.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	55	77	43	87	34	76
Future Vol, veh/h	55	77	43	87	34	76
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	4	-	-	4	-2	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	4	8	9	6	5
Mvmt Flow	57	79	44	90	35	78

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	136	0	275	97
Stage 1	-	-	-	-	97	-
Stage 2	-	-	-	-	178	-
Critical Hdwy	-	-	4.18	-	6.06	6.05
Critical Hdwy Stg 1	-	-	-	-	5.06	-
Critical Hdwy Stg 2	-	-	-	-	5.06	-
Follow-up Hdwy	-	-	2.272	-	3.554	3.345
Pot Cap-1 Maneuver	-	-	1412	-	728	956
Stage 1	-	-	-	-	927	-
Stage 2	-	-	-	-	860	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1412	-	704	956
Mov Cap-2 Maneuver	-	-	-	-	704	-
Stage 1	-	-	-	-	927	-
Stage 2	-	-	-	-	832	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.5	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	861	-	-	1412	-
HCM Lane V/C Ratio	0.132	-	-	0.031	-
HCM Ctrl Dly (s/v)	9.8	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q (veh)	0.5	-	-	0.1	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	63	0	1	46	87	30
Future Volume (vph)	63	0	1	46	87	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	10	10
Grade (%)	0%			1%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.965	
Flt Protected	0.950			0.999		
Satd. Flow (prot)	1589	0	0	1721	1618	0
Flt Permitted	0.950			0.999		
Satd. Flow (perm)	1589	0	0	1721	1618	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	777			545	1607	
Travel Time (s)	17.7			10.6	31.3	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	6%	0%	100%	8%	5%	8%
Adj. Flow (vph)	72	0	1	52	99	34
Shared Lane Traffic (%)						
Lane Group Flow (vph)	72	0	0	53	133	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	1.09	1.09	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	63	0	1	46	87	30
Future Vol, veh/h	63	0	1	46	87	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	1	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	6	0	100	8	5	8
Mvmt Flow	72	0	1	52	99	34

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	170	116	133	0	-	0
Stage 1	116	-	-	-	-	-
Stage 2	54	-	-	-	-	-
Critical Hdwy	6.46	6.2	5.1	-	-	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.3	3.1	-	-	-
Pot Cap-1 Maneuver	811	942	1018	-	-	-
Stage 1	899	-	-	-	-	-
Stage 2	958	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	810	942	1018	-	-	-
Mov Cap-2 Maneuver	810	-	-	-	-	-
Stage 1	898	-	-	-	-	-
Stage 2	958	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.9	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1018	-	810	-	-
HCM Lane V/C Ratio	0.001	-	0.088	-	-
HCM Ctrl Dly (s/v)	8.5	0	9.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0.3	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	17	2	26	300	656	223
Future Volume (vph)	17	2	26	300	656	223
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			1%	-2%	
Storage Length (ft)	0	0	170			150
Storage Lanes	1	0	1			1
Taper Length (ft)	86		86			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.986					0.850
Flt Protected	0.957		0.950			
Satd. Flow (prot)	1177	0	1535	1602	1586	1539
Flt Permitted	0.957		0.950			
Satd. Flow (perm)	1177	0	1535	1602	1586	1539
Link Speed (mph)	30			45	45	
Link Distance (ft)	639			1138	2657	
Travel Time (s)	14.5			17.2	40.3	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	47%	100%	17%	18%	21%	6%
Adj. Flow (vph)	18	2	28	323	705	240
Shared Lane Traffic (%)						
Lane Group Flow (vph)	20	0	28	323	705	240
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

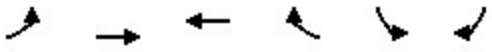
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	17	2	26	300	656	223
Future Vol, veh/h	17	2	26	300	656	223
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	-	170	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	1	-2	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	47	100	17	18	21	6
Mvmt Flow	18	2	28	323	705	240

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1084	705	945	0	-	0
Stage 1	705	-	-	-	-	-
Stage 2	379	-	-	-	-	-
Critical Hdwy	6.87	7.2	4.27	-	-	-
Critical Hdwy Stg 1	5.87	-	-	-	-	-
Critical Hdwy Stg 2	5.87	-	-	-	-	-
Follow-up Hdwy	3.923	4.2	2.353	-	-	-
Pot Cap-1 Maneuver	198	307	669	-	-	-
Stage 1	417	-	-	-	-	-
Stage 2	604	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	190	307	669	-	-	-
Mov Cap-2 Maneuver	190	-	-	-	-	-
Stage 1	399	-	-	-	-	-
Stage 2	604	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	25.3	0.8	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	669	-	198	-	-
HCM Lane V/C Ratio	0.042	-	0.103	-	-
HCM Ctrl Dly (s/v)	10.6	-	25.3	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q (veh)	0.1	-	0.3	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	318	658	0	8	3
Future Volume (vph)	0	318	658	0	8	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.966	
Flt Protected					0.964	
Satd. Flow (prot)	0	1610	1570	0	1496	0
Flt Permitted					0.964	
Satd. Flow (perm)	0	1610	1570	0	1496	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		532	1138		660	
Travel Time (s)		8.1	17.2		15.0	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	18%	21%	0%	20%	13%
Adj. Flow (vph)	0	342	708	0	9	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	342	708	0	12	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	1.00	1.00	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

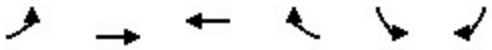
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↱	
Traffic Vol, veh/h	0	318	658	0	8	3
Future Vol, veh/h	0	318	658	0	8	3
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	93	93	93	93	93	93
Heavy Vehicles, %	0	18	21	0	20	13
Mvmt Flow	0	342	708	0	9	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1050	708
Stage 1	-	-	-	-	708	-
Stage 2	-	-	-	-	342	-
Critical Hdwy	-	-	-	-	6.6	6.33
Critical Hdwy Stg 1	-	-	-	-	5.6	-
Critical Hdwy Stg 2	-	-	-	-	5.6	-
Follow-up Hdwy	-	-	-	-	3.68	3.417
Pot Cap-1 Maneuver	0	-	-	0	233	417
Stage 1	0	-	-	0	457	-
Stage 2	0	-	-	0	681	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	233	417
Mov Cap-2 Maneuver	-	-	-	-	233	-
Stage 1	-	-	-	-	457	-
Stage 2	-	-	-	-	681	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	19.2
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	265
HCM Lane V/C Ratio	-	-	0.045
HCM Ctrl Dly (s/v)	-	-	19.2
HCM Lane LOS	-	-	C
HCM 95th %tile Q (veh)	-	-	0.1



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	318	598	64	0	0
Future Volume (vph)	0	318	598	64	0	0
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			0.987			
Flt Protected						
Satd. Flow (prot)	0	1610	1557	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	1610	1557	0	0	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		336	532		567	
Travel Time (s)		5.1	8.1		12.9	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	18%	22%	6%	0%	100%
Adj. Flow (vph)	0	342	643	69	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	342	712	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60			60	60	60
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	9	1	82	17	9	61
Future Volume (vph)	9	1	82	17	9	61
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	0.988		0.977			
Flt Protected	0.957					0.993
Satd. Flow (prot)	1796	0	1768	0	0	1854
Flt Permitted	0.957					0.993
Satd. Flow (perm)	1796	0	1768	0	0	1854
Link Speed (mph)	30		35			30
Link Distance (ft)	504		646			1081
Travel Time (s)	11.5		12.6			24.6
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	6%	0%	0%	2%
Adj. Flow (vph)	10	1	88	18	10	66
Shared Lane Traffic (%)						
Lane Group Flow (vph)	11	0	106	0	0	76
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60	60	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	1	82	17	9	61
Future Vol, veh/h	9	1	82	17	9	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, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	6	0	0	2
Mvmt Flow	10	1	88	18	10	66

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	183	97	0	0	106	0
Stage 1	97	-	-	-	-	-
Stage 2	86	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	811	965	-	-	1498	-
Stage 1	932	-	-	-	-	-
Stage 2	942	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	805	965	-	-	1498	-
Mov Cap-2 Maneuver	805	-	-	-	-	-
Stage 1	932	-	-	-	-	-
Stage 2	935	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.5	0	1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	819	1498	-
HCM Lane V/C Ratio	-	-	0.013	0.006	-
HCM Ctrl Dly (s/v)	-	-	9.5	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q (veh)	-	-	0	0	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	14	3	38	45	23	55
Future Volume (vph)	14	3	38	45	23	55
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	0.977		0.927			
Flt Protected	0.960					0.985
Satd. Flow (prot)	1782	0	1662	0	0	1846
Flt Permitted	0.960					0.985
Satd. Flow (perm)	1782	0	1662	0	0	1846
Link Speed (mph)	30		35			35
Link Distance (ft)	515		1081			1606
Travel Time (s)	11.7		21.1			31.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	13%	0%	0%	2%
Adj. Flow (vph)	15	3	41	48	25	59
Shared Lane Traffic (%)						
Lane Group Flow (vph)	18	0	89	0	0	84
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

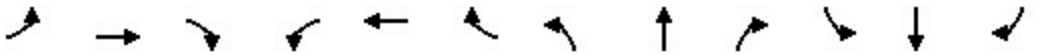
Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	3	38	45	23	55
Future Vol, veh/h	14	3	38	45	23	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	13	0	0	2
Mvmt Flow	15	3	41	48	25	59

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	174	65	0	0	89	0
Stage 1	65	-	-	-	-	-
Stage 2	109	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	821	1005	-	-	1519	-
Stage 1	963	-	-	-	-	-
Stage 2	921	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	807	1005	-	-	1519	-
Mov Cap-2 Maneuver	807	-	-	-	-	-
Stage 1	963	-	-	-	-	-
Stage 2	905	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.4	0	2.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	836	1519	-
HCM Lane V/C Ratio	-	-	0.022	0.016	-
HCM Ctrl Dly (s/v)	-	-	9.4	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q (veh)	-	-	0.1	0.1	-



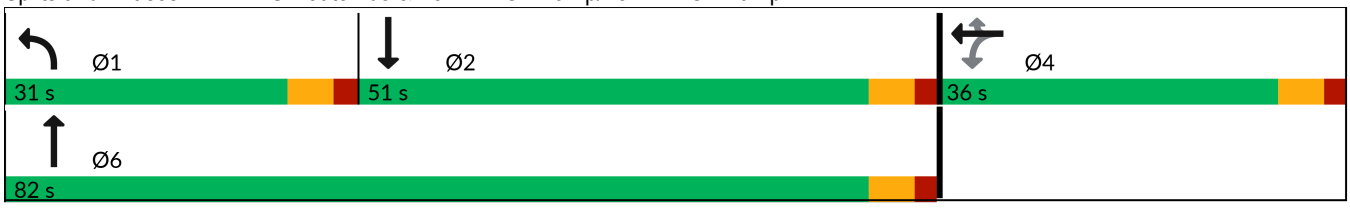
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	411	0	356	384	827	0	0	617	329
Future Volume (vph)	0	0	0	411	0	356	384	827	0	0	617	329
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			2%	
Storage Length (ft)	0		0	0		360	145		0	245		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt						0.850					0.948	
Flt Protected					0.950		0.950					
Satd. Flow (prot)	0	0	0	0	1382	1516	1612	3471	0	0	3270	0
Flt Permitted					0.950		0.950					
Satd. Flow (perm)	0	0	0	0	1382	1516	1612	3471	0	0	3270	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						189					96	
Link Speed (mph)		30			40			45			45	
Link Distance (ft)		287			1203			796			861	
Travel Time (s)		6.5			20.5			12.1			13.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	30%	0%	6%	12%	4%	0%	0%	5%	1%
Adj. Flow (vph)	0	0	0	428	0	371	400	861	0	0	643	343
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	428	371	400	861	0	0	986	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
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	1.01	1.01	1.01	1.00	1.00	1.00	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				2	2	2	2	2			2	
Detector Template				Left	Thru	Right	Left	Thru			Thru	
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	Perm	Prot	NA			NA	

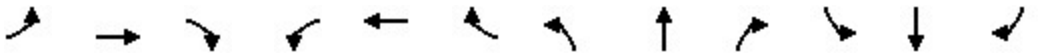
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases					4		1	6			2	
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6			2	
Switch Phase												
Minimum Initial (s)				6.0	6.0	6.0	5.0	15.0			15.0	
Minimum Split (s)				12.0	12.0	12.0	11.0	21.0			21.0	
Total Split (s)				36.0	36.0	36.0	31.0	82.0			51.0	
Total Split (%)				30.5%	30.5%	30.5%	26.3%	69.5%			43.2%	
Maximum Green (s)				30.0	30.0	30.0	25.0	76.0			45.0	
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)					6.0	6.0	6.0	6.0			6.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Recall Mode				None	None	None	None	Min			Min	
v/c Ratio					1.11	0.67	1.07	0.41			0.88	
Control Delay (s/veh)					118.7	24.1	108.2	11.4			40.8	
Queue Delay					0.0	0.0	0.0	0.0			0.0	
Total Delay (s/veh)					118.7	24.1	108.2	11.4			40.8	
Queue Length 50th (ft)					~341	110	~308	150			308	
Queue Length 95th (ft)					#599	243	#560	188			391	
Internal Link Dist (ft)		207			1123			716			781	
Turn Bay Length (ft)						360	145					
Base Capacity (vph)					384	557	373	2445			1420	
Starvation Cap Reductn					0	0	0	0			0	
Spillback Cap Reductn					0	0	0	0			0	
Storage Cap Reductn					0	0	0	0			0	
Reduced v/c Ratio					1.11	0.67	1.07	0.35			0.69	

Intersection Summary

Area Type: Other
Cycle Length: 118
Actuated Cycle Length: 108.3
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	411	0	356	384	827	0	0	617	329
Future Volume (veh/h)	0	0	0	411	0	356	384	827	0	0	617	329
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1450	1894	1805	1722	1841	0	0	1802	1862
Adj Flow Rate, veh/h				428	0	371	400	861	0	0	643	343
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %				30	0	6	12	4	0	0	5	1
Cap, veh/h				476	0	404	387	2178	0	0	712	380
Arrive On Green				0.26	0.00	0.26	0.24	0.62	0.00	0.00	0.33	0.33
Sat Flow, veh/h				1804	0	1530	1640	3589	0	0	2247	1151
Grp Volume(v), veh/h				428	0	371	400	861	0	0	510	476
Grp Sat Flow(s),veh/h/ln				1804	0	1530	1640	1749	0	0	1712	1595
Q Serve(g_s), s				24.3	0.0	25.0	25.0	13.0	0.0	0.0	30.1	30.1
Cycle Q Clear(g_c), s				24.3	0.0	25.0	25.0	13.0	0.0	0.0	30.1	30.1
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.72
Lane Grp Cap(c), veh/h				476	0	404	387	2178	0	0	565	527
V/C Ratio(X)				0.90	0.00	0.92	1.03	0.40	0.00	0.00	0.90	0.90
Avail Cap(c_a), veh/h				511	0	433	387	2510	0	0	728	678
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				37.6	0.0	37.9	40.5	10.0	0.0	0.0	33.9	33.9
Incr Delay (d2), s/veh				17.2	0.0	22.9	54.5	0.0	0.0	0.0	10.7	11.4
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				12.5	0.0	11.5	15.4	4.3	0.0	0.0	13.4	12.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				54.8	0.0	60.8	95.0	10.0	0.0	0.0	44.6	45.2
LnGrp LOS				D		E	F	B			D	D
Approach Vol, veh/h					799			1261			986	
Approach Delay, s/veh					57.6			37.0			44.9	
Approach LOS					E			D			D	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	31.0	41.0		33.9		72.0						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	25.0	45.0		30.0		76.0						
Max Q Clear Time (g_c+I1), s	27.0	32.1		27.0		15.0						
Green Ext Time (p_c), s	0.0	2.8		1.0		3.3						

Intersection Summary		
HCM 6th Ctrl Delay, s/veh		44.9
HCM 6th LOS		D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	399	412	87	88	111	278	59	535	266	182	490	357
Future Volume (vph)	399	412	87	88	111	278	59	535	266	182	490	357
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			1%			1%	
Storage Length (ft)	400		400	220		220	145		145	330		280
Storage Lanes	2		0	1		1	1		1	2		1
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.974				0.850		0.950				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1570	3095	0	1671	1218	1568	1535	3345	0	3350	3487	1190
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1570	3095	0	1671	1218	1568	1535	3345	0	3350	3487	1190
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18				118		62				388
Link Speed (mph)		45			25			45			45	
Link Distance (ft)		639			871			1257			796	
Travel Time (s)		9.7			23.8			19.0			12.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	15%	15%	7%	8%	56%	3%	17%	2%	2%	4%	3%	35%
Adj. Flow (vph)	434	448	95	96	121	302	64	582	289	198	533	388
Shared Lane Traffic (%)												
Lane Group Flow (vph)	434	543	0	96	121	302	64	871	0	198	533	388
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	2		2	2	2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	83	83		83	83	83	83	83		83	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		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	43	43
Detector 2 Size(ft)	40	40		40	40	40	40	40		40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	Free

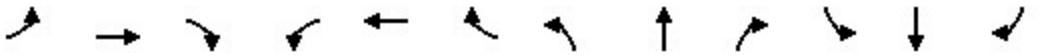
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases						8						Free
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.0	24.0		11.0	24.0	11.0	11.0	24.0		11.0	24.0	
Total Split (s)	36.0	46.0		21.0	31.0	26.0	21.0	46.0		26.0	51.0	
Total Split (%)	25.9%	33.1%		15.1%	22.3%	18.7%	15.1%	33.1%		18.7%	36.7%	
Maximum Green (s)	30.0	40.0		15.0	25.0	20.0	15.0	40.0		20.0	45.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	2.0		2.0	2.0	2.0	2.0	3.0		2.0	3.0	
Recall Mode	None	None		None	None	None	None	Min		None	Min	
v/c Ratio	1.06	0.57		0.62	0.72	0.56	0.52	0.85		0.58	0.45	0.33
Control Delay (s/veh)	105.8	37.5		70.9	73.7	24.9	70.3	46.2		59.2	33.7	0.7
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)	105.8	37.5		70.9	73.7	24.9	70.3	46.2		59.2	33.7	0.7
Queue Length 50th (ft)	~375	180		72	90	118	48	302		76	170	0
Queue Length 95th (ft)	#690	271		143	167	213	104	444		126	258	0
Internal Link Dist (ft)		559			791			1177			716	
Turn Bay Length (ft)	400			220		220	145			330		280
Base Capacity (vph)	408	1084		217	263	645	199	1199		580	1359	1190
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	1.06	0.50		0.44	0.46	0.47	0.32	0.73		0.34	0.39	0.33

Intersection Summary

Area Type: Other
Cycle Length: 139
Actuated Cycle Length: 117.3
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	399	412	87	88	111	278	59	535	266	182	490	357
Future Volume (veh/h)	399	412	87	88	111	278	59	535	266	182	490	357
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1678	1678	1796	1781	1070	1856	1642	1864	1864	1835	1850	1375
Adj Flow Rate, veh/h	434	448	95	96	121	302	64	582	289	198	533	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	15	15	7	8	56	3	17	2	2	4	3	35
Cap, veh/h	395	969	204	119	207	425	80	653	324	262	1094	
Arrive On Green	0.25	0.37	0.37	0.07	0.19	0.19	0.05	0.28	0.28	0.08	0.31	0.00
Sat Flow, veh/h	1598	2620	552	1697	1070	1572	1564	2293	1138	3390	3514	1166
Grp Volume(v), veh/h	434	271	272	96	121	302	64	449	422	198	533	0
Grp Sat Flow(s),veh/h/ln	1598	1594	1578	1697	1070	1572	1564	1771	1660	1695	1757	1166
Q Serve(g_s), s	30.0	15.7	15.9	6.8	12.5	21.1	4.9	29.5	29.6	6.9	14.9	0.0
Cycle Q Clear(g_c), s	30.0	15.7	15.9	6.8	12.5	21.1	4.9	29.5	29.6	6.9	14.9	0.0
Prop In Lane	1.00		0.35	1.00		1.00	1.00		0.69	1.00		1.00
Lane Grp Cap(c), veh/h	395	589	584	119	207	425	80	505	473	262	1094	
V/C Ratio(X)	1.10	0.46	0.47	0.80	0.59	0.71	0.80	0.89	0.89	0.76	0.49	
Avail Cap(c_a), veh/h	395	589	584	210	220	445	193	584	547	559	1303	
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	0.00
Uniform Delay (d), s/veh	45.7	29.0	29.1	55.6	44.6	40.0	57.0	41.6	41.6	54.9	33.9	0.0
Incr Delay (d2), s/veh	74.7	0.2	0.2	4.7	2.1	4.1	6.9	14.4	15.3	1.7	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	19.6	5.8	5.8	3.1	3.5	8.7	2.1	14.4	13.6	3.0	6.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	120.4	29.3	29.3	60.3	46.6	44.1	64.0	56.0	56.9	56.6	34.3	0.0
LnGrp LOS	F	C	C	E	D	D	E	E	E	E	C	
Approach Vol, veh/h		977			519			935			731	
Approach Delay, s/veh		69.8			47.7			56.9			40.3	
Approach LOS		E			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.4	40.6	14.5	50.9	12.2	43.8	36.0	29.4
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	20.0	40.0	15.0	40.0	15.0	45.0	30.0	25.0
Max Q Clear Time (g_c+I1), s	8.9	31.6	8.8	17.9	6.9	16.9	32.0	23.1
Green Ext Time (p_c), s	0.4	3.0	0.1	1.6	0.1	3.0	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	55.5
HCM 6th LOS	E

Notes

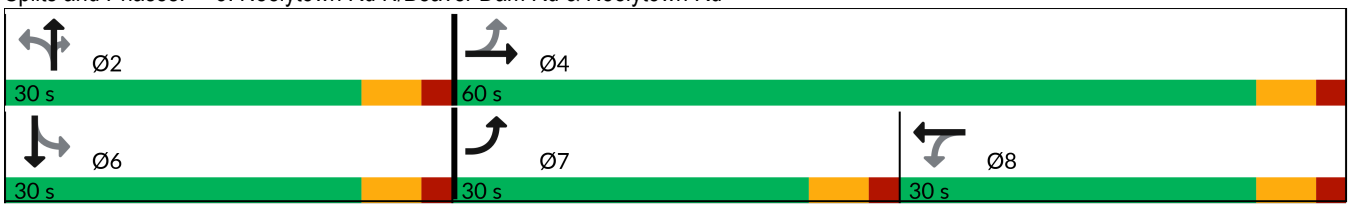
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

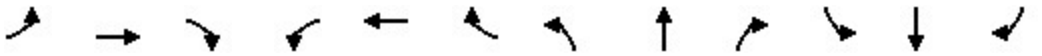
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	323	50	75	273	15	52	32	213	126	47	36
Future Volume (vph)	17	323	50	75	273	15	52	32	213	126	47	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	16	12	12	12
Grade (%)		1%			2%			-2%			0%	
Storage Length (ft)	70		0	220		0	0		150	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.980			0.992				0.850		0.976	
Flt Protected	0.950			0.950				0.970			0.971	
Satd. Flow (prot)	1796	1710	0	1752	1563	0	0	1790	1795	0	1762	0
Flt Permitted	0.429			0.493				0.702			0.754	
Satd. Flow (perm)	811	1710	0	909	1563	0	0	1295	1795	0	1369	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			3				270		12	
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		2146			540			620			646	
Travel Time (s)		32.5			8.2			12.1			12.6	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	0%	9%	4%	2%	20%	8%	4%	4%	3%	1%	7%	0%
Adj. Flow (vph)	22	409	63	95	346	19	66	41	270	159	59	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	22	472	0	95	365	0	0	107	270	0	264	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	0.99	0.99	0.84	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2	2	2	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	83	83		83	83		83	83	83	83	83	
Trailing Detector (ft)	-5	-5		-5	-5		-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5		-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	40		40	40		40	40	40	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43		43	43		43	43	43	43	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	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	7	4			8			2			6	
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		8	8		2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		14.0	14.0	14.0	14.0	14.0	
Total Split (s)	30.0	60.0		30.0	30.0		30.0	30.0	30.0	30.0	30.0	
Total Split (%)	33.3%	66.7%		33.3%	33.3%		33.3%	33.3%	33.3%	33.3%	33.3%	
Maximum Green (s)	24.0	54.0		24.0	24.0		24.0	24.0	24.0	24.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
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	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Max		Max	Max		Max	Max	Max	Max	Max	
v/c Ratio	0.04	0.46		0.19	0.43			0.31	0.40		0.71	
Control Delay (s/veh)	7.5	11.3		14.4	16.2			29.4	5.4		40.4	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay (s/veh)	7.5	11.3		14.4	16.2			29.4	5.4		40.4	
Queue Length 50th (ft)	5	131		22	98			49	0		130	
Queue Length 95th (ft)	12	164		57	189			82	34		183	
Internal Link Dist (ft)		2066			460			540			566	
Turn Bay Length (ft)	70			220					150			
Base Capacity (vph)	749	1032		489	842			345	676		373	
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.03	0.46		0.19	0.43			0.31	0.40		0.71	

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

Splits and Phases: 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	323	50	75	273	15	52	32	213	126	47	36
Future Volume (veh/h)	17	323	50	75	273	15	52	32	213	126	47	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1894	1761	1835	1847	1580	1758	1919	1919	2011	1885	1796	1900
Adj Flow Rate, veh/h	22	409	63	95	346	19	66	41	270	159	59	46
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	0	9	4	2	20	8	4	4	3	1	7	0
Cap, veh/h	500	894	138	488	736	40	279	160	454	218	74	48
Arrive On Green	0.04	0.60	0.60	0.50	0.50	0.50	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1804	1490	229	910	1484	81	804	599	1704	576	279	180
Grp Volume(v), veh/h	22	0	472	95	0	365	107	0	270	264	0	0
Grp Sat Flow(s),veh/h/ln	1804	0	1719	910	0	1565	1402	0	1704	1035	0	0
Q Serve(g_s), s	0.5	0.0	13.6	5.8	0.0	13.8	0.0	0.0	12.4	17.8	0.0	0.0
Cycle Q Clear(g_c), s	0.5	0.0	13.6	10.0	0.0	13.8	5.1	0.0	12.4	22.9	0.0	0.0
Prop In Lane	1.00		0.13	1.00		0.05	0.62		1.00	0.60		0.17
Lane Grp Cap(c), veh/h	500	0	1032	488	0	776	439	0	454	340	0	0
V/C Ratio(X)	0.04	0.00	0.46	0.19	0.00	0.47	0.24	0.00	0.59	0.78	0.00	0.00
Avail Cap(c_a), veh/h	914	0	1032	488	0	776	439	0	454	340	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.4	0.0	9.9	15.3	0.0	14.9	25.9	0.0	28.8	34.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	1.5	0.9	0.0	2.0	1.3	0.0	5.6	15.9	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	4.6	1.2	0.0	4.7	1.9	0.0	5.6	7.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.5	0.0	11.4	16.2	0.0	17.0	27.2	0.0	34.4	49.9	0.0	0.0
LnGrp LOS	B		B	B		B	C		C	D		
Approach Vol, veh/h		494			460			377			264	
Approach Delay, s/veh		11.3			16.8			32.4			49.9	
Approach LOS		B			B			C			D	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		30.0		60.0		30.0	9.4	50.6				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		24.0		54.0		24.0	24.0	24.0				
Max Q Clear Time (g_c+I1), s		14.4		15.6		24.9	2.5	15.8				
Green Ext Time (p_c), s		1.4		2.6		0.0	0.0	1.6				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			24.3									
HCM 6th LOS			C									

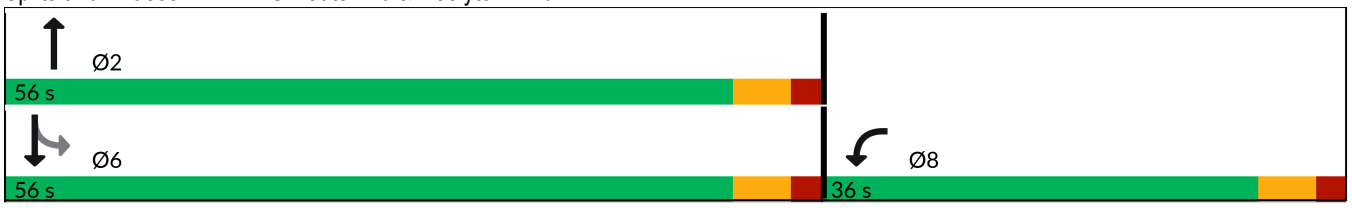


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	109	268	189	91	140	122
Future Volume (vph)	109	268	189	91	140	122
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		-1%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.904		0.956			
Flt Protected	0.986					0.974
Satd. Flow (prot)	1552	0	1739	0	0	1638
Flt Permitted	0.986					0.681
Satd. Flow (perm)	1552	0	1739	0	0	1145
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	143		41			
Link Speed (mph)	45		55			55
Link Distance (ft)	2393		959			1086
Travel Time (s)	36.3		11.9			13.5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	7%	10%	5%	5%	20%	5%
Adj. Flow (vph)	116	285	201	97	149	130
Shared Lane Traffic (%)						
Lane Group Flow (vph)	401	0	298	0	0	279
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	0.99	0.99	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2		1	2
Detector Template					Left	
Leading Detector (ft)	83		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Detector 1 Position(ft)	-5		-5		0	-5
Detector 1 Size(ft)	40		40		20	40
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)	40		40			40
Detector 2 Size(ft)	43		43			43
Detector 2 Type	Cl+Ex		Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Switch Phase						
Minimum Initial (s)	5.0		10.0		10.0	10.0
Minimum Split (s)	11.0		16.0		16.0	16.0
Total Split (s)	36.0		56.0		56.0	56.0
Total Split (%)	39.1%		60.9%		60.9%	60.9%
Maximum Green (s)	30.0		50.0		50.0	50.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	6.0		6.0			6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0		2.0	2.0
Recall Mode	None		Min		Min	Min
v/c Ratio	0.71		0.42			0.61
Control Delay (s/veh)	17.2		10.4			17.6
Queue Delay	0.0		0.0			0.0
Total Delay (s/veh)	17.2		10.4			17.6
Queue Length 50th (ft)	47		38			46
Queue Length 95th (ft)	168		114			143
Internal Link Dist (ft)	2313		879			1006
Turn Bay Length (ft)						
Base Capacity (vph)	1195		1656			1089
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.34		0.18			0.26

Intersection Summary	
Area Type:	Other
Cycle Length: 92	
Actuated Cycle Length: 43.2	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 4: NYS Route 416 & Neelytown Rd





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	109	268	189	91	140	122
Future Volume (veh/h)	109	268	189	91	140	122
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1796	1752	1864	1864	1604	1826
Adj Flow Rate, veh/h	116	285	201	97	149	130
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	7	10	5	5	20	5
Cap, veh/h	145	357	407	197	302	217
Arrive On Green	0.32	0.32	0.34	0.34	0.34	0.34
Sat Flow, veh/h	454	1115	1188	573	428	632
Grp Volume(v), veh/h	402	0	0	298	279	0
Grp Sat Flow(s),veh/h/ln	1573	0	0	1761	1060	0
Q Serve(g_s), s	8.3	0.0	0.0	4.8	4.5	0.0
Cycle Q Clear(g_c), s	8.3	0.0	0.0	4.8	9.3	0.0
Prop In Lane	0.29	0.71		0.33	0.53	
Lane Grp Cap(c), veh/h	503	0	0	604	519	0
V/C Ratio(X)	0.80	0.00	0.00	0.49	0.54	0.00
Avail Cap(c_a), veh/h	1326	0	0	2475	1914	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	11.1	0.0	0.0	9.2	11.0	0.0
Incr Delay (d2), s/veh	1.1	0.0	0.0	0.2	0.3	0.0
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	0.0	0.9	0.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	12.2	0.0	0.0	9.5	11.3	0.0
LnGrp LOS	B			A	B	
Approach Vol, veh/h	402		298			279
Approach Delay, s/veh	12.2		9.5			11.3
Approach LOS	B		A			B

Timer - Assigned Phs		2				6	8
Phs Duration (G+Y+Rc), s		18.2				18.2	17.4
Change Period (Y+Rc), s		6.0				6.0	6.0
Max Green Setting (Gmax), s		50.0				50.0	30.0
Max Q Clear Time (g_c+I1), s		6.8				11.3	10.3
Green Ext Time (p_c), s		0.8				0.9	1.3

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	11.1
HCM 6th LOS	B



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	22	312	293	33	175	203
Future Volume (vph)	22	312	293	33	175	203
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	12	12	12	12
Storage Length (ft)	0	50		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.986			
Flt Protected	0.950					0.977
Satd. Flow (prot)	1141	1708	1689	0	0	1787
Flt Permitted	0.950					0.977
Satd. Flow (perm)	1141	1708	1689	0	0	1787
Link Speed (mph)	30		30			30
Link Distance (ft)	561		726			643
Travel Time (s)	12.8		16.5			14.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	74%	4%	4%	72%	6%	2%
Adj. Flow (vph)	24	339	318	36	190	221
Shared Lane Traffic (%)						
Lane Group Flow (vph)	24	339	354	0	0	411
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	15		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.88	0.88	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60	60	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	6.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	22	312	293	33	175	203
Future Vol, veh/h	22	312	293	33	175	203
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	50	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	74	4	4	72	6	2
Mvmt Flow	24	339	318	36	190	221

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	937	336	0	0	354	0
Stage 1	336	-	-	-	-	-
Stage 2	601	-	-	-	-	-
Critical Hdwy	7.14	6.24	-	-	4.16	-
Critical Hdwy Stg 1	6.14	-	-	-	-	-
Critical Hdwy Stg 2	6.14	-	-	-	-	-
Follow-up Hdwy	4.166	3.336	-	-	2.254	-
Pot Cap-1 Maneuver	221	701	-	-	1183	-
Stage 1	588	-	-	-	-	-
Stage 2	430	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	181	701	-	-	1183	-
Mov Cap-2 Maneuver	181	-	-	-	-	-
Stage 1	588	-	-	-	-	-
Stage 2	351	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	15.8	0	4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	181	701	1183	-
HCM Lane V/C Ratio	-	-	0.132	0.484	0.161	-
HCM Ctrl Dly (s/v)	-	-	27.9	14.9	8.6	0
HCM Lane LOS	-	-	D	B	A	A
HCM 95th %tile Q (veh)	-	-	0.4	2.7	0.6	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	146	35	91	213	75	55
Future Volume (vph)	146	35	91	213	75	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	11	11
Grade (%)	4%			4%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.974				0.943	
Flt Protected				0.985	0.972	
Satd. Flow (prot)	1657	0	0	1664	1625	0
Flt Permitted				0.985	0.972	
Satd. Flow (perm)	1657	0	0	1664	1625	0
Link Speed (mph)	30			30	35	
Link Distance (ft)	853			580	1607	
Travel Time (s)	19.4			13.2	31.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	7%	5%	2%	8%	0%
Adj. Flow (vph)	152	36	95	222	78	57
Shared Lane Traffic (%)						
Lane Group Flow (vph)	188	0	0	317	135	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.12	1.12	1.12	1.12	1.03	1.03
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	3.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	146	35	91	213	75	55
Future Vol, veh/h	146	35	91	213	75	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	4	-	-	4	-2	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	7	5	2	8	0
Mvmt Flow	152	36	95	222	78	57

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	188	0	582	170
Stage 1	-	-	-	-	170	-
Stage 2	-	-	-	-	412	-
Critical Hdwy	-	-	4.15	-	6.08	6
Critical Hdwy Stg 1	-	-	-	-	5.08	-
Critical Hdwy Stg 2	-	-	-	-	5.08	-
Follow-up Hdwy	-	-	2.245	-	3.572	3.3
Pot Cap-1 Maneuver	-	-	1368	-	496	887
Stage 1	-	-	-	-	862	-
Stage 2	-	-	-	-	687	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1368	-	457	887
Mov Cap-2 Maneuver	-	-	-	-	457	-
Stage 1	-	-	-	-	862	-
Stage 2	-	-	-	-	633	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.3	13.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	575	-	-	1368	-
HCM Lane V/C Ratio	0.236	-	-	0.069	-
HCM Ctrl Dly (s/v)	13.2	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q (veh)	0.9	-	-	0.2	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	58	3	1	78	60	60
Future Volume (vph)	58	3	1	78	60	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	10	10
Grade (%)	0%			1%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.994				0.932	
Flt Protected	0.954			0.999		
Satd. Flow (prot)	1682	0	0	1889	1636	0
Flt Permitted	0.954			0.999		
Satd. Flow (perm)	1682	0	0	1889	1636	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	777			545	1607	
Travel Time (s)	17.7			10.6	31.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	0%	2%	0%
Adj. Flow (vph)	62	3	1	83	64	64
Shared Lane Traffic (%)						
Lane Group Flow (vph)	65	0	0	84	128	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	1.09	1.09	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	58	3	1	78	60	60
Future Vol, veh/h	58	3	1	78	60	60
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	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	2	0
Mvmt Flow	62	3	1	83	64	64

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	181	96	128	0	-	0
Stage 1	96	-	-	-	-	-
Stage 2	85	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	813	966	1470	-	-	-
Stage 1	933	-	-	-	-	-
Stage 2	943	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	812	966	1470	-	-	-
Mov Cap-2 Maneuver	812	-	-	-	-	-
Stage 1	932	-	-	-	-	-
Stage 2	943	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.8	0.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1470	-	818	-	-
HCM Lane V/C Ratio	0.001	-	0.079	-	-
HCM Ctrl Dly (s/v)	7.5	0	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0.3	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	90	6	8	703	352	51
Future Volume (vph)	90	6	8	703	352	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			1%	-2%	
Storage Length (ft)	0	0	170			150
Storage Lanes	1	0	1			1
Taper Length (ft)	86		86			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.991					0.850
Flt Protected	0.955		0.950			
Satd. Flow (prot)	1384	0	1174	1688	1669	1284
Flt Permitted	0.955		0.950			
Satd. Flow (perm)	1384	0	1174	1688	1669	1284
Link Speed (mph)	30			45	45	
Link Distance (ft)	639			1138	2657	
Travel Time (s)	14.5			17.2	40.3	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	25%	100%	53%	12%	15%	27%
Adj. Flow (vph)	114	8	10	890	446	65
Shared Lane Traffic (%)						
Lane Group Flow (vph)	122	0	10	890	446	65
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

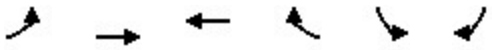
Intersection	
Int Delay, s/veh	7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	90	6	8	703	352	51
Future Vol, veh/h	90	6	8	703	352	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	170	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	1	-2	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	25	100	53	12	15	27
Mvmt Flow	114	8	10	890	446	65

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1356	446	511	0	-	0
Stage 1	446	-	-	-	-	-
Stage 2	910	-	-	-	-	-
Critical Hdwy	6.65	7.2	4.63	-	-	-
Critical Hdwy Stg 1	5.65	-	-	-	-	-
Critical Hdwy Stg 2	5.65	-	-	-	-	-
Follow-up Hdwy	3.725	4.2	2.677	-	-	-
Pot Cap-1 Maneuver	147	451	838	-	-	-
Stage 1	599	-	-	-	-	-
Stage 2	358	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	145	451	838	-	-	-
Mov Cap-2 Maneuver	145	-	-	-	-	-
Stage 1	592	-	-	-	-	-
Stage 2	358	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	87.7	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	838	-	151	-	-
HCM Lane V/C Ratio	0.012	-	0.805	-	-
HCM Ctrl Dly (s/v)	9.3	-	87.7	-	-
HCM Lane LOS	A	-	F	-	-
HCM 95th %tile Q (veh)	0	-	5.2	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	662	357	0	49	20
Future Volume (vph)	0	662	357	0	49	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.961	
Flt Protected					0.966	
Satd. Flow (prot)	0	1696	1638	0	1557	0
Flt Permitted					0.966	
Satd. Flow (perm)	0	1696	1638	0	1557	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		532	1138		660	
Travel Time (s)		8.1	17.2		15.0	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	0%	12%	16%	0%	15%	9%
Adj. Flow (vph)	0	838	452	0	62	25
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	838	452	0	87	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	1.00	1.00	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

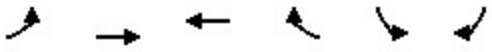
Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↱	
Traffic Vol, veh/h	0	662	357	0	49	20
Future Vol, veh/h	0	662	357	0	49	20
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	79	79	79	79	79	79
Heavy Vehicles, %	0	12	16	0	15	9
Mvmt Flow	0	838	452	0	62	25

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1290	452
Stage 1	-	-	-	-	452	-
Stage 2	-	-	-	-	838	-
Critical Hdwy	-	-	-	-	6.55	6.29
Critical Hdwy Stg 1	-	-	-	-	5.55	-
Critical Hdwy Stg 2	-	-	-	-	5.55	-
Follow-up Hdwy	-	-	-	-	3.635	3.381
Pot Cap-1 Maneuver	0	-	-	0	169	593
Stage 1	0	-	-	0	614	-
Stage 2	0	-	-	0	403	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	169	593
Mov Cap-2 Maneuver	-	-	-	-	169	-
Stage 1	-	-	-	-	614	-
Stage 2	-	-	-	-	403	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	33.2
HCM LOS			D

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	213
HCM Lane V/C Ratio	-	-	0.41
HCM Ctrl Dly (s/v)	-	-	33.2
HCM Lane LOS	-	-	D
HCM 95th %tile Q (veh)	-	-	1.9



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	662	363	15	0	0
Future Volume (vph)	0	662	363	15	0	0
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			0.995			
Flt Protected						
Satd. Flow (prot)	0	1696	1637	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	1696	1637	0	0	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		336	532		567	
Travel Time (s)		5.1	8.1		12.9	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	0%	12%	15%	28%	0%	100%
Adj. Flow (vph)	0	838	459	19	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	838	478	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60			60	60	60
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	65	7	61	3	2	144
Future Volume (vph)	65	7	61	3	2	144
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	0.987		0.993			
Flt Protected	0.957					0.999
Satd. Flow (prot)	1795	0	1753	0	0	1844
Flt Permitted	0.957					0.999
Satd. Flow (perm)	1795	0	1753	0	0	1844
Link Speed (mph)	30		35			30
Link Distance (ft)	504		646			1081
Travel Time (s)	11.5		12.6			24.6
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	0%	0%	8%	0%	0%	3%
Adj. Flow (vph)	82	9	77	4	3	182
Shared Lane Traffic (%)						
Lane Group Flow (vph)	91	0	81	0	0	185
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60	60	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	2.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	65	7	61	3	2	144
Future Vol, veh/h	65	7	61	3	2	144
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	0	0	8	0	0	3
Mvmt Flow	82	9	77	4	3	182

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	267	79	0	0	81	0
Stage 1	79	-	-	-	-	-
Stage 2	188	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	727	987	-	-	1529	-
Stage 1	949	-	-	-	-	-
Stage 2	849	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	726	987	-	-	1529	-
Mov Cap-2 Maneuver	726	-	-	-	-	-
Stage 1	949	-	-	-	-	-
Stage 2	847	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.5	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	745	1529	-
HCM Lane V/C Ratio	-	-	0.122	0.002	-
HCM Ctrl Dly (s/v)	-	-	10.5	7.4	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q (veh)	-	-	0.4	0	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	106	19	60	8	4	39
Future Volume (vph)	106	19	60	8	4	39
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	0.979		0.984			
Flt Protected	0.959					0.995
Satd. Flow (prot)	1784	0	1746	0	0	1719
Flt Permitted	0.959					0.995
Satd. Flow (perm)	1784	0	1746	0	0	1719
Link Speed (mph)	30		35			35
Link Distance (ft)	515		1081			1606
Travel Time (s)	11.7		21.1			31.3
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	0%	0%	8%	0%	0%	11%
Adj. Flow (vph)	134	24	76	10	5	49
Shared Lane Traffic (%)						
Lane Group Flow (vph)	158	0	86	0	0	54
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

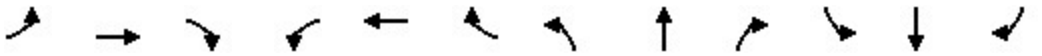
Intersection	
Int Delay, s/veh	5.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	106	19	60	8	4	39
Future Vol, veh/h	106	19	60	8	4	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	0	0	8	0	0	11
Mvmt Flow	134	24	76	10	5	49

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	140	81	0	0	86	0
Stage 1	81	-	-	-	-	-
Stage 2	59	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	858	985	-	-	1523	-
Stage 1	947	-	-	-	-	-
Stage 2	969	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	855	985	-	-	1523	-
Mov Cap-2 Maneuver	855	-	-	-	-	-
Stage 1	947	-	-	-	-	-
Stage 2	966	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10	0	0.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	873	1523	-
HCM Lane V/C Ratio	-	-	0.181	0.003	-
HCM Ctrl Dly (s/v)	-	-	10	7.4	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q (veh)	-	-	0.7	0	-



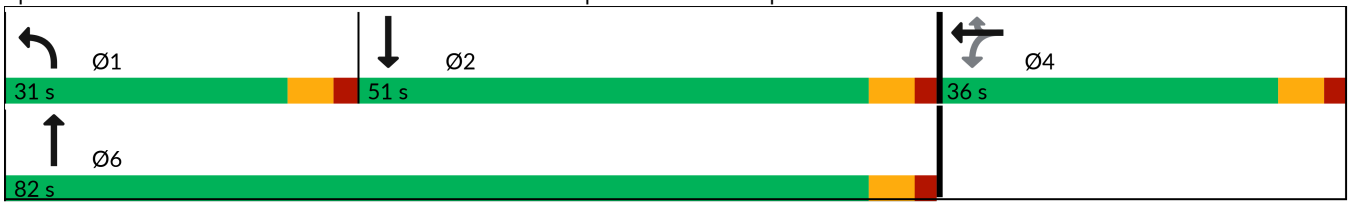
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	311	0	185	192	502	0	0	566	226
Future Volume (vph)	0	0	0	311	0	185	192	502	0	0	566	226
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			2%	
Storage Length (ft)	0		0	0		360	145		0	245		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt						0.850					0.957	
Flt Protected					0.950		0.950					
Satd. Flow (prot)	0	0	0	0	1633	1607	1687	3574	0	0	3363	0
Flt Permitted					0.950		0.950					
Satd. Flow (perm)	0	0	0	0	1633	1607	1687	3574	0	0	3363	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						208					59	
Link Speed (mph)		30			40			45			45	
Link Distance (ft)		287			1203			796			861	
Travel Time (s)		6.5			20.5			12.1			13.0	
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 (%)	0%	0%	0%	10%	0%	0%	7%	1%	0%	0%	2%	1%
Adj. Flow (vph)	0	0	0	349	0	208	216	564	0	0	636	254
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	349	208	216	564	0	0	890	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
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	1.01	1.01	1.01	1.00	1.00	1.00	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				2	2	2	2	2			2	
Detector Template				Left	Thru	Right	Left	Thru			Thru	
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	Perm	Prot	NA			NA	

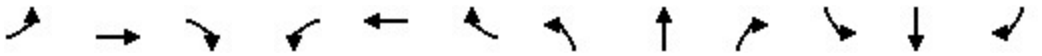
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases					4		1	6			2	
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6			2	
Switch Phase												
Minimum Initial (s)				6.0	6.0	6.0	5.0	15.0			15.0	
Minimum Split (s)				12.0	12.0	12.0	11.0	21.0			21.0	
Total Split (s)				36.0	36.0	36.0	31.0	82.0			51.0	
Total Split (%)				30.5%	30.5%	30.5%	26.3%	69.5%			43.2%	
Maximum Green (s)				30.0	30.0	30.0	25.0	76.0			45.0	
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)					6.0	6.0	6.0	6.0			6.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Recall Mode				None	None	None	None	Min			Min	
v/c Ratio					0.78	0.35	0.69	0.27			0.79	
Control Delay (s/veh)					45.5	6.4	48.0	9.5			31.6	
Queue Delay					0.0	0.0	0.0	0.0			0.0	
Total Delay (s/veh)					45.5	6.4	48.0	9.5			31.6	
Queue Length 50th (ft)					176	0	113	76			220	
Queue Length 95th (ft)					#384	55	222	114			345	
Internal Link Dist (ft)		207			1123			716			781	
Turn Bay Length (ft)						360	145					
Base Capacity (vph)					595	717	512	3058			1865	
Starvation Cap Reductn					0	0	0	0			0	
Spillback Cap Reductn					0	0	0	0			0	
Storage Cap Reductn					0	0	0	0			0	
Reduced v/c Ratio					0.59	0.29	0.42	0.18			0.48	

Intersection Summary

Area Type: Other
Cycle Length: 118
Actuated Cycle Length: 87.1
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: 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

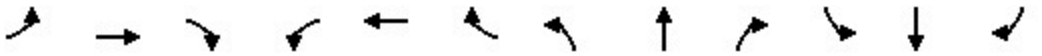




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	311	0	185	192	502	0	0	566	226
Future Volume (veh/h)	0	0	0	311	0	185	192	502	0	0	566	226
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1746	1894	1894	1796	1885	0	0	1847	1862
Adj Flow Rate, veh/h				349	0	208	216	564	0	0	636	254
Peak Hour Factor				0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %				10	0	0	7	1	0	0	2	1
Cap, veh/h				434	0	386	270	2040	0	0	776	310
Arrive On Green				0.24	0.00	0.24	0.16	0.57	0.00	0.00	0.32	0.32
Sat Flow, veh/h				1804	0	1605	1711	3676	0	0	2540	977
Grp Volume(v), veh/h				349	0	208	216	564	0	0	456	434
Grp Sat Flow(s),veh/h/ln				1804	0	1605	1711	1791	0	0	1754	1671
Q Serve(g_s), s				11.5	0.0	7.1	7.7	5.1	0.0	0.0	15.1	15.2
Cycle Q Clear(g_c), s				11.5	0.0	7.1	7.7	5.1	0.0	0.0	15.1	15.2
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.58
Lane Grp Cap(c), veh/h				434	0	386	270	2040	0	0	556	530
V/C Ratio(X)				0.80	0.00	0.54	0.80	0.28	0.00	0.00	0.82	0.82
Avail Cap(c_a), veh/h				857	0	762	677	4310	0	0	1250	1190
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				22.6	0.0	20.9	25.6	6.9	0.0	0.0	19.9	19.9
Incr Delay (d2), s/veh				1.4	0.0	0.4	2.1	0.0	0.0	0.0	1.2	1.2
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.5	0.0	2.4	2.9	1.3	0.0	0.0	5.4	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				23.9	0.0	21.4	27.7	7.0	0.0	0.0	21.1	21.1
LnGrp LOS				C		C	C	A			C	C
Approach Vol, veh/h					557			780			890	
Approach Delay, s/veh					23.0			12.7			21.1	
Approach LOS					C			B			C	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	16.0	26.0		21.2		42.0						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	25.0	45.0		30.0		76.0						
Max Q Clear Time (g_c+I1), s	9.7	17.2		13.5		7.1						
Green Ext Time (p_c), s	0.5	2.9		1.7		2.0						

Intersection Summary			
HCM 6th Ctrl Delay, s/veh			18.6
HCM 6th LOS			B



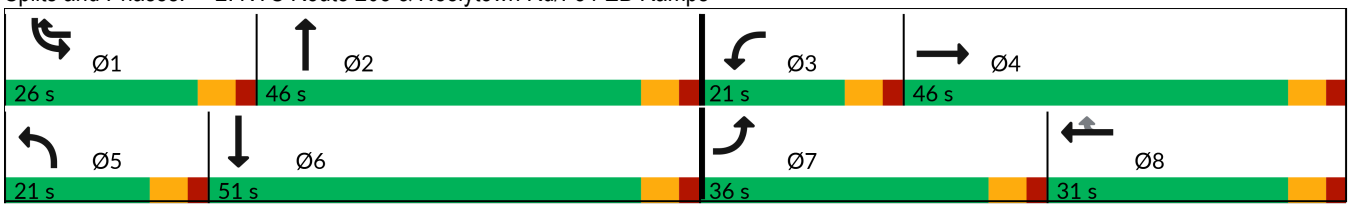
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	179	146	44	95	99	198	55	313	175	210	420	201
Future Volume (vph)	179	146	44	95	99	198	55	313	175	210	420	201
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			1%			1%	
Storage Length (ft)	400		400	220		220	145		145	330		280
Storage Lanes	2		0	1		1	1		1	2		1
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.965				0.850		0.946				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1687	3194	0	1770	1712	1583	1604	3376	0	3450	3556	1397
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1687	3194	0	1770	1712	1583	1604	3376	0	3450	3556	1397
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		29				218		78				221
Link Speed (mph)		45			25			45			45	
Link Distance (ft)		639			871			1257			796	
Travel Time (s)		9.7			23.8			19.0			12.1	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	7%	10%	6%	2%	11%	2%	12%	1%	0%	1%	1%	15%
Adj. Flow (vph)	197	160	48	104	109	218	60	344	192	231	462	221
Shared Lane Traffic (%)												
Lane Group Flow (vph)	197	208	0	104	109	218	60	536	0	231	462	221
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	2		2	2	2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	83	83		83	83	83	83	83		83	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		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	43	43
Detector 2 Size(ft)	40	40		40	40	40	40	40		40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	Free

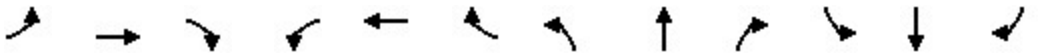
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases						8						Free
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.0	24.0		11.0	24.0	11.0	11.0	24.0		11.0	24.0	
Total Split (s)	36.0	46.0		21.0	31.0	26.0	21.0	46.0		26.0	51.0	
Total Split (%)	25.9%	33.1%		15.1%	22.3%	18.7%	15.1%	33.1%		18.7%	36.7%	
Maximum Green (s)	30.0	40.0		15.0	25.0	20.0	15.0	40.0		20.0	45.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	2.0		2.0	2.0	2.0	2.0	3.0		2.0	3.0	
Recall Mode	None	None		None	None	None	None	Min		None	Min	
v/c Ratio	0.57	0.25		0.48	0.50	0.32	0.38	0.66		0.50	0.44	0.16
Control Delay (s/veh)	38.3	25.0		45.3	44.8	4.8	46.1	29.9		39.3	27.5	0.2
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	38.3	25.0		45.3	44.8	4.8	46.1	29.9		39.3	27.5	0.2
Queue Length 50th (ft)	87	38		48	50	0	28	107		54	101	0
Queue Length 95th (ft)	195	86		124	127	50	82	208		117	190	0
Internal Link Dist (ft)		559			791			1177			716	
Turn Bay Length (ft)	400			220		220	145			330		280
Base Capacity (vph)	652	1660		342	551	851	309	1777		889	2061	1397
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	0.13		0.30	0.20	0.26	0.19	0.30		0.26	0.22	0.16

Intersection Summary

Area Type: Other
Cycle Length: 139
Actuated Cycle Length: 81.2
Natural Cycle: 75
Control Type: Actuated-Uncoordinated

Splits and Phases: 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	179	146	44	95	99	198	55	313	175	210	420	201
Future Volume (veh/h)	179	146	44	95	99	198	55	313	175	210	420	201
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1752	1811	1870	1737	1870	1716	1879	1894	1879	1879	1672
Adj Flow Rate, veh/h	197	160	48	104	109	218	60	344	192	231	462	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	7	10	6	2	11	2	12	1	0	1	1	15
Cap, veh/h	264	613	178	137	284	421	82	485	266	354	962	
Arrive On Green	0.15	0.24	0.24	0.08	0.16	0.16	0.05	0.22	0.22	0.10	0.27	0.00
Sat Flow, veh/h	1711	2543	740	1781	1737	1585	1635	2226	1219	3472	3571	1417
Grp Volume(v), veh/h	197	103	105	104	109	218	60	275	261	231	462	0
Grp Sat Flow(s),veh/h/ln	1711	1664	1619	1781	1737	1585	1635	1785	1660	1736	1785	1417
Q Serve(g_s), s	7.3	3.3	3.5	3.8	3.7	7.8	2.4	9.4	9.7	4.2	7.2	0.0
Cycle Q Clear(g_c), s	7.3	3.3	3.5	3.8	3.7	7.8	2.4	9.4	9.7	4.2	7.2	0.0
Prop In Lane	1.00		0.46	1.00		1.00	1.00		0.73	1.00		1.00
Lane Grp Cap(c), veh/h	264	401	390	137	284	421	82	389	362	354	962	
V/C Ratio(X)	0.75	0.26	0.27	0.76	0.38	0.52	0.73	0.71	0.72	0.65	0.48	
Avail Cap(c_a), veh/h	775	1005	977	403	656	760	370	1078	1002	1048	2426	
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	0.00
Uniform Delay (d), s/veh	26.8	20.3	20.4	30.0	24.7	20.7	31.0	23.9	24.0	28.6	20.3	0.0
Incr Delay (d2), s/veh	5.8	0.1	0.1	3.3	0.3	0.4	4.5	2.4	2.7	0.8	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	1.2	1.2	1.7	1.5	2.8	1.0	3.8	3.6	1.6	2.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.6	20.5	20.5	33.2	25.0	21.1	35.5	26.3	26.8	29.4	20.7	0.0
LnGrp LOS	C	C	C	C	C	C	D	C	C	C	C	
Approach Vol, veh/h		405			431			596			693	
Approach Delay, s/veh		26.4			25.0			27.4			23.6	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.7	20.4	11.1	22.0	9.3	23.8	16.2	16.8
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	20.0	40.0	15.0	40.0	15.0	45.0	30.0	25.0
Max Q Clear Time (g_c+I1), s	6.2	11.7	5.8	5.5	4.4	9.2	9.3	9.8
Green Ext Time (p_c), s	0.6	2.7	0.2	0.6	0.1	2.6	1.2	1.1

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	25.5
HCM 6th LOS	C

Notes

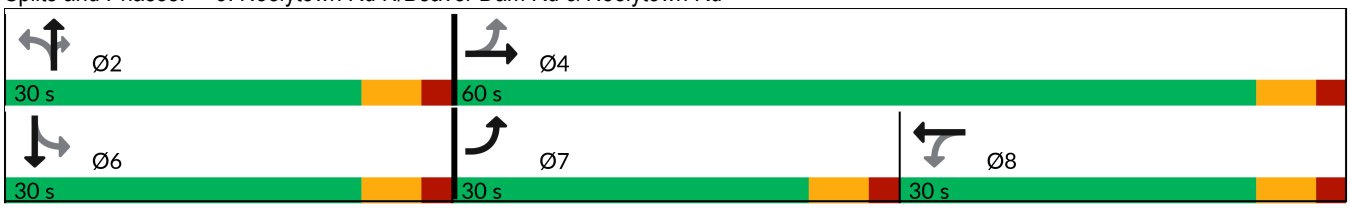
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

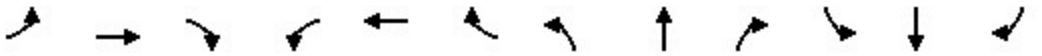
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	137	36	95	109	11	36	34	144	74	28	22
Future Volume (vph)	22	137	36	95	109	11	36	34	144	74	28	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	16	12	12	12
Grade (%)		1%			2%			-2%			0%	
Storage Length (ft)	70		0	220		0	0		150	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.969			0.986				0.850		0.976	
Flt Protected	0.950			0.950				0.975			0.971	
Satd. Flow (prot)	1710	1723	0	1787	1607	0	0	1871	1795	0	1785	0
Flt Permitted	0.583			0.615				0.803			0.763	
Satd. Flow (perm)	1050	1723	0	1157	1607	0	0	1541	1795	0	1403	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26			6				192		12	
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		2146			540			620			646	
Travel Time (s)		32.5			8.2			12.1			12.6	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	5%	8%	0%	0%	17%	0%	0%	0%	3%	0%	0%	5%
Adj. Flow (vph)	29	183	48	127	145	15	48	45	192	99	37	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	29	231	0	127	160	0	0	93	192	0	165	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	0.99	0.99	0.84	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2	2	2	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	83	83		83	83		83	83	83	83	83	
Trailing Detector (ft)	-5	-5		-5	-5		-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5		-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	40		40	40		40	40	40	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43		43	43		43	43	43	43	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	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	7	4			8			2			6	
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		8	8		2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		14.0	14.0	14.0	14.0	14.0	
Total Split (s)	30.0	60.0		30.0	30.0		30.0	30.0	30.0	30.0	30.0	
Total Split (%)	33.3%	66.7%		33.3%	33.3%		33.3%	33.3%	33.3%	33.3%	33.3%	
Maximum Green (s)	24.0	54.0		24.0	24.0		24.0	24.0	24.0	24.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
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	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Max		Max	Max		Max	Max	Max	Max	Max	
v/c Ratio	0.04	0.22		0.20	0.18			0.23	0.31		0.43	
Control Delay (s/veh)	7.5	7.9		13.9	12.7			27.6	5.5		29.5	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay (s/veh)	7.5	7.9		13.9	12.7			27.6	5.5		29.5	
Queue Length 50th (ft)	6	48		30	36			41	0		72	
Queue Length 95th (ft)	14	66		66	75			67	26		105	
Internal Link Dist (ft)		2066			460			540			566	
Turn Bay Length (ft)	70			220					150			
Base Capacity (vph)	806	1044		622	866			410	619		382	
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.04	0.22		0.20	0.18			0.23	0.31		0.43	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Natural Cycle: 45	
Control Type: Semi Act-Uncoord	

Splits and Phases: 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	137	36	95	109	11	36	34	144	74	28	22
Future Volume (veh/h)	22	137	36	95	109	11	36	34	144	74	28	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1820	1776	1894	1876	1625	1876	1979	1979	2011	1900	1900	1826
Adj Flow Rate, veh/h	29	183	48	127	145	15	48	45	192	99	37	29
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Percent Heavy Veh, %	5	8	0	0	17	0	0	0	3	0	0	5
Cap, veh/h	673	814	213	642	706	73	265	232	454	246	91	58
Arrive On Green	0.05	0.60	0.60	0.49	0.49	0.49	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1733	1356	356	1153	1448	150	765	871	1704	684	340	218
Grp Volume(v), veh/h	29	0	231	127	0	160	93	0	192	165	0	0
Grp Sat Flow(s),veh/h/ln	1733	0	1712	1153	0	1598	1636	0	1704	1242	0	0
Q Serve(g_s), s	0.7	0.0	5.6	5.7	0.0	5.1	0.0	0.0	8.4	7.7	0.0	0.0
Cycle Q Clear(g_c), s	0.7	0.0	5.6	5.7	0.0	5.1	3.6	0.0	8.4	11.3	0.0	0.0
Prop In Lane	1.00		0.21	1.00		0.09	0.52		1.00	0.60		0.18
Lane Grp Cap(c), veh/h	673	0	1027	642	0	779	497	0	454	395	0	0
V/C Ratio(X)	0.04	0.00	0.22	0.20	0.00	0.21	0.19	0.00	0.42	0.42	0.00	0.00
Avail Cap(c_a), veh/h	1056	0	1027	642	0	779	497	0	454	395	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.3	0.0	8.3	13.3	0.0	13.1	25.5	0.0	27.3	28.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.5	0.7	0.0	0.6	0.8	0.0	2.9	3.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	1.9	1.4	0.0	1.8	1.6	0.0	3.7	3.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.4	0.0	8.8	14.0	0.0	13.7	26.3	0.0	30.1	32.0	0.0	0.0
LnGrp LOS	A		A	B		B	C		C	C		
Approach Vol, veh/h		260			287			285			165	
Approach Delay, s/veh		8.9			13.8			28.9			32.0	
Approach LOS		A			B			C			C	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		30.0		60.0		30.0	10.1	49.9				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		24.0		54.0		24.0	24.0	24.0				
Max Q Clear Time (g_c+I1), s		10.4		7.6		13.3	2.7	7.7				
Green Ext Time (p_c), s		1.2		1.2		0.6	0.1	1.3				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			19.9									
HCM 6th LOS			B									

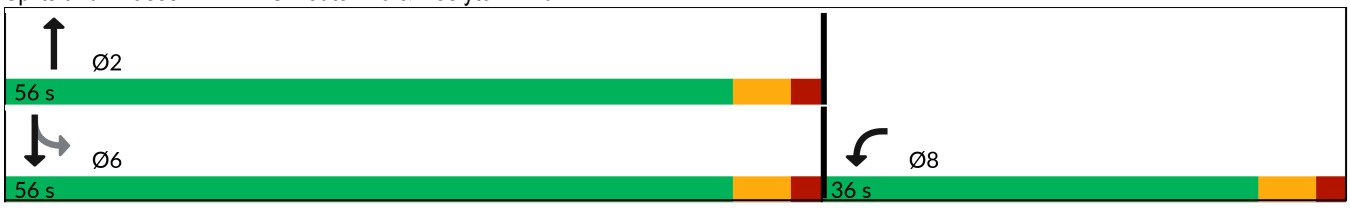


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	50	80	108	55	85	54
Future Volume (vph)	50	80	108	55	85	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		-1%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.917		0.955			
Flt Protected	0.981					0.970
Satd. Flow (prot)	1637	0	1731	0	0	1744
Flt Permitted	0.981					0.736
Satd. Flow (perm)	1637	0	1731	0	0	1323
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	83		43			
Link Speed (mph)	45		55			55
Link Distance (ft)	2393		959			1086
Travel Time (s)	36.3		11.9			13.5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	5%	4%	3%	10%	8%	2%
Adj. Flow (vph)	52	83	113	57	89	56
Shared Lane Traffic (%)						
Lane Group Flow (vph)	135	0	170	0	0	145
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	0.99	0.99	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2		1	2
Detector Template					Left	
Leading Detector (ft)	83		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Detector 1 Position(ft)	-5		-5		0	-5
Detector 1 Size(ft)	40		40		20	40
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)	40		40			40
Detector 2 Size(ft)	43		43			43
Detector 2 Type	Cl+Ex		Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Switch Phase						
Minimum Initial (s)	5.0		10.0		10.0	10.0
Minimum Split (s)	11.0		16.0		16.0	16.0
Total Split (s)	36.0		56.0		56.0	56.0
Total Split (%)	39.1%		60.9%		60.9%	60.9%
Maximum Green (s)	30.0		50.0		50.0	50.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	6.0		6.0			6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0		2.0	2.0
Recall Mode	None		Min		Min	Min
v/c Ratio	0.36		0.18			0.21
Control Delay (s/veh)	7.5		5.7			7.6
Queue Delay	0.0		0.0			0.0
Total Delay (s/veh)	7.5		5.7			7.6
Queue Length 50th (ft)	6		11			13
Queue Length 95th (ft)	26		33			36
Internal Link Dist (ft)	2313		879			1006
Turn Bay Length (ft)						
Base Capacity (vph)	1580		1731			1323
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.09		0.10			0.11

Intersection Summary	
Area Type:	Other
Cycle Length: 92	
Actuated Cycle Length: 30.5	
Natural Cycle: 40	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 4: NYS Route 416 & Neelytown Rd





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	50	80	108	55	85	54
Future Volume (veh/h)	50	80	108	55	85	54
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1826	1841	1894	1789	1781	1870
Adj Flow Rate, veh/h	52	83	112	57	89	56
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	5	4	3	10	8	2
Cap, veh/h	76	121	472	240	522	276
Arrive On Green	0.12	0.12	0.40	0.40	0.40	0.40
Sat Flow, veh/h	618	987	1184	602	727	691
Grp Volume(v), veh/h	136	0	0	169	145	0
Grp Sat Flow(s),veh/h/ln	1617	0	0	1786	1418	0
Q Serve(g_s), s	2.0	0.0	0.0	1.6	0.1	0.0
Cycle Q Clear(g_c), s	2.0	0.0	0.0	1.6	1.6	0.0
Prop In Lane	0.38	0.61		0.34	0.61	
Lane Grp Cap(c), veh/h	197	0	0	713	798	0
V/C Ratio(X)	0.69	0.00	0.00	0.24	0.18	0.00
Avail Cap(c_a), veh/h	1936	0	0	3563	3042	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	10.5	0.0	0.0	5.0	4.9	0.0
Incr Delay (d2), s/veh	1.6	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	12.1	0.0	0.0	5.1	5.0	0.0
LnGrp LOS	B			A	A	
Approach Vol, veh/h	136		169			145
Approach Delay, s/veh	12.1		5.1			5.0
Approach LOS	B		A			A

Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		16.0			16.0	9.1
Change Period (Y+Rc), s		6.0			6.0	6.0
Max Green Setting (Gmax), s		50.0			50.0	30.0
Max Q Clear Time (g_c+I1), s		3.6			3.6	4.0
Green Ext Time (p_c), s		0.4			0.4	0.4

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	7.2
HCM 6th LOS	A



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	9	135	218	11	109	187
Future Volume (vph)	9	135	218	11	109	187
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	12	12	12	12
Storage Length (ft)	0	50		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.994			
Flt Protected	0.950					0.982
Satd. Flow (prot)	1588	1742	1862	0	0	1795
Flt Permitted	0.950					0.982
Satd. Flow (perm)	1588	1742	1862	0	0	1795
Link Speed (mph)	30		30			30
Link Distance (ft)	561		726			643
Travel Time (s)	12.8		16.5			14.6
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	25%	2%	1%	10%	9%	1%
Adj. Flow (vph)	10	148	240	12	120	205
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	148	252	0	0	325
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	15		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.88	0.88	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60	60	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	3.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	135	218	11	109	187
Future Vol, veh/h	9	135	218	11	109	187
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	50	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	25	2	1	10	9	1
Mvmt Flow	10	148	240	12	120	205

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	691	246	0	0	252	0
Stage 1	246	-	-	-	-	-
Stage 2	445	-	-	-	-	-
Critical Hdwy	6.65	6.22	-	-	4.19	-
Critical Hdwy Stg 1	5.65	-	-	-	-	-
Critical Hdwy Stg 2	5.65	-	-	-	-	-
Follow-up Hdwy	3.725	3.318	-	-	2.281	-
Pot Cap-1 Maneuver	377	793	-	-	1274	-
Stage 1	744	-	-	-	-	-
Stage 2	600	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	337	793	-	-	1274	-
Mov Cap-2 Maneuver	337	-	-	-	-	-
Stage 1	744	-	-	-	-	-
Stage 2	536	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.9	0	3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	337	793	1274	-
HCM Lane V/C Ratio	-	-	0.029	0.187	0.094	-
HCM Ctrl Dly (s/v)	-	-	16	10.6	8.1	0
HCM Lane LOS	-	-	C	B	A	A
HCM 95th %tile Q (veh)	-	-	0.1	0.7	0.3	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	140	29	60	158	43	48
Future Volume (vph)	140	29	60	158	43	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	11	11
Grade (%)	4%			4%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.977				0.929	
Flt Protected				0.986	0.977	
Satd. Flow (prot)	1698	0	0	1701	1684	0
Flt Permitted				0.986	0.977	
Satd. Flow (perm)	1698	0	0	1701	1684	0
Link Speed (mph)	30			30	35	
Link Distance (ft)	853			580	1607	
Travel Time (s)	19.4			13.2	31.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	146	30	63	165	45	50
Shared Lane Traffic (%)						
Lane Group Flow (vph)	176	0	0	228	95	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.12	1.12	1.12	1.12	1.03	1.03
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	140	29	60	158	43	48
Future Vol, veh/h	140	29	60	158	43	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	4	-	-	4	-2	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	146	30	63	165	45	50

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	176	0	452	161
Stage 1	-	-	-	-	161	-
Stage 2	-	-	-	-	291	-
Critical Hdwy	-	-	4.1	-	6	6
Critical Hdwy Stg 1	-	-	-	-	5	-
Critical Hdwy Stg 2	-	-	-	-	5	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1412	-	598	897
Stage 1	-	-	-	-	889	-
Stage 2	-	-	-	-	788	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1412	-	569	897
Mov Cap-2 Maneuver	-	-	-	-	569	-
Stage 1	-	-	-	-	889	-
Stage 2	-	-	-	-	749	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.1	10.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	705	-	-	1412	-
HCM Lane V/C Ratio	0.134	-	-	0.044	-
HCM Ctrl Dly (s/v)	10.9	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q (veh)	0.5	-	-	0.1	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	51	1	0	45	59	47
Future Volume (vph)	51	1	0	45	59	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	10	10
Grade (%)	0%			1%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.998				0.940	
Flt Protected	0.953					
Satd. Flow (prot)	1654	0	0	1890	1649	0
Flt Permitted	0.953					
Satd. Flow (perm)	1654	0	0	1890	1649	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	777			545	1607	
Travel Time (s)	17.7			10.6	31.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	0%	0%	0%	2%	0%
Adj. Flow (vph)	54	1	0	48	63	50
Shared Lane Traffic (%)						
Lane Group Flow (vph)	55	0	0	48	113	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	1.09	1.09	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	51	1	0	45	59	47
Future Vol, veh/h	51	1	0	45	59	47
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	94	94	94	94	94	94
Heavy Vehicles, %	2	0	0	0	2	0
Mvmt Flow	54	1	0	48	63	50

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	136	88	113	0	-	0
Stage 1	88	-	-	-	-	-
Stage 2	48	-	-	-	-	-
Critical Hdwy	6.42	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	857	976	1489	-	-	-
Stage 1	935	-	-	-	-	-
Stage 2	974	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	857	976	1489	-	-	-
Mov Cap-2 Maneuver	857	-	-	-	-	-
Stage 1	935	-	-	-	-	-
Stage 2	974	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.5	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1489	-	859	-	-
HCM Lane V/C Ratio	-	-	0.064	-	-
HCM Ctrl Dly (s/v)	0	-	9.5	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q (veh)	0	-	0.2	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	55	4	17	367	239	137
Future Volume (vph)	55	4	17	367	239	137
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			1%	-2%	
Storage Length (ft)	0	0	170			150
Storage Lanes	1	0	1			1
Taper Length (ft)	86		86			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.991					0.850
Flt Protected	0.955		0.950			
Satd. Flow (prot)	1346	0	1437	1818	1793	1483
Flt Permitted	0.955		0.950			
Satd. Flow (perm)	1346	0	1437	1818	1793	1483
Link Speed (mph)	30			45	45	
Link Distance (ft)	639			1138	2657	
Travel Time (s)	14.5			17.2	40.3	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	29%	100%	25%	4%	7%	10%
Adj. Flow (vph)	73	5	23	489	319	183
Shared Lane Traffic (%)						
Lane Group Flow (vph)	78	0	23	489	319	183
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

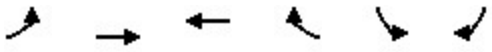
Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	55	4	17	367	239	137
Future Vol, veh/h	55	4	17	367	239	137
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	-	170	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	1	-2	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	29	100	25	4	7	10
Mvmt Flow	73	5	23	489	319	183

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	854	319	502	0	-	0
Stage 1	319	-	-	-	-	-
Stage 2	535	-	-	-	-	-
Critical Hdwy	6.69	7.2	4.35	-	-	-
Critical Hdwy Stg 1	5.69	-	-	-	-	-
Critical Hdwy Stg 2	5.69	-	-	-	-	-
Follow-up Hdwy	3.761	4.2	2.425	-	-	-
Pot Cap-1 Maneuver	296	542	954	-	-	-
Stage 1	680	-	-	-	-	-
Stage 2	536	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	289	542	954	-	-	-
Mov Cap-2 Maneuver	289	-	-	-	-	-
Stage 1	664	-	-	-	-	-
Stage 2	536	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	21.4	0.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	954	-	298	-	-
HCM Lane V/C Ratio	0.024	-	0.264	-	-
HCM Ctrl Dly (s/v)	8.9	-	21.4	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q (veh)	0.1	-	1	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	355	243	0	29	12
Future Volume (vph)	0	355	243	0	29	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.961	
Flt Protected					0.966	
Satd. Flow (prot)	0	1827	1759	0	1544	0
Flt Permitted					0.966	
Satd. Flow (perm)	0	1827	1759	0	1544	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		532	1138		660	
Travel Time (s)		8.1	17.2		15.0	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	0%	4%	8%	0%	16%	10%
Adj. Flow (vph)	0	473	324	0	39	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	473	324	0	55	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	1.00	1.00	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

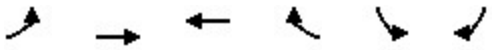
Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↱	
Traffic Vol, veh/h	0	355	243	0	29	12
Future Vol, veh/h	0	355	243	0	29	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, %	-	0	0	-	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	4	8	0	16	10
Mvmt Flow	0	473	324	0	39	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	797	324
Stage 1	-	-	-	-	324	-
Stage 2	-	-	-	-	473	-
Critical Hdwy	-	-	-	-	6.56	6.3
Critical Hdwy Stg 1	-	-	-	-	5.56	-
Critical Hdwy Stg 2	-	-	-	-	5.56	-
Follow-up Hdwy	-	-	-	-	3.644	3.39
Pot Cap-1 Maneuver	0	-	-	0	337	699
Stage 1	0	-	-	0	703	-
Stage 2	0	-	-	0	599	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	337	699
Mov Cap-2 Maneuver	-	-	-	-	337	-
Stage 1	-	-	-	-	703	-
Stage 2	-	-	-	-	599	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	15.5
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	397
HCM Lane V/C Ratio	-	-	0.138
HCM Ctrl Dly (s/v)	-	-	15.5
HCM Lane LOS	-	-	C
HCM 95th %tile Q (veh)	-	-	0.5



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	355	216	39	0	0
Future Volume (vph)	0	355	216	39	0	0
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			0.979			
Flt Protected						
Satd. Flow (prot)	0	1827	1717	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	1827	1717	0	0	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		336	532		567	
Travel Time (s)		5.1	8.1		12.9	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	0%	4%	8%	10%	0%	100%
Adj. Flow (vph)	0	473	288	52	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	473	340	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60			60	60	60
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	37	4	57	10	5	87
Future Volume (vph)	37	4	57	10	5	87
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	0.987		0.980			
Flt Protected	0.957					0.997
Satd. Flow (prot)	1795	0	1831	0	0	1877
Flt Permitted	0.957					0.997
Satd. Flow (perm)	1795	0	1831	0	0	1877
Link Speed (mph)	30		35			30
Link Distance (ft)	504		646			1081
Travel Time (s)	11.5		12.6			24.6
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	0%	0%	2%	0%	0%	1%
Adj. Flow (vph)	49	5	76	13	7	116
Shared Lane Traffic (%)						
Lane Group Flow (vph)	54	0	89	0	0	123
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60	60	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	37	4	57	10	5	87
Future Vol, veh/h	37	4	57	10	5	87
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	2	0	0	1
Mvmt Flow	49	5	76	13	7	116

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	213	83	0	0	89	0
Stage 1	83	-	-	-	-	-
Stage 2	130	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	780	982	-	-	1519	-
Stage 1	945	-	-	-	-	-
Stage 2	901	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	776	982	-	-	1519	-
Mov Cap-2 Maneuver	776	-	-	-	-	-
Stage 1	945	-	-	-	-	-
Stage 2	896	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.9	0	0.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	792	1519	-
HCM Lane V/C Ratio	-	-	0.069	0.004	-
HCM Ctrl Dly (s/v)	-	-	9.9	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q (veh)	-	-	0.2	0	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	61	11	35	27	13	31
Future Volume (vph)	61	11	35	27	13	31
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	0.979		0.941			
Flt Protected	0.960					0.986
Satd. Flow (prot)	1786	0	1758	0	0	1822
Flt Permitted	0.960					0.986
Satd. Flow (perm)	1786	0	1758	0	0	1822
Link Speed (mph)	30		35			35
Link Distance (ft)	515		1081			1606
Travel Time (s)	11.7		21.1			31.3
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	0%	0%	3%	0%	0%	4%
Adj. Flow (vph)	81	15	47	36	17	41
Shared Lane Traffic (%)						
Lane Group Flow (vph)	96	0	83	0	0	58
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	4.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	61	11	35	27	13	31
Future Vol, veh/h	61	11	35	27	13	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	3	0	0	4
Mvmt Flow	81	15	47	36	17	41

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	140	65	0	0	83	0
Stage 1	65	-	-	-	-	-
Stage 2	75	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	858	1005	-	-	1527	-
Stage 1	963	-	-	-	-	-
Stage 2	953	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	849	1005	-	-	1527	-
Mov Cap-2 Maneuver	849	-	-	-	-	-
Stage 1	963	-	-	-	-	-
Stage 2	943	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.7	0	2.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	870	1527	-
HCM Lane V/C Ratio	-	-	0.11	0.011	-
HCM Ctrl Dly (s/v)	-	-	9.7	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q (veh)	-	-	0.4	0	-

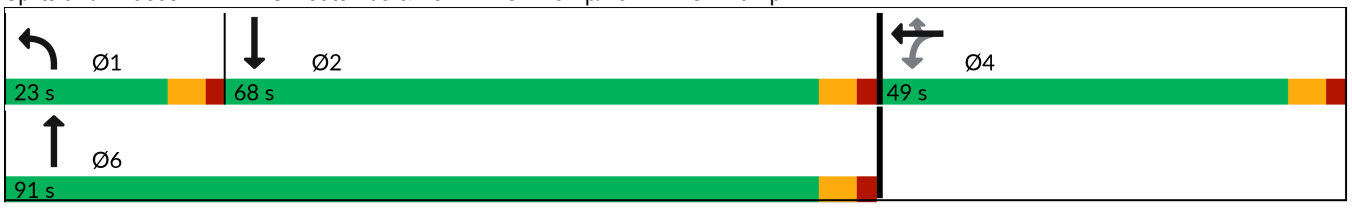
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	651	1	244	179	593	0	0	773	322
Future Volume (vph)	0	0	0	651	1	244	179	593	0	0	773	322
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			2%	
Storage Length (ft)	0		0	0		360	145		0	245		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt						0.850					0.956	
Flt Protected					0.952		0.950					
Satd. Flow (prot)	0	0	0	0	1607	1488	1347	3343	0	0	3190	0
Flt Permitted					0.952		0.950					
Satd. Flow (perm)	0	0	0	0	1607	1488	1347	3343	0	0	3190	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						214					58	
Link Speed (mph)		30			40			45			45	
Link Distance (ft)		287			1203			796			861	
Travel Time (s)		6.5			20.5			12.1			13.0	
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 (%)	0%	0%	0%	12%	0%	8%	34%	8%	0%	0%	8%	5%
Adj. Flow (vph)	0	0	0	731	1	274	201	666	0	0	869	362
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	732	274	201	666	0	0	1231	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
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	1.01	1.01	1.01	1.00	1.00	1.00	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				2	2	2	2	2			2	
Detector Template				Left	Thru	Right	Left	Thru			Thru	
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	Perm	Prot	NA			NA	

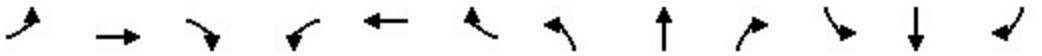
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases					4		1	6			2	
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6			2	
Switch Phase												
Minimum Initial (s)				6.0	6.0	6.0	5.0	15.0			15.0	
Minimum Split (s)				12.0	12.0	12.0	11.0	21.0			21.0	
Total Split (s)				49.0	49.0	49.0	23.0	91.0			68.0	
Total Split (%)				35.0%	35.0%	35.0%	16.4%	65.0%			48.6%	
Maximum Green (s)				43.0	43.0	43.0	17.0	85.0			62.0	
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)					6.0	6.0	6.0	6.0			6.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Recall Mode				None	None	None	None	Min			Min	
v/c Ratio					1.39	0.43	1.16	0.34			0.93	
Control Delay (s/veh)					222.3	11.5	165.8	14.8			47.9	
Queue Delay					0.0	0.0	0.0	0.0			0.0	
Total Delay (s/veh)					222.3	11.5	165.8	14.8			47.9	
Queue Length 50th (ft)					~845	36	~206	148			500	
Queue Length 95th (ft)					#1146	117	#382	183			592	
Internal Link Dist (ft)		207			1123			716			781	
Turn Bay Length (ft)						360	145					
Base Capacity (vph)					526	631	174	2166			1538	
Starvation Cap Reductn					0	0	0	0			0	
Spillback Cap Reductn					0	0	0	0			0	
Storage Cap Reductn					0	0	0	0			0	
Reduced v/c Ratio					1.39	0.43	1.16	0.31			0.80	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 131.7
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: 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	651	1	244	179	593	0	0	773	322
Future Volume (veh/h)	0	0	0	651	1	244	179	593	0	0	773	322
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1716	1894	1776	1396	1781	0	0	1758	1802
Adj Flow Rate, veh/h				731	1	274	201	666	0	0	869	362
Peak Hour Factor				0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %				12	0	8	34	8	0	0	8	5
Cap, veh/h				590	1	493	172	1967	0	0	935	388
Arrive On Green				0.33	0.33	0.33	0.13	0.58	0.00	0.00	0.41	0.41
Sat Flow, veh/h				1802	2	1505	1330	3474	0	0	2390	954
Grp Volume(v), veh/h				732	0	274	201	666	0	0	629	602
Grp Sat Flow(s),veh/h/ln				1804	0	1505	1330	1692	0	0	1670	1586
Q Serve(g_s), s				43.0	0.0	19.7	17.0	13.5	0.0	0.0	47.2	47.7
Cycle Q Clear(g_c), s				43.0	0.0	19.7	17.0	13.5	0.0	0.0	47.2	47.7
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.60
Lane Grp Cap(c), veh/h				591	0	493	172	1967	0	0	678	644
V/C Ratio(X)				1.24	0.00	0.56	1.17	0.34	0.00	0.00	0.93	0.93
Avail Cap(c_a), veh/h				591	0	493	172	2190	0	0	788	749
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				44.2	0.0	36.3	57.2	14.3	0.0	0.0	37.2	37.3
Incr Delay (d2), s/veh				121.7	0.0	0.8	121.0	0.0	0.0	0.0	14.7	16.3
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				38.6	0.0	7.2	11.4	4.9	0.0	0.0	21.0	20.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				165.9	0.0	37.2	178.2	14.4	0.0	0.0	51.9	53.6
LnGrp LOS				F		D	F	B			D	D
Approach Vol, veh/h					1006			867			1231	
Approach Delay, s/veh					130.8			52.4			52.8	
Approach LOS					F			D			D	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	23.0	59.3		49.0		82.3						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	17.0	62.0		43.0		85.0						
Max Q Clear Time (g_c+I1), s	19.0	49.7		45.0		15.5						
Green Ext Time (p_c), s	0.0	3.7		0.0		2.4						

Intersection Summary		
HCM 6th Ctrl Delay, s/veh		77.9
HCM 6th LOS		E

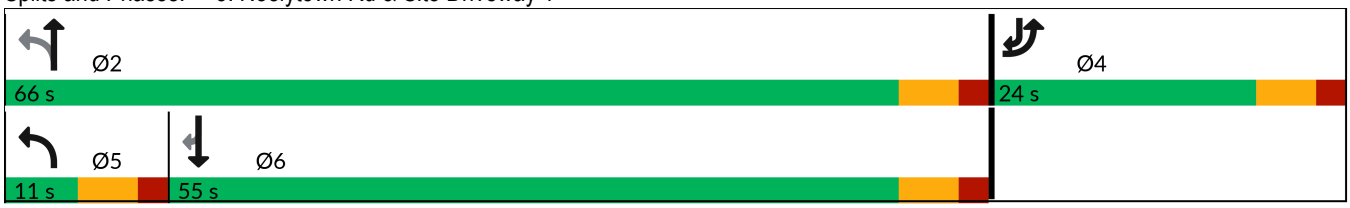


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	17	2	26	300	656	223
Future Volume (vph)	17	2	26	300	656	223
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			1%	-2%	
Storage Length (ft)	0	0	170			150
Storage Lanes	1	0	1			1
Taper Length (ft)	86		86			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.986					0.850
Flt Protected	0.957		0.950			
Satd. Flow (prot)	1177	0	1535	1602	1586	1539
Flt Permitted	0.957		0.206			
Satd. Flow (perm)	1177	0	333	1602	1586	1539
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	2					240
Link Speed (mph)	30			45	45	
Link Distance (ft)	639			1138	2657	
Travel Time (s)	14.5			17.2	40.3	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	47%	100%	17%	18%	21%	6%
Adj. Flow (vph)	18	2	28	323	705	240
Shared Lane Traffic (%)						
Lane Group Flow (vph)	20	0	28	323	705	240
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	2		2	2	2	2
Detector Template	Left		Left	Thru	Thru	Right
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		pm+pt	NA	NA	pm+ov

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Protected Phases	4		5	2	6	4
Permitted Phases			2			6
Detector Phase	4		5	2	6	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	11.0		11.0	11.0	11.0	11.0
Total Split (s)	24.0		11.0	66.0	55.0	24.0
Total Split (%)	26.7%		12.2%	73.3%	61.1%	26.7%
Maximum Green (s)	18.0		5.0	60.0	49.0	18.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		None	None	None	None
v/c Ratio	0.12		0.08	0.33	0.80	0.17
Control Delay (s/veh)	29.5		3.5	5.1	18.3	0.6
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)	29.5		3.5	5.1	18.3	0.6
Queue Length 50th (ft)	4		3	35	109	0
Queue Length 95th (ft)	29		9	69	374	11
Internal Link Dist (ft)	559			1058	2577	
Turn Bay Length (ft)			170			150
Base Capacity (vph)	447		330	1461	1356	1489
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.04		0.08	0.22	0.52	0.16

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 53.8	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 8: Neelytown Rd & Site Driveway 1





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	17	2	26	300	656	223
Future Volume (veh/h)	17	2	26	300	656	223
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1203	418	1642	1627	1663	1889
Adj Flow Rate, veh/h	18	2	28	323	705	240
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	47	100	17	18	21	6
Cap, veh/h	25	3	312	1139	882	848
Arrive On Green	0.03	0.03	0.03	0.70	0.53	0.53
Sat Flow, veh/h	973	108	1564	1627	1663	1601
Grp Volume(v), veh/h	21	0	28	323	705	240
Grp Sat Flow(s),veh/h/ln	1135	0	1564	1627	1663	1601
Q Serve(g_s), s	0.8	0.0	0.3	3.3	15.1	3.6
Cycle Q Clear(g_c), s	0.8	0.0	0.3	3.3	15.1	3.6
Prop In Lane	0.86	0.10	1.00			1.00
Lane Grp Cap(c), veh/h	29	0	312	1139	882	848
V/C Ratio(X)	0.72	0.00	0.09	0.28	0.80	0.28
Avail Cap(c_a), veh/h	467	0	439	2231	1862	1792
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.2	0.0	7.0	2.5	8.4	5.7
Incr Delay (d2), s/veh	27.9	0.0	0.1	0.1	1.7	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.1	3.1	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	49.0	0.0	7.1	2.6	10.1	5.9
LnGrp LOS	D		A	A	B	A
Approach Vol, veh/h	21			351	945	
Approach Delay, s/veh	49.0			2.9	9.0	
Approach LOS	D			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		36.6		7.1	7.4	29.2
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		60.0		18.0	5.0	49.0
Max Q Clear Time (g_c+I1), s		5.3		2.8	2.3	17.1
Green Ext Time (p_c), s		1.7		0.0	0.0	6.1

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	8.1
HCM 6th LOS	A

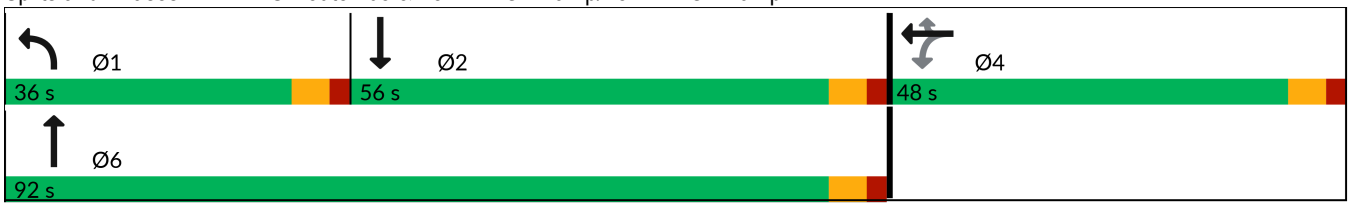
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	411	0	356	384	827	0	0	617	329
Future Volume (vph)	0	0	0	411	0	356	384	827	0	0	617	329
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			2%	
Storage Length (ft)	0		0	0		360	145		0	245		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt						0.850					0.948	
Flt Protected					0.950		0.950					
Satd. Flow (prot)	0	0	0	0	1382	1516	1612	3471	0	0	3270	0
Flt Permitted					0.950		0.950					
Satd. Flow (perm)	0	0	0	0	1382	1516	1612	3471	0	0	3270	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						173					78	
Link Speed (mph)		30			40			45			45	
Link Distance (ft)		287			1203			796			861	
Travel Time (s)		6.5			20.5			12.1			13.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	30%	0%	6%	12%	4%	0%	0%	5%	1%
Adj. Flow (vph)	0	0	0	428	0	371	400	861	0	0	643	343
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	428	371	400	861	0	0	986	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
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	1.01	1.01	1.01	1.00	1.00	1.00	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				2	2	2	2	2			2	
Detector Template				Left	Thru	Right	Left	Thru			Thru	
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	Perm	Prot	NA			NA	

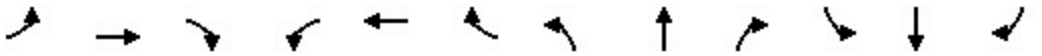
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases					4		1	6			2	
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6			2	
Switch Phase												
Minimum Initial (s)				6.0	6.0	6.0	5.0	15.0			15.0	
Minimum Split (s)				12.0	12.0	12.0	11.0	21.0			21.0	
Total Split (s)				48.0	48.0	48.0	36.0	92.0			56.0	
Total Split (%)				34.3%	34.3%	34.3%	25.7%	65.7%			40.0%	
Maximum Green (s)				42.0	42.0	42.0	30.0	86.0			50.0	
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Lost Time Adjust (s)					0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)					6.0	6.0	6.0	6.0			6.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Recall Mode				None	None	None	None	Min			Min	
v/c Ratio					0.97	0.62	1.09	0.42			0.91	
Control Delay (s/veh)					81.3	25.5	121.0	15.3			52.2	
Queue Delay					0.0	0.0	0.0	0.0			0.0	
Total Delay (s/veh)					81.3	25.5	121.0	15.3			52.2	
Queue Length 50th (ft)					362	144	~387	201			396	
Queue Length 95th (ft)					#631	276	#637	244			486	
Internal Link Dist (ft)		207			1123			716			781	
Turn Bay Length (ft)						360	145					
Base Capacity (vph)					441	601	367	2268			1291	
Starvation Cap Reductn					0	0	0	0			0	
Spillback Cap Reductn					0	0	0	0			0	
Storage Cap Reductn					0	0	0	0			0	
Reduced v/c Ratio					0.97	0.62	1.09	0.38			0.76	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 131.9
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	411	0	356	384	827	0	0	617	329
Future Volume (veh/h)	0	0	0	411	0	356	384	827	0	0	617	329
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1450	1894	1805	1722	1841	0	0	1802	1862
Adj Flow Rate, veh/h				428	0	371	400	861	0	0	643	343
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %				30	0	6	12	4	0	0	5	1
Cap, veh/h				487	0	413	413	2200	0	0	705	376
Arrive On Green				0.27	0.00	0.27	0.25	0.63	0.00	0.00	0.33	0.33
Sat Flow, veh/h				1804	0	1530	1640	3589	0	0	2247	1151
Grp Volume(v), veh/h				428	0	371	400	861	0	0	510	476
Grp Sat Flow(s),veh/h/ln				1804	0	1530	1640	1749	0	0	1712	1595
Q Serve(g_s), s				27.1	0.0	27.8	28.8	14.4	0.0	0.0	34.1	34.1
Cycle Q Clear(g_c), s				27.1	0.0	27.8	28.8	14.4	0.0	0.0	34.1	34.1
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.72
Lane Grp Cap(c), veh/h				487	0	413	413	2200	0	0	560	522
V/C Ratio(X)				0.88	0.00	0.90	0.97	0.39	0.00	0.00	0.91	0.91
Avail Cap(c_a), veh/h				636	0	539	413	2524	0	0	718	669
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				41.6	0.0	41.9	44.1	10.9	0.0	0.0	38.4	38.4
Incr Delay (d2), s/veh				9.1	0.0	12.7	35.9	0.0	0.0	0.0	11.9	12.6
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				12.9	0.0	11.7	15.3	5.0	0.0	0.0	15.5	14.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				50.7	0.0	54.6	80.0	10.9	0.0	0.0	50.4	51.1
LnGrp LOS				D		D	F	B			D	D
Approach Vol, veh/h					799			1261			986	
Approach Delay, s/veh					52.5			32.8			50.7	
Approach LOS					D			C			D	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	36.0	45.0		38.2		81.0						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	30.0	50.0		42.0		86.0						
Max Q Clear Time (g_c+I1), s	30.8	36.1		29.8		16.4						
Green Ext Time (p_c), s	0.0	2.9		2.4		3.3						

Intersection Summary		
HCM 6th Ctrl Delay, s/veh		43.8
HCM 6th LOS		D

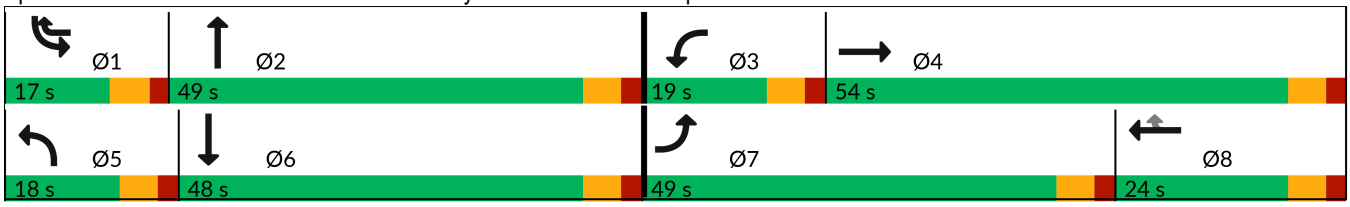
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	399	412	87	88	111	278	59	535	266	182	490	357
Future Volume (vph)	399	412	87	88	111	278	59	535	266	182	490	357
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			1%			1%	
Storage Length (ft)	400		400	220		220	145		145	330		280
Storage Lanes	2		0	1		1	1		1	2		1
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.974				0.850		0.950				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1570	3095	0	1671	1218	1568	1535	3345	0	3350	3487	1190
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1570	3095	0	1671	1218	1568	1535	3345	0	3350	3487	1190
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20				128		64				388
Link Speed (mph)		45			25			45			45	
Link Distance (ft)		639			871			1257			796	
Travel Time (s)		9.7			23.8			19.0			12.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	15%	15%	7%	8%	56%	3%	17%	2%	2%	4%	3%	35%
Adj. Flow (vph)	434	448	95	96	121	302	64	582	289	198	533	388
Shared Lane Traffic (%)												
Lane Group Flow (vph)	434	543	0	96	121	302	64	871	0	198	533	388
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	2		2	2	2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	83	83		83	83	83	83	83		83	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		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	43	43
Detector 2 Size(ft)	40	40		40	40	40	40	40		40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	Free

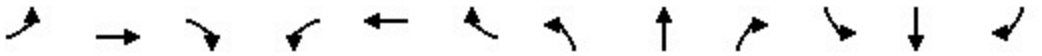
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases						8						Free
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.0	24.0		11.0	24.0	11.0	11.0	24.0		11.0	24.0	
Total Split (s)	49.0	54.0		19.0	24.0	17.0	18.0	49.0		17.0	48.0	
Total Split (%)	35.3%	38.8%		13.7%	17.3%	12.2%	12.9%	35.3%		12.2%	34.5%	
Maximum Green (s)	43.0	48.0		13.0	18.0	11.0	12.0	43.0		11.0	42.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	2.0		2.0	2.0	2.0	2.0	3.0		2.0	3.0	
Recall Mode	None	None		None	None	None	None	Min		None	Min	
v/c Ratio	0.90	0.50		0.67	0.81	0.61	0.57	0.86		0.71	0.47	0.33
Control Delay (s/veh)	65.8	34.0		82.0	92.1	30.4	80.0	48.9		73.9	38.0	0.7
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)	65.8	34.0		82.0	92.1	30.4	80.0	48.9		73.9	38.0	0.7
Queue Length 50th (ft)	361	186		83	104	135	56	357		89	204	0
Queue Length 95th (ft)	#571	254		#154	#212	244	107	441		#146	267	0
Internal Link Dist (ft)		559			791			1177			716	
Turn Bay Length (ft)	400			220		220	145			330		280
Base Capacity (vph)	547	1220		176	177	504	149	1208		299	1188	1190
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	0.79	0.45		0.55	0.68	0.60	0.43	0.72		0.66	0.45	0.33

Intersection Summary

Area Type: Other
Cycle Length: 139
Actuated Cycle Length: 126
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: 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	399	412	87	88	111	278	59	535	266	182	490	357
Future Volume (veh/h)	399	412	87	88	111	278	59	535	266	182	490	357
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1678	1678	1796	1781	1070	1856	1642	1864	1864	1835	1850	1375
Adj Flow Rate, veh/h	434	448	95	96	121	302	64	582	289	198	533	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	15	15	7	8	56	3	17	2	2	4	3	35
Cap, veh/h	472	975	205	119	157	348	79	660	327	253	1095	
Arrive On Green	0.30	0.37	0.37	0.07	0.15	0.15	0.05	0.29	0.29	0.07	0.31	0.00
Sat Flow, veh/h	1598	2620	552	1697	1070	1572	1564	2293	1138	3390	3514	1166
Grp Volume(v), veh/h	434	271	272	96	121	302	64	449	422	198	533	0
Grp Sat Flow(s),veh/h/ln	1598	1594	1578	1697	1070	1572	1564	1771	1660	1695	1757	1166
Q Serve(g_s), s	32.3	15.8	16.0	6.9	13.4	18.0	5.0	29.7	29.8	7.1	15.1	0.0
Cycle Q Clear(g_c), s	32.3	15.8	16.0	6.9	13.4	18.0	5.0	29.7	29.8	7.1	15.1	0.0
Prop In Lane	1.00		0.35	1.00		1.00	1.00		0.69	1.00		1.00
Lane Grp Cap(c), veh/h	472	593	588	119	157	348	79	510	478	253	1095	
V/C Ratio(X)	0.92	0.46	0.46	0.81	0.77	0.87	0.81	0.88	0.88	0.78	0.49	
Avail Cap(c_a), veh/h	559	623	617	180	157	348	153	620	581	304	1202	
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	0.00
Uniform Delay (d), s/veh	41.8	29.2	29.2	56.3	50.4	46.1	57.7	41.7	41.8	55.9	34.3	0.0
Incr Delay (d2), s/veh	19.4	0.2	0.2	8.4	19.0	19.5	7.1	12.2	13.0	8.5	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.7	5.9	5.9	3.2	4.4	10.8	2.1	14.2	13.4	3.2	6.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	61.2	29.4	29.4	64.7	69.4	65.6	64.8	53.9	54.7	64.4	34.6	0.0
LnGrp LOS	E	C	C	E	E	E	E	D	D	E	C	
Approach Vol, veh/h		977			519			935			731	
Approach Delay, s/veh		43.5			66.3			55.0			42.7	
Approach LOS		D			E			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.2	41.4	14.6	51.7	12.2	44.3	42.3	24.0
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	11.0	43.0	13.0	48.0	12.0	42.0	43.0	18.0
Max Q Clear Time (g_c+I1), s	9.1	31.8	8.9	18.0	7.0	17.1	34.3	20.0
Green Ext Time (p_c), s	0.1	3.6	0.1	1.6	0.0	3.0	2.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	50.5
HCM 6th LOS	D

Notes

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

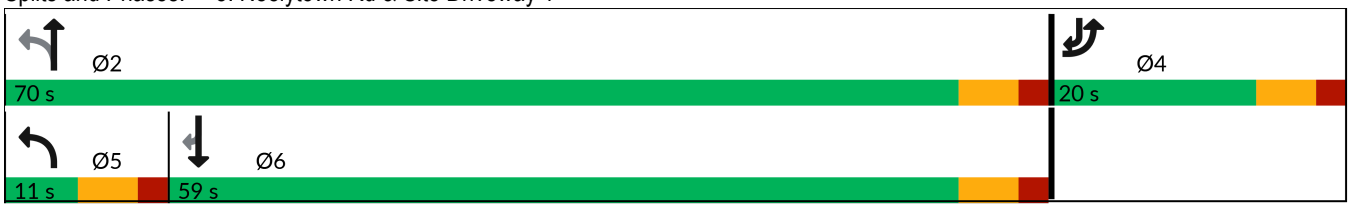


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	90	6	8	703	352	51
Future Volume (vph)	90	6	8	703	352	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			1%	-2%	
Storage Length (ft)	0	0	170			150
Storage Lanes	1	0	1			1
Taper Length (ft)	86		86			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.991					0.850
Flt Protected	0.955		0.950			
Satd. Flow (prot)	1384	0	1174	1688	1669	1284
Flt Permitted	0.955		0.405			
Satd. Flow (perm)	1384	0	500	1688	1669	1284
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	3					65
Link Speed (mph)	30			45	45	
Link Distance (ft)	639			1138	2657	
Travel Time (s)	14.5			17.2	40.3	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	25%	100%	53%	12%	15%	27%
Adj. Flow (vph)	114	8	10	890	446	65
Shared Lane Traffic (%)						
Lane Group Flow (vph)	122	0	10	890	446	65
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	2		2	2	2	2
Detector Template	Left		Left	Thru	Thru	Right
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		pm+pt	NA	NA	pm+ov

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Protected Phases	4		5	2	6	4
Permitted Phases			2			6
Detector Phase	4		5	2	6	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	11.0		11.0	11.0	11.0	11.0
Total Split (s)	20.0		11.0	70.0	59.0	20.0
Total Split (%)	22.2%		12.2%	77.8%	65.6%	22.2%
Maximum Green (s)	14.0		5.0	64.0	53.0	14.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		None	None	None	None
v/c Ratio	0.47		0.02	0.74	0.39	0.05
Control Delay (s/veh)	34.7		4.3	12.7	8.1	0.4
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)	34.7		4.3	12.7	8.1	0.4
Queue Length 50th (ft)	40		1	218	70	0
Queue Length 95th (ft)	103		5	301	165	4
Internal Link Dist (ft)	559			1058	2577	
Turn Bay Length (ft)			170			150
Base Capacity (vph)	387		402	1543	1393	1206
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.32		0.02	0.58	0.32	0.05

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 60.2	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 8: Neelytown Rd & Site Driveway 1





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	90	6	8	703	352	51
Future Volume (veh/h)	90	6	8	703	352	51
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1530	418	1109	1716	1754	1573
Adj Flow Rate, veh/h	114	8	10	890	446	65
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	25	100	53	12	15	27
Cap, veh/h	141	10	328	1056	811	616
Arrive On Green	0.11	0.11	0.01	0.62	0.46	0.46
Sat Flow, veh/h	1340	94	1056	1716	1754	1333
Grp Volume(v), veh/h	123	0	10	890	446	65
Grp Sat Flow(s),veh/h/ln	1446	0	1056	1716	1754	1333
Q Serve(g_s), s	3.6	0.0	0.2	17.8	7.9	1.2
Cycle Q Clear(g_c), s	3.6	0.0	0.2	17.8	7.9	1.2
Prop In Lane	0.93	0.07	1.00			1.00
Lane Grp Cap(c), veh/h	152	0	328	1056	811	616
V/C Ratio(X)	0.81	0.00	0.03	0.84	0.55	0.11
Avail Cap(c_a), veh/h	471	0	438	2558	2164	1646
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.8	0.0	6.1	6.6	8.3	6.5
Incr Delay (d2), s/veh	9.6	0.0	0.0	1.9	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	1.5	0.0	0.0	2.5	1.8	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	28.4	0.0	6.1	8.5	8.9	6.6
LnGrp LOS	C		A	A	A	A
Approach Vol, veh/h	123			900	511	
Approach Delay, s/veh	28.4			8.5	8.6	
Approach LOS	C			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		32.4		10.5	6.6	25.9
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		64.0		14.0	5.0	53.0
Max Q Clear Time (g_c+I1), s		19.8		5.6	2.2	9.9
Green Ext Time (p_c), s		6.6		0.3	0.0	2.8

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	10.1
HCM 6th LOS	B

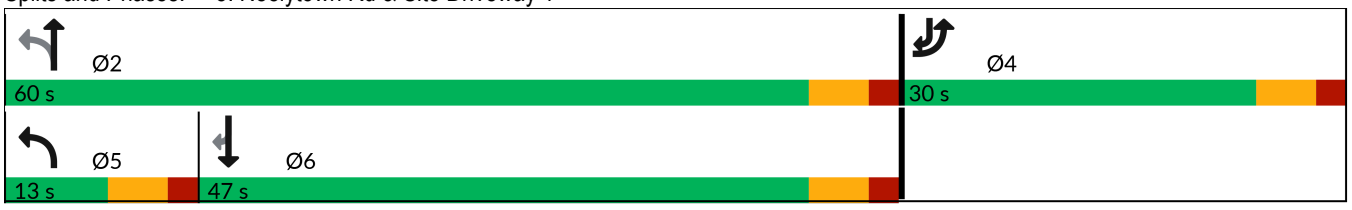


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	55	4	17	367	239	137
Future Volume (vph)	55	4	17	367	239	137
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			1%	-2%	
Storage Length (ft)	0	0	170			150
Storage Lanes	1	0	1			1
Taper Length (ft)	86		86			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.991					0.850
Flt Protected	0.955		0.950			
Satd. Flow (prot)	1346	0	1437	1818	1793	1483
Flt Permitted	0.955		0.410			
Satd. Flow (perm)	1346	0	620	1818	1793	1483
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	4					183
Link Speed (mph)	30			45	45	
Link Distance (ft)	639			1138	2657	
Travel Time (s)	14.5			17.2	40.3	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	29%	100%	25%	4%	7%	10%
Adj. Flow (vph)	73	5	23	489	319	183
Shared Lane Traffic (%)						
Lane Group Flow (vph)	78	0	23	489	319	183
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	2		2	2	2	2
Detector Template	Left		Left	Thru	Thru	Right
Leading Detector (ft)	83		83	83	83	83
Trailing Detector (ft)	-5		-5	-5	-5	-5
Detector 1 Position(ft)	-5		-5	-5	-5	-5
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot		pm+pt	NA	NA	pm+ov

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Protected Phases	4		5	2	6	4
Permitted Phases			2			6
Detector Phase	4		5	2	6	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	11.0		11.0	11.0	11.0	11.0
Total Split (s)	30.0		13.0	60.0	47.0	30.0
Total Split (%)	33.3%		14.4%	66.7%	52.2%	33.3%
Maximum Green (s)	24.0		7.0	54.0	41.0	24.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		None	None	None	None
v/c Ratio	0.23		0.05	0.47	0.34	0.13
Control Delay (s/veh)	16.1		5.8	8.9	10.7	0.7
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)	16.1		5.8	8.9	10.7	0.7
Queue Length 50th (ft)	11		2	63	36	0
Queue Length 95th (ft)	43		8	107	115	8
Internal Link Dist (ft)	559			1058	2577	
Turn Bay Length (ft)			170			150
Base Capacity (vph)	954		498	1801	1694	1452
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.08		0.05	0.27	0.19	0.13

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 35	
Natural Cycle: 40	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 8: Neelytown Rd & Site Driveway 1





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	55	4	17	367	239	137
Future Volume (veh/h)	55	4	17	367	239	137
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1470	418	1524	1835	1874	1829
Adj Flow Rate, veh/h	73	5	23	489	319	183
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Percent Heavy Veh, %	29	100	25	4	7	10
Cap, veh/h	103	7	391	962	557	461
Arrive On Green	0.08	0.08	0.03	0.52	0.30	0.30
Sat Flow, veh/h	1285	88	1451	1835	1874	1550
Grp Volume(v), veh/h	79	0	23	489	319	183
Grp Sat Flow(s),veh/h/ln	1390	0	1451	1835	1874	1550
Q Serve(g_s), s	1.7	0.0	0.3	5.2	4.4	2.9
Cycle Q Clear(g_c), s	1.7	0.0	0.3	5.2	4.4	2.9
Prop In Lane	0.92	0.06	1.00			1.00
Lane Grp Cap(c), veh/h	111	0	391	962	557	461
V/C Ratio(X)	0.71	0.00	0.06	0.51	0.57	0.40
Avail Cap(c_a), veh/h	1100	0	684	3266	2532	2094
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.6	0.0	6.4	4.7	9.0	8.5
Incr Delay (d2), s/veh	8.0	0.0	0.1	0.4	0.9	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	0.4	1.0	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	21.6	0.0	6.4	5.1	10.0	9.0
LnGrp LOS	C		A	A	A	A
Approach Vol, veh/h	79			512	502	
Approach Delay, s/veh	21.6			5.2	9.6	
Approach LOS	C			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		21.9		8.4	6.9	15.0
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		54.0		24.0	7.0	41.0
Max Q Clear Time (g_c+I1), s		7.2		3.7	2.3	6.4
Green Ext Time (p_c), s		2.7		0.3	0.0	2.7

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	8.4
HCM 6th LOS	A

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Traffic Impact Study

Appendix K | Traffic Signal Warrant Analysis

TABLE TSW-1A

SIGNAL WARRANTS ANALYSIS
NYS ROUTE 211 & NYS ROUTE 416
WARRANT ANALYSIS SUMMARY

INTERSECTION DATA			
Major Street:	NYS Route 211	**Number of Lanes For Moving Traffic By Approach**	
Minor Street:	NYS Route 416	Major Street (Excluding Auxiliary Lanes) =	1
		Minor Street (Including Auxiliary Lanes) =	1
Location:	Montgomery, Orange County, New York		
		Major Street Speed	
Date:	2/17/2025	85TH Percentile Speed >= 40 mph (Y or N):	Y
Volume Basis:	2023 Existing Traffic Volumes	**Community Population**	
		Community < 10,000 (Y or N):	Y
Condition:	Typical Weekday		

WARRANT ANALYSIS SUMMARY		
Warrant 1 - Eight-Hour Vehicular Volume		
Condition A - Minimum Vehicular Volume	Satisfied -- Criteria Met for Signalization	
Condition B - Minimum Vehicular Interruption of Continous Traffic	Not Satisfied -- No Signal	
Condition A & B Combined Condition	Satisfied -- Criteria Met for Signalization	
	Warrant 1 Satisfied:	**YES**
Warrant 2 - Four-Hour Vehicular Volume		
Four-Hour Vehicular Volume	Satisfied -- Criteria Met for Signalization	
	Warrant 2 Satisfied:	**YES**
Warrant 3 - Peak Hour		
Peak Hour Volume	Satisfied -- Criteria Met for Signalization	
	Warrant 3 Satisfied:	**YES**
Warrant 4 - Pedestrian Volume Warrant		
Condition A - Pedestrian Four-Hour Volume	Not Applicable	
Condition B - Pedestrian Peak Hour Volume	Not Applicable	
	Warrant 4 Satisfied:	**Not Applicable**
Warrant 5 - School Crossing		
	Warrant 5 Satisfied:	**Not Applicable**
Warrant 6 - Coordinated Signal System		
	Warrant 6 Satisfied:	**Not Applicable**
Warrant 7 - Crash Experience		
	Warrant 7 Satisfied:	**Not Applicable**
Warrant 8 - Roadway Network		
	Warrant 7 Satisfied:	**Not Applicable**
Warrant 9 - Intersection Near a Grade Crossing		
Condition A - Distance to Rail	Not Applicable	
Condition B - Traffic Volume Warrant	Not Applicable	
	Warrant 9 Satisfied:	**Not Applicable**

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TABLE TSW-1A

SIGNAL WARRANTS ANALYSIS
NYS ROUTE 211 & NYS ROUTE 416
WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

INTERSECTION DATA

Major Street: NYS Route 211
Minor Street: NYS Route 416
Location: Montgomery, Orange County, New York
Date: 2/17/2025
Volume Basis: 2023 Existing Traffic Volumes
Condition: Typical Weekday

Number of Lanes For Moving Traffic By Approach
Major Street (Excluding Auxiliary Lanes) = 1
Minor Street (Including Auxiliary Lanes) = 1

Major Street Speed
85TH Percentile Speed >= 40 mph (Y or N): Y

Community Population
Community < 10,000 (Y or N): Y

WARRANT ANALYSIS

Time of Day	Volumes		Warrant 1 Condition A		Warrant 1 Condition B		Warrant 1 Condition A & B				Warrant Met?			
							Condition A		Condition B				Combined	
	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Warrant 1A	Warrant 1B	1A	1B
12:00 AM	41	6	350	105	525	53	280	84	420	42	NO	NO	NO	NO
1:00 AM	32	3	350	105	525	53	280	84	420	42	NO	NO	NO	NO
2:00 AM	30	4	350	105	525	53	280	84	420	42	NO	NO	NO	NO
3:00 AM	36	10	350	105	525	53	280	84	420	42	NO	NO	NO	NO
4:00 AM	79	16	350	105	525	53	280	84	420	42	NO	NO	NO	NO
5:00 AM	125	32	350	105	525	53	280	84	420	42	NO	NO	NO	NO
6:00 AM	335	78	350	105	525	53	280	84	420	42	NO	NO	NO	NO
7:00 AM	552	93	350	105	525	53	280	84	420	42	NO	YES	YES	YES
8:00 AM	568	110	350	105	525	53	280	84	420	42	YES	YES	YES	YES
9:00 AM	489	102	350	105	525	53	280	84	420	42	NO	NO	YES	YES
10:00 AM	436	140	350	105	525	53	280	84	420	42	YES	NO	YES	YES
11:00 AM	464	118	350	105	525	53	280	84	420	42	YES	NO	YES	YES
12:00 PM	541	129	350	105	525	53	280	84	420	42	YES	YES	YES	YES
1:00 PM	524	135	350	105	525	53	280	84	420	42	YES	NO	YES	YES
2:00 PM	592	157	350	105	525	53	280	84	420	42	YES	YES	YES	YES
3:00 PM	693	180	350	105	525	53	280	84	420	42	YES	YES	YES	YES
4:00 PM	708	207	350	105	525	53	280	84	420	42	YES	YES	YES	YES
5:00 PM	631	181	350	105	525	53	280	84	420	42	YES	YES	YES	YES
6:00 PM	424	104	350	105	525	53	280	84	420	42	NO	NO	YES	YES
7:00 PM	295	68	350	105	525	53	280	84	420	42	NO	NO	NO	NO
8:00 PM	234	44	350	105	525	53	280	84	420	42	NO	NO	NO	NO
9:00 PM	169	38	350	105	525	53	280	84	420	42	NO	NO	NO	NO
10:00 PM	106	20	350	105	525	53	280	84	420	42	NO	NO	NO	NO
11:00 PM	82	18	350	105	525	53	280	84	420	42	NO	NO	NO	NO
Total Hours Meeting Warrants											9	7	12	12
Total Hours Needed to Satisfy											8	8	8*	8*

WARRANT 1 SUMMARY

Warrant 1 Condition A - Minimum Vehicular Volume	Satisfied -- Criteria Met for Signalization
Warrant 1 Condition B - Interruption of Continuous Traffic	Not Satisfied -- No Signal
Warrant 1A & 1B Combined Condition	Satisfied -- Criteria Met for Signalization

*Note: For Combined Warrant Both Conditions 1A & 1B Must Be Satisfied for a Minimum of 8 Hours.

TABLE TSW-1A

SIGNAL WARRANTS ANALYSIS
NYS ROUTE 211 & NYS ROUTE 416
WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME & WARRANT 3 - PEAK HOUR

INTERSECTION DATA

Major Street:	NYS Route 211	**Number of Lanes For Moving Traffic By Approach**	
Minor Street:	NYS Route 416	Major Street (Excluding Auxiliary Lanes) =	1
		Minor Street (Including Auxiliary Lanes) =	1
Location:	Montgomery, Orange County, New York		
		Major Street Speed	
Date:	2/17/2025	85TH Percentile Speed >= 40 mph (Y or N):	Y
Volume Basis:	2023 Existing Traffic Volumes	**Community Population**	
		Community < 10,000 (Y or N):	Y
Condition:	Typical Weekday		

WARRANT ANALYSIS

Time of Day	Volumes		Warrant 2[1]		Warrant 3[1]		Warrant Met?	
	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Warrant 2	Warrant 3
12:00 AM	41	6					NO	NO
1:00 AM	32	3					NO	NO
2:00 AM	30	4					NO	NO
3:00 AM	36	10					NO	NO
4:00 AM	79	16					NO	NO
5:00 AM	125	32					NO	NO
6:00 AM	335	78					NO	NO
7:00 AM	552	93					YES	NO
8:00 AM	568	110					NO	NO
9:00 AM	489	102					NO	NO
10:00 AM	436	140					NO	NO
11:00 AM	464	118					NO	NO
12:00 PM	541	129					YES	NO
1:00 PM	524	135					YES	NO
2:00 PM	592	157					YES	NO
3:00 PM	693	180					YES	YES
4:00 PM	708	207					YES	YES
5:00 PM	631	181					YES	YES
6:00 PM	424	104					NO	NO
7:00 PM	295	68					NO	NO
8:00 PM	234	44					NO	NO
9:00 PM	169	38					NO	NO
10:00 PM	106	20					NO	NO
11:00 PM	82	18					NO	NO
			See Figure 4C-2		**See Figure 4C-4**			
						Total Hours Meeting Warrants	7	3
						Total Hours Needed to Satisfy	4	1

WARRANTS 2 & 3 SUMMARY

Warrant 2 - Four Hour Vehicular Volume	**Satisfied -- Criteria Met for Signalization**
Warrant 3 - Peak Hour Volume	**Satisfied -- Criteria Met for Signalization**

Notes:

1) Volumes for Warrants 2 & 3 are compared to attached MUTCD Figures 4C-2 and 4C-4, respectively.

Table TSW-1A

Figure 4C-2

NYS Route 211 & NYS Route 416

Warrant 2 - Four Hour Vehicular Warrant (70% Factor)

(Community Less than 10,000 Population or 85th Percentile Speed Above 40 MPH on Major Street)

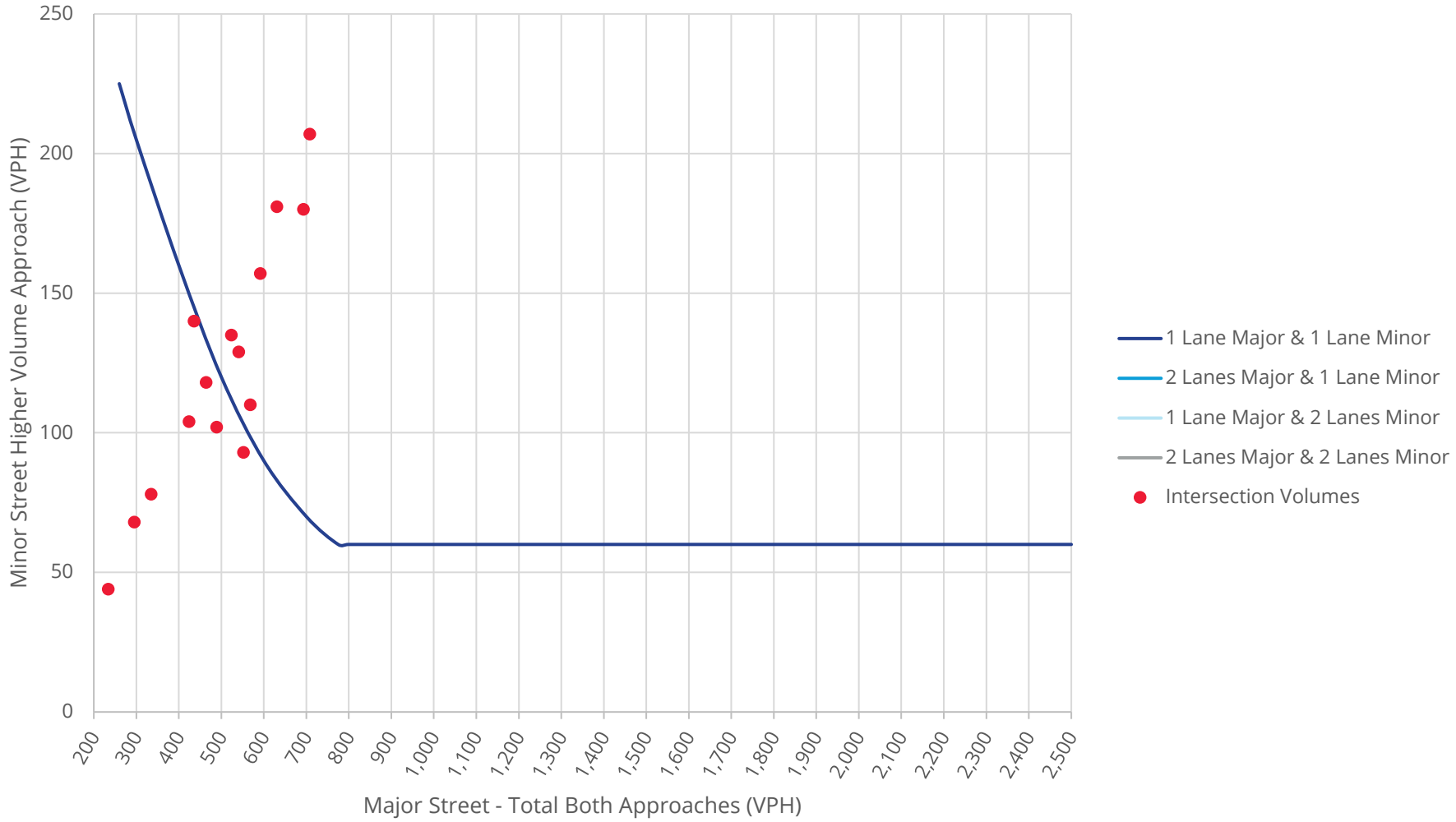


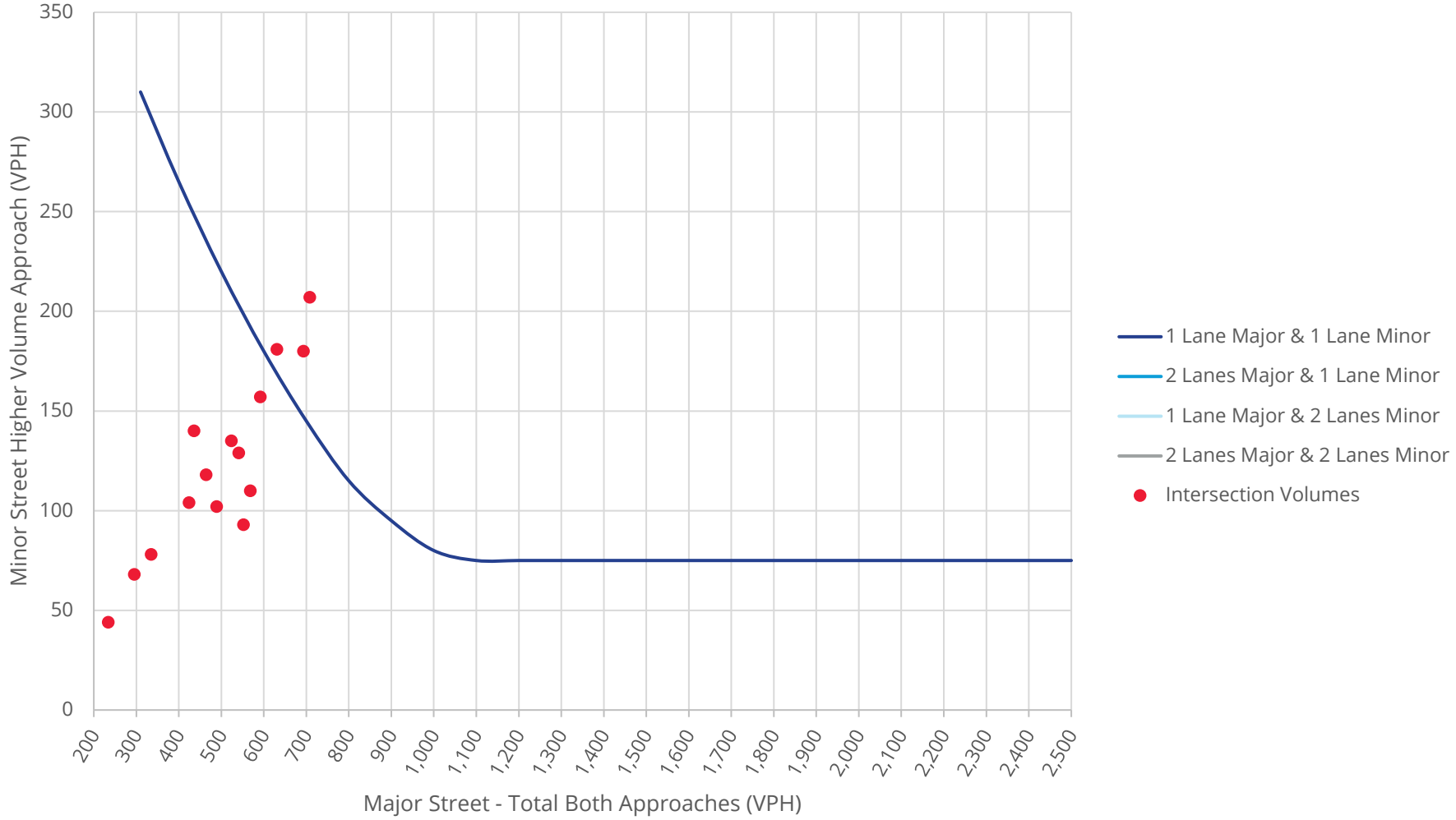
Table TSW-1A

Figure 4C-4

NYS Route 211 & NYS Route 416

Warrant 3 - Peak Hour Warrant (70% Factor)

(Community Less than 10,000 Population or 85th Percentile Speed Above 40 MPH on Major Street)



Multi-Day Volume Report NYSDOT_SC 830132000000 Wednesday, December 7, 2022 to Thursday, December 8, 2022

Site Name	830132	
Site ID	830132000000	
Description	NY211 from RT 416 MONTGOMERY to RT 17K END RT 211	
Region		8
County	Orange	
DOTID		100160
County Order		1

Lanes	Each Lane
Time Period	1 hour
Exclude data:	None

All Eastbound

	Wed 2022-12-07	Thu 2022-12-08	Average Workday	7 Day	Total Count
00:00:00	19	15	17		34
01:00:00	12	15	14		27
02:00:00	11	18	14		29
03:00:00	18	23	20		41
04:00:00	51	51	51		102
05:00:00	96	93	94		189
06:00:00	216	212	214		428
07:00:00	363	377	370		740
08:00:00	347	329	338		676
09:00:00	265	296	280		561
10:00:00	262	221	242		483
11:00:00	202	227	214		429
12:00:00	293	259	276		552
13:00:00	231	265	248		496
14:00:00	246	269	258		515
15:00:00	280	312	296		592
16:00:00	227	244	236		471
17:00:00	218	247	232		465
18:00:00	155	174	164		329
19:00:00	84	106	95		190
20:00:00	90	79	84		169
21:00:00	64	80	72		144
22:00:00	52	49	50		101
23:00:00	36	34	35		70
7am-7pm	3089	3220	3154		6309
6am-10pm	3543	3697	3620		7240
6am-12am	3631	3780	3706		7411
12am-12am	3838	3995	3916		7833
am Peak	7:00:00	7:00:00	7:00:00		
Peak Volume	363	377	370		
pm Peak	12:00:00	15:00:00	15:00:00		
Peak Volume	293	312	296		

All Westbound

	Wed 2022-12-07	Thu 2022-12-08	Average Workday	7 Day	Total Count
00:00:00	24	23	24		47
01:00:00	18	18	18		36
02:00:00	18	15	16		33
03:00:00	13	18	16		31
04:00:00	23	33	28		56
05:00:00	35	27	31		62
06:00:00	114	128	121		242
07:00:00	170	194	182		364
08:00:00	216	244	230		460
09:00:00	208	210	209		418
10:00:00	180	207	194		387
11:00:00	262	237	250		499
12:00:00	247	283	265		530
13:00:00	270	283	276		553
14:00:00	324	343	334		667
15:00:00	390	404	397		794
16:00:00	466	478	472		944
17:00:00	400	398	399		798
18:00:00	240	280	260		520
19:00:00	220	181	200		401
20:00:00	157	143	150		300
21:00:00	92	102	97		194
22:00:00	45	66	56		111
23:00:00	44	50	47		94
7am-7pm	3373	3561	3467		6934
6am-10pm	3956	4115	4036		8071
6am-12am	4045	4231	4138		8276
12am-12am	4176	4365	4270		8541
am Peak	11:00:00	8:00:00	11:00:00		
Peak Volume	262	244	250		
pm Peak	16:00:00	16:00:00	16:00:00		
Peak Volume	466	478	472		

Multi-Day Volume Report NYSDOT_SC 830006000000 Wednesday, April 5, 2023 to Thursday, April 6, 2023

Site Name	830006	
Site ID	830006000000	
Description	NY416 from RT 207 to RT 211 END RT 416	
Region		8
County	Orange	
DOTID		100381
County Order		1
Lanes	Each Lane	
Time Period	1 hour	
Exclude data:	None	

All Northbound

	Wed	Thu	Average		Total
	2023-04-05	2023-04-06	Workday	7 Day	Count
00:00:00	4	7	6		11
01:00:00	6	0	3		6
02:00:00	3	6	4		9
03:00:00	11	8	10		19
04:00:00	15	17	16		32
05:00:00	28	36	32		64
06:00:00	81	74	78		155
07:00:00	96	90	93		186
08:00:00	111	110	110		221
09:00:00	92	112	102		204
10:00:00	136	145	140		281
11:00:00	106	130	118		236
12:00:00	111	147	129		258
13:00:00	111	159	135		270
14:00:00	141	173	157		314
15:00:00	160	199	180		359
16:00:00	188	226	207		414
17:00:00	167	195	181		362
18:00:00	87	121	104		208
19:00:00	69	66	68		135
20:00:00	46	42	44		88
21:00:00	31	44	38		75
22:00:00	17	23	20		40
23:00:00	16	21	18		37
7am-7pm	1506	1807	1656		3313
6am-10pm	1733	2033	1883		3766
6am-12am	1766	2077	1922		3843
12am-12am	1833	2151	1992		3984
am Peak	10:00:00	10:00:00	10:00:00		
Peak Volume	136	145	140		
pm Peak	16:00:00	16:00:00	16:00:00		
Peak Volume	188	226	207		

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