February 5, 2024
Updated February 19, 2024

Mr. Joseph C. Dannible, R.L.A.
Environmental Design Partnership
900 Route 146
Clifton Park, NY 12065

RE: Traffic Assessment, Jacobie Park Side Farms, Lenox Boulevard, Town of Moreau, Saratoga County, New York CM Project 123-362

Dear Mr. Dannible:

Creighton Manning Engineering, LLP (CM) has conducted a *Traffic Assessment* for the proposed *Jacobie Park Side Farms* mixed-use development located on Lenox Boulevard in the Town of Moreau. This assessment is based on information provided in the "Community Master Plan," prepared by *Environmental Design Partnership, LLP (EDP)*, dated June, 2023 (see Attachment A). This letter is an update to the original *Traffic Assessment* letter dated February 5, 2024. Comments received from the Town of Moreau indicated that traffic associated with two other known residential developments located in the project area should be included in the traffic analysis. It is noted that the conclusions of the original letter did not change based on the addition of background traffic associated with these developments.

1.0 Project Description and Existing Conditions

The proposed project includes the construction of a mixed-use development located on Lenox Boulevard in the Town of Moreau. The development plan with a total of 191 total residential units is summarized in Table 1. In addition to the residential buildings, a 5,000 square-foot mixed use commercial area will be constructed that may be used as a seasonal ice cream shop or a vendor rental space for use during sporting events at the park. The space is proposed as an ancillary commercial use to support the park and the proposed residential component of the project and will therefore not generate a significant amount of primary traffic due to its location adjacent to the park. Access to the overall development is proposed via four new site driveways located on Lenox Boulevard which will be realigned as part of the proposed project. The mixed-use development is expected to be fully constructed and occupied by 2025. The project location is shown on Figure 1.

Table 1 – Land Use Summary

Land Use	Size
Multi-Family Apartments	100 Units
Townhouses/Duplexes	44 Units
Single Family Homes	47 units

Figure 1 – Project Location

2.0 Existing Conditions

Roadway Serving the Site

NY Route 32 (Gansevoort Road) is classified as an urban minor arterial that travels in a north-south direction through the Town of Moreau. NY Route 32 provides a 10½-foot wide travel lane in each direction and four-foot wide shoulders in the vicinity of the site. Sidewalks are not provided along NY Route 32. The posted speed limit is 45-mph and land uses along the roadway generally consist of residential and agricultural uses. Lenox Boulevard is classified as an urban local road that travels in an east-west direction and provides access to the Town of Moreau Recreational Park from NY Route 32. Lenox Boulevard provides a 13-foot wide travel lane in each direction. There are no shoulders or sidewalks provided along Lenox Boulevard in the vicinity of the site. The posted speed limit is 20-mph and land uses along the roadway generally consist of residential uses and the park.

Study Area Intersections

- NY Route 32/Bluebird Road – This is a four-leg intersection operating under actuated traffic signal control. Each approach provides a single lane for shared travel movements. Sidewalks are not provided at this intersection; however, crosswalks provided on the north, east, and south legs. Pedestrian push buttons are provided on the northwest and southeast quadrants of the intersection; however, pedestrian indicators are not provided on any of the corners.
- NY Route 32/Lenox Boulevard – This is a three-leg intersection operating under stop-sign control on the westbound Lenox Boulevard approach. Each approach provides a single lane for shared travel movements. Sidewalks and crosswalks are not provided at this intersection.
- NY Route 32/Reservoir Road – This is a four-leg intersection operating under stop-sign control on the eastbound and westbound Reservoir Road approaches. Each approach provides a single lane for shared travel movements. Sidewalks and crosswalks are not provided at this intersection.

Data Collection

Turning movement counts were conducted at the study area intersections on Saturday, September 23, 2023 during the midday peak (11:00 a.m. to 1:00 p.m.) and on Tuesday, September 24, 2023 during the morning peak (7:00 to 9:00 a.m.) and during the afternoon peak (4:00 to 6:00 p.m.). The observed Saturday peak generally occurred from 11:00 a.m. to 12:00 p.m. while weekday peak hours generally occurred between 7:00 and 8:00 a.m. and between 4:00 and 5:00 p.m. Existing traffic volumes are shown on Figure 2-1. The detailed turning movement counts are included under Attachment B.

Automatic traffic recorders (ATRs) were installed on NY Route 32 and on Lenox Boulevard from Friday, September 22, 2023 to Wednesday September 27, 2023 to collect volume and speed data near the proposed site. The ATR data is also included under Attachment B.

- NY Route 32 serves approximately 5,800 vehicles per day (vpd) in the project corridor. The 85th percentile operating speed was measured to be approximately 50-mph in the northbound direction and approximately 45-mph in the southbound direction.
- Lenox Boulevard serves approximately 500 vehicles per day (vpd) in the project corridor. The 85th percentile operating speed was measured to be approximately 35-mph in the eastbound direction and approximately 40-mph in the westbound direction.

3.0 Traffic Assessment

Trip Generation

Trip generation determines the quantity of traffic expected to travel to/from a given site. The Institute of Transportation Engineers (ITE) *Trip Generation*, 11th edition, is the industry standard used for estimating

trip generation for proposed land uses based on data collected at similar uses. The trip generation for the proposed lands uses was estimated based on the following ITE Land Use Codes (LUC) and are summarized in Table 2 for the AM, PM, and Saturday peak hours:

- LUC 210 for Single Family Detached Housing= 47 units
- LUC 215 Single Family Attached Housing = 44 units
- LUC 220 Multifamily Housing (Low-Rise) = 100 units

Table 2 – Trip Generation Summary

Land Use	Size	LUC	AM Peak Hour			PM Peak Hour			Saturday Peak Hour		
			Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Single Family Detached	47 Units	210	9	28	37	31	18	49	27	23	50
Single Family Attached	44 Units	215	4	13	17	13	9	22	16	18	34
Multi-family Housing (Low-Rise)	100 Units	220	13	41	54	40	24	64	21	20	41
		Total	**26**	**82**	**108**	**84**	**51**	**135**	**64**	**61**	**125**

The proposed project is estimated to generate 108 new vehicle trips during the AM peak hour, 135 new vehicle trips during the PM peak hour, and 125 new vehicle trips during the Saturday peak hour.

Future Traffic Volumes

To forecast traffic volumes, it is necessary to understand trends in background growth rates, other developments proposed in the area, and the additional traffic generated by the proposed project. The proposed project is expected to be fully constructed and occupied by 2025. Historical traffic volume data found in the latest version of the *Traffic Data Report* published by NYSDOT indicates that traffic volumes on NY Route 32 in the vicinity of the site have decreased over the last several years. In order to provide a conservative assessment, a general background growth rate of ½ percent per year was applied for two years. In addition, the Town of Moreau identified the following other proposed projects that might increase traffic in the area:

- *The Grove on Sisson Road Residential Development*
- *Arrowhead Meadows Residential Development*
- *SRH-TJM, LLC Residential Development*

Traffic associated with these residential development was estimated and distributed through the roadway network. The general background growth and other development traffic results in the 2025 No-Build traffic volumes (shown on Figure 2-2) which represents the expected traffic volumes in 2025 without the development.

Trips associated with the proposed project were distributed throughout the study area based on existing and anticipated travel patterns for residents and patrons of the proposed project. In order to provide a worst-case assessment, all site generated traffic was assigned to one site driveway intersection even though multiple points of access will be provided on Lenox Boulevard. The trip distribution patterns are shown on Figure 3-1. Trips were assigned to the study area intersections as shown on Figure 3-2. The 2025 Build traffic volumes represent future traffic volumes after construction and occupancy of the site and are illustrated on Figure 4.

Traffic Operations

Intersection Level of Service (LOS) and capacity analysis relate traffic volumes to the physical characteristics of an intersection. Intersection evaluations were made using Synchro Version 11 software, which automates the procedures contained in the Highway Capacity Manual. Table 3 summarizes the results of the level of service calculations for the proposed project. The detailed level of service analyses are included under Attachment C.

Table 3 – Level of Service Summary

Intersection		Control	AM Peak Hour			PM Peak Hour			Saturday Peak Hour		
			2023 Existing	2025 No-Build	2025 Build	2023 Existing	2025 No-Build	2025 Build	2023 Existing	2025 No-Build	2025 Build
NY Route 32/Bluebird Rd		S									
Bluebird Rd EB	LTR		B (10.3)	B (10.4)	B (10.4)	B (10.9)	B (11.2)	B (11.4)	A (9.7)	A (9.7)	A (9.7)
Bluebird Rd WB	LTR		B (11.0)	B (11.2)	B (11.2)	B (10.7)	B (10.8)	B (10.9)	B (11.4)	B (11.4)	B (11.3)
NY Route 32 NB	LTR		A (7.7)	A (7.8)	A (8.2)	A (7.6)	A (7.7)	A (8.0)	A (8.2)	A (8.5)	A (9.1)
NY Route 32 SB	LTR		A (6.4)	A (6.4)	A (6.4)	A (8.0)	A (8.1)	A (8.3)	A (7.6)	A (7.9)	A (8.2)
Overall			A (8.8)	A (8.9)	A (9.1)	A (9.0)	A (9.2)	A (9.4)	A (9.1)	A (9.3)	A (9.5)
NY Route 32/Lenox Blvd		U									
Lenox Blvd WB	LR		B (10.3)	B (10.4)	B (13.8)	B (13.6)	B (14.3)	C (16.6)	B (14.3)	C (15.4)	C (21.4)
NY Route 32 SB	L		A (8.0)	A (8.0)	A (8.1)	A (8.0)	A (8.1)	A (8.4)	A (7.8)	A (7.8)	A (8.0)
NY Route 32/Reservoir Rd		U									
Reservoir Rd EB	LTR		C (15.2)	C (16.5)	C (18.9)	C (19.8)	C (22.8)	D (29.8)	B (14.3)	B (15.6)	C (18.0)
Reservoir Rd WB	LTR		B (14.9)	C (15.6)	C (16.7)	C (15.2)	C (15.1)	C (15.0)	B (13.5)	B (12.8)	B (12.6)
NY Route 32 NB	L		A (7.7)	A (7.8)	A (7.9)	A (8.0)	A (8.0)	A (8.0)	A (7.9)	A (8.0)	A (8.0)
NY Route 32 SB	L		A (7.9)	A (8.0)	A (8.0)	A (8.1)	A (8.1)	A (8.2)	A (7.7)	A (7.7)	A (7.8)
Lenox Blvd/Site Driveway		U									
Lenox Blvd EB	L		--	--	A (7.2)	--	--	A (7.3)	--	--	A (7.8)
Lenox Blvd WB	L		--	--	A (7.2)	--	--	A (7.4)	--	--	A (7.3)
Site Driveway NB	LTR		--	--	A (9.3)	--	--	B (10.0)	--	--	B (11.9)
Site Driveway SB	LTR		--	--	A (8.5)	--	--	A (8.6)	--	--	A (9.8)

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

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

- NY Route 32/Bluebird Road: The analysis indicates that this signalized intersection currently operates at an overall LOS A during all peak hours with all approaches operating at LOS B or better. During No-Build and Build conditions, the intersection will continue to operate at an overall LOS A during the peak hours with all travel movements operating at LOS B or better. Average vehicle delay will increase less than one second on any movement between No-Build and Build conditions. No mitigation is recommended.
- NY Route 32/Lenox Boulevard: The analysis indicates that the stop-sign controlled westbound Lenox Boulevard approach currently operates at LOS B during all peak hours. During No-Build conditions, the westbound approach will operate at LOS B during the AM and PM peak hours and LOS C during the Saturday peak hour. After build-out of the site, the westbound approach will operate at LOS B during the AM peak hour and LOS C during the PM and Saturday peak hours with an increase in average vehicle delay of approximately six seconds or less. The southbound left-turn movement from NY Route 32 will operate at LOS A through Build conditions. No mitigation is recommended.
- NY Route 32/Reservoir Road: The analysis indicates that the westbound Reservoir Road approach will operate at LOS B/C during the peak hours through Build conditions with an increase in average vehicle delay less than one second. The analysis also indicates that under No-Build conditions, the eastbound Reservoir Road approach will operate at LOS C during the AM and PM peak hours and LOS B during the Saturday peak hour. After construction of the proposed development, the eastbound approach will operate at LOS C during the AM and Saturday peak hours and LOS D during

the PM peak hour with an increase in average vehicle delay of approximately three to seven seconds. The northbound and southbound left-turn movements from NY Route 32 will operate at LOS A through Build conditions. No mitigation is recommended.

- Lenox Boulevard/Site Driveway: It is recommended that the northbound and southbound Site Driveway approaches be controlled by stop-signs and provide a single lane for shared travel movements. The analysis indicates that these stop-sign controlled approaches will operate at LOS B or better during all peak hours. In addition, the eastbound and westbound left-turn movements will operate at LOS A during all peak hours. It is recommended that any site signing associated with the development be placed a minimum of fifteen feet back from the travel way and that the landscaping plan consider sight lines in order to maintain visibility at the Site Driveways.

4.0 Lenox Boulevard Evaluation

As noted above, Lenox Boulevard is classified as an urban local road that provides a 26-foot wide travel way with no shoulders between NY Route 32 and the Town of Moreau Recreational Park. The roadway is paved with no sidewalks. Visual observations indicate that Lenox Boulevard is in fair to poor condition and land uses along the roadway include residential uses and the park.

Roadway capacity criteria provided by the Capital Region Transportation Council (CRTC) indicates that local roads have a peak hour capacity of 625 vehicles *in each direction*. The traffic volume data recorded by Creighton Manning shows that Lenox Boulevard currently serves approximately 10 AM peak hour trips and 40 PM peak hour trips on a typical weekday. It is noted that when sporting events are held at the park, the PM peak hour increased to approximately 170 trips. There were approximately 265 trips observed on Lenox Boulevard during the midday Saturday peak (10:00 to 11:00 a.m.) which was also the result of sporting events held at the park. As shown on Figure 3-1, it is anticipated that all site generated traffic will use Lenox Boulevard to access the site driveways. The trip generation evaluation indicates that the proposed development will add 108 AM peak hour trips, 135 PM peak hour trips, and 125 Saturday peak hour trips. This means that Lenox Boulevard will continue to provide adequate capacity even with the addition of traffic associated with the site since traffic will remain well below the 625 vehicles per hour per direction capacity.

Roadway characteristics of Lenox Boulevard were compared to criteria detailed in *A Policy on Geometric Design of Highways and Streets, 2018* published by AASHTO. Based on this document, an urban local street is a public roadway that serves motor vehicles, transit, pedestrians, and bicyclists and that development or improvement of streets should be based on a functional street classification. In addition, the publication indicates that traffic volume is not usually a major factor in determining geometric criteria to be used in designing urban residential streets. Lanes should be 10 to 11 feet wide and can be reduced to 9-feet wide where the available right-of-way imposes severe limitations[1]. The reconstruction of Lenox Boulevard is an opportunity to consider narrower lane widths (10 feet) to help manage speeds which is consistent with guidelines provided by AASHTO.

The posted speed limit on Lenox Boulevard is 20-mph. As noted above, the ATR installed near Lenox Boulevard indicates that the 85th percentile speed is approximately 35-mph in the eastbound direction and approximately 40-mph in the westbound direction. It is noted that Town officials have received public complaints regarding existing speed conditions on Lenox Boulevard. Traffic calming is the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior, and

1 AASHTO, "A Policy on Geometric Design of Highways and Streets 2018," Section 5.3.2.1 Width of Traveled Way

improve conditions for non-motorized street users. Traffic-calming measures can include items such as narrowing streets, reducing speed limits, installing speed humps, raised intersections, designating pedestrian crosswalks, improving signs, or adding on-street parking. It is noted that Lenox Boulevard will be reconstructed and will include some horizontal curvature which can reduce speeding. In addition, marked pedestrian crosswalks and signage will be installed at each site roadway intersection and sidewalks with street trees will be provided on both sides of the road. The need for other measures such as raised intersections and narrower lanes (10 foot-wide) should be considered by the applicant in consultation with the Town to reinforce slower speeds on Lenox Boulevard.

5.0 Conclusions

The proposed project includes the construction of a mixed-use development located on Lenox Boulevard in the Town of Moreau. The development plan will have a total of 191 total residential units. In addition to the residential buildings, a 5,000 SF mixed use commercial area will be constructed that may be used as a seasonal ice cream shop or a vendor rental space for use during sporting events at the park. The space is proposed as an ancillary commercial use to support the park and the proposed residential component of the project and will therefore not generate a significant amount of primary traffic due to its location adjacent to the park. Access to the overall development is proposed via four new site access roads located on Lenox Boulevard which will be realigned as part of the proposed project. The mixed-use development is expected to be fully constructed and occupied by 2025. The following is noted regarding the project:

- The proposed project is estimated to generate 108 new vehicle trips during the AM peak hour, 135 new vehicle trips during the PM peak hour, and 125 new vehicle trips during the Saturday peak hour.
- The level of service analysis indicates that after development of the proposed project, the study area intersections will operate adequately during the AM, PM, and Saturday peak hours.
- It is recommended that the northbound and southbound Site Driveway approaches be controlled by stop-signs and provide a single lane for shared travel movements. In addition, any site signing should be placed a minimum of fifteen feet back from the travel way and that the landscaping plan consider sight lines in order to maintain visibility at the Site Driveways.
- Roadway capacity criteria provided by CRTC indicates that local roads have a peak hour capacity of 625 vehicles in each direction. A review of future traffic volume conditions indicates that Lenox Boulevard will continue to provide adequate capacity even with the addition of traffic associated with the site since traffic will remain well below the 625 vehicles per hour per direction capacity.
- In order to address 85th percentile speeds on Lenox Boulevard that exceed the posted speed limit, it is recommended that the applicant in consultation with the Town consider providing raised intersections and narrow lanes (10 feet wide) on Lenox Boulevard to encourage slower speeds along the site frontage. In addition, marked pedestrian crosswalks and signage will be installed at each of the site driveway intersections and sidewalks with street trees will be provided on both sides of the road.

Please feel free to call our office if you have any questions or comments regarding the above evaluation.

Respectfully submitted,
Creighton Manning Engineering, LLP

Mark Nadolny
Associate

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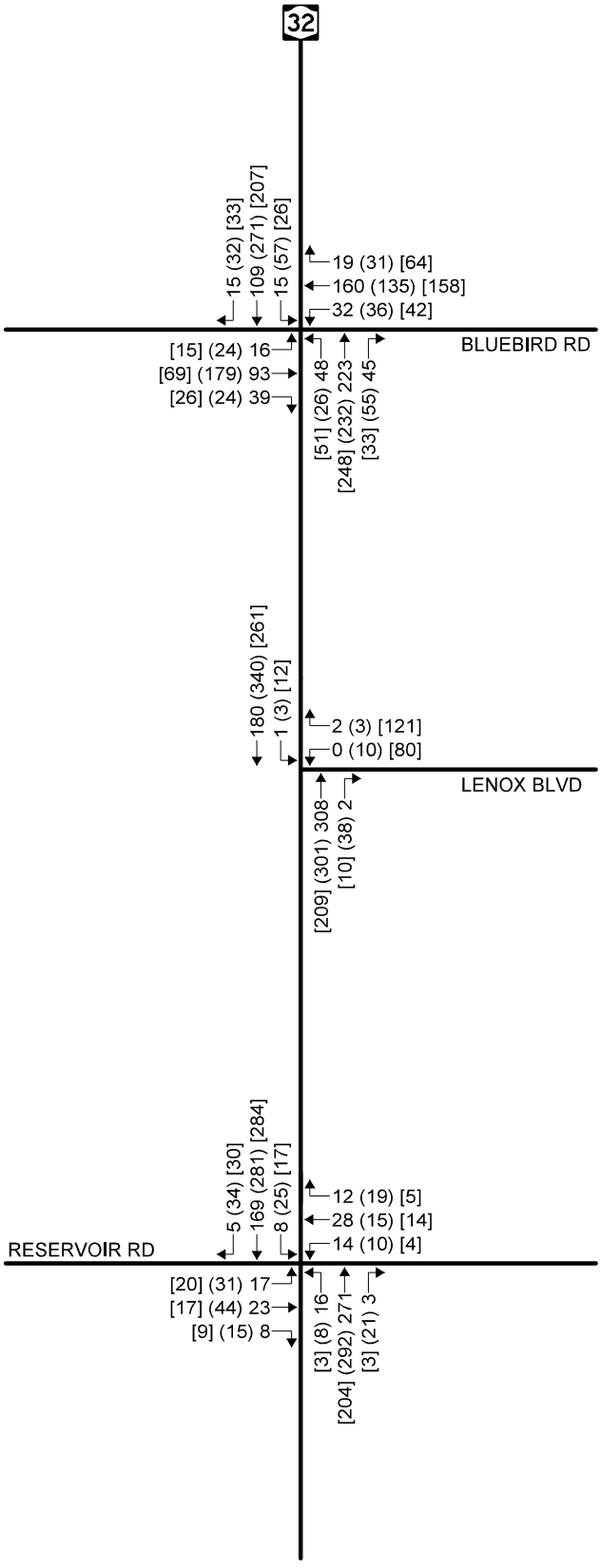
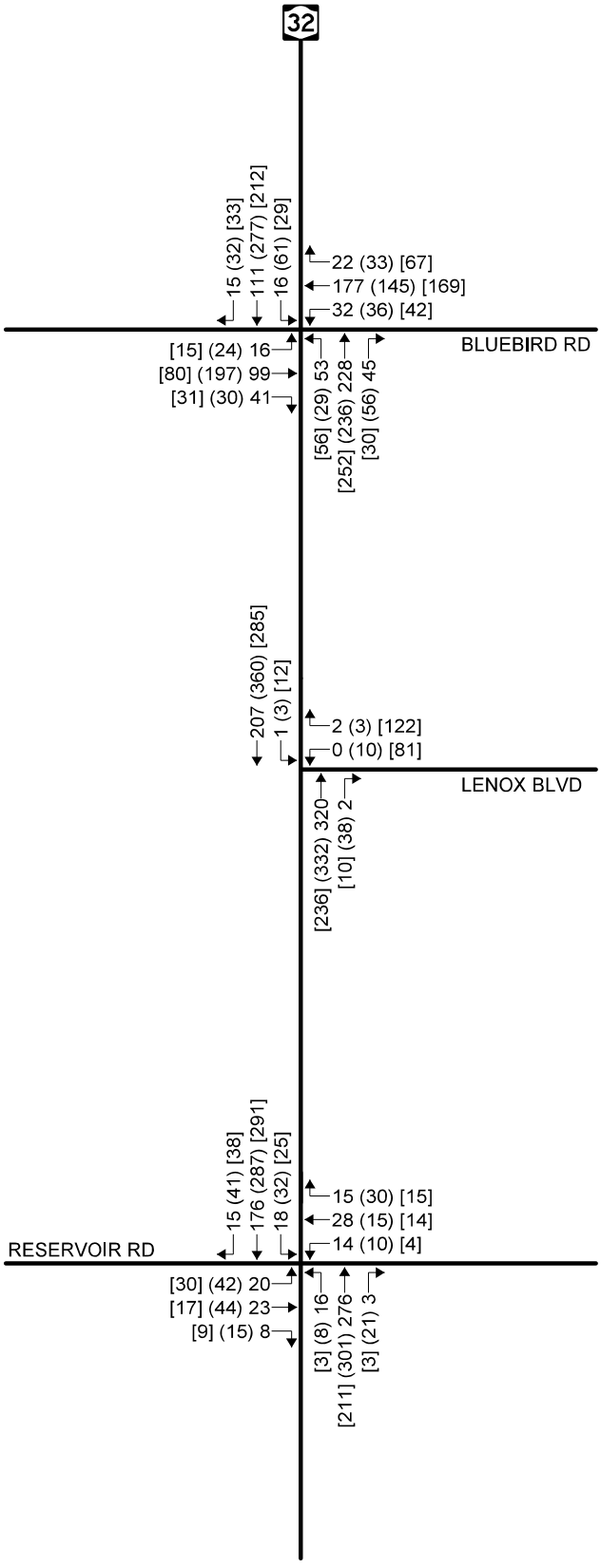
① EXISTING 2023 TRAFFIC VOLUMES



LEGEND:
AM PEAK HOUR (PM PEAK HOUR) [SATURDAY PEAK HOUR]

② NO-BUILD 2025 TRAFFIC VOLUMES



LEGEND:
AM PEAK HOUR (PM PEAK HOUR) [SATURDAY PEAK HOUR]

TRAFFIC VOLUMES

JACOBIE PARKSIDE FARMS
TOWN OF MOREAU, SARATOGA COUNTY, NEW YORK

Creighton Manning

PROJECT: 123-362	DATE: 11/2023	FIGURE: 2

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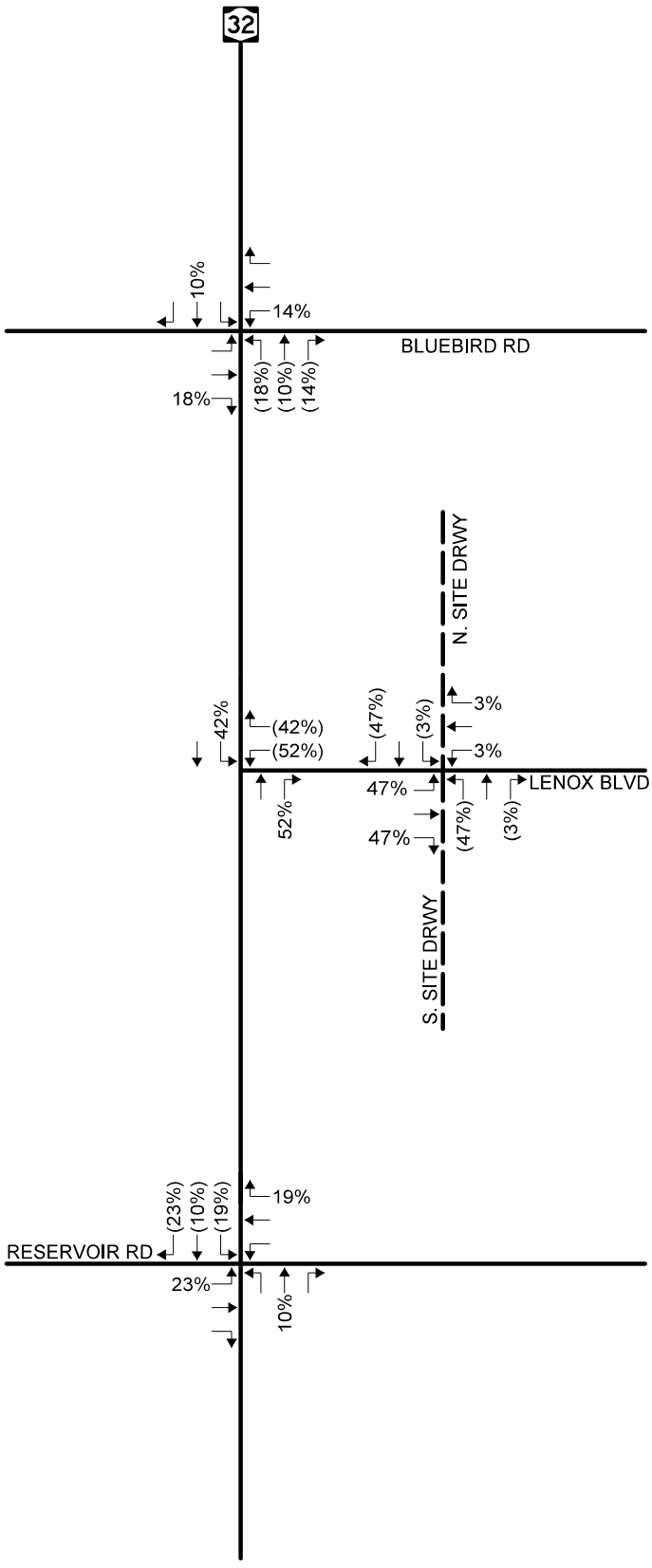
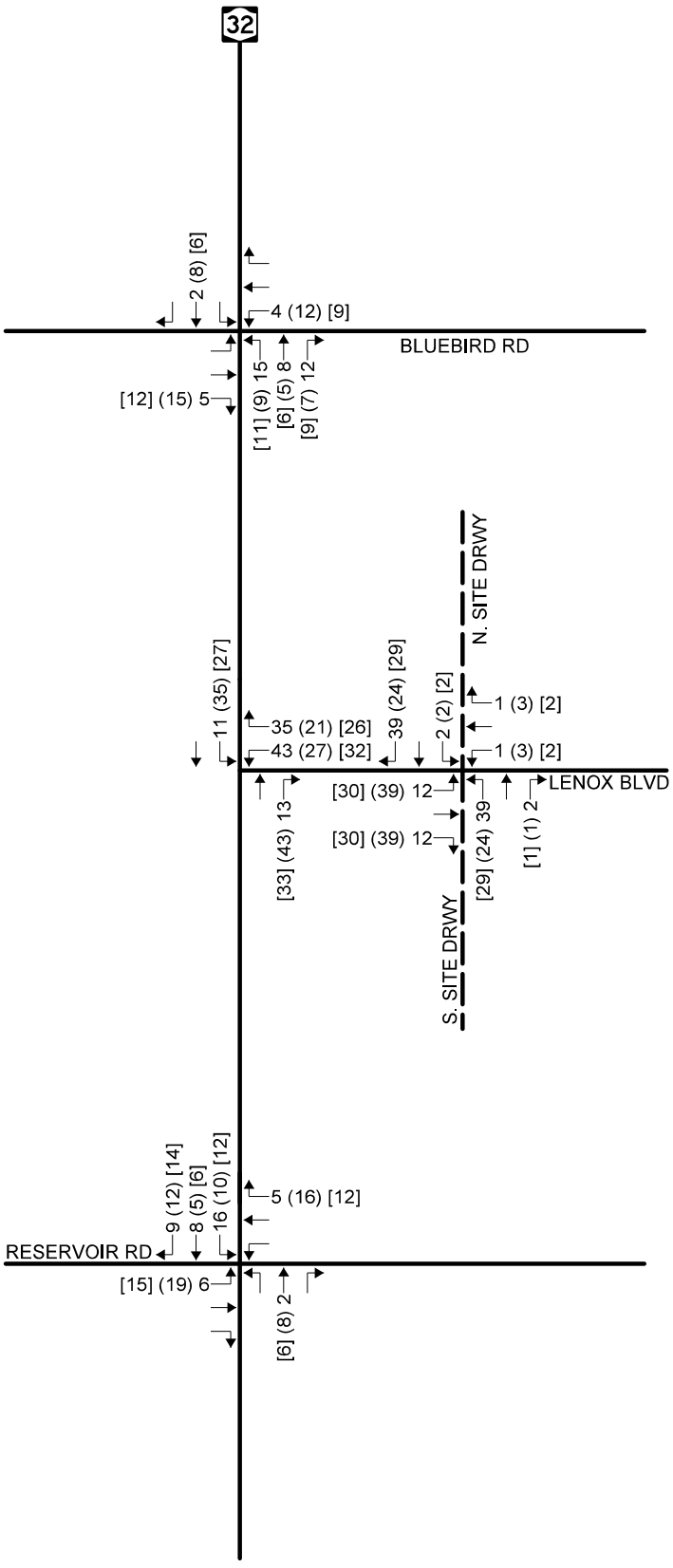
1 TRIP DISTRIBUTION



LEGEND:
ENTERING (EXITING)

2 TRIP ASSIGNMENT



LEGEND:
AM PEAK HOUR (PM PEAK HOUR) [SATURDAY]

TRAFFIC VOLUMES

JACOBIE PARKSIDE FARMS
TOWN OF MOREAU, SARATOGA COUNTY, NEW YORK

Creighton Manning

PROJECT: 123-362	DATE: 11/2023	FIGURE: 3

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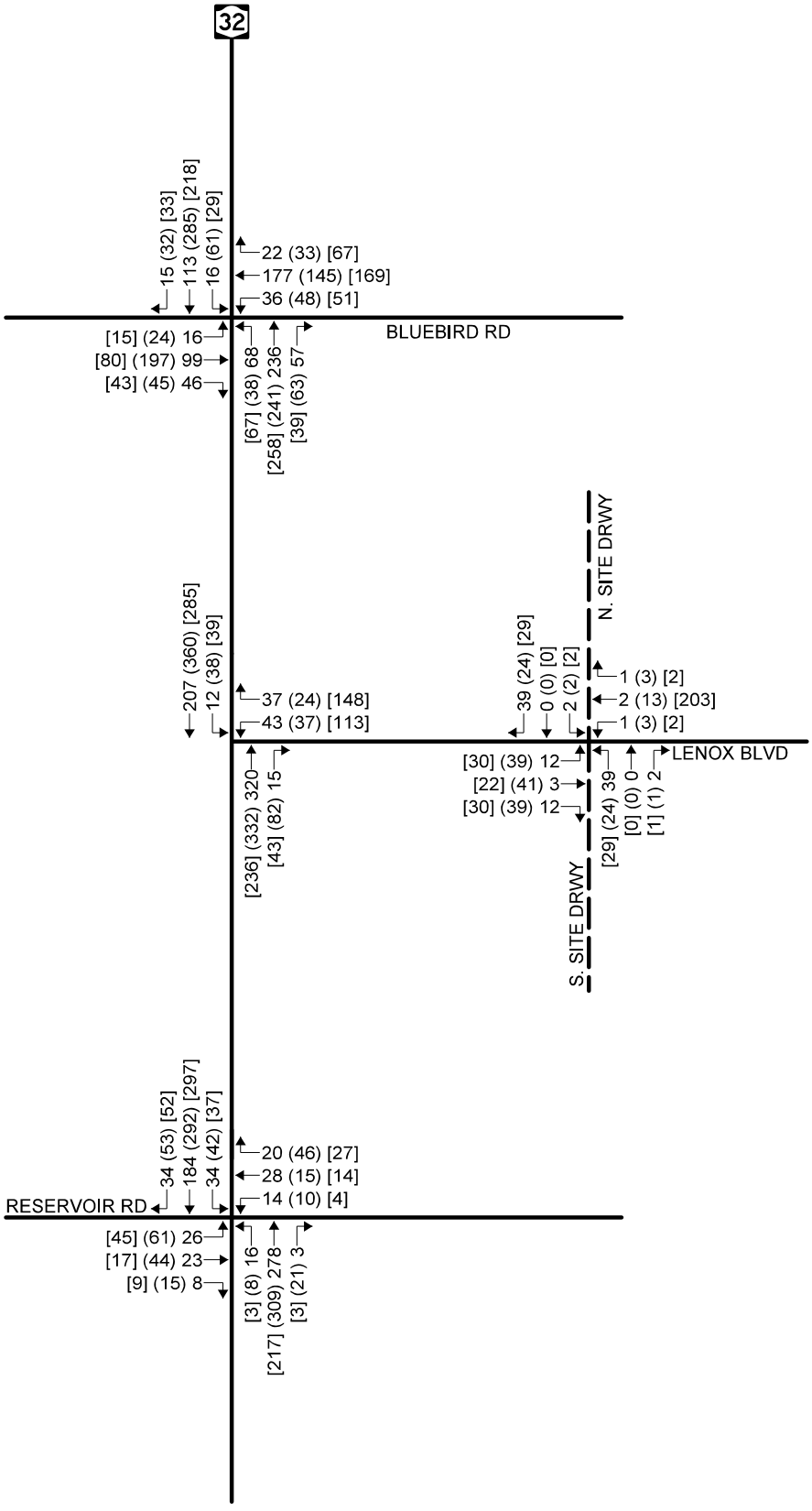
BUILD 2025
TRAFFIC VOLUMES



LEGEND:

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

TRAFFIC VOLUMES

JACOBIE PARKSIDE FARMS
TOWN OF MOREAU, SARATOGA COUNTY, NEW YORK

Creighton Manning

PROJECT: 123-362	DATE: 11/2023	FIGURE: 4

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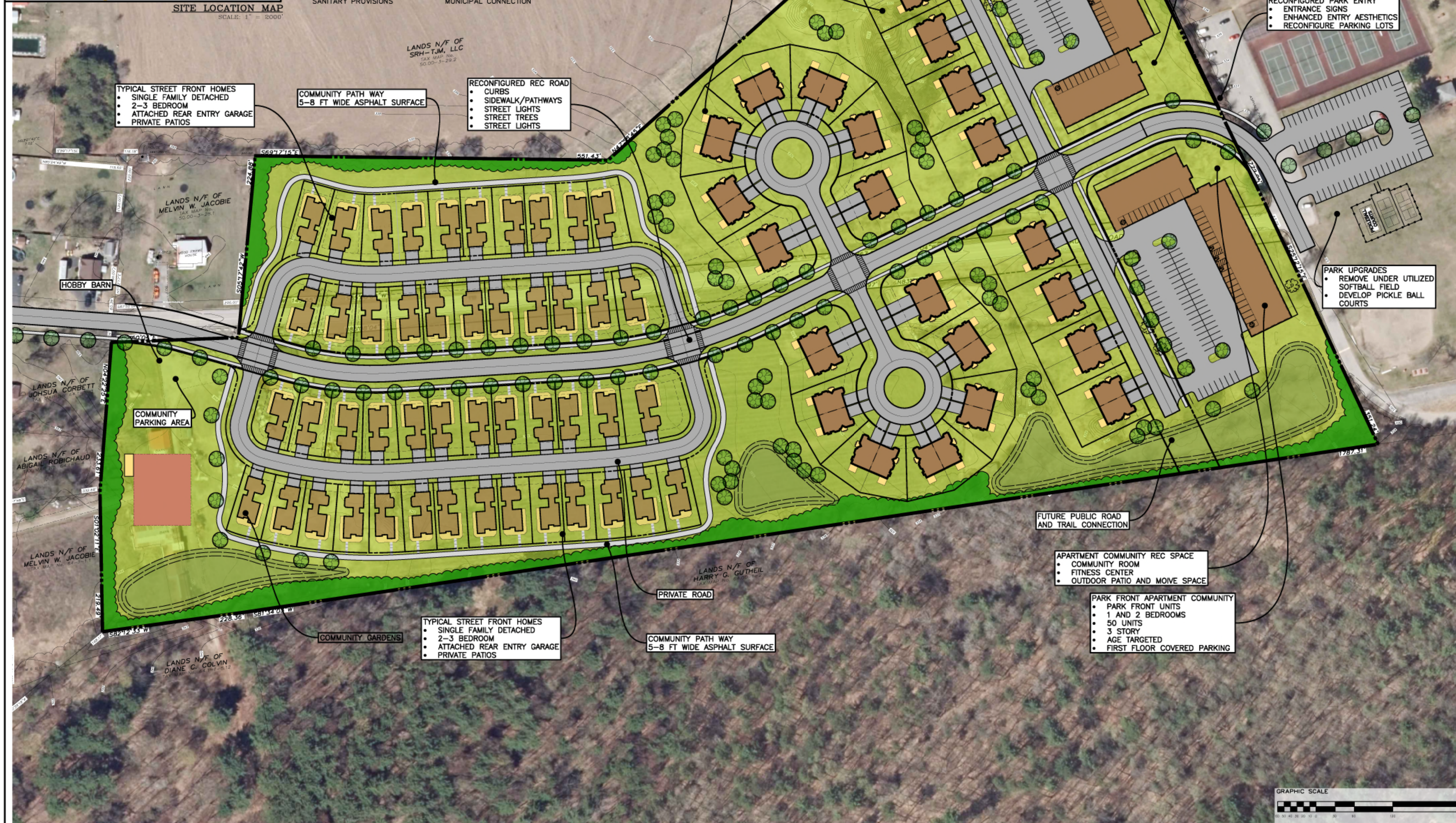
Attachment A
Site Plan

Jacobie Park Side Farms
Town of Moreau, New York

SITE LOCATION MAP
SCALE: 1" = 2000'

SITE STATISTICS

EXISTING ZONING	R-2 RESIDENTIAL
PROPOSED ZONING	PUD PLANNED UNIT DEVELOPMENT
PARCEL AREA OVERALL	27.19± ACRES
LOT ID 50.-3-28.2	12.74± ACRES
LOT ID 64.-1-54	14.45± ACRES
PROPOSED USE	PARK FRONT MIXED RESIDENTIAL
RESIDENTIAL USES	
PARK FRONT APARTMENTS	100 UNITS (TWO BUILDINGS)
TOWNHOUSE DUPLEX	44 UNITS (22 BUILDINGS)
STREET FRONT SINGLE-FAMILY	47 UNITS (47 BUILDINGS)
TOTAL RESIDENTIAL UNITS	191 UNITS
PROJECT RESIDENTIAL DENSITY	7± UNITS PER ACRE
COMMERCIAL USE	
PARK FRONT RETAIL	5,000 SF (RESTAURANT/SERVICE RELATED)
LENGTH OF ROAD	RECONFIGURED REC ROAD ~2,000± SF
UTILITY PROVISIONS:	
STORMWATER MANAGEMENT	ONSITE TREATMENT
WATER PROVISIONS	MUNICIPAL WATER
SANITARY PROVISIONS	MUNICIPAL CONNECTION


PARK FRONT APARTMENT COMMUNITY
• PARK FRONT UNITS
• 1 AND 2 BEDROOMS
• 50 UNITS
• 3 STORY
• AGE TARGETED
• FIRST FLOOR COVERED PARKING
PRIVATE ROAD AND SIDEWALK
SENIOR TARGETED UNITS FIRST FLOOR MASTER BEDROOMS
• TYPICAL TOWN HOMES
• DUPLEX
• 2-3 BEDROOM
• ATTACHED GARAGES
• PRIVATE PATIOS
COMMERCIAL SPACE
• 5,000± SF
• RESTAURANT ICE CREAM SHOP
• OUTDOOR DINING OPTIONS
RECONFIGURED PARK ENTRY
• ENTRANCE SIGNS
• ENHANCED ENTRY AESTHETICS
• RECONFIGURE PARKING LOTS
LANDS N/F OF TOWN OF MOREAU
LANDS N/F OF SRH-TJM, LLC
TYPICAL STREET FRONT HOMES
• SINGLE FAMILY DETACHED
• 2-3 BEDROOM
• ATTACHED REAR ENTRY GARAGE
• PRIVATE PATIOS
COMMUNITY PATH WAY 5-8 FT WIDE ASPHALT SURFACE
RECONFIGURED REC ROAD
• CURBS
• SIDEWALK/PATHWAYS
• STREET LIGHTS
• STREET TREES
• STREET LIGHTS
LANDS N/F OF MELVIN W. JACOBIE
HOBBY BARN
PARK UPGRADES
• REMOVE UNDER UTILIZED SOFTBALL FIELD
• DEVELOP PICKLE BALL COURTS
LANDS N/F OF JOSHUA CORBETT
COMMUNITY PARKING AREA
LANDS N/F OF ABIGAIL ROBICHAUD
LANDS N/F OF MELVIN W. JACOBIE
FUTURE PUBLIC ROAD AND TRAIL CONNECTION
APARTMENT COMMUNITY REC SPACE
• COMMUNITY ROOM
• FITNESS CENTER
• OUTDOOR PATIO AND MOIVE SPACE
LANDS N/F OF HARRY G. GUTHEIL
PRIVATE ROAD
PARK FRONT APARTMENT COMMUNITY
• PARK FRONT UNITS
• 1 AND 2 BEDROOMS
• 50 UNITS
• 3 STORY
• AGE TARGETED
• FIRST FLOOR COVERED PARKING
COMMUNITY GARDENS
TYPICAL STREET FRONT HOMES
• SINGLE FAMILY DETACHED
• 2-3 BEDROOM
• ATTACHED REAR ENTRY GARAGE
• PRIVATE PATIOS
COMMUNITY PATH WAY 5-8 FT WIDE ASPHALT SURFACE
LANDS N/F OF DIANE C. COLVIN
GRAPHIC SCALE
1 INCH = 60 FT

ENVIRONMENTAL DESIGN PARTNERSHIP, LLP.

TAX MAP No. 50.-3-28.2, 64.-1-54
JUNE 2023

PLANNED UNIT DEVELOPMENT DISTRICT
JACOBIES PARK SIDE FARMS
CERRONE BUILDERS
11-29 MOREAU REC ROAD
TOWN OF MOREAU
SARATOGA COUNTY, NEW YORK

JOSEPH C. DANNIBLE
RLA 2288

SCALE: 1"=60'

NOT FOR CONSTRUCTION

SHEET TITLE: COMMUNITY MASTER PLAN

SHEET: EXHIBIT 8.11

Attachment B
TMC and ATR Data

Jacobie Park Side Farms
Town of Moreau, New York

123-362: NY-32 & Bluebird Road AM - TMC

Tue Sep 26, 2023
Full Length (7 AM-9 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1113959, Location: 43.274006, -73.638993, Site Code: 123-362

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US

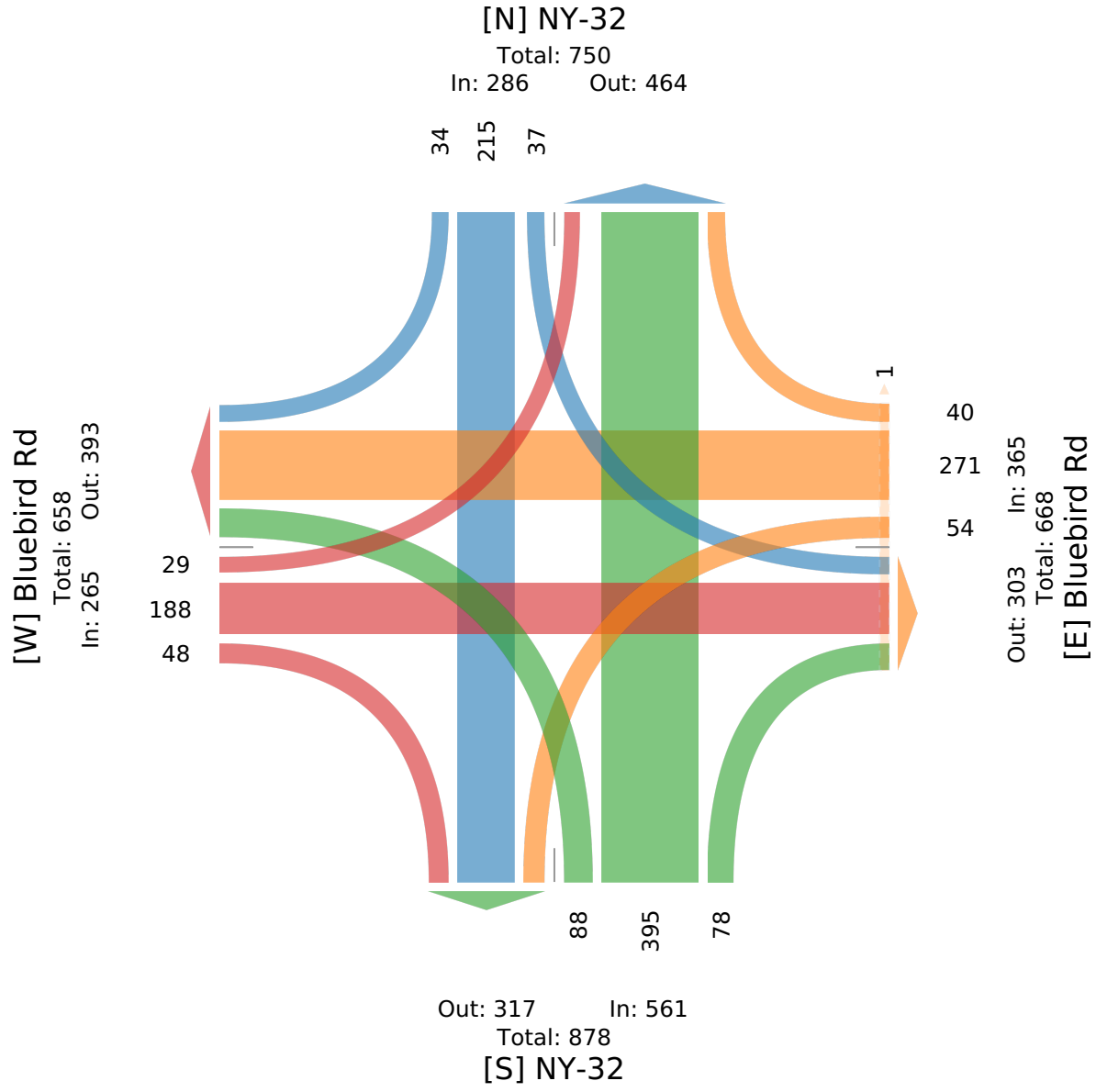
Leg / Direction	Bluebird Rd Eastbound							Bluebird Rd Westbound							NY-32 Northbound							NY-32 Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2023-09-26 7:00AM	4	18	2	0	6	**30**	0	5	46	3	0	1	**55**	1	7	49	12	0	0	**68**	0	3	22	5	0	0	**30**	0	**183**
7:15AM	3	18	4	0	4	**29**	0	7	47	5	0	2	**61**	0	12	73	14	0	1	**100**	0	7	28	3	0	0	**38**	0	**228**
7:30AM	4	25	5	0	4	**38**	0	13	48	0	0	3	**64**	0	24	54	8	0	0	**86**	0	0	37	2	0	0	**39**	0	**227**
7:45AM	5	32	8	0	6	**51**	0	7	19	3	0	2	**31**	0	5	47	9	0	1	**62**	0	5	22	5	0	0	**32**	0	**176**
Hourly Total	16	93	19	0	20	**148**	0	32	160	11	0	8	**211**	1	48	223	43	0	2	**316**	0	15	109	15	0	0	**139**	0	**814**
8:00AM	4	30	0	0	0	**34**	0	4	25	4	0	1	**34**	0	5	40	6	0	1	**52**	0	1	31	3	0	1	**36**	0	**156**
8:15AM	2	22	2	0	1	**27**	0	5	17	4	0	0	**26**	0	10	46	2	0	1	**59**	0	11	25	4	0	2	**42**	0	**154**
8:30AM	4	21	2	0	0	**27**	0	2	28	1	0	1	**32**	0	10	53	11	0	0	**74**	0	2	27	2	0	2	**33**	0	**166**
8:45AM	3	22	2	0	2	**29**	0	11	41	4	0	6	**62**	0	15	33	12	0	0	**60**	0	8	23	5	0	0	**36**	0	**187**
Hourly Total	13	95	6	0	3	**117**	0	22	111	13	0	8	**154**	0	40	172	31	0	2	**245**	0	22	106	14	0	5	**147**	0	**663**
9:00AM	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	**0**
Total	29	188	25	0	23	**265**	0	54	271	24	0	16	**365**	1	88	395	74	0	4	**561**	0	37	215	29	0	5	**286**	0	**1477**
% Approach	10.9%	70.9%	9.4%	0%	8.7%	**-**	-	14.8%	74.2%	6.6%	0%	4.4%	**-**	-	15.7%	70.4%	13.2%	0%	0.7%	**-**	-	12.9%	75.2%	10.1%	0%	1.7%	**-**	-	-
% Total	2.0%	12.7%	1.7%	0%	1.6%	**17.9%**	-	3.7%	18.3%	1.6%	0%	1.1%	**24.7%**	-	6.0%	26.7%	5.0%	0%	0.3%	**38.0%**	-	2.5%	14.6%	2.0%	0%	0.3%	**19.4%**	-	-
Lights	27	179	24	0	23	**253**	-	52	250	24	0	16	**342**	-	86	381	70	0	4	**541**	-	37	205	28	0	5	**275**	-	1411
% Lights	93.1%	95.2%	96.0%	0%	100%	**95.5%**	-	96.3%	92.3%	100%	0%	100%	**93.7%**	-	97.7%	96.5%	94.6%	0%	100%	**96.4%**	-	100%	95.3%	96.6%	0%	100%	**96.2%**	-	95.5%
Articulated Trucks and Single-Unit Trucks	2	5	0	0	0	**7**	-	0	13	0	0	0	**13**	-	1	8	0	0	0	**9**	-	0	6	0	0	0	**6**	-	35
% Articulated Trucks and Single-Unit Trucks	6.9%	2.7%	0%	0%	0%	**2.6%**	-	0%	4.8%	0%	0%	0%	**3.6%**	-	1.1%	2.0%	0%	0%	0%	**1.6%**	-	0%	2.8%	0%	0%	0%	**2.1%**	-	2.4%
Buses	0	4	1	0	0	**5**	-	2	6	0	0	0	**8**	-	1	6	4	0	0	**11**	-	0	4	1	0	0	**5**	-	29
% Buses	0%	2.1%	4.0%	0%	0%	**1.9%**	-	3.7%	2.2%	0%	0%	0%	**2.2%**	-	1.1%	1.5%	5.4%	0%	0%	**2.0%**	-	0%	1.9%	3.4%	0%	0%	**1.7%**	-	2.0%
Bicycles on Road	0	0	0	0	0	**0**	-	0	2	0	0	0	**2**	-	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-	2
% Bicycles on Road	0%	0%	0%	0%	0%	**0%**	-	0%	0.7%	0%	0%	0%	**0.5%**	-	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-	0.1%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

123-362: NY-32 & Bluebird Road AM - TMC

Tue Sep 26, 2023
Full Length (7 AM-9 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1113959, Location: 43.274006, -73.638993, Site Code: 123-362

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US



123-362: NY-32 & Bluebird Road AM - TMC

Tue Sep 26, 2023
AM Peak (7 AM - 8 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1113959, Location: 43.274006, -73.638993, Site Code: 123-362

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US

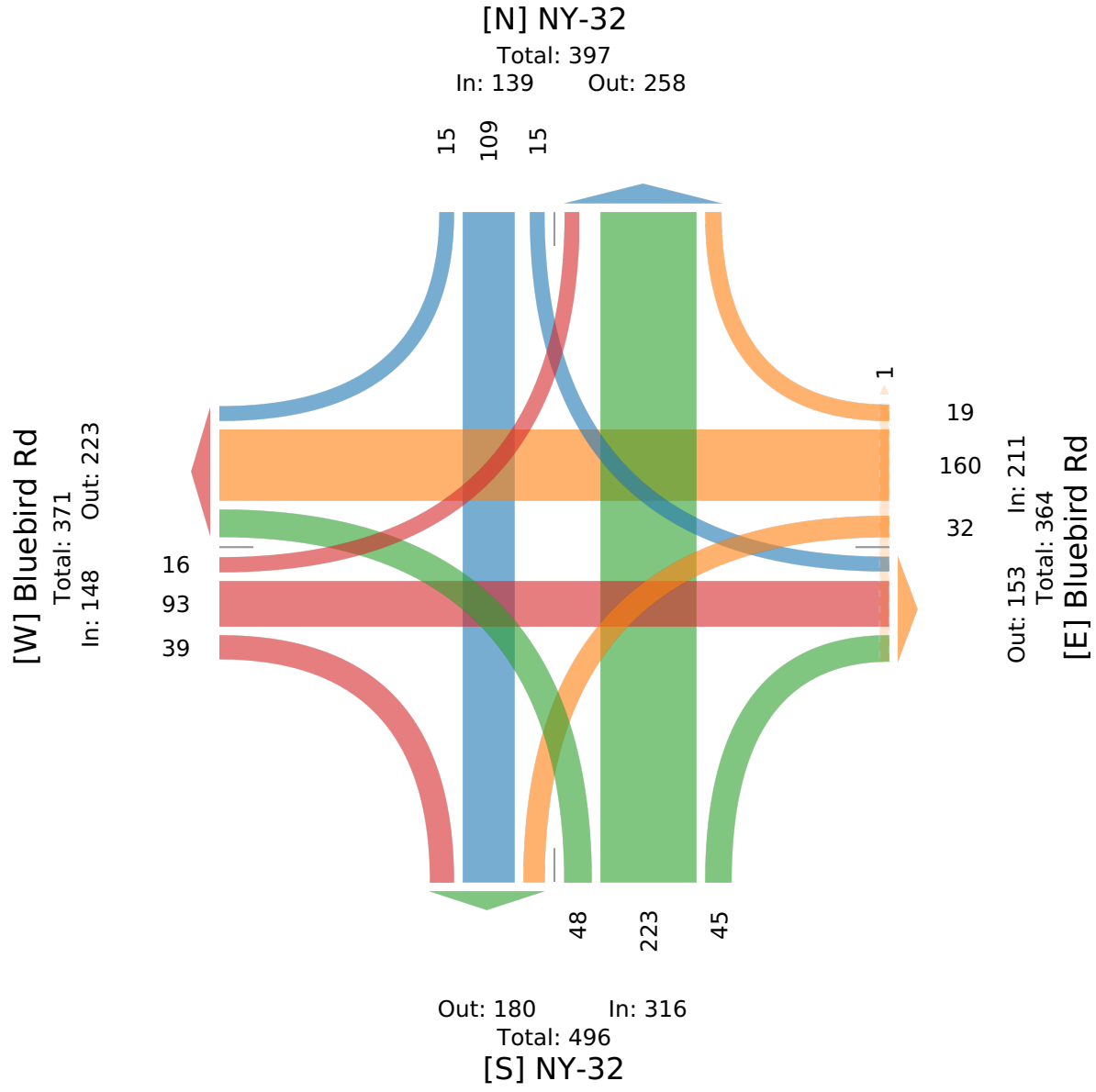
Leg / Direction	Bluebird Rd Eastbound							Bluebird Rd Westbound							NY-32 Northbound							NY-32 Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2023-09-26 7:00AM	4	18	2	0	6	**30**	0	5	46	3	0	1	**55**	1	7	49	12	0	0	**68**	0	3	22	5	0	0	**30**	0	**183**
7:15AM	3	18	4	0	4	**29**	0	7	47	5	0	2	**61**	0	12	73	14	0	1	**100**	0	7	28	3	0	0	**38**	0	**228**
7:30AM	4	25	5	0	4	**38**	0	13	48	0	0	3	**64**	0	24	54	8	0	0	**86**	0	0	37	2	0	0	**39**	0	**227**
7:45AM	5	32	8	0	6	**51**	0	7	19	3	0	2	**31**	0	5	47	9	0	1	**62**	0	5	22	5	0	0	**32**	0	**176**
Total	16	93	19	0	20	**148**	0	32	160	11	0	8	**211**	1	48	223	43	0	2	**316**	0	15	109	15	0	0	**139**	0	**814**
% Approach	10.8%	62.8%	12.8%	0%	13.5%	**-**	-	15.2%	75.8%	5.2%	0%	3.8%	**-**	-	15.2%	70.6%	13.6%	0%	0.6%	**-**	-	10.8%	78.4%	10.8%	0%	0%	**-**	-	-
% Total	2.0%	11.4%	2.3%	0%	2.5%	**18.2%**	-	3.9%	19.7%	1.4%	0%	1.0%	**25.9%**	-	5.9%	27.4%	5.3%	0%	0.2%	**38.8%**	-	1.8%	13.4%	1.8%	0%	0%	**17.1%**	-	-
PHF	0.800	0.727	0.594	-	0.833	**0.725**	-	0.615	0.840	0.550	-	0.667	**0.843**	-	0.500	0.764	0.768	-	0.500	**0.790**	-	0.536	0.736	0.750	-	-	**0.891**	-	0.890
Lights	15	87	18	0	20	**140**	-	30	149	11	0	8	**198**	-	48	215	42	0	2	**307**	-	15	106	14	0	0	**135**	-	780
% Lights	93.8%	93.5%	94.7%	0%	100%	**94.6%**	-	93.8%	93.1%	100%	0%	100%	**93.8%**	-	100%	96.4%	97.7%	0%	100%	**97.2%**	-	100%	97.2%	93.3%	0%	0%	**97.1%**	-	95.8%
Articulated Trucks and Single-Unit Trucks	1	4	0	0	0	**5**	-	0	6	0	0	0	**6**	-	0	3	0	0	0	**3**	-	0	1	0	0	0	**1**	-	15
% Articulated Trucks and Single-Unit Trucks	6.3%	4.3%	0%	0%	0%	**3.4%**	-	0%	3.8%	0%	0%	0%	**2.8%**	-	0%	1.3%	0%	0%	0%	**0.9%**	-	0%	0.9%	0%	0%	0%	**0.7%**	-	1.8%
Buses	0	2	1	0	0	**3**	-	2	3	0	0	0	**5**	-	0	5	1	0	0	**6**	-	0	2	1	0	0	**3**	-	17
% Buses	0%	2.2%	5.3%	0%	0%	**2.0%**	-	6.3%	1.9%	0%	0%	0%	**2.4%**	-	0%	2.2%	2.3%	0%	0%	**1.9%**	-	0%	1.8%	6.7%	0%	0%	**2.2%**	-	2.1%
Bicycles on Road	0	0	0	0	0	**0**	-	0	2	0	0	0	**2**	-	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-	2
% Bicycles on Road	0%	0%	0%	0%	0%	**0%**	-	0%	1.3%	0%	0%	0%	**0.9%**	-	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-	0.2%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

123-362: NY-32 & Bluebird Road AM - TMC

Tue Sep 26, 2023
AM Peak (7 AM - 8 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1113959, Location: 43.274006, -73.638993, Site Code: 123-362

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US



123-362: NY-32 & Bluebird Road PM - TMC

Tue Sep 26, 2023
Full Length (4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1113961, Location: 43.274006, -73.638993, Site Code: 123-362

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US

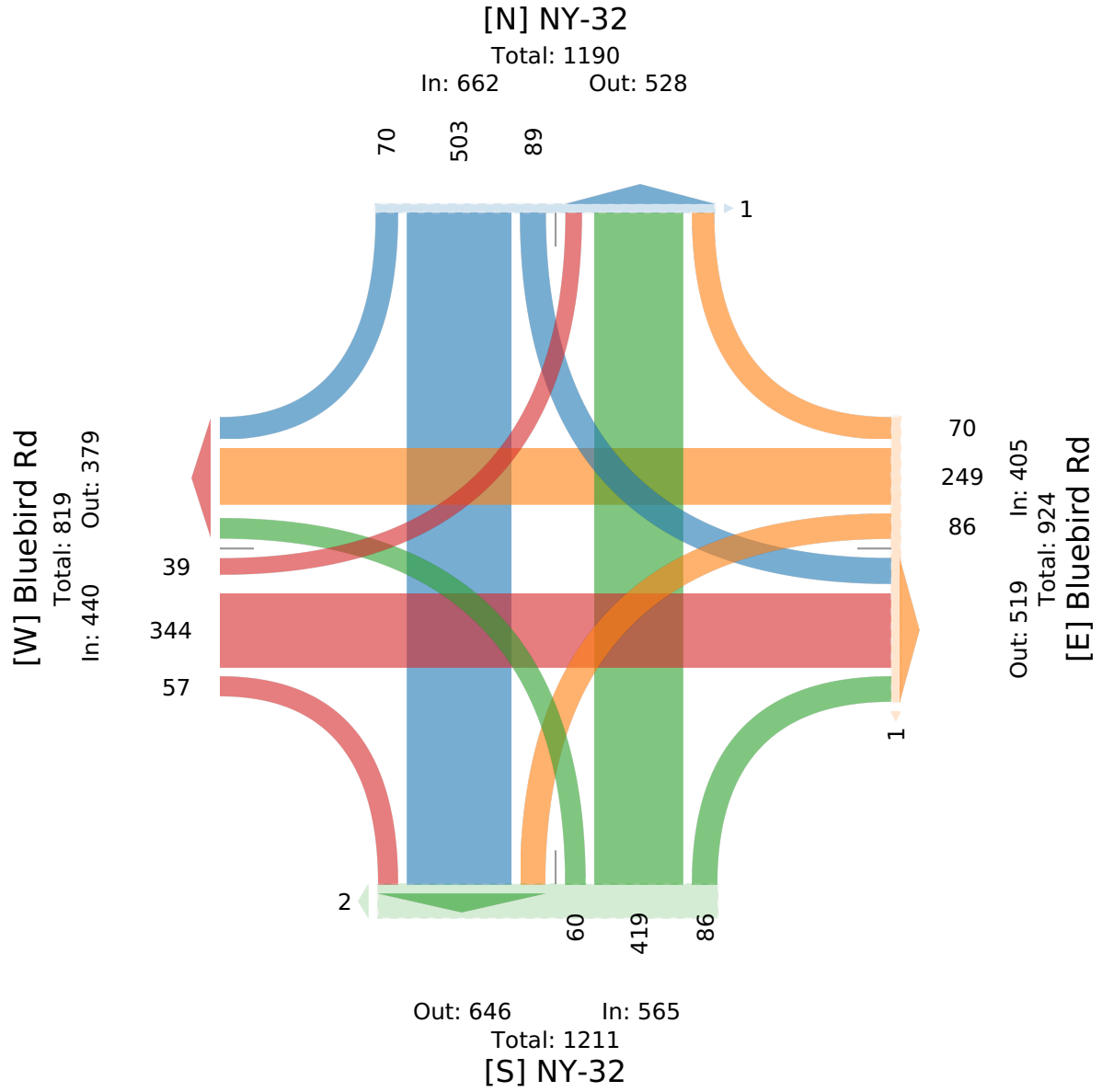
Leg / Direction	Bluebird Rd Eastbound							Bluebird Rd Westbound							NY-32 Northbound							NY-32 Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2023-09-26 4:00PM	6	31	2	0	4	**43**	0	9	39	4	0	2	**54**	0	3	64	5	0	0	**72**	0	9	72	1	0	0	**82**	0	**251**
4:15PM	4	39	5	0	3	**51**	0	8	35	5	0	0	**48**	0	7	58	19	0	0	**84**	0	14	66	9	0	0	**89**	1	**272**
4:30PM	6	57	4	0	1	**68**	0	6	29	5	0	3	**43**	0	7	65	13	0	0	**85**	0	12	60	8	0	3	**83**	0	**279**
4:45PM	8	52	4	0	1	**65**	0	13	32	10	0	2	**57**	0	9	45	17	0	1	**72**	0	22	73	7	0	4	**106**	0	**300**
Hourly Total	24	179	15	0	9	**227**	0	36	135	24	0	7	**202**	0	26	232	54	0	1	**313**	0	57	271	25	0	7	**360**	1	**1102**
5:00PM	3	39	3	0	2	**47**	0	21	25	9	0	4	**59**	0	4	43	9	0	2	**58**	1	5	63	13	0	1	**82**	0	**246**
5:15PM	2	50	2	0	2	**56**	0	20	31	2	0	4	**57**	0	10	41	7	0	1	**59**	0	14	58	7	0	3	**82**	0	**254**
5:30PM	6	39	6	0	3	**54**	0	7	30	11	0	3	**51**	0	12	52	4	0	1	**69**	0	3	51	9	0	0	**63**	0	**237**
5:45PM	4	37	10	0	5	**56**	0	2	28	3	0	3	**36**	1	8	51	7	0	0	**66**	1	10	60	4	0	1	**75**	0	**233**
Hourly Total	15	165	21	0	12	**213**	0	50	114	25	0	14	**203**	1	34	187	27	0	4	**252**	2	32	232	33	0	5	**302**	0	**970**
6:00PM	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	**0**
Total	39	344	36	0	21	**440**	0	86	249	49	0	21	**405**	1	60	419	81	0	5	**565**	2	89	503	58	0	12	**662**	1	**2072**
% Approach	8.9%	78.2%	8.2%	0%	4.8%	**-**	-	21.2%	61.5%	12.1%	0%	5.2%	**-**	-	10.6%	74.2%	14.3%	0%	0.9%	**-**	-	13.4%	76.0%	8.8%	0%	1.8%	**-**	-	-
% Total	1.9%	16.6%	1.7%	0%	1.0%	**21.2%**	-	4.2%	12.0%	2.4%	0%	1.0%	**19.5%**	-	2.9%	20.2%	3.9%	0%	0.2%	**27.3%**	-	4.3%	24.3%	2.8%	0%	0.6%	**31.9%**	-	-
Lights	38	340	36	0	21	**435**	-	85	246	48	0	21	**400**	-	59	410	79	0	5	**553**	-	89	499	57	0	12	**657**	-	2045
% Lights	97.4%	98.8%	100%	0%	100%	**98.9%**	-	98.8%	98.8%	98.0%	0%	100%	**98.8%**	-	98.3%	97.9%	97.5%	0%	100%	**97.9%**	-	100%	99.2%	98.3%	0%	100%	**99.2%**	-	98.7%
Articulated Trucks and Single-Unit Trucks	0	3	0	0	0	**3**	-	1	3	1	0	0	**5**	-	0	5	0	0	0	**5**	-	0	3	0	0	0	**3**	-	16
% Articulated Trucks and Single-Unit Trucks	0%	0.9%	0%	0%	0%	**0.7%**	-	1.2%	1.2%	2.0%	0%	0%	**1.2%**	-	0%	1.2%	0%	0%	0%	**0.9%**	-	0%	0.6%	0%	0%	0%	**0.5%**	-	0.8%
Buses	1	1	0	0	0	**2**	-	0	0	0	0	0	**0**	-	1	4	2	0	0	**7**	-	0	1	0	0	0	**1**	-	10
% Buses	2.6%	0.3%	0%	0%	0%	**0.5%**	-	0%	0%	0%	0%	0%	**0%**	-	1.7%	1.0%	2.5%	0%	0%	**1.2%**	-	0%	0.2%	0%	0%	0%	**0.2%**	-	0.5%
Bicycles on Road	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-	0	0	1	0	0	**1**	-	1
% Bicycles on Road	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-	0%	0%	1.7%	0%	0%	**0.2%**	-	0%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	2	-	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	0%	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

123-362: NY-32 & Bluebird Road PM - TMC

Tue Sep 26, 2023
Full Length (4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1113961, Location: 43.274006, -73.638993, Site Code: 123-362

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US



123-362: NY-32 & Bluebird Road PM - TMC

Tue Sep 26, 2023
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1113961, Location: 43.274006, -73.638993, Site Code: 123-362

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US

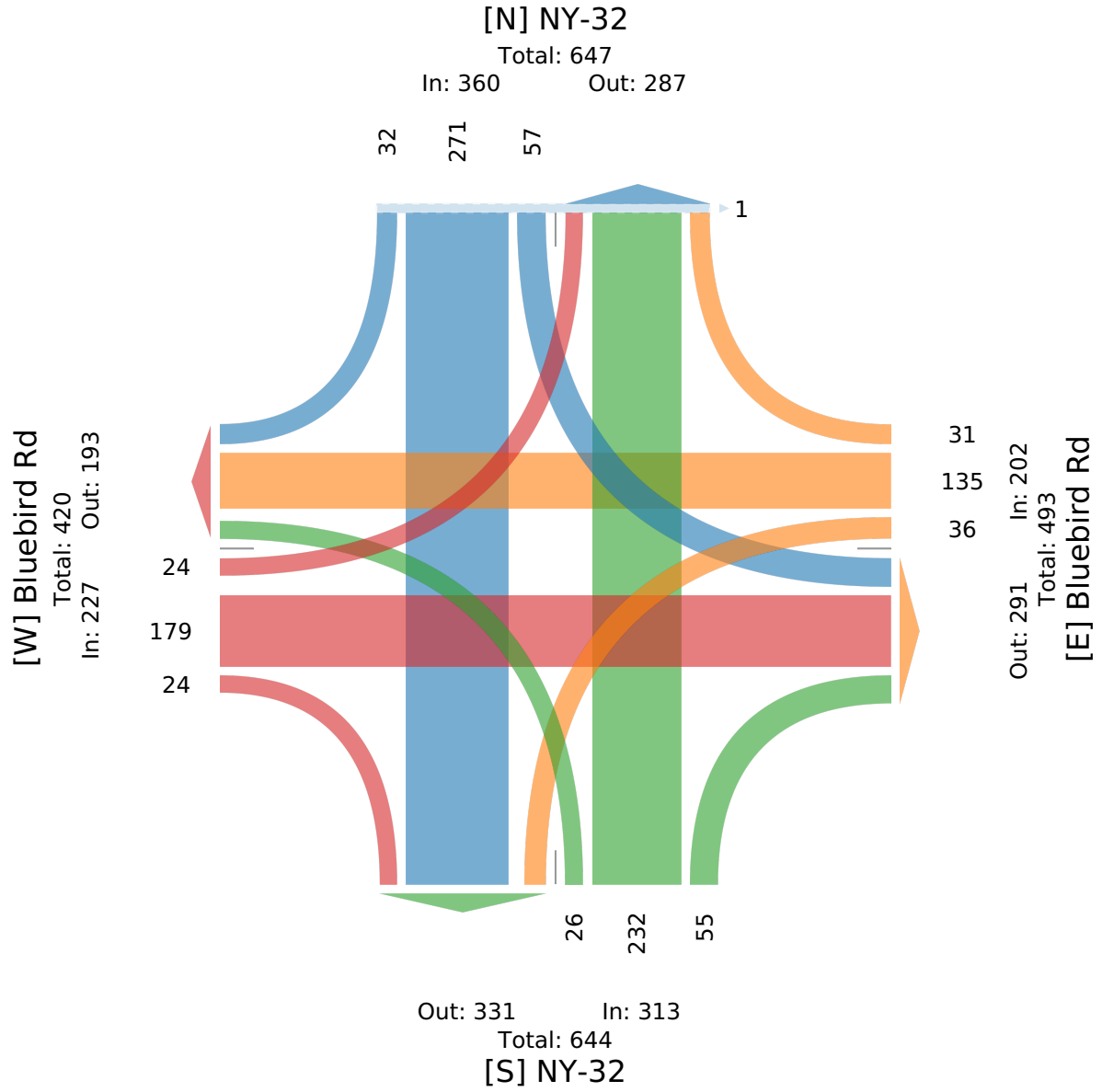
Leg / Direction	Bluebird Rd Eastbound							Bluebird Rd Westbound							NY-32 Northbound							NY-32 Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2023-09-26 4:00PM	6	31	2	0	4	**43**	0	9	39	4	0	2	**54**	0	3	64	5	0	0	**72**	0	9	72	1	0	0	**82**	0	**251**
4:15PM	4	39	5	0	3	**51**	0	8	35	5	0	0	**48**	0	7	58	19	0	0	**84**	0	14	66	9	0	0	**89**	1	**272**
4:30PM	6	57	4	0	1	**68**	0	6	29	5	0	3	**43**	0	7	65	13	0	0	**85**	0	12	60	8	0	3	**83**	0	**279**
4:45PM	8	52	4	0	1	**65**	0	13	32	10	0	2	**57**	0	9	45	17	0	1	**72**	0	22	73	7	0	4	**106**	0	**300**
Total	24	179	15	0	9	**227**	0	36	135	24	0	7	**202**	0	26	232	54	0	1	**313**	0	57	271	25	0	7	**360**	1	**1102**
% Approach	10.6%	78.9%	6.6%	0%	4.0%	**-**	-	17.8%	66.8%	11.9%	0%	3.5%	**-**	-	8.3%	74.1%	17.3%	0%	0.3%	**-**	-	15.8%	75.3%	6.9%	0%	1.9%	**-**	-	-
% Total	2.2%	16.2%	1.4%	0%	0.8%	**20.6%**	-	3.3%	12.3%	2.2%	0%	0.6%	**18.3%**	-	2.4%	21.1%	4.9%	0%	0.1%	**28.4%**	-	5.2%	24.6%	2.3%	0%	0.6%	**32.7%**	-	-
PHF	0.750	0.785	0.750		- 0.563	**0.835**	-	0.692	0.865	0.600		- 0.583	**0.886**	-	0.722	0.892	0.711		- 0.250	**0.921**	-	0.648	0.928	0.694		- 0.438	**0.849**	-	0.918
Lights	23	175	15	0	9	**222**	-	36	133	24	0	7	**200**	-	25	224	52	0	1	**302**	-	57	267	25	0	7	**356**	-	1080
% Lights	95.8%	97.8%	100%	0%	100%	**97.8%**	-	100%	98.5%	100%	0%	100%	**99.0%**	-	96.2%	96.6%	96.3%	0%	100%	**96.5%**	-	100%	98.5%	100%	0%	100%	**98.9%**	-	98.0%
Articulated Trucks and Single-Unit Trucks	0	3	0	0	0	**3**	-	0	2	0	0	0	**2**	-	0	4	0	0	0	**4**	-	0	3	0	0	0	**3**	-	12
% Articulated Trucks and Single-Unit Trucks	0%	1.7%	0%	0%	0%	**1.3%**	-	0%	1.5%	0%	0%	0%	**1.0%**	-	0%	1.7%	0%	0%	0%	**1.3%**	-	0%	1.1%	0%	0%	0%	**0.8%**	-	1.1%
Buses	1	1	0	0	0	**2**	-	0	0	0	0	0	**0**	-	1	4	2	0	0	**7**	-	0	1	0	0	0	**1**	-	10
% Buses	4.2%	0.6%	0%	0%	0%	**0.9%**	-	0%	0%	0%	0%	0%	**0%**	-	3.8%	1.7%	3.7%	0%	0%	**2.2%**	-	0%	0.4%	0%	0%	0%	**0.3%**	-	0.9%
Bicycles on Road	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	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	-	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	- 100%	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	- 0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

123-362: NY-32 & Bluebird Road PM - TMC

Tue Sep 26, 2023
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1113961, Location: 43.274006, -73.638993, Site Code: 123-362

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US



123-362: NY-32 & Bluebird Road Sat - TMC

Sat Sep 23, 2023
Full Length (11 AM-1 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1113956, Location: 43.274006, -73.638993, Site Code: 123-362

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US

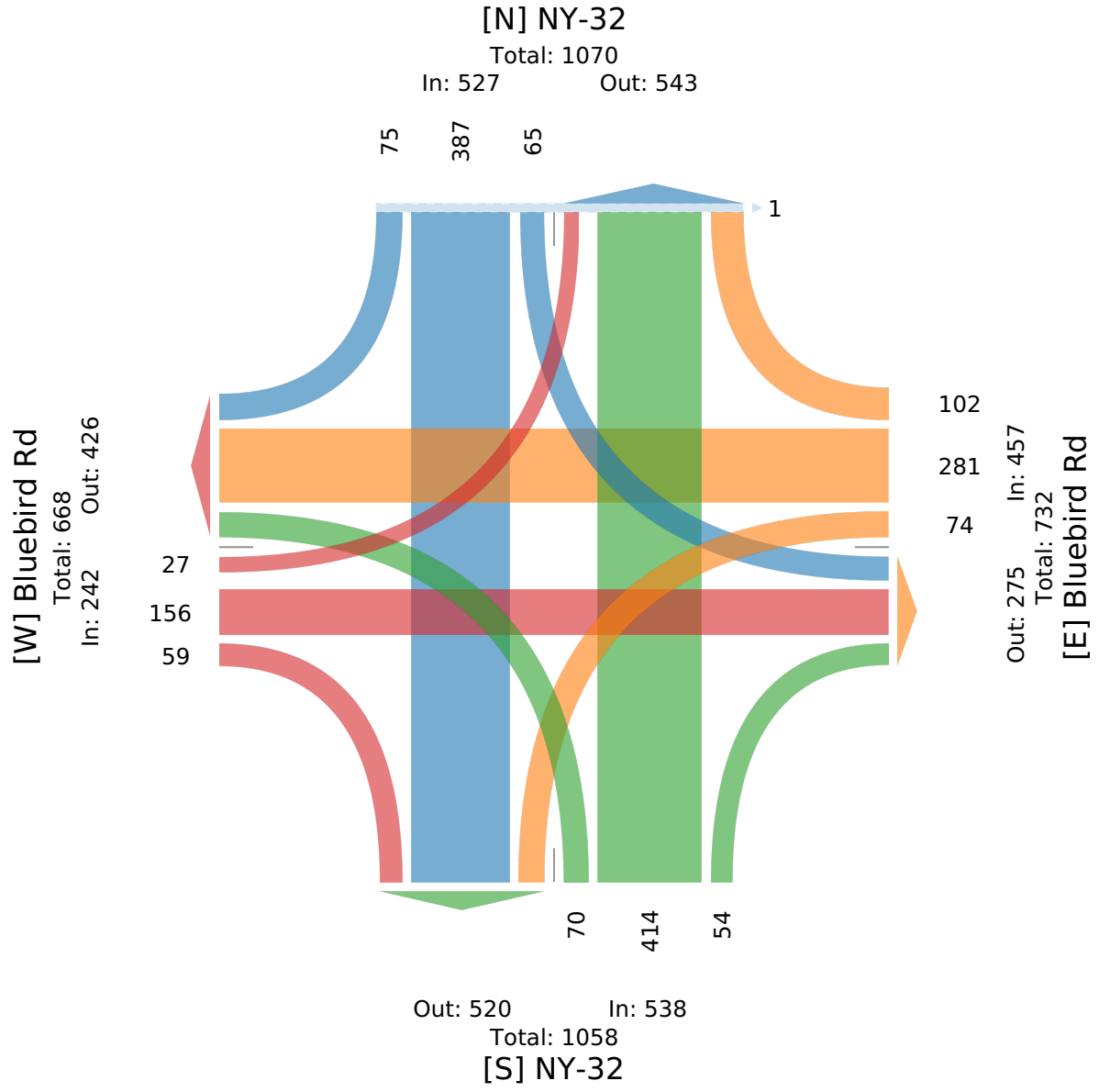
Leg / Direction	Bluebird Rd Eastbound							Bluebird Rd Westbound							NY-32 Northbound							NY-32 Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2023-09-23 11:00AM	1	31	5	0	2	**39**	0	5	41	9	0	2	**57**	0	5	40	2	0	0	**47**	0	6	42	9	0	0	**57**	0	**200**
11:15AM	1	16	7	0	1	**25**	0	13	34	14	0	7	**68**	0	20	69	4	0	1	**94**	0	1	44	7	0	2	**54**	0	**241**
11:30AM	3	19	3	0	1	**26**	0	10	47	11	0	6	**74**	0	18	77	8	0	1	**104**	0	6	55	12	0	0	**73**	0	**277**
11:45AM	6	16	5	0	0	**27**	0	9	46	11	0	8	**74**	0	4	50	7	0	0	**61**	0	9	48	8	0	1	**66**	0	**228**
Hourly Total	11	82	20	0	4	**117**	0	37	168	45	0	23	**273**	0	47	236	21	0	2	**306**	0	22	189	36	0	3	**250**	0	**946**
12:00PM	5	18	2	0	7	**32**	0	10	31	5	0	2	**48**	0	9	52	6	0	3	**70**	0	10	60	3	0	0	**73**	0	**223**
12:15PM	5	15	4	0	4	**28**	0	12	35	8	0	4	**59**	0	4	44	4	0	1	**53**	0	9	48	5	0	3	**65**	1	**205**
12:30PM	2	17	4	0	5	**28**	0	9	17	5	0	1	**32**	0	8	40	10	0	1	**59**	0	16	42	14	0	1	**73**	0	**192**
12:45PM	4	24	8	0	1	**37**	0	6	30	6	0	3	**45**	0	2	42	6	0	0	**50**	0	8	48	9	0	1	**66**	0	**198**
Hourly Total	16	74	18	0	17	**125**	0	37	113	24	0	10	**184**	0	23	178	26	0	5	**232**	0	43	198	31	0	5	**277**	1	**818**
1:00PM	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	**0**
Total	27	156	38	0	21	**242**	0	74	281	69	0	33	**457**	0	70	414	47	0	7	**538**	0	65	387	67	0	8	**527**	1	**1764**
% Approach	11.2%	64.5%	15.7%	0%	8.7%	**-**	-	16.2%	61.5%	15.1%	0%	7.2%	**-**	-	13.0%	77.0%	8.7%	0%	1.3%	**-**	-	12.3%	73.4%	12.7%	0%	1.5%	**-**	-	-
% Total	1.5%	8.8%	2.2%	0%	1.2%	**13.7%**	-	4.2%	15.9%	3.9%	0%	1.9%	**25.9%**	-	4.0%	23.5%	2.7%	0%	0.4%	**30.5%**	-	3.7%	21.9%	3.8%	0%	0.5%	**29.9%**	-	-
Lights	26	153	38	0	21	**238**	-	74	278	69	0	32	**453**	-	70	404	47	0	7	**528**	-	65	384	67	0	8	**524**	-	1743
% Lights	96.3%	98.1%	100%	0%	100%	**98.3%**	-	100%	98.9%	100%	0%	97.0%	**99.1%**	-	100%	97.6%	100%	0%	100%	**98.1%**	-	100%	99.2%	100%	0%	100%	**99.4%**	-	98.8%
Articulated Trucks and Single-Unit Trucks	0	3	0	0	0	**3**	-	0	3	0	0	0	**3**	-	0	8	0	0	0	**8**	-	0	3	0	0	0	**3**	-	17
% Articulated Trucks and Single-Unit Trucks	0%	1.9%	0%	0%	0%	**1.2%**	-	0%	1.1%	0%	0%	0%	**0.7%**	-	0%	1.9%	0%	0%	0%	**1.5%**	-	0%	0.8%	0%	0%	0%	**0.6%**	-	1.0%
Buses	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-	0	1	0	0	0	**1**	-	0	0	0	0	0	**0**	-	1
% Buses	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-	0%	0.2%	0%	0%	0%	**0.2%**	-	0%	0%	0%	0%	0%	**0%**	-	0.1%
Bicycles on Road	1	0	0	0	0	**1**	-	0	0	0	0	1	**1**	-	0	1	0	0	0	**1**	-	0	0	0	0	0	**0**	-	3
% Bicycles on Road	3.7%	0%	0%	0%	0%	**0.4%**	-	0%	0%	0%	0%	3.0%	**0.2%**	-	0%	0.2%	0%	0%	0%	**0.2%**	-	0%	0%	0%	0%	0%	**0%**	-	0.2%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	- 100%		-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

123-362: NY-32 & Bluebird Road Sat - TMC

Sat Sep 23, 2023
Full Length (11 AM-1 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1113956, Location: 43.274006, -73.638993, Site Code: 123-362

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US



123-362: NY-32 & Bluebird Road Sat - TMC

Sat Sep 23, 2023
Midday Peak (WKND) (11:15 AM - 12:15 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1113956, Location: 43.274006, -73.638993, Site Code: 123-362

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US

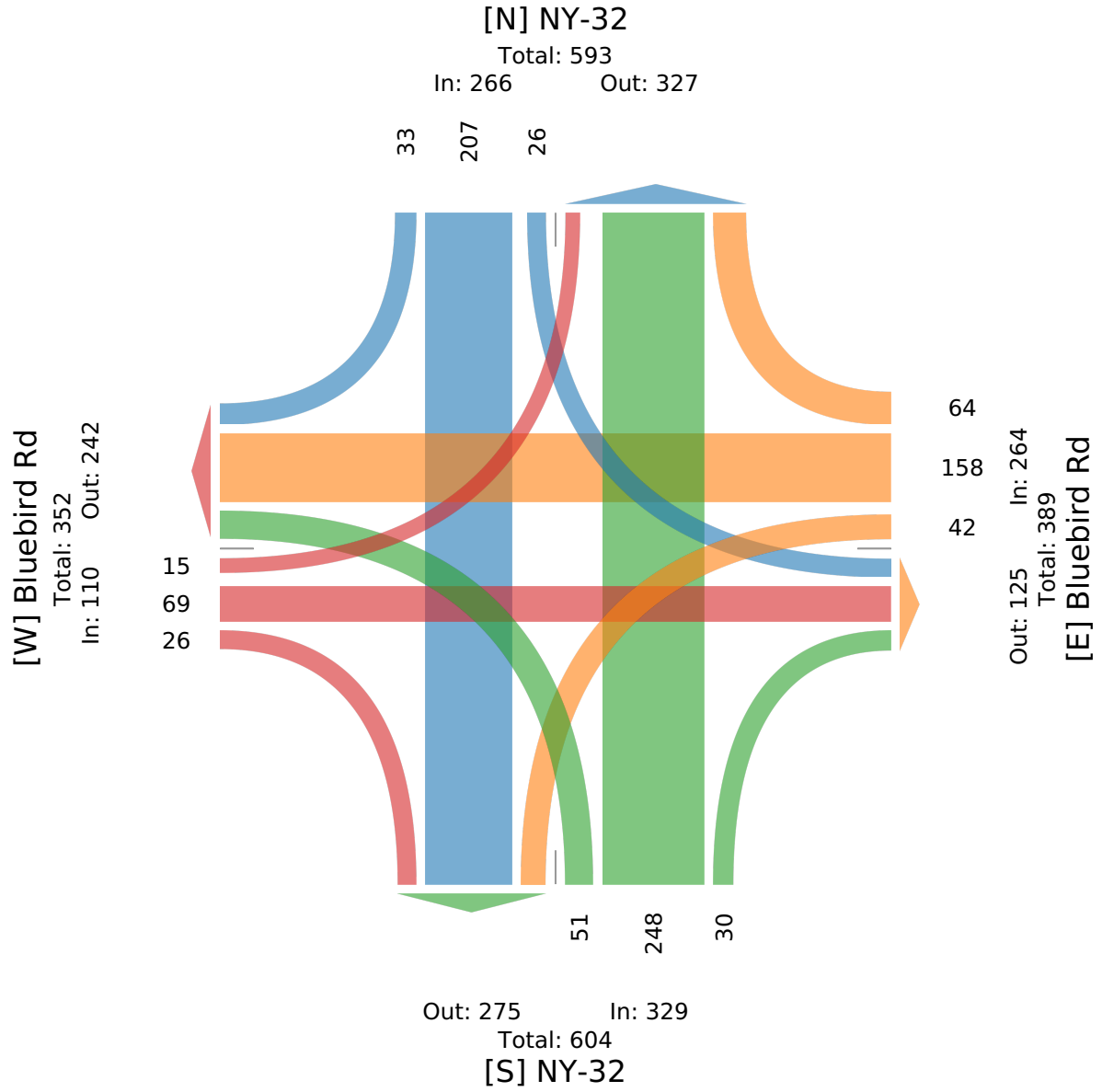
Leg / Direction	Bluebird Rd Eastbound							Bluebird Rd Westbound							NY-32 Northbound							NY-32 Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2023-09-23 11:15AM	1	16	7	0	1	**25**	0	13	34	14	0	7	**68**	0	20	69	4	0	1	**94**	0	1	44	7	0	2	**54**	0	**241**
11:30AM	3	19	3	0	1	**26**	0	10	47	11	0	6	**74**	0	18	77	8	0	1	**104**	0	6	55	12	0	0	**73**	0	**277**
11:45AM	6	16	5	0	0	**27**	0	9	46	11	0	8	**74**	0	4	50	7	0	0	**61**	0	9	48	8	0	1	**66**	0	**228**
12:00PM	5	18	2	0	7	**32**	0	10	31	5	0	2	**48**	0	9	52	6	0	3	**70**	0	10	60	3	0	0	**73**	0	**223**
Total	15	69	17	0	9	**110**	0	42	158	41	0	23	**264**	0	51	248	25	0	5	**329**	0	26	207	30	0	3	**266**	0	**969**
% Approach	13.6%	62.7%	15.5%	0%	8.2%	**-**	-	15.9%	59.8%	15.5%	0%	8.7%	**-**	-	15.5%	75.4%	7.6%	0%	1.5%	**-**	-	9.8%	77.8%	11.3%	0%	1.1%	**-**	-	-
% Total	1.5%	7.1%	1.8%	0%	0.9%	**11.4%**	-	4.3%	16.3%	4.2%	0%	2.4%	**27.2%**	-	5.3%	25.6%	2.6%	0%	0.5%	**34.0%**	-	2.7%	21.4%	3.1%	0%	0.3%	**27.5%**	-	-
PHF	0.700	0.908	0.607		- 0.321	**0.852**	-	0.808	0.840	0.732		- 0.786	**0.889**	-	0.638	0.813	0.781		- 0.417	**0.796**	-	0.650	0.863	0.625		- 0.375	**0.911**	-	0.875
Lights	14	67	17	0	9	**107**	-	42	157	41	0	22	**262**	-	51	247	25	0	5	**328**	-	26	205	30	0	3	**264**	-	961
% Lights	93.3%	97.1%	100%	0%	100%	**97.3%**	-	100%	99.4%	100%	0%	95.7%	**99.2%**	-	100%	99.6%	100%	0%	100%	**99.7%**	-	100%	99.0%	100%	0%	100%	**99.2%**	-	99.2%
Articulated Trucks and Single-Unit Trucks	0	2	0	0	0	**2**	-	0	1	0	0	0	**1**	-	0	0	0	0	0	**0**	-	0	2	0	0	0	**2**	-	5
% Articulated Trucks and Single-Unit Trucks	0%	2.9%	0%	0%	0%	**1.8%**	-	0%	0.6%	0%	0%	0%	**0.4%**	-	0%	0%	0%	0%	0%	**0%**	-	0%	1.0%	0%	0%	0%	**0.8%**	-	0.5%
Buses	0	0	0	0	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%	0%	0%	**0%**	-	0%
Bicycles on Road	1	0	0	0	0	**1**	-	0	0	0	0	1	**1**	-	0	1	0	0	0	**1**	-	0	0	0	0	0	**0**	-	3
% Bicycles on Road	6.7%	0%	0%	0%	0%	**0.9%**	-	0%	0%	0%	0%	4.3%	**0.4%**	-	0%	0.4%	0%	0%	0%	**0.3%**	-	0%	0%	0%	0%	0%	**0%**	-	0.3%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

123-362: NY-32 & Bluebird Road Sat - TMC

Sat Sep 23, 2023
Midday Peak (WKND) (11:15 AM - 12:15 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1113956, Location: 43.274006, -73.638993, Site Code: 123-362

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US



123-362: NY-32 & Lenox Blvd AM - TMC

Tue Sep 26, 2023
Full Length (7 AM-9 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1113971, Location: 43.26886, -73.63965, Site Code: 123-362

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US

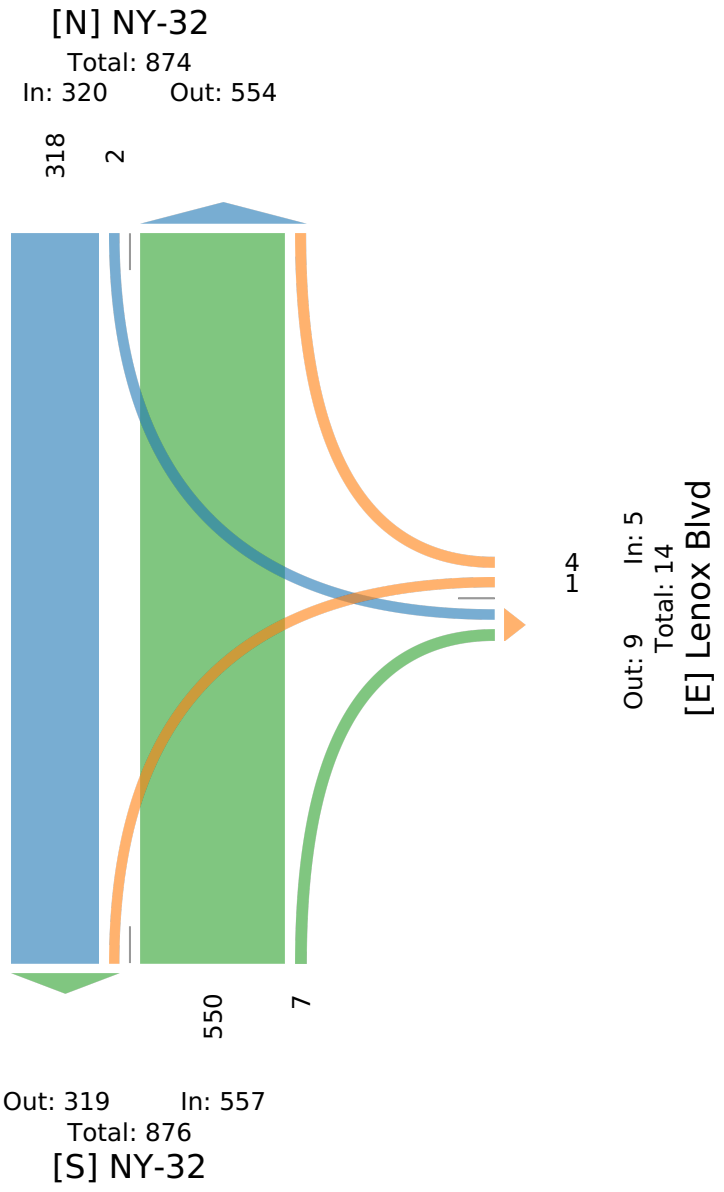
Leg Direction	Lenox Blvd Westbound					NY-32 Northbound					NY-32 Southbound					
Time	L	R	U	**App**	Ped*	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
2023-09-26 7:00AM	0	1	0	**1**	0	68	0	0	**68**	0	1	33	0	**34**	0	**103**
7:15AM	0	0	0	**0**	0	100	0	0	**100**	0	0	41	0	**41**	0	**141**
7:30AM	0	0	0	**0**	0	85	0	0	**85**	0	0	63	0	**63**	0	**148**
7:45AM	0	1	0	**1**	0	55	2	0	**57**	0	0	43	0	**43**	0	**101**
Hourly Total	0	2	0	**2**	0	308	2	0	**310**	0	1	180	0	**181**	0	**493**
8:00AM	0	1	0	**1**	0	45	0	0	**45**	0	0	36	0	**36**	0	**82**
8:15AM	0	0	0	**0**	0	60	2	0	**62**	0	1	33	0	**34**	0	**96**
8:30AM	0	0	0	**0**	0	76	1	0	**77**	0	0	31	0	**31**	0	**108**
8:45AM	1	1	0	**2**	0	61	2	0	**63**	0	0	38	0	**38**	0	**103**
Hourly Total	1	2	0	**3**	0	242	5	0	**247**	0	1	138	0	**139**	0	**389**
9:00AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
Total	1	4	0	**5**	0	550	7	0	**557**	0	2	318	0	**320**	0	**882**
% Approach	20.0%	80.0%	0%	**-**	-	98.7%	1.3%	0%	**-**	-	0.6%	99.4%	0%	**-**	-	-
% Total	0.1%	0.5%	0%	**0.6%**	-	62.4%	0.8%	0%	**63.2%**	-	0.2%	36.1%	0%	**36.3%**	-	-
Lights	1	4	0	**5**	-	529	7	0	**536**	-	2	304	0	**306**	-	847
% Lights	100%	100%	0%	**100%**	-	96.2%	100%	0%	**96.2%**	-	100%	95.6%	0%	**95.6%**	-	96.0%
Articulated Trucks and Single-Unit Trucks	0	0	0	**0**	-	9	0	0	**9**	-	0	7	0	**7**	-	16
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	**0%**	-	1.6%	0%	0%	**1.6%**	-	0%	2.2%	0%	**2.2%**	-	1.8%
Buses	0	0	0	**0**	-	12	0	0	**12**	-	0	7	0	**7**	-	19
% Buses	0%	0%	0%	**0%**	-	2.2%	0%	0%	**2.2%**	-	0%	2.2%	0%	**2.2%**	-	2.2%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

123-362: NY-32 & Lenox Blvd AM - TMC

Tue Sep 26, 2023
Full Length (7 AM-9 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1113971, Location: 43.26886, -73.63965, Site Code: 123-362

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US



123-362: NY-32 & Lenox Blvd AM - TMC

Tue Sep 26, 2023
AM Peak (7 AM - 8 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1113971, Location: 43.26886, -73.63965, Site Code: 123-362

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US

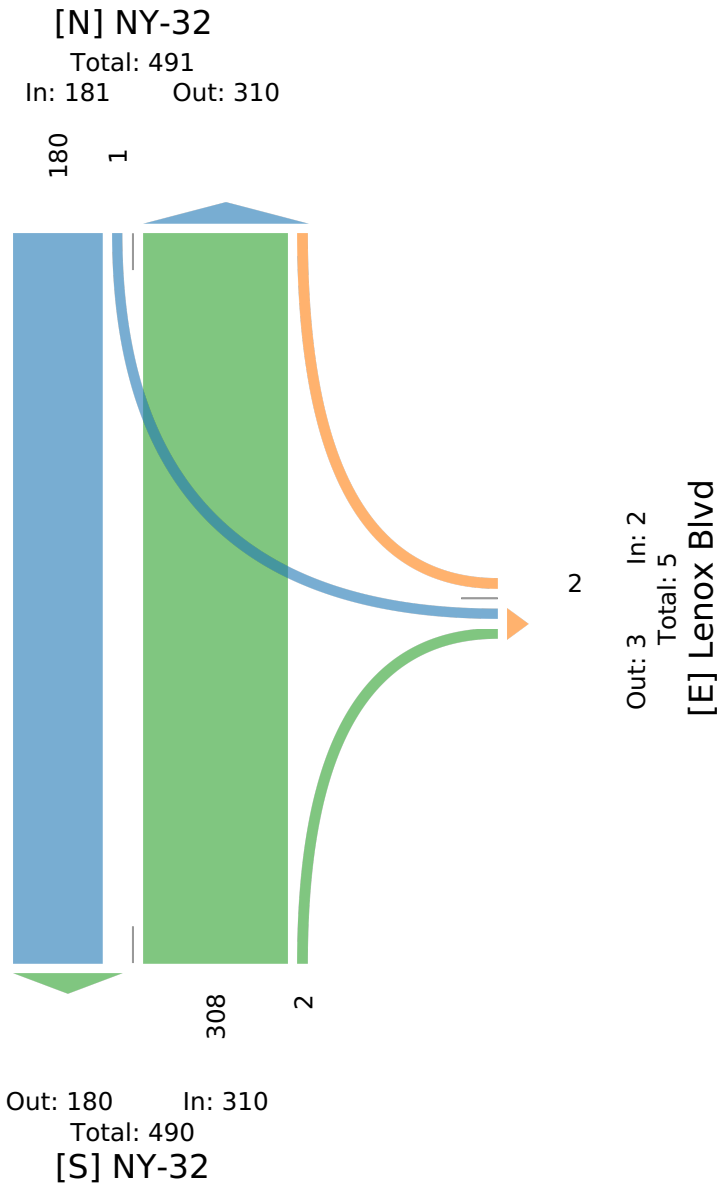
Leg Direction	Lenox Blvd Westbound					NY-32 Northbound					NY-32 Southbound					
Time	L	R	U	**App**	Ped*	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
2023-09-26 7:00AM	0	1	0	**1**	0	68	0	0	**68**	0	1	33	0	**34**	0	**103**
7:15AM	0	0	0	**0**	0	100	0	0	**100**	0	0	41	0	**41**	0	**141**
7:30AM	0	0	0	**0**	0	85	0	0	**85**	0	0	63	0	**63**	0	**148**
7:45AM	0	1	0	**1**	0	55	2	0	**57**	0	0	43	0	**43**	0	**101**
Total	0	2	0	**2**	0	308	2	0	**310**	0	1	180	0	**181**	0	**493**
% Approach	0%	100%	0%	**-**	-	99.4%	0.6%	0%	**-**	-	0.6%	99.4%	0%	**-**	-	-
% Total	0%	0.4%	0%	**0.4%**	-	62.5%	0.4%	0%	**62.9%**	-	0.2%	36.5%	0%	**36.7%**	-	-
PHF	-	0.500	-	**0.500**	-	0.770	0.250	-	**0.775**	-	0.250	0.714	-	**0.718**	-	0.833
Lights	0	2	0	**2**	-	299	2	0	**301**	-	1	174	0	**175**	-	478
% Lights	0%	100%	0%	**100%**	-	97.1%	100%	0%	**97.1%**	-	100%	96.7%	0%	**96.7%**	-	97.0%
Articulated Trucks and Single-Unit Trucks	0	0	0	**0**	-	3	0	0	**3**	-	0	1	0	**1**	-	4
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	**0%**	-	1.0%	0%	0%	**1.0%**	-	0%	0.6%	0%	**0.6%**	-	0.8%
Buses	0	0	0	**0**	-	6	0	0	**6**	-	0	5	0	**5**	-	11
% Buses	0%	0%	0%	**0%**	-	1.9%	0%	0%	**1.9%**	-	0%	2.8%	0%	**2.8%**	-	2.2%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

123-362: NY-32 & Lenox Blvd AM - TMC

Tue Sep 26, 2023
AM Peak (7 AM - 8 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1113971, Location: 43.26886, -73.63965, Site Code: 123-362

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US



123-362: NY-32 & Lenox Blvd PM - TMC

Tue Sep 26, 2023
Full Length (4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1113975, Location: 43.26886, -73.63965, Site Code: 123-362

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US

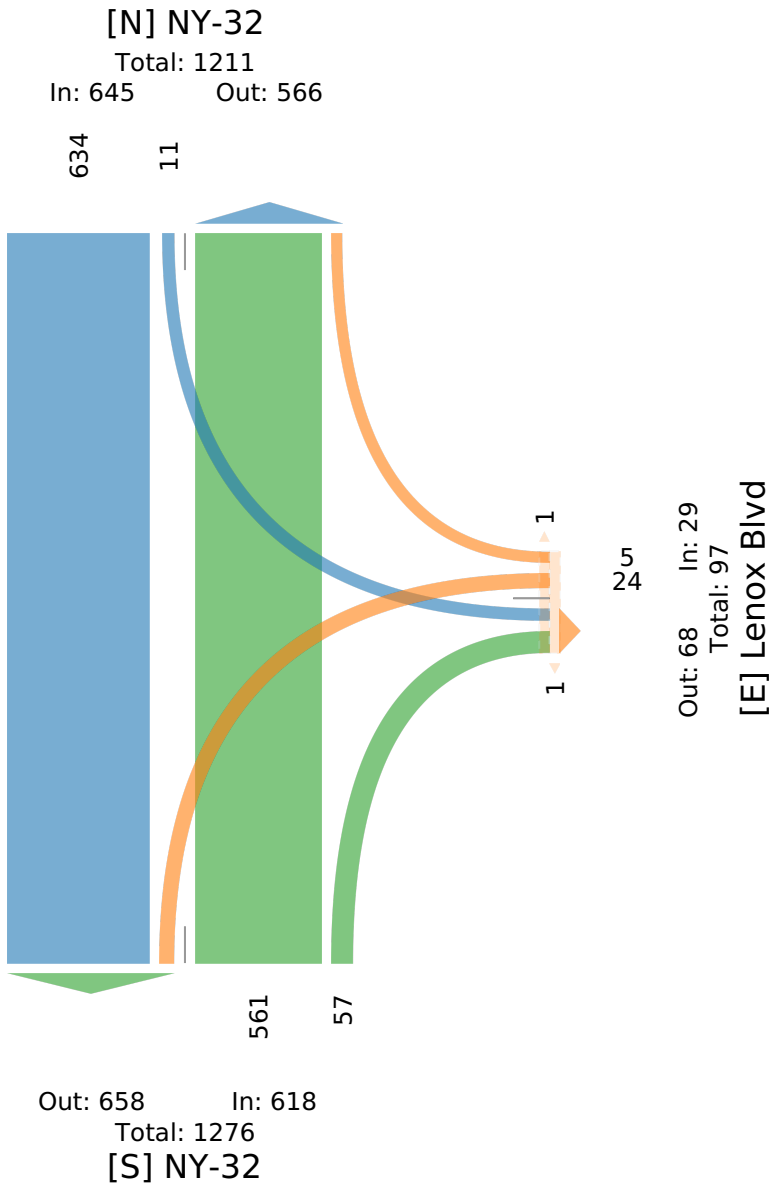
Leg Direction	Lenox Blvd Westbound					NY-32 Northbound					NY-32 Southbound					
Time	L	R	U	**App**	Ped*	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
2023-09-26 4:00PM	1	0	0	**1**	0	65	2	0	**67**	0	1	80	0	**81**	0	**149**
4:15PM	1	0	0	**1**	0	91	13	0	**104**	0	1	87	0	**88**	0	**193**
4:30PM	3	0	0	**3**	0	83	5	0	**88**	0	1	70	0	**71**	0	**162**
4:45PM	4	2	0	**6**	0	74	15	0	**89**	0	1	93	0	**94**	0	**189**
Hourly Total	9	2	0	**11**	0	313	35	0	**348**	0	4	330	0	**334**	0	**693**
5:00PM	2	1	0	**3**	0	53	5	0	**58**	0	0	90	0	**90**	0	**151**
5:15PM	5	1	0	**6**	0	65	10	0	**75**	0	0	74	0	**74**	0	**155**
5:30PM	7	0	0	**7**	0	63	1	0	**64**	0	0	68	0	**68**	0	**139**
5:45PM	1	1	0	**2**	2	67	6	0	**73**	0	7	72	0	**79**	0	**154**
Hourly Total	15	3	0	**18**	2	248	22	0	**270**	0	7	304	0	**311**	0	**599**
6:00PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
Total	24	5	0	**29**	2	561	57	0	**618**	0	11	634	0	**645**	0	**1292**
% Approach	82.8%	17.2%	0%	**-**	-	90.8%	9.2%	0%	**-**	-	1.7%	98.3%	0%	**-**	-	**-**
% Total	1.9%	0.4%	0%	**2.2%**	-	43.4%	4.4%	0%	**47.8%**	-	0.9%	49.1%	0%	**49.9%**	-	**-**
Lights	23	5	0	**28**	-	550	56	0	**606**	-	11	628	0	**639**	-	1273
% Lights	95.8%	100%	0%	**96.6%**	-	98.0%	98.2%	0%	**98.1%**	-	100%	99.1%	0%	**99.1%**	-	98.5%
Articulated Trucks and Single-Unit Trucks	0	0	0	**0**	-	5	1	0	**6**	-	0	5	0	**5**	-	11
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	**0%**	-	0.9%	1.8%	0%	**1.0%**	-	0%	0.8%	0%	**0.8%**	-	0.9%
Buses	0	0	0	**0**	-	5	0	0	**5**	-	0	1	0	**1**	-	6
% Buses	0%	0%	0%	**0%**	-	0.9%	0%	0%	**0.8%**	-	0%	0.2%	0%	**0.2%**	-	0.5%
Bicycles on Road	1	0	0	**1**	-	1	0	0	**1**	-	0	0	0	**0**	-	2
% Bicycles on Road	4.2%	0%	0%	**3.4%**	-	0.2%	0%	0%	**0.2%**	-	0%	0%	0%	**0%**	-	0.2%
Pedestrians	-	-	-	-	2	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

123-362: NY-32 & Lenox Blvd PM - TMC

Tue Sep 26, 2023
Full Length (4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1113975, Location: 43.26886, -73.63965, Site Code: 123-362

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US



123-362: NY-32 & Lenox Blvd PM - TMC

Tue Sep 26, 2023
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1113975, Location: 43.26886, -73.63965, Site Code: 123-362

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US

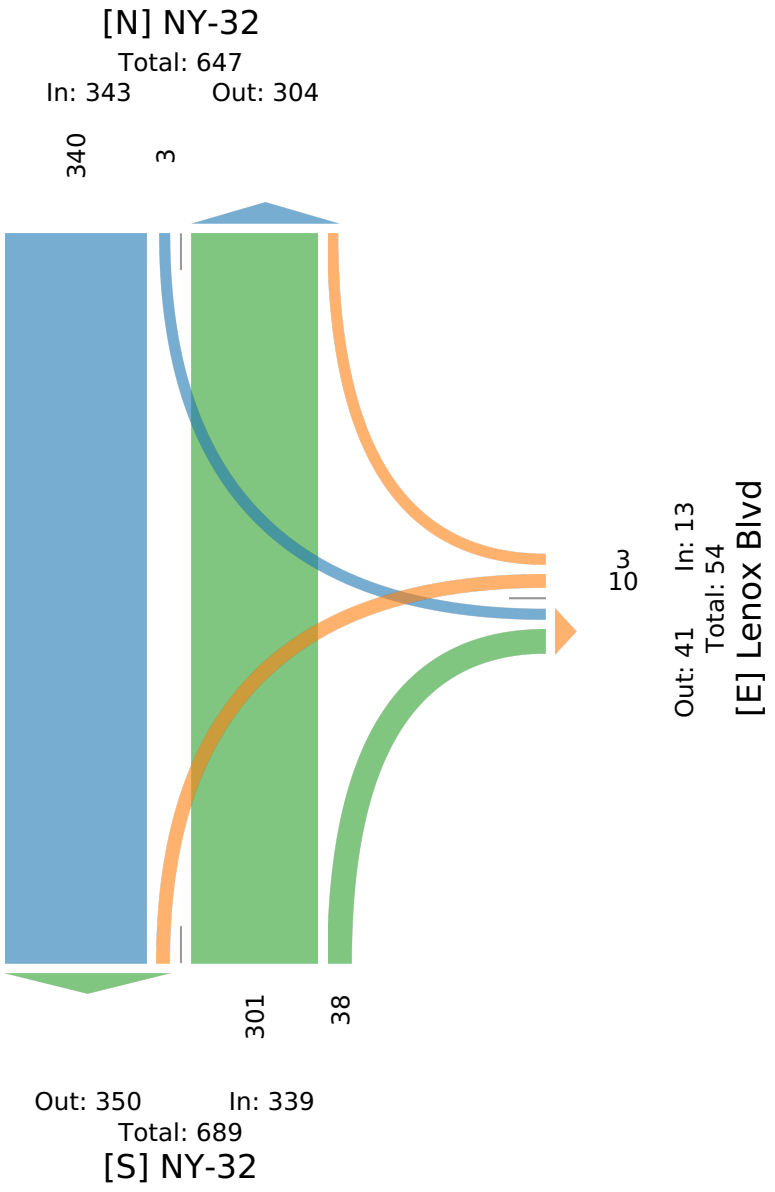
Leg Direction	Lenox Blvd Westbound					NY-32 Northbound					NY-32 Southbound					
Time	L	R	U	**App**	Ped*	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
2023-09-26 4:15PM	1	0	0	**1**	0	91	13	0	**104**	0	1	87	0	**88**	0	**193**
4:30PM	3	0	0	**3**	0	83	5	0	**88**	0	1	70	0	**71**	0	**162**
4:45PM	4	2	0	**6**	0	74	15	0	**89**	0	1	93	0	**94**	0	**189**
5:00PM	2	1	0	**3**	0	53	5	0	**58**	0	0	90	0	**90**	0	**151**
Total	10	3	0	**13**	0	301	38	0	**339**	0	3	340	0	**343**	0	**695**
% Approach	76.9%	23.1%	0%	**-**	-	88.8%	11.2%	0%	**-**	-	0.9%	99.1%	0%	**-**	-	-
% Total	1.4%	0.4%	0%	**1.9%**	-	43.3%	5.5%	0%	**48.8%**	-	0.4%	48.9%	0%	**49.4%**	-	-
PHF	0.625	0.375	-	**0.542**	-	0.824	0.633	-	**0.813**	-	0.750	0.914	-	**0.912**	-	0.899
Lights	10	3	0	**13**	-	293	37	0	**330**	-	3	336	0	**339**	-	682
% Lights	100%	100%	0%	**100%**	-	97.3%	97.4%	0%	**97.3%**	-	100%	98.8%	0%	**98.8%**	-	98.1%
Articulated Trucks and Single-Unit Trucks	0	0	0	**0**	-	2	1	0	**3**	-	0	3	0	**3**	-	6
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	**0%**	-	0.7%	2.6%	0%	**0.9%**	-	0%	0.9%	0%	**0.9%**	-	0.9%
Buses	0	0	0	**0**	-	5	0	0	**5**	-	0	1	0	**1**	-	6
% Buses	0%	0%	0%	**0%**	-	1.7%	0%	0%	**1.5%**	-	0%	0.3%	0%	**0.3%**	-	0.9%
Bicycles on Road	0	0	0	**0**	-	1	0	0	**1**	-	0	0	0	**0**	-	1
% Bicycles on Road	0%	0%	0%	**0%**	-	0.3%	0%	0%	**0.3%**	-	0%	0%	0%	**0%**	-	0.1%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

123-362: NY-32 & Lenox Blvd PM - TMC

Tue Sep 26, 2023
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1113975, Location: 43.26886, -73.63965, Site Code: 123-362

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US



123-362: NY-32 & Lenox Blvd Sat - TMC

Sat Sep 23, 2023
Full Length (11 AM-1 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1113968, Location: 43.26886, -73.63965, Site Code: 123-362

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US

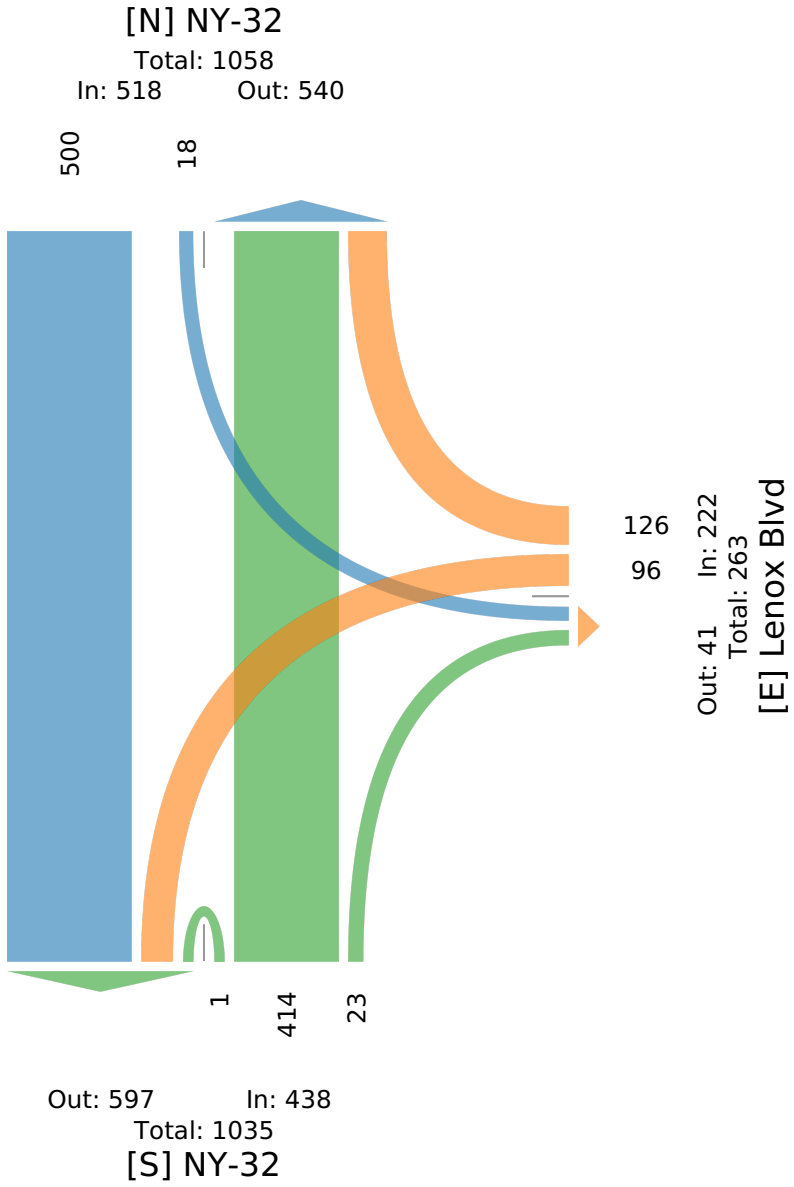
Leg Direction	Lenox Blvd Westbound					NY-32 Northbound					NY-32 Southbound					
Time	L	R	U	**App**	Ped*	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
2023-09-23 11:00AM	6	4	0	**10**	0	41	1	0	**42**	0	3	52	0	**55**	0	**107**
11:15AM	37	66	0	**103**	0	35	3	0	**38**	0	4	59	0	**63**	0	**204**
11:30AM	26	35	0	**61**	0	62	3	0	**65**	0	2	70	0	**72**	0	**198**
11:45AM	10	9	0	**19**	0	51	2	0	**53**	0	4	55	0	**59**	0	**131**
Hourly Total	79	114	0	**193**	0	189	9	0	**198**	0	13	236	0	**249**	0	**640**
12:00PM	7	11	0	**18**	0	61	2	0	**63**	0	2	77	0	**79**	0	**160**
12:15PM	8	1	0	**9**	0	51	3	1	**55**	0	0	69	0	**69**	0	**133**
12:30PM	0	0	0	**0**	0	60	7	0	**67**	0	3	55	0	**58**	0	**125**
12:45PM	2	0	0	**2**	0	53	2	0	**55**	0	0	63	0	**63**	0	**120**
Hourly Total	17	12	0	**29**	0	225	14	1	**240**	0	5	264	0	**269**	0	**538**
1:00PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
Total	96	126	0	**222**	0	414	23	1	**438**	0	18	500	0	**518**	0	**1178**
% Approach	43.2%	56.8%	0%	**-**	-	94.5%	5.3%	0.2%	**-**	-	3.5%	96.5%	0%	**-**	-	-
% Total	8.1%	10.7%	0%	**18.8%**	-	35.1%	2.0%	0.1%	**37.2%**	-	1.5%	42.4%	0%	**44.0%**	-	-
Lights	96	126	0	**222**	-	403	23	1	**427**	-	18	497	0	**515**	-	1164
% Lights	100%	100%	0%	**100%**	-	97.3%	100%	100%	**97.5%**	-	100%	99.4%	0%	**99.4%**	-	98.8%
Articulated Trucks and Single-Unit Trucks	0	0	0	**0**	-	8	0	0	**8**	-	0	3	0	**3**	-	11
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	**0%**	-	1.9%	0%	0%	**1.8%**	-	0%	0.6%	0%	**0.6%**	-	0.9%
Buses	0	0	0	**0**	-	1	0	0	**1**	-	0	0	0	**0**	-	1
% Buses	0%	0%	0%	**0%**	-	0.2%	0%	0%	**0.2%**	-	0%	0%	0%	**0%**	-	0.1%
Bicycles on Road	0	0	0	**0**	-	2	0	0	**2**	-	0	0	0	**0**	-	2
% Bicycles on Road	0%	0%	0%	**0%**	-	0.5%	0%	0%	**0.5%**	-	0%	0%	0%	**0%**	-	0.2%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

123-362: NY-32 & Lenox Blvd Sat - TMC

Sat Sep 23, 2023
Full Length (11 AM-1 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1113968, Location: 43.26886, -73.63965, Site Code: 123-362

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US



123-362: NY-32 & Lenox Blvd Sat - TMC

Sat Sep 23, 2023
Midday Peak (WKND) (11:15 AM - 12:15 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1113968, Location: 43.26886, -73.63965, Site Code: 123-362

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US

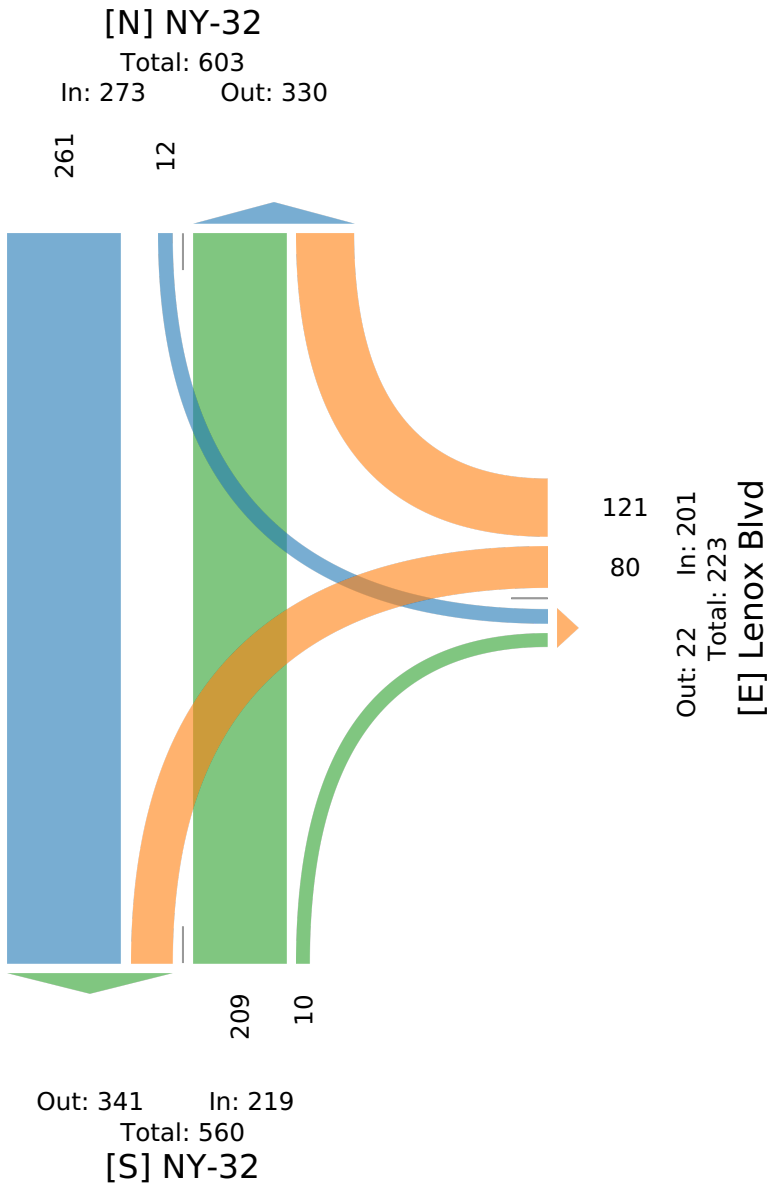
Leg Direction	Lenox Blvd Westbound					NY-32 Northbound					NY-32 Southbound					
Time	L	R	U	**App**	Ped*	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
2023-09-23 11:15AM	37	66	0	**103**	0	35	3	0	**38**	0	4	59	0	**63**	0	**204**
11:30AM	26	35	0	**61**	0	62	3	0	**65**	0	2	70	0	**72**	0	**198**
11:45AM	10	9	0	**19**	0	51	2	0	**53**	0	4	55	0	**59**	0	**131**
12:00PM	7	11	0	**18**	0	61	2	0	**63**	0	2	77	0	**79**	0	**160**
Total	80	121	0	**201**	0	209	10	0	**219**	0	12	261	0	**273**	0	**693**
% Approach	39.8%	60.2%	0%	**-**	-	95.4%	4.6%	0%	**-**	-	4.4%	95.6%	0%	**-**	-	-
% Total	11.5%	17.5%	0%	**29.0%**	-	30.2%	1.4%	0%	**31.6%**	-	1.7%	37.7%	0%	**39.4%**	-	-
PHF	0.541	0.458	-	**0.488**	-	0.848	0.833	-	**0.848**	-	0.750	0.847	-	**0.864**	-	0.851
Lights	80	121	0	**201**	-	207	10	0	**217**	-	12	259	0	**271**	-	689
% Lights	100%	100%	0%	**100%**	-	99.0%	100%	0%	**99.1%**	-	100%	99.2%	0%	**99.3%**	-	99.4%
Articulated Trucks and Single-Unit Trucks	0	0	0	**0**	-	0	0	0	**0**	-	0	2	0	**2**	-	2
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0.8%	0%	**0.7%**	-	0.3%
Buses	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%
Bicycles on Road	0	0	0	**0**	-	2	0	0	**2**	-	0	0	0	**0**	-	2
% Bicycles on Road	0%	0%	0%	**0%**	-	1.0%	0%	0%	**0.9%**	-	0%	0%	0%	**0%**	-	0.3%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

123-362: NY-32 & Lenox Blvd Sat - TMC

Sat Sep 23, 2023
Midday Peak (WKND) (11:15 AM - 12:15 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1113968, Location: 43.26886, -73.63965, Site Code: 123-362

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US



123-362: NY-32 & Reservoir Road AM - TMC

Tue Sep 26, 2023
Full Length (7 AM-9 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1113985, Location: 43.263023, -73.640334, Site Code: 123-362

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US

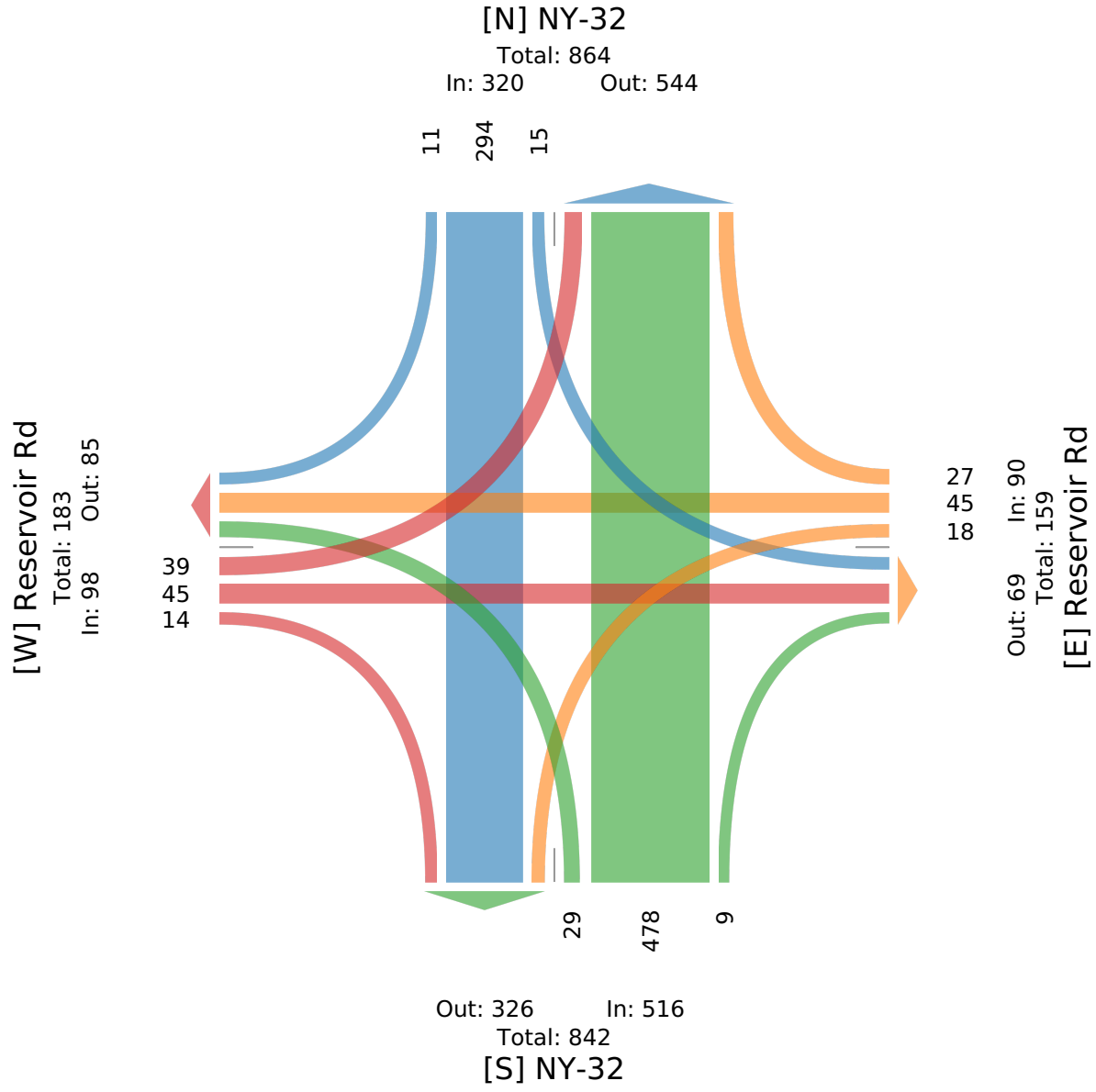
Leg / Direction	Reservoir Rd Eastbound						Reservoir Rd Westbound						NY-32 Northbound						NY-32 Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2023-09-26 7:00AM	5	2	0	0	**7**	0	4	10	1	0	**15**	0	4	54	1	0	**59**	0	1	29	2	0	**32**	0	**113**
7:15AM	5	5	1	0	**11**	0	4	8	5	0	**17**	0	4	88	1	0	**93**	0	1	42	1	0	**44**	0	**165**
7:30AM	5	7	5	0	**17**	0	4	5	3	0	**12**	0	5	79	0	0	**84**	0	3	60	1	0	**64**	0	**177**
7:45AM	2	9	2	0	**13**	0	2	5	3	0	**10**	0	3	50	1	0	**54**	0	3	38	1	0	**42**	0	**119**
Hourly Total	17	23	8	0	**48**	0	14	28	12	0	**54**	0	16	271	3	0	**290**	0	8	169	5	0	**182**	0	**574**
8:00AM	3	3	0	0	**6**	0	2	2	0	0	**4**	0	1	41	1	0	**43**	0	3	33	2	0	**38**	0	**91**
8:15AM	7	9	2	0	**18**	0	0	5	4	0	**9**	0	4	49	1	0	**54**	0	1	31	0	0	**32**	0	**113**
8:30AM	8	5	0	0	**13**	0	1	4	7	0	**12**	0	4	62	4	0	**70**	0	2	22	1	0	**25**	0	**120**
8:45AM	4	5	4	0	**13**	0	1	6	4	0	**11**	0	4	53	0	0	**57**	0	1	39	3	0	**43**	0	**124**
Hourly Total	22	22	6	0	**50**	0	4	17	15	0	**36**	0	13	205	6	0	**224**	0	7	125	6	0	**138**	0	**448**
9:00AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	2	0	0	**2**	0	0	0	0	0	**0**	0	**2**
Hourly Total	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	2	0	0	**2**	0	0	0	0	0	**0**	0	**2**
Total	39	45	14	0	**98**	0	18	45	27	0	**90**	0	29	478	9	0	**516**	0	15	294	11	0	**320**	0	**1024**
% Approach	39.8%	45.9%	14.3%	0%	**-**	-	20.0%	50.0%	30.0%	0%	**-**	-	5.6%	92.6%	1.7%	0%	**-**	-	4.7%	91.9%	3.4%	0%	**-**	-	-
% Total	3.8%	4.4%	1.4%	0%	**9.6%**	-	1.8%	4.4%	2.6%	0%	**8.8%**	-	2.8%	46.7%	0.9%	0%	**50.4%**	-	1.5%	28.7%	1.1%	0%	**31.3%**	-	-
Lights	38	45	14	0	**97**	-	18	45	26	0	**89**	-	24	459	7	0	**490**	-	15	280	11	0	**306**	-	982
% Lights	97.4%	100%	100%	0%	**99.0%**	-	100%	100%	96.3%	0%	**98.9%**	-	82.8%	96.0%	77.8%	0%	**95.0%**	-	100%	95.2%	100%	0%	**95.6%**	-	95.9%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	4	10	0	0	**14**	-	0	7	0	0	**7**	-	21
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	13.8%	2.1%	0%	0%	**2.7%**	-	0%	2.4%	0%	0%	**2.2%**	-	2.1%
Buses	1	0	0	0	**1**	-	0	0	1	0	**1**	-	1	9	2	0	**12**	-	0	7	0	0	**7**	-	21
% Buses	2.6%	0%	0%	0%	**1.0%**	-	0%	0%	3.7%	0%	**1.1%**	-	3.4%	1.9%	22.2%	0%	**2.3%**	-	0%	2.4%	0%	0%	**2.2%**	-	2.1%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	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	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

123-362: NY-32 & Reservoir Road AM - TMC

Tue Sep 26, 2023
Full Length (7 AM-9 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1113985, Location: 43.263023, -73.640334, Site Code: 123-362

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US



123-362: NY-32 & Reservoir Road AM - TMC

Tue Sep 26, 2023
AM Peak (7 AM - 8 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1113985, Location: 43.263023, -73.640334, Site Code: 123-362

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US

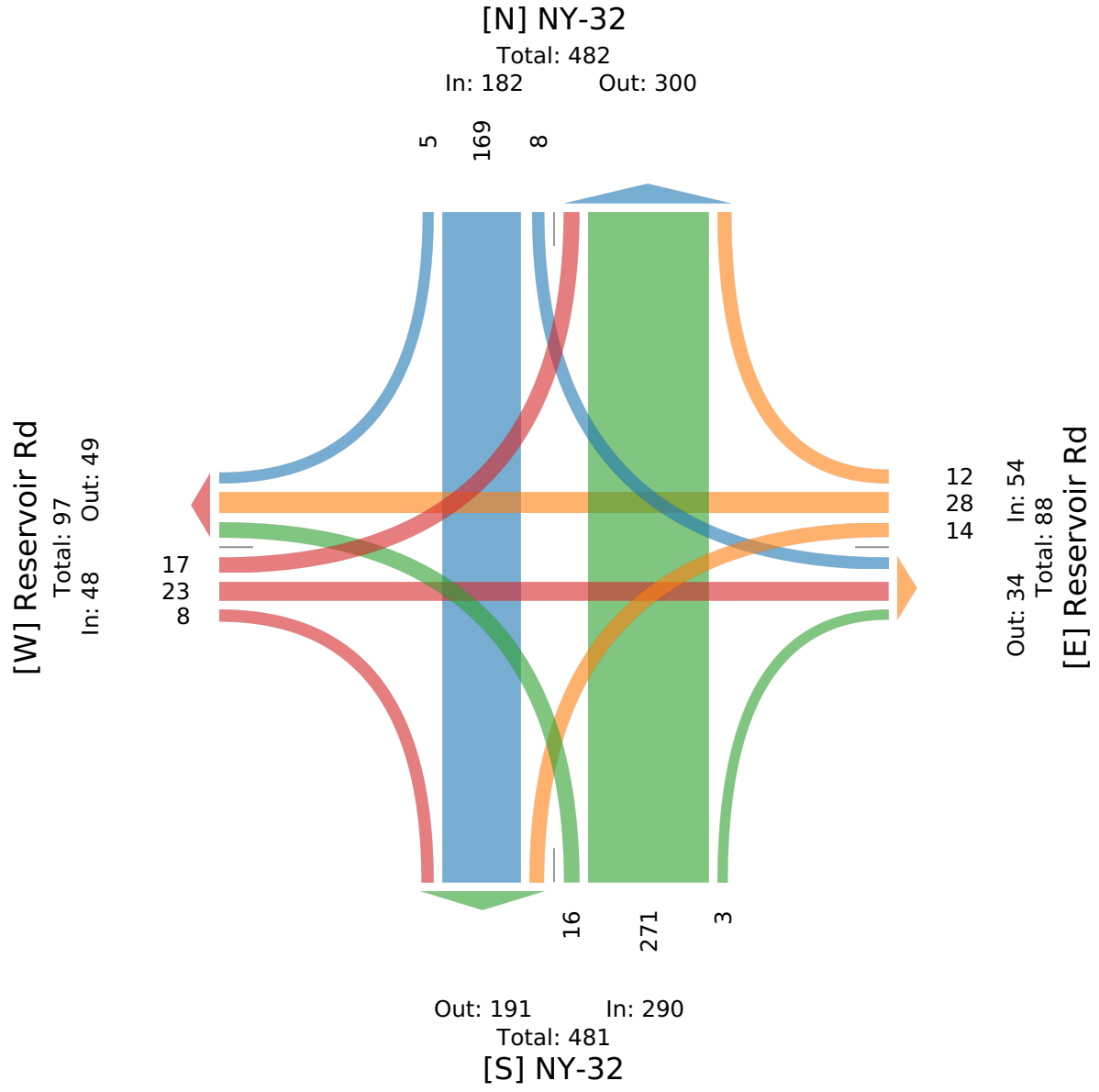
Leg Direction	Reservoir Rd Eastbound						Reservoir Rd Westbound						NY-32 Northbound						NY-32 Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2023-09-26 7:00AM	5	2	0	0	**7**	0	4	10	1	0	**15**	0	4	54	1	0	**59**	0	1	29	2	0	**32**	0	**113**
7:15AM	5	5	1	0	**11**	0	4	8	5	0	**17**	0	4	88	1	0	**93**	0	1	42	1	0	**44**	0	**165**
7:30AM	5	7	5	0	**17**	0	4	5	3	0	**12**	0	5	79	0	0	**84**	0	3	60	1	0	**64**	0	**177**
7:45AM	2	9	2	0	**13**	0	2	5	3	0	**10**	0	3	50	1	0	**54**	0	3	38	1	0	**42**	0	**119**
Total	17	23	8	0	**48**	0	14	28	12	0	**54**	0	16	271	3	0	**290**	0	8	169	5	0	**182**	0	**574**
% Approach	35.4%	47.9%	16.7%	0%	**-**	-	25.9%	51.9%	22.2%	0%	**-**	-	5.5%	93.4%	1.0%	0%	**-**	-	4.4%	92.9%	2.7%	0%	**-**	-	-
% Total	3.0%	4.0%	1.4%	0%	**8.4%**	-	2.4%	4.9%	2.1%	0%	**9.4%**	-	2.8%	47.2%	0.5%	0%	**50.5%**	-	1.4%	29.4%	0.9%	0%	**31.7%**	-	-
PHF	0.850	0.639	0.400	-	**0.706**	-	0.875	0.700	0.600	-	**0.794**	-	0.800	0.770	0.750	-	**0.780**	-	0.667	0.704	0.625	-	**0.711**	-	0.811
Lights	16	23	8	0	**47**	-	14	28	12	0	**54**	-	15	263	3	0	**281**	-	8	163	5	0	**176**	-	558
% Lights	94.1%	100%	100%	0%	**97.9%**	-	100%	100%	100%	0%	**100%**	-	93.8%	97.0%	100%	0%	**96.9%**	-	100%	96.4%	100%	0%	**96.7%**	-	97.2%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1	4	0	0	**5**	-	0	1	0	0	**1**	-	6
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	6.3%	1.5%	0%	0%	**1.7%**	-	0%	0.6%	0%	0%	**0.5%**	-	1.0%
Buses	1	0	0	0	**1**	-	0	0	0	0	**0**	-	0	4	0	0	**4**	-	0	5	0	0	**5**	-	10
% Buses	5.9%	0%	0%	0%	**2.1%**	-	0%	0%	0%	0%	**0%**	-	0%	1.5%	0%	0%	**1.4%**	-	0%	3.0%	0%	0%	**2.7%**	-	1.7%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	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	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

123-362: NY-32 & Reservoir Road AM - TMC

Tue Sep 26, 2023
AM Peak (7 AM - 8 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1113985, Location: 43.263023, -73.640334, Site Code: 123-362

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US



123-362: NY-32 & Reservoir Road PM - TMC

Tue Sep 26, 2023
Full Length (4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1113987, Location: 43.263023, -73.640334, Site Code: 123-362

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US

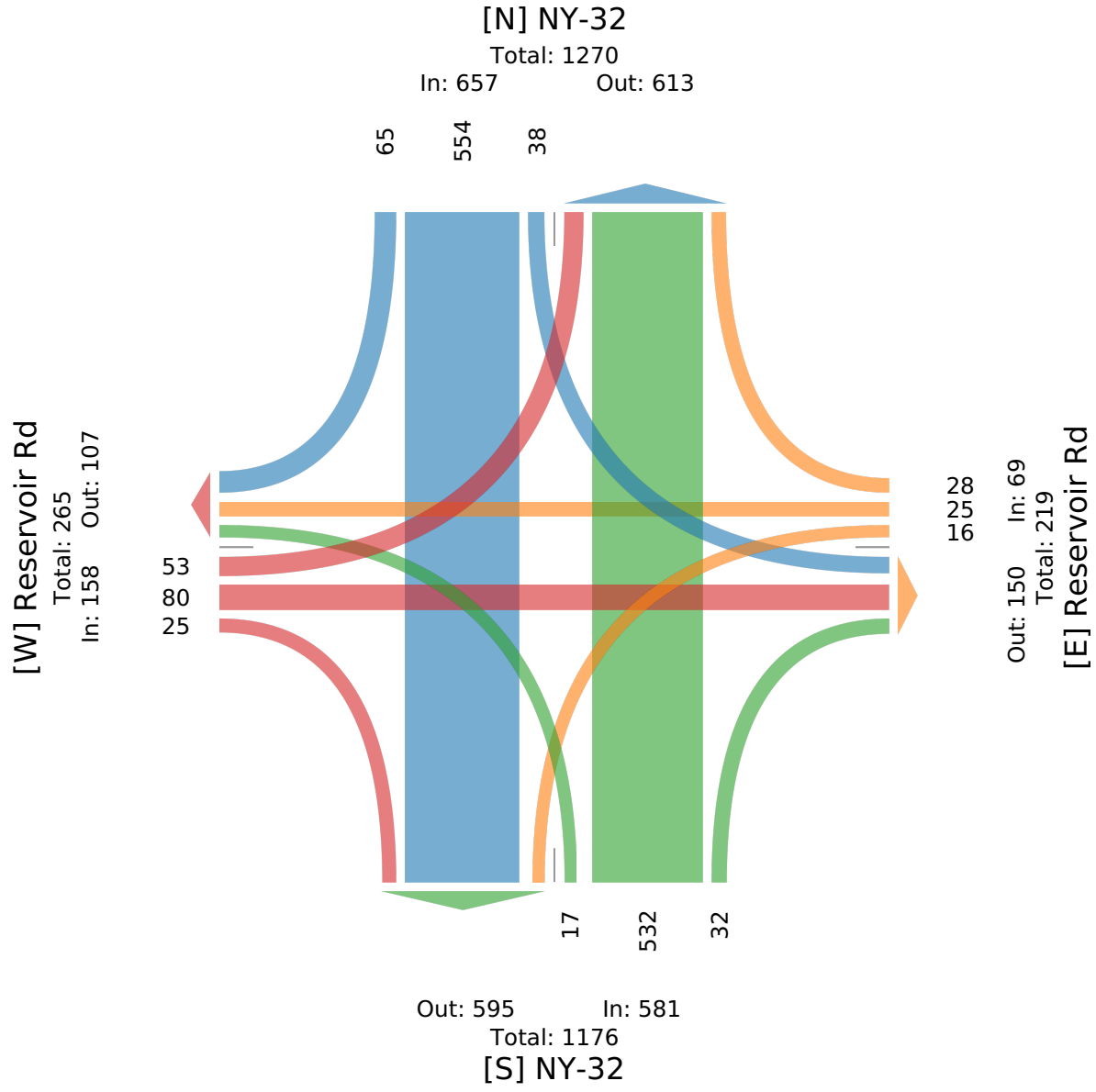
Leg	Reservoir Rd						Reservoir Rd						NY-32						NY-32						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2023-09-26 4:00PM	8	8	7	0	**23**	0	3	3	3	0	**9**	0	2	63	6	0	**71**	0	7	63	9	0	**79**	0	**182**
4:15PM	6	12	1	0	**19**	0	2	6	6	0	**14**	0	3	82	8	0	**93**	0	8	73	9	0	**90**	0	**216**
4:30PM	9	12	3	0	**24**	0	1	2	4	0	**7**	0	2	72	2	0	**76**	0	5	60	7	0	**72**	0	**179**
4:45PM	8	12	4	0	**24**	0	4	4	6	0	**14**	0	1	75	5	0	**81**	0	5	85	9	0	**99**	0	**218**
Hourly Total	31	44	15	0	**90**	0	10	15	19	0	**44**	0	8	292	21	0	**321**	0	25	281	34	0	**340**	0	**795**
5:00PM	4	10	2	0	**16**	0	2	1	3	0	**6**	0	2	51	4	0	**57**	0	4	79	6	0	**89**	0	**168**
5:15PM	6	8	4	0	**18**	0	2	6	2	0	**10**	0	2	70	2	0	**74**	0	4	64	10	0	**78**	0	**180**
5:30PM	4	6	2	0	**12**	0	2	2	2	0	**6**	0	4	61	4	0	**69**	0	4	67	8	0	**79**	0	**166**
5:45PM	8	12	2	0	**22**	0	0	1	2	0	**3**	0	1	57	1	0	**59**	0	1	63	7	0	**71**	0	**155**
Hourly Total	22	36	10	0	**68**	0	6	10	9	0	**25**	0	9	239	11	0	**259**	0	13	273	31	0	**317**	0	**669**
6:00PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	1	0	0	**1**	0	0	0	0	0	**0**	0	**1**
Hourly Total	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	1	0	0	**1**	0	0	0	0	0	**0**	0	**1**
Total	53	80	25	0	**158**	0	16	25	28	0	**69**	0	17	532	32	0	**581**	0	38	554	65	0	**657**	0	**1465**
% Approach	33.5%	50.6%	15.8%	0%	**-**	-	23.2%	36.2%	40.6%	0%	**-**	-	2.9%	91.6%	5.5%	0%	**-**	-	5.8%	84.3%	9.9%	0%	**-**	-	-
% Total	3.6%	5.5%	1.7%	0%	**10.8%**	-	1.1%	1.7%	1.9%	0%	**4.7%**	-	1.2%	36.3%	2.2%	0%	**39.7%**	-	2.6%	37.8%	4.4%	0%	**44.8%**	-	-
Lights	50	78	25	0	**153**	-	15	24	28	0	**67**	-	17	523	30	0	**570**	-	37	547	65	0	**649**	-	1439
% Lights	94.3%	97.5%	100%	0%	**96.8%**	-	93.8%	96.0%	100%	0%	**97.1%**	-	100%	98.3%	93.8%	0%	**98.1%**	-	97.4%	98.7%	100%	0%	**98.8%**	-	98.2%
Articulated Trucks and Single-Unit Trucks	1	2	0	0	**3**	-	0	1	0	0	**1**	-	0	5	2	0	**7**	-	0	6	0	0	**6**	-	17
% Articulated Trucks and Single-Unit Trucks	1.9%	2.5%	0%	0%	**1.9%**	-	0%	4.0%	0%	0%	**1.4%**	-	0%	0.9%	6.3%	0%	**1.2%**	-	0%	1.1%	0%	0%	**0.9%**	-	1.2%
Buses	2	0	0	0	**2**	-	1	0	0	0	**1**	-	0	4	0	0	**4**	-	1	0	0	0	**1**	-	8
% Buses	3.8%	0%	0%	0%	**1.3%**	-	6.3%	0%	0%	0%	**1.4%**	-	0%	0.8%	0%	0%	**0.7%**	-	2.6%	0%	0%	0%	**0.2%**	-	0.5%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	1
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.2%	0%	0%	**0.2%**	-	0.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

123-362: NY-32 & Reservoir Road PM - TMC

Tue Sep 26, 2023
Full Length (4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1113987, Location: 43.263023, -73.640334, Site Code: 123-362

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US



123-362: NY-32 & Reservoir Road PM - TMC

Tue Sep 26, 2023
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1113987, Location: 43.263023, -73.640334, Site Code: 123-362

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US

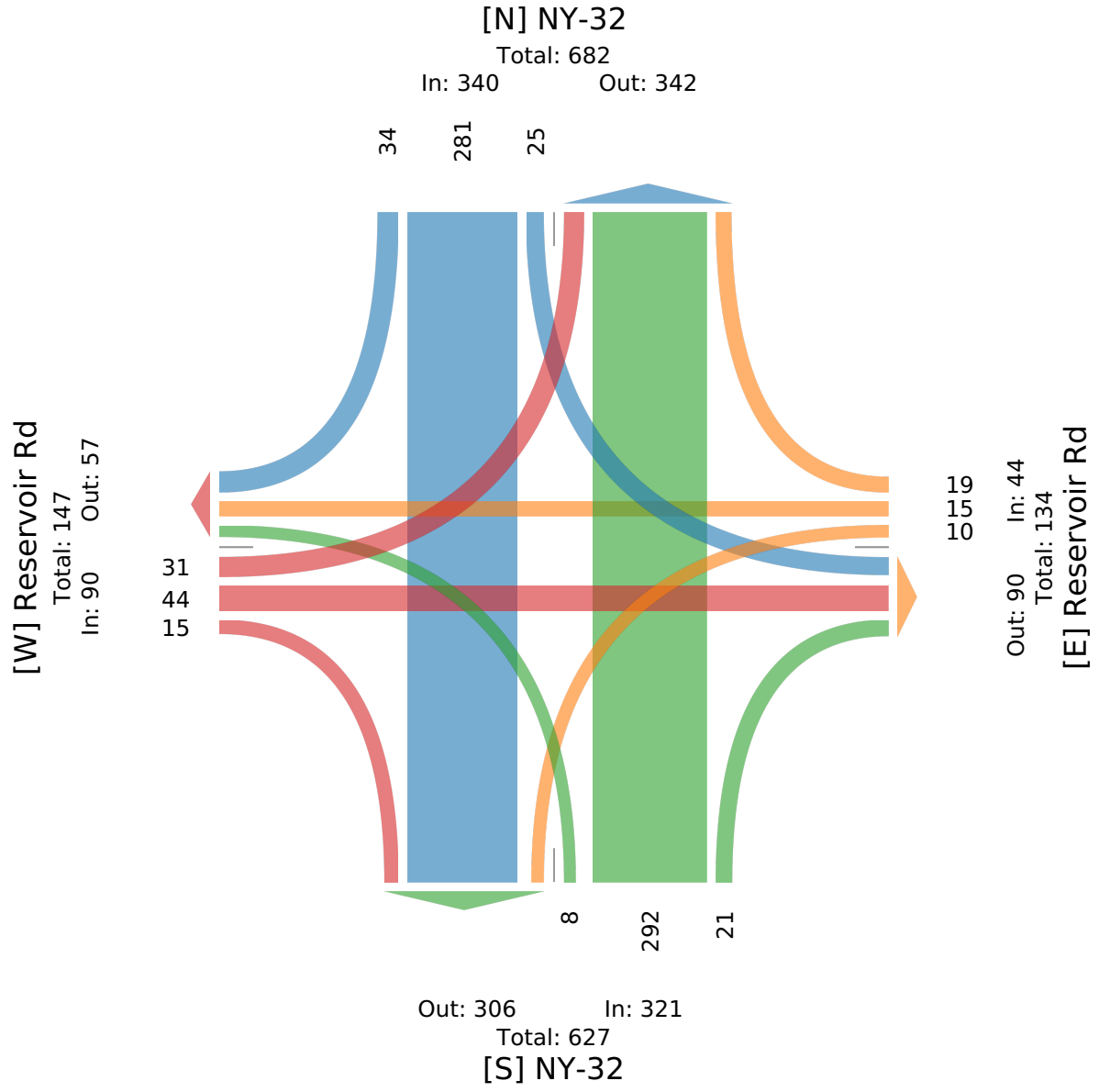
Leg / Direction	Reservoir Rd Eastbound						Reservoir Rd Westbound						NY-32 Northbound						NY-32 Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2023-09-26 4:00PM	8	8	7	0	**23**	0	3	3	3	0	**9**	0	2	63	6	0	**71**	0	7	63	9	0	**79**	0	**182**
4:15PM	6	12	1	0	**19**	0	2	6	6	0	**14**	0	3	82	8	0	**93**	0	8	73	9	0	**90**	0	**216**
4:30PM	9	12	3	0	**24**	0	1	2	4	0	**7**	0	2	72	2	0	**76**	0	5	60	7	0	**72**	0	**179**
4:45PM	8	12	4	0	**24**	0	4	4	6	0	**14**	0	1	75	5	0	**81**	0	5	85	9	0	**99**	0	**218**
Total	31	44	15	0	**90**	0	10	15	19	0	**44**	0	8	292	21	0	**321**	0	25	281	34	0	**340**	0	**795**
% Approach	34.4%	48.9%	16.7%	0%	**-**	-	22.7%	34.1%	43.2%	0%	**-**	-	2.5%	91.0%	6.5%	0%	**-**	-	7.4%	82.6%	10.0%	0%	**-**	-	-
% Total	3.9%	5.5%	1.9%	0%	**11.3%**	-	1.3%	1.9%	2.4%	0%	**5.5%**	-	1.0%	36.7%	2.6%	0%	**40.4%**	-	3.1%	35.3%	4.3%	0%	**42.8%**	-	-
PHF	0.861	0.917	0.536	-	**0.938**	-	0.625	0.625	0.792	-	**0.786**	-	0.667	0.890	0.656	-	**0.863**	-	0.781	0.826	0.944	-	**0.859**	-	0.912
Lights	28	42	15	0	**85**	-	10	14	19	0	**43**	-	8	284	20	0	**312**	-	24	276	34	0	**334**	-	774
% Lights	90.3%	95.5%	100%	0%	**94.4%**	-	100%	93.3%	100%	0%	**97.7%**	-	100%	97.3%	95.2%	0%	**97.2%**	-	96.0%	98.2%	100%	0%	**98.2%**	-	97.4%
Articulated Trucks and Single-Unit Trucks	1	2	0	0	**3**	-	0	1	0	0	**1**	-	0	4	1	0	**5**	-	0	5	0	0	**5**	-	14
% Articulated Trucks and Single-Unit Trucks	3.2%	4.5%	0%	0%	**3.3%**	-	0%	6.7%	0%	0%	**2.3%**	-	0%	1.4%	4.8%	0%	**1.6%**	-	0%	1.8%	0%	0%	**1.5%**	-	1.8%
Buses	2	0	0	0	**2**	-	0	0	0	0	**0**	-	0	4	0	0	**4**	-	1	0	0	0	**1**	-	7
% Buses	6.5%	0%	0%	0%	**2.2%**	-	0%	0%	0%	0%	**0%**	-	0%	1.4%	0%	0%	**1.2%**	-	4.0%	0%	0%	0%	**0.3%**	-	0.9%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	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	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

123-362: NY-32 & Reservoir Road PM - TMC

Tue Sep 26, 2023
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1113987, Location: 43.263023, -73.640334, Site Code: 123-362

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US



123-362: NY-32 & Reservoir Road Sat - TMC

Sat Sep 23, 2023
Full Length (11 AM-1 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1113983, Location: 43.263023, -73.640334, Site Code: 123-362

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US

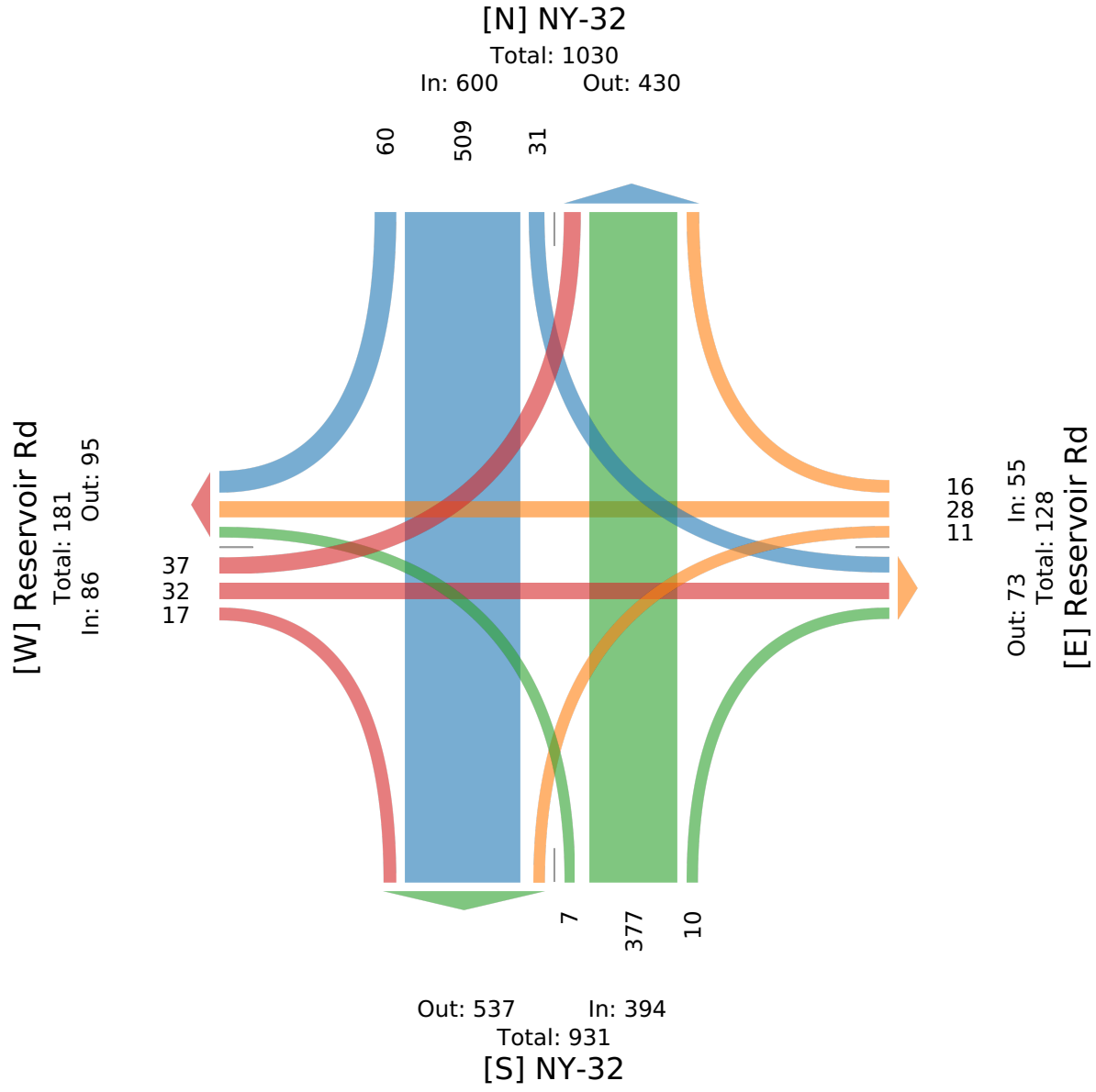
Leg Direction	Reservoir Rd Eastbound						Reservoir Rd Westbound						NY-32 Northbound						NY-32 Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2023-09-23 11:00AM	5	4	3	0	**12**	0	2	7	4	0	**13**	0	1	36	1	0	**38**	0	3	48	9	0	**60**	0	**123**
11:15AM	7	3	3	0	**13**	0	0	1	1	0	**2**	0	1	29	2	0	**32**	0	5	78	8	0	**91**	0	**138**
11:30AM	8	4	2	0	**14**	0	3	2	0	0	**5**	0	0	48	1	0	**49**	0	6	84	7	0	**97**	0	**165**
11:45AM	1	4	3	0	**8**	0	1	2	0	0	**3**	0	1	49	0	0	**50**	0	5	58	7	0	**70**	0	**131**
Hourly Total	21	15	11	0	**47**	0	6	12	5	0	**23**	0	3	162	4	0	**169**	0	19	268	31	0	**318**	0	**557**
12:00PM	9	4	0	0	**13**	0	0	4	3	0	**7**	0	2	53	0	0	**55**	0	4	72	9	0	**85**	0	**160**
12:15PM	2	5	4	0	**11**	0	0	6	2	0	**8**	0	0	54	2	0	**56**	0	2	70	7	0	**79**	0	**154**
12:30PM	4	5	1	0	**10**	0	2	2	4	0	**8**	0	1	57	2	0	**60**	0	5	44	3	0	**52**	0	**130**
12:45PM	1	3	1	0	**5**	0	3	4	2	0	**9**	0	1	51	2	0	**54**	0	1	55	9	0	**65**	0	**133**
Hourly Total	16	17	6	0	**39**	0	5	16	11	0	**32**	0	4	215	6	0	**225**	0	12	241	28	0	**281**	0	**577**
1:00PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	1	0	**1**	0	**1**
Hourly Total	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	1	0	**1**	0	**1**
Total	37	32	17	0	**86**	0	11	28	16	0	**55**	0	7	377	10	0	**394**	0	31	509	60	0	**600**	0	**1135**
% Approach	43.0%	37.2%	19.8%	0%	**-**	-	20.0%	50.9%	29.1%	0%	**-**	-	1.8%	95.7%	2.5%	0%	**-**	-	5.2%	84.8%	10.0%	0%	**-**	-	-
% Total	3.3%	2.8%	1.5%	0%	**7.6%**	-	1.0%	2.5%	1.4%	0%	**4.8%**	-	0.6%	33.2%	0.9%	0%	**34.7%**	-	2.7%	44.8%	5.3%	0%	**52.9%**	-	-
Lights	37	30	16	0	**83**	-	11	28	16	0	**55**	-	7	367	10	0	**384**	-	31	507	60	0	**598**	-	1120
% Lights	100%	93.8%	94.1%	0%	**96.5%**	-	100%	100%	100%	0%	**100%**	-	100%	97.3%	100%	0%	**97.5%**	-	100%	99.6%	100%	0%	**99.7%**	-	98.7%
Articulated Trucks and Single-Unit Trucks	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	8	0	0	**8**	-	0	2	0	0	**2**	-	11
% Articulated Trucks and Single-Unit Trucks	0%	3.1%	0%	0%	**1.2%**	-	0%	0%	0%	0%	**0%**	-	0%	2.1%	0%	0%	**2.0%**	-	0%	0.4%	0%	0%	**0.3%**	-	1.0%
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%
Bicycles on Road	0	1	1	0	**2**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	3
% Bicycles on Road	0%	3.1%	5.9%	0%	**2.3%**	-	0%	0%	0%	0%	**0%**	-	0%	0.3%	0%	0%	**0.3%**	-	0%	0%	0%	0%	**0%**	-	0.3%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

123-362: NY-32 & Reservoir Road Sat - TMC

Sat Sep 23, 2023
Full Length (11 AM-1 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1113983, Location: 43.263023, -73.640334, Site Code: 123-362

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US



123-362: NY-32 & Reservoir Road Sat - TMC

Sat Sep 23, 2023
Midday Peak (WKND) (11:30 AM - 12:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1113983, Location: 43.263023, -73.640334, Site Code: 123-362

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US

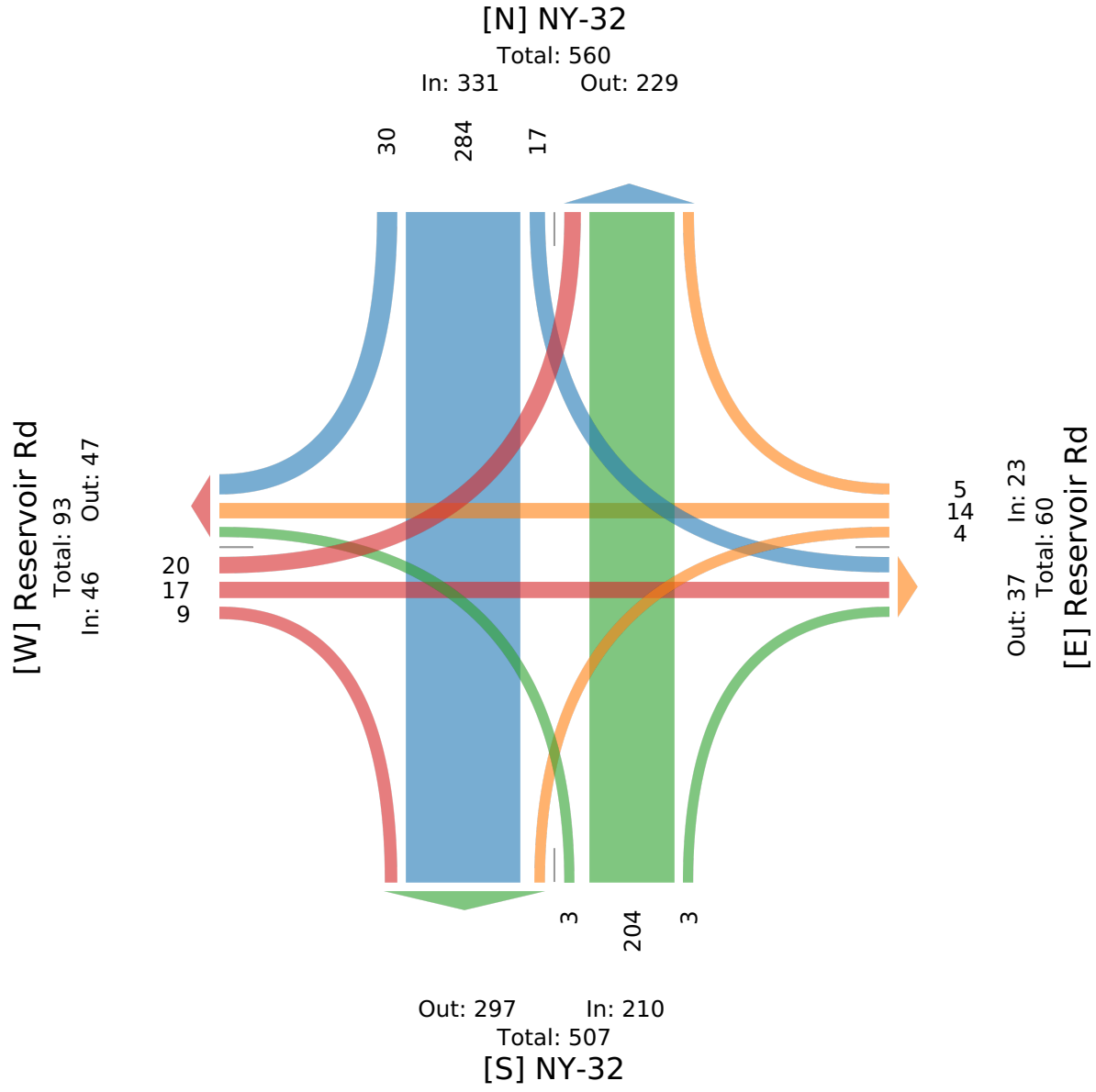
Leg Direction	Reservoir Rd Eastbound						Reservoir Rd Westbound						NY-32 Northbound						NY-32 Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2023-09-23 11:30AM	8	4	2	0	**14**	0	3	2	0	0	**5**	0	0	48	1	0	**49**	0	6	84	7	0	**97**	0	**165**
11:45AM	1	4	3	0	**8**	0	1	2	0	0	**3**	0	1	49	0	0	**50**	0	5	58	7	0	**70**	0	**131**
12:00PM	9	4	0	0	**13**	0	0	4	3	0	**7**	0	2	53	0	0	**55**	0	4	72	9	0	**85**	0	**160**
12:15PM	2	5	4	0	**11**	0	0	6	2	0	**8**	0	0	54	2	0	**56**	0	2	70	7	0	**79**	0	**154**
Total	20	17	9	0	**46**	0	4	14	5	0	**23**	0	3	204	3	0	**210**	0	17	284	30	0	**331**	0	**610**
% Approach	43.5%	37.0%	19.6%	0%	**-**	-	17.4%	60.9%	21.7%	0%	**-**	-	1.4%	97.1%	1.4%	0%	**-**	-	5.1%	85.8%	9.1%	0%	**-**	-	-
% Total	3.3%	2.8%	1.5%	0%	**7.5%**	-	0.7%	2.3%	0.8%	0%	**3.8%**	-	0.5%	33.4%	0.5%	0%	**34.4%**	-	2.8%	46.6%	4.9%	0%	**54.3%**	-	-
PHF	0.556	0.850	0.667	-	**0.804**	-	0.333	0.583	0.417	-	**0.719**	-	0.375	0.944	0.375	-	**0.938**	-	0.708	0.845	0.833	-	**0.853**	-	0.923
Lights	20	16	8	0	**44**	-	4	14	5	0	**23**	-	3	202	3	0	**208**	-	17	282	30	0	**329**	-	604
% Lights	100%	94.1%	88.9%	0%	**95.7%**	-	100%	100%	100%	0%	**100%**	-	100%	99.0%	100%	0%	**99.0%**	-	100%	99.3%	100%	0%	**99.4%**	-	99.0%
Articulated Trucks and Single-Unit Trucks	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	2	0	0	**2**	-	4
% Articulated Trucks and Single-Unit Trucks	0%	5.9%	0%	0%	**2.2%**	-	0%	0%	0%	0%	**0%**	-	0%	0.5%	0%	0%	**0.5%**	-	0%	0.7%	0%	0%	**0.6%**	-	0.7%
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%	0.5%	0%	0%	**0.5%**	-	0%	0%	0%	0%	**0%**	-	0.2%
Bicycles on Road	0	0	1	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Bicycles on Road	0%	0%	11.1%	0%	**2.2%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.2%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

123-362: NY-32 & Reservoir Road Sat - TMC

Sat Sep 23, 2023
Midday Peak (WKND) (11:30 AM - 12:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1113983, Location: 43.263023, -73.640334, Site Code: 123-362

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US



123-362: NY-32 & Reservoir Road Sat - TMC

Sat Sep 23, 2023
PM Peak (WKND) (1 PM - 2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1113983, Location: 43.263023, -73.640334, Site Code: 123-362

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US

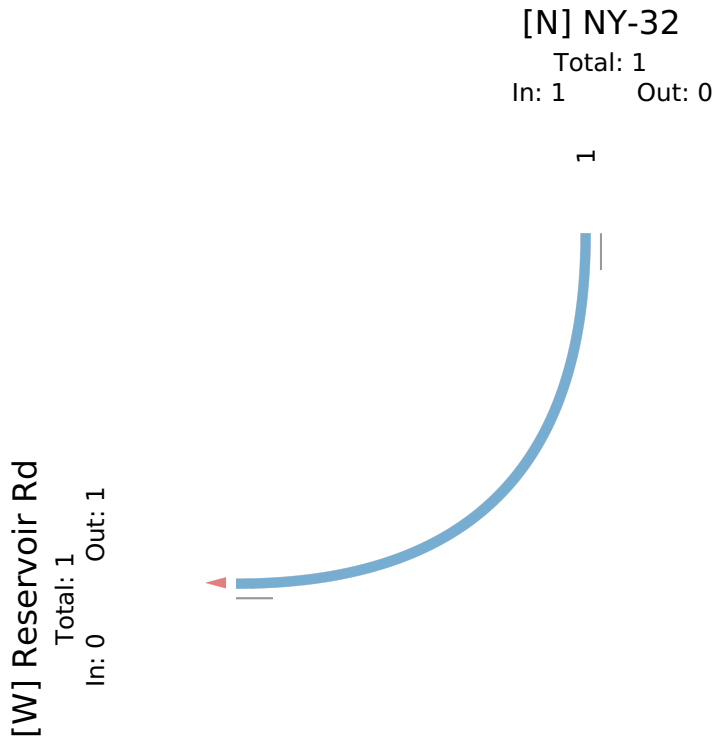
Leg Direction	Reservoir Rd Eastbound						Reservoir Rd Westbound						NY-32 Northbound						NY-32 Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2023-09-23 1:00PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	1	0	**1**	0	**1**
Total	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	1	0	**1**	0	**1**
% Approach	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**-**	-	0%	0%	100%	0%	**-**	-	**-**
% Total	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	100%	0%	**100%**	-	**-**
PHF	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	0.250	-	**0.250**	-	0.250
Lights	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	1	0	**1**	-	1
% Lights	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**-**	-	0%	0%	100%	0%	**100%**	-	100%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks and Single-Unit Trucks	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
% Buses	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**0%**	-	0%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

123-362: NY-32 & Reservoir Road Sat - TMC

Sat Sep 23, 2023
PM Peak (WKND) (1 PM - 2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1113983, Location: 43.263023, -73.640334, Site Code: 123-362

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US



MetroCount Traffic Executive
Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-9 -- English (ENU)

Datasets:

Site:	**[123-362] NY-32, approximately 535-feet north of Reynolds Road (NY-197)**
Attribute:	Jacobie Farms
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 2
Survey Duration:	11:09 Friday, September 22, 2023 => 9:23 Wednesday, September 27, 2023,
Zone:	
File:	123-362 0 2023-09-27 0923.EC2 (Plus)
Identifier:	FJ79ENC0 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v4.06)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**12:00 Friday, September 22, 2023 => 9:00 Wednesday, September 27, 2023 (4.875)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	6 - 99 mph.
Direction:	North, South (bound), P = North
Separation:	Headway > 0 sec, Span 0 - 328.084 ft
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 26236 / 26567 (98.75%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-9
Site: 123-362.2.3NS
Description: **NY-32, approximately 535-feet north of Reynolds Road (NY-197)**
Filter time: **12:00 Friday, September 22, 2023 => 9:00 Wednesday, September 27, 2023**
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(NS) Sp(6,99) Headway(>0) Span(0 - 328.084)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	Averages 1 - 7
Hour									
0000-0100	16.0	12.0	18.0	*	*	36.0	33.0	15.3	23.0
0100-0200	4.0	7.0	4.0	*	*	16.0	10.0	5.0	8.2
0200-0300	6.0	11.0	9.0	*	*	12.0	7.0	8.7	9.0
0300-0400	10.0	11.0	10.0	*	*	17.0	12.0	10.3	12.0
0400-0500	24.0	25.0	18.0	*	*	31.0	11.0	22.3	21.8
0500-0600	76.0	78.0	82.0	*	*	60.0	33.0	78.7	65.8
0600-0700	225.0	221.0	206.0	*	*	83.0	54.0	217.3	157.8
0700-0800	**459.0**	**467.0**	464.0	*	*	180.0	106.0	**463.3**	335.2
0800-0900	339.0	366.0	299.0	*	*	344.0	206.0	334.7	310.8
0900-1000	287.0	270.0	*	*	*	395.0	293.0	278.5	311.3
1000-1100	315.0	251.0	*	*	*	**495.0**	348.0	283.0	352.3
1100-1200	337.0	247.0	*	*	*	457.0	**378.0**	292.0	**354.8**
1200-1300	346.0	305.0	*	*	335.0	**450.0**	**417.0**	328.7	370.6
1300-1400	344.0	292.0	*	*	398.0	401.0	373.0	344.7	361.6
1400-1500	380.0	391.0	*	*	448.0	406.0	367.0	406.3	398.4
1500-1600	487.0	507.0	*	*	594.0	402.0	287.0	529.3	455.4
1600-1700	**556.0**	**616.0**	*	*	**706.0**	322.0	316.0	**626.0**	**503.2**
1700-1800	529.0	534.0	*	*	564.0	372.0	270.0	542.3	453.8
1800-1900	362.0	399.0	*	*	445.0	278.0	232.0	402.0	343.2
1900-2000	226.0	254.0	*	*	340.0	218.0	180.0	273.3	243.6
2000-2100	119.0	161.0	*	*	207.0	160.0	118.0	162.3	153.0
2100-2200	83.0	107.0	*	*	165.0	142.0	74.0	118.3	114.2
2200-2300	39.0	31.0	*	*	92.0	76.0	44.0	54.0	56.4
2300-2400	37.0	23.0	*	*	53.0	40.0	25.0	37.7	35.6
Totals									
0700-1900	4741.0	4645.0	*	*	*	4502.0	3593.0	4830.8	4550.4
0600-2200	5394.0	5388.0	*	*	*	5105.0	4019.0	5602.2	5219.1
0600-0000	5470.0	5442.0	*	*	*	5221.0	4088.0	5693.8	5311.1
0000-0000	5606.0	5586.0	*	*	*	5393.0	4194.0	5834.2	5450.8
AM Peak	0700	0700	*	*	*	1000	1100		
	459.0	467.0	*	*	*	495.0	378.0		
PM Peak	1600	1600	*	*	1600	1200	1200		
	556.0	616.0	*	*	706.0	450.0	417.0		

*** - No data.**

MetroCount Traffic Executive
Speed Statistics

SpeedStat-13 -- English (ENU)

Datasets:

Site:	**[123-362] NY-32, approximately 535-feet north of Reynolds Road (NY-197)**
Attribute:	Jacobie Farms
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 2
Survey Duration:	11:09 Friday, September 22, 2023 => 9:23 Wednesday, September 27, 2023,
Zone:	
File:	123-362 0 2023-09-27 0923.EC2 (Plus)
Identifier:	FJ79ENC0 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v4.06)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**12:00 Friday, September 22, 2023 => 9:00 Wednesday, September 27, 2023**
(4.875)	
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	6 - 99 mph.
Direction:	North (bound), P = North
Separation:	Headway > 0 sec, Span 0 - 328.084 ft
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 12812 / 26567 (48.23%)

Speed Statistics

SpeedStat-13
Site: 123-362.2.3NS
Description: **NY-32, approximately 535-feet north of Reynolds Road (NY-197)**
Filter time: **12:00 Friday, September 22, 2023 => 9:00 Wednesday, September 27, 2023**
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(N) Sp(6,99) Headway(>0) Span(0 - 328.084)

Vehicles = 12812
Posted speed limit = 45 mph, Exceeding = 2469 (19.27%), Mean Exceeding = 47.93 mph
Maximum = 83.7 mph, **Minimum** = 9.8 mph, **Mean** = 41.0 mph
85% Speed = 45.6 mph, **95% Speed** = 48.8 mph, **Median** = 40.9 mph
10 mph Pace = 36 - 46, **Number in Pace** = 9309 (72.66%)
Variance = 25.73, **Standard Deviation** = 5.07 mph

Speed Bins (Partial days)

Speed	Bin		Below		Above		Energy	vMult	n * vMult
0 - **5**	0	0.0%	0	0.0%	12812	100.0%	0.00	0.00	0.00
5 - **10**	1	0.0%	1	0.0%	12811	100.0%	0.00	0.00	0.00
10 - **15**	5	0.0%	6	0.0%	12806	100.0%	0.00	0.00	0.00
15 - **20**	16	0.1%	22	0.2%	12790	99.8%	0.00	0.00	0.00
20 - **25**	43	0.3%	65	0.5%	12747	99.5%	0.00	0.00	0.00
25 - **30**	206	1.6%	271	2.1%	12541	97.9%	0.00	0.00	0.00
30 - **35**	989	7.7%	1260	9.8%	11552	90.2%	0.00	0.00	0.00
35 - **40**	3960	30.9%	5220	40.7%	7592	59.3%	0.00	0.00	0.00
40 - **45**	5123	40.0%	10343	80.7%	2469	19.3%	0.00	0.00	0.00
45 - **50**	2056	16.0%	12399	96.8%	413	3.2%	0.00	0.00	0.00
50 - **55**	338	2.6%	12737	99.4%	75	0.6%	0.00	0.00	0.00
55 - **60**	49	0.4%	12786	99.8%	26	0.2%	0.00	0.00	0.00
60 - **65**	18	0.1%	12804	99.9%	8	0.1%	0.00	0.00	0.00
65 - **70**	4	0.0%	12808	100.0%	4	0.0%	0.00	0.00	0.00
70 - **75**	2	0.0%	12810	100.0%	2	0.0%	0.00	0.00	0.00
75 - **80**	1	0.0%	12811	100.0%	1	0.0%	0.00	0.00	0.00
80 - **85**	1	0.0%	12812	100.0%	0	0.0%	0.00	0.00	0.00
85 - **90**	0	0.0%	12812	100.0%	0	0.0%	0.00	0.00	0.00
90 - **95**	0	0.0%	12812	100.0%	0	0.0%	0.00	0.00	0.00
95 - **100**	0	0.0%	12812	100.0%	0	0.0%	0.00	0.00	0.00

Total Speed Rating = 0.00
Total Moving Energy (Estimated) = 0.00

Speed limit fields (Partial days)

	Limit	Below		Above	
0	45 (PSL)	10343	80.7%	2469	19.3%

MetroCount Traffic Executive
Speed Statistics

SpeedStat-14 -- English (ENU)

Datasets:

Site:	**[123-362] NY-32, approximately 535-feet north of Reynolds Road (NY-197)**
Attribute:	Jacobie Farms
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 2
Survey Duration:	11:09 Friday, September 22, 2023 => 9:23 Wednesday, September 27, 2023,
Zone:	
File:	123-362 0 2023-09-27 0923.EC2 (Plus)
Identifier:	FJ79ENC0 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v4.06)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**12:00 Friday, September 22, 2023 => 9:00 Wednesday, September 27, 2023**
(4.875)	
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	6 - 99 mph.
Direction:	South (bound), P = North
Separation:	Headway > 0 sec, Span 0 - 328.084 ft
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 13424 / 26567 (50.53%)

Speed Statistics

SpeedStat-14
Site: 123-362.2.3NS
Description: **NY-32, approximately 535-feet north of Reynolds Road (NY-197)**
Filter time: **12:00 Friday, September 22, 2023 => 9:00 Wednesday, September 27, 2023**
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(S) Sp(6,99) Headway(>0) Span(0 - 328.084)

Vehicles = 13424
Posted speed limit = 45 mph, Exceeding = 5248 (39.09%), Mean Exceeding = 48.45 mph
Maximum = 73.3 mph, **Minimum** = 6.7 mph, **Mean** = 43.2 mph
85% Speed = 48.5 mph, **95% Speed** = 51.7 mph, **Median** = 43.6 mph
10 mph Pace = 38 - 48, **Number in Pace** = 9155 (68.20%)
Variance = 37.21, **Standard Deviation** = 6.10 mph

Speed Bins (Partial days)

Speed	Bin		Below		Above		Energy	vMult	n * vMult
0 - **5**	0	0.0%	0	0.0%	13424	100.0%	0.00	0.00	0.00
5 - **10**	8	0.1%	8	0.1%	13416	99.9%	0.00	0.00	0.00
10 - **15**	37	0.3%	45	0.3%	13379	99.7%	0.00	0.00	0.00
15 - **20**	75	0.6%	120	0.9%	13304	99.1%	0.00	0.00	0.00
20 - **25**	83	0.6%	203	1.5%	13221	98.5%	0.00	0.00	0.00
25 - **30**	188	1.4%	391	2.9%	13033	97.1%	0.00	0.00	0.00
30 - **35**	559	4.2%	950	7.1%	12474	92.9%	0.00	0.00	0.00
35 - **40**	2297	17.1%	3247	24.2%	10177	75.8%	0.00	0.00	0.00
40 - **45**	4929	36.7%	8176	60.9%	5248	39.1%	0.00	0.00	0.00
45 - **50**	3961	29.5%	12137	90.4%	1287	9.6%	0.00	0.00	0.00
50 - **55**	1097	8.2%	13234	98.6%	190	1.4%	0.00	0.00	0.00
55 - **60**	164	1.2%	13398	99.8%	26	0.2%	0.00	0.00	0.00
60 - **65**	20	0.1%	13418	100.0%	6	0.0%	0.00	0.00	0.00
65 - **70**	4	0.0%	13422	100.0%	2	0.0%	0.00	0.00	0.00
70 - **75**	2	0.0%	13424	100.0%	0	0.0%	0.00	0.00	0.00
75 - **80**	0	0.0%	13424	100.0%	0	0.0%	0.00	0.00	0.00
80 - **85**	0	0.0%	13424	100.0%	0	0.0%	0.00	0.00	0.00
85 - **90**	0	0.0%	13424	100.0%	0	0.0%	0.00	0.00	0.00
90 - **95**	0	0.0%	13424	100.0%	0	0.0%	0.00	0.00	0.00
95 - **100**	0	0.0%	13424	100.0%	0	0.0%	0.00	0.00	0.00

Total Speed Rating = 0.00
Total Moving Energy (Estimated) = 0.00

Speed limit fields (Partial days)

	Limit	Below		Above	
0	45 (PSL)	8176	60.9%	5248	39.1%

MetroCount Traffic Executive
Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-19 -- English (ENU)

Datasets:

Site:	**[123-362] Lenox Boulevard, approximately 900-feet east of NY-32**
Attribute:	Jacobie Farms
Direction:	8 - East bound A>B, West bound B>A. **Lane:** 1
Survey Duration:	11:38 Friday, September 22, 2023 => 9:37 Wednesday, September 27, 2023,
Zone:	
File:	122-238 0 2022-08-10 1329.EC1 (Plus)
Identifier:	R7190MC2 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v4.06)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**12:00 Friday, September 22, 2023 => 9:00 Wednesday, September 27, 2023 (4.875)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	6 - 99 mph.
Direction:	East, West (bound), P = East
Separation:	Headway > 0 sec, Span 0 - 328.084 ft
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 2306 / 2367 (97.42%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-19
Site: 123-362.1.2EW
Description: **Lenox Boulevard, approximately 900-feet east of NY-32**
Filter time: **12:00 Friday, September 22, 2023 => 9:00 Wednesday, September 27, 2023**
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(EW) Sp(6,99) Headway(>0) Span(0 - 328.084)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	Averages 1 - 7
Hour									
0000-0100	0.0	0.0	0.0	*	*	0.0	0.0	0.0	0.0
0100-0200	0.0	1.0	0.0	*	*	0.0	0.0	0.3	0.2
0200-0300	0.0	0.0	0.0	*	*	0.0	2.0	0.0	0.4
0300-0400	0.0	0.0	0.0	*	*	0.0	0.0	0.0	0.0
0400-0500	0.0	0.0	2.0	*	*	0.0	0.0	0.7	0.4
0500-0600	1.0	0.0	0.0	*	*	1.0	0.0	0.3	0.4
0600-0700	3.0	4.0	3.0	*	*	5.0	2.0	3.3	3.4
0700-0800	4.0	6.0	9.0	*	*	37.0	7.0	6.3	12.6
0800-0900	**13.0**	8.0	6.0	*	*	157.0	44.0	9.0	45.6
0900-1000	11.0	22.0	*	*	*	118.0	**62.0**	**16.5**	53.3
1000-1100	4.0	10.0	*	*	*	**264.0**	45.0	7.0	**80.8**
1100-1200	8.0	**24.0**	*	*	*	199.0	44.0	16.0	68.8
1200-1300	5.0	17.0	*	*	12.0	**38.0**	**64.0**	11.3	27.2
1300-1400	9.0	8.0	*	*	3.0	20.0	31.0	6.7	14.2
1400-1500	5.0	6.0	*	*	12.0	13.0	56.0	7.7	18.4
1500-1600	8.0	9.0	*	*	7.0	25.0	31.0	8.0	16.0
1600-1700	20.0	**45.0**	*	*	44.0	15.0	37.0	36.3	32.2
1700-1800	169.0	43.0	*	*	40.0	18.0	24.0	**84.0**	**58.8**
1800-1900	**169.0**	29.0	*	*	**53.0**	8.0	17.0	83.7	55.2
1900-2000	5.0	19.0	*	*	25.0	5.0	0.0	16.3	10.8
2000-2100	0.0	0.0	*	*	2.0	2.0	0.0	0.7	0.8
2100-2200	2.0	0.0	*	*	2.0	1.0	2.0	1.3	1.4
2200-2300	0.0	0.0	*	*	1.0	1.0	0.0	0.3	0.4
2300-2400	2.0	0.0	*	*	1.0	0.0	0.0	1.0	0.6
Totals									
0700-1900	425.0	227.0	*	*	*	912.0	462.0	292.5	482.9
0600-2200	435.0	250.0	*	*	*	925.0	466.0	314.2	499.3
0600-0000	437.0	250.0	*	*	*	926.0	466.0	315.5	500.3
0000-0000	438.0	251.0	*	*	*	927.0	468.0	316.8	501.7
AM Peak	0800	1100	*	*	*	1000	0900		
	13.0	24.0	*	*	*	264.0	62.0		
PM Peak	1800	1600	*	*	1800	1200	1200		
	169.0	45.0	*	*	53.0	38.0	64.0		

*** - No data.**

MetroCount Traffic Executive
Speed Statistics

SpeedStat-23 -- English (ENU)

Datasets:

Site:	**[123-362] Lenox Boulevard, approximately 900-feet east of NY-32**
Attribute:	Jacobie Farms
Direction:	8 - East bound A>B, West bound B>A. **Lane:** 1
Survey Duration:	11:38 Friday, September 22, 2023 => 9:37 Wednesday, September 27, 2023,
Zone:	
File:	122-238 0 2022-08-10 1329.EC1 (Plus)
Identifier:	R7190MC2 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v4.06)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**12:00 Friday, September 22, 2023 => 9:00 Wednesday, September 27, 2023**
(4.875)	
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	6 - 99 mph.
Direction:	East (bound), P = East
Separation:	Headway > 0 sec, Span 0 - 328.084 ft
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 1222 / 2367 (51.63%)

Speed Statistics

SpeedStat-23
Site: 123-362.1.2EW
Description: **Lenox Boulevard, approximately 900-feet east of NY-32**
Filter time: **12:00 Friday, September 22, 2023 => 9:00 Wednesday, September 27, 2023**
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(E) Sp(6,99) Headway(>0) Span(0 - 328.084)

Vehicles = 1222
Posted speed limit = 20 mph, Exceeding = 1198 (98.04%), Mean Exceeding = 31.10 mph
Maximum = 54.7 mph, **Minimum** = 11.8 mph, **Mean** = 30.8 mph
85% Speed = 35.6 mph, **95% Speed** = 38.7 mph, **Median** = 30.6 mph
10 mph Pace = 25 - 35, **Number in Pace** = 873 (71.44%)
Variance = 25.47, **Standard Deviation** = 5.05 mph

Speed Bins (Partial days)

Speed	Bin		Below		Above		Energy	vMult	n * vMult
0 - **5**	0	0.0%	0	0.0%	1222	100.0%	0.00	0.00	0.00
5 - **10**	0	0.0%	0	0.0%	1222	100.0%	0.00	0.00	0.00
10 - **15**	2	0.2%	2	0.2%	1220	99.8%	0.00	0.00	0.00
15 - **20**	22	1.8%	24	2.0%	1198	98.0%	0.00	0.00	0.00
20 - **25**	117	9.6%	141	11.5%	1081	88.5%	0.00	0.00	0.00
25 - **30**	380	31.1%	521	42.6%	701	57.4%	0.00	0.00	0.00
30 - **35**	490	40.1%	1011	82.7%	211	17.3%	0.00	0.00	0.00
35 - **40**	165	13.5%	1176	96.2%	46	3.8%	0.00	0.00	0.00
40 - **45**	37	3.0%	1213	99.3%	9	0.7%	0.00	0.00	0.00
45 - **50**	8	0.7%	1221	99.9%	1	0.1%	0.00	0.00	0.00
50 - **55**	1	0.1%	1222	100.0%	0	0.0%	0.00	0.00	0.00
55 - **60**	0	0.0%	1222	100.0%	0	0.0%	0.00	0.00	0.00
60 - **65**	0	0.0%	1222	100.0%	0	0.0%	0.00	0.00	0.00
65 - **70**	0	0.0%	1222	100.0%	0	0.0%	0.00	0.00	0.00
70 - **75**	0	0.0%	1222	100.0%	0	0.0%	0.00	0.00	0.00
75 - **80**	0	0.0%	1222	100.0%	0	0.0%	0.00	0.00	0.00
80 - **85**	0	0.0%	1222	100.0%	0	0.0%	0.00	0.00	0.00
85 - **90**	0	0.0%	1222	100.0%	0	0.0%	0.00	0.00	0.00
90 - **95**	0	0.0%	1222	100.0%	0	0.0%	0.00	0.00	0.00
95 - **100**	0	0.0%	1222	100.0%	0	0.0%	0.00	0.00	0.00

Total Speed Rating = 0.00
Total Moving Energy (Estimated) = 0.00

Speed limit fields (Partial days)

	Limit	Below		Above	
0	20 (PSL)	24	2.0%	1198	98.0%

MetroCount Traffic Executive
Speed Statistics

SpeedStat-24 -- English (ENU)

Datasets:

Site:	**[123-362] Lenox Boulevard, approximately 900-feet east of NY-32**
Attribute:	Jacobie Farms
Direction:	8 - East bound A>B, West bound B>A. **Lane:** 1
Survey Duration:	11:38 Friday, September 22, 2023 => 9:37 Wednesday, September 27, 2023,
Zone:	
File:	122-238 0 2022-08-10 1329.EC1 (Plus)
Identifier:	R7190MC2 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v4.06)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**12:00 Friday, September 22, 2023 => 9:00 Wednesday, September 27, 2023**
(4.875)	
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	6 - 99 mph.
Direction:	West (bound), P = East
Separation:	Headway > 0 sec, Span 0 - 328.084 ft
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 1084 / 2367 (45.80%)

Speed Statistics

SpeedStat-24
Site: 123-362.1.2EW
Description: **Lenox Boulevard, approximately 900-feet east of NY-32**
Filter time: **12:00 Friday, September 22, 2023 => 9:00 Wednesday, September 27, 2023**
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(W) Sp(6,99) Headway(>0) Span(0 - 328.084)

Vehicles = 1084
Posted speed limit = 20 mph, Exceeding = 929 (85.70%), Mean Exceeding = 34.09 mph
Maximum = 76.6 mph, **Minimum** = 6.2 mph, **Mean** = 30.7 mph
85% Speed = 39.8 mph, **95% Speed** = 46.3 mph, **Median** = 32.2 mph
10 mph Pace = 28 - 38, **Number in Pace** = 510 (47.05%)
Variance = 114.65, **Standard Deviation** = 10.71 mph

Speed Bins (Partial days)

Speed	Bin		Below		Above		Energy	vMult	n * vMult
0 - **5**	0	0.0%	0	0.0%	1084	100.0%	0.00	0.00	0.00
5 - **10**	99	9.1%	99	9.1%	985	90.9%	0.00	0.00	0.00
10 - **15**	29	2.7%	128	11.8%	956	88.2%	0.00	0.00	0.00
15 - **20**	27	2.5%	155	14.3%	929	85.7%	0.00	0.00	0.00
20 - **25**	82	7.6%	237	21.9%	847	78.1%	0.00	0.00	0.00
25 - **30**	187	17.3%	424	39.1%	660	60.9%	0.00	0.00	0.00
30 - **35**	272	25.1%	696	64.2%	388	35.8%	0.00	0.00	0.00
35 - **40**	225	20.8%	921	85.0%	163	15.0%	0.00	0.00	0.00
40 - **45**	94	8.7%	1015	93.6%	69	6.4%	0.00	0.00	0.00
45 - **50**	49	4.5%	1064	98.2%	20	1.8%	0.00	0.00	0.00
50 - **55**	14	1.3%	1078	99.4%	6	0.6%	0.00	0.00	0.00
55 - **60**	5	0.5%	1083	99.9%	1	0.1%	0.00	0.00	0.00
60 - **65**	0	0.0%	1083	99.9%	1	0.1%	0.00	0.00	0.00
65 - **70**	0	0.0%	1083	99.9%	1	0.1%	0.00	0.00	0.00
70 - **75**	0	0.0%	1083	99.9%	1	0.1%	0.00	0.00	0.00
75 - **80**	1	0.1%	1084	100.0%	0	0.0%	0.00	0.00	0.00
80 - **85**	0	0.0%	1084	100.0%	0	0.0%	0.00	0.00	0.00
85 - **90**	0	0.0%	1084	100.0%	0	0.0%	0.00	0.00	0.00
90 - **95**	0	0.0%	1084	100.0%	0	0.0%	0.00	0.00	0.00
95 - **100**	0	0.0%	1084	100.0%	0	0.0%	0.00	0.00	0.00

Total Speed Rating = 0.00
Total Moving Energy (Estimated) = 0.00

Speed limit fields (Partial days)

	Limit	Below		Above	
0	20 (PSL)	155	14.3%	929	85.7%

Attachment C
Level of Service Analysis

Jacobie Park Side Farms
Town of Moreau, New York

LOS Definitions

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

Level of Service for Signalized Intersections

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

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

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

LOS C describes operations with control delay between 20 and 35 s/veh and a v/c ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate. Individual *cycle failures* (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.

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

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

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

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

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

Level of Service Criteria for Unsignalized Intersections

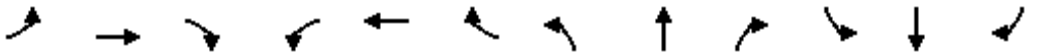
Level of service (LOS) for Two-Way Stop-Controlled (TWSC) intersections is determined by the computed or measured control delay. For motor vehicles, LOS is determined for each minor-street movement (or shared movement) as well as major-street left turns by using criteria given in Exhibit 20-2. LOS is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

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

The LOS criteria for All-Way Stop-Controlled (AWSC) intersections are given in Exhibit 21-8. LOS F is assigned if the v/c ratio of a lane exceeds 1.0, regardless of the control delay. For assessment of LOS at the approach and intersection levels, LOS is based solely on control delay.

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

Control Delay (s/veh)	LOS by Volume-to-Capacity Ratio	
	v/c ≤ 1.0	**v/c ≥ 1.0**
10.0	A	F
>10.0 and ≤ 15.0	B	F
>15.0 and ≤ 25.0	C	F
>25.0 and ≤ 35.0	D	F
>35.0 and ≤ 50.0	E	F
>50.0	F	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	93	39	32	160	19	48	223	45	15	109	15
Future Volume (veh/h)	16	93	39	32	160	19	48	223	45	15	109	15
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		0.98	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	1811	1796	1856	1811	1811	1900	1900	1841	1870	1900	1856	1796
Adj Flow Rate, veh/h	18	104	44	36	180	21	54	251	51	17	122	17
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	6	7	3	6	6	0	0	4	2	0	3	7
Cap, veh/h	137	323	125	159	399	43	181	575	106	144	650	83
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.43	0.43	0.43	0.43	0.43	0.43
Sat Flow, veh/h	79	1148	443	141	1416	151	144	1333	247	69	1508	193
Grp Volume(v), veh/h	166	0	0	237	0	0	356	0	0	156	0	0
Grp Sat Flow(s),veh/h/ln	1670	0	0	1708	0	0	1724	0	0	1770	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.7	0.0	0.0	3.8	0.0	0.0	4.9	0.0	0.0	1.9	0.0	0.0
Prop In Lane	0.11		0.27	0.15		0.09	0.15		0.14	0.11		0.11
Lane Grp Cap(c), veh/h	585	0	0	600	0	0	862	0	0	878	0	0
V/C Ratio(X)	0.28	0.00	0.00	0.39	0.00	0.00	0.41	0.00	0.00	0.18	0.00	0.00
Avail Cap(c_a), veh/h	1524	0	0	1560	0	0	2303	0	0	2332	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.9	0.0	0.0	10.4	0.0	0.0	7.0	0.0	0.0	6.2	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.6	0.0	0.0	0.7	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.0	1.2	0.0	0.0	1.3	0.0	0.0	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.3	0.0	0.0	11.0	0.0	0.0	7.7	0.0	0.0	6.4	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		166			237			356			156	
Approach Delay, s/veh		10.3			11.0			7.7			6.4	
Approach LOS		B			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		20.0		14.8		20.0		14.8				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		45.0		30.0		45.0		30.0				
Max Q Clear Time (g_c+I1), s		6.9		4.7		3.9		5.8				
Green Ext Time (p_c), s		5.1		1.8		2.0		2.7				

Intersection Summary												
HCM 6th Ctrl Delay			8.8									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	2	308	2	1	180
Future Vol, veh/h	0	2	308	2	1	180
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	3	0	0	4
Mvmt Flow	0	2	371	2	1	217

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	591	372	0	0	373	0
Stage 1	372	-	-	-	-	-
Stage 2	219	-	-	-	-	-
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	473	678	-	-	1197	-
Stage 1	702	-	-	-	-	-
Stage 2	822	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	473	678	-	-	1197	-
Mov Cap-2 Maneuver	473	-	-	-	-	-
Stage 1	702	-	-	-	-	-
Stage 2	821	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	678	1197	-
HCM Lane V/C Ratio	-	-	0.004	0.001	-
HCM Control Delay (s)	-	-	10.3	8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

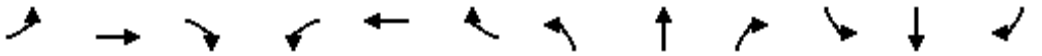
Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	17	23	8	14	28	12	16	271	3	8	169	5
Future Vol, veh/h	17	23	8	14	28	12	16	271	3	8	169	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	6	0	0	0	0	0	6	3	0	0	4	0
Mvmt Flow	21	28	10	17	35	15	20	335	4	10	209	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	634	611	212	628	612	337	215	0	0	339	0	0
Stage 1	232	232	-	377	377	-	-	-	-	-	-	-
Stage 2	402	379	-	251	235	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.5	6.2	7.1	6.5	6.2	4.16	-	-	4.1	-	-
Critical Hdwy Stg 1	6.16	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4	3.3	3.5	4	3.3	2.254	-	-	2.2	-	-
Pot Cap-1 Maneuver	386	411	833	398	411	710	1332	-	-	1231	-	-
Stage 1	762	716	-	649	619	-	-	-	-	-	-	-
Stage 2	617	618	-	758	714	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	346	400	833	365	400	710	1332	-	-	1231	-	-
Mov Cap-2 Maneuver	346	400	-	365	400	-	-	-	-	-	-	-
Stage 1	748	710	-	637	608	-	-	-	-	-	-	-
Stage 2	560	607	-	713	708	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.2	14.9	0.4	0.3
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1332	-	-	413	431	1231	-	-
HCM Lane V/C Ratio	0.015	-	-	0.143	0.155	0.008	-	-
HCM Control Delay (s)	7.7	0	-	15.2	14.9	7.9	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.5	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	179	24	36	135	31	26	232	55	57	271	32
Future Volume (veh/h)	24	179	24	36	135	31	26	232	55	57	271	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1870	1900	1900	1870	1900	1841	1856	1841	1900	1870	1900
Adj Flow Rate, veh/h	26	195	26	39	147	34	28	252	60	62	295	35
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, %	4	2	0	0	2	0	4	3	4	0	2	0
Cap, veh/h	140	427	53	169	365	75	138	593	133	186	608	66
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.43	0.43	0.43	0.43	0.43	0.43
Sat Flow, veh/h	92	1505	188	168	1286	266	63	1380	309	156	1416	154
Grp Volume(v), veh/h	247	0	0	220	0	0	340	0	0	392	0	0
Grp Sat Flow(s),veh/h/ln	1785	0	0	1719	0	0	1751	0	0	1725	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.9	0.0	0.0	3.4	0.0	0.0	4.6	0.0	0.0	5.4	0.0	0.0
Prop In Lane	0.11		0.11	0.18		0.15	0.08		0.18	0.16		0.09
Lane Grp Cap(c), veh/h	621	0	0	609	0	0	864	0	0	861	0	0
V/C Ratio(X)	0.40	0.00	0.00	0.36	0.00	0.00	0.39	0.00	0.00	0.46	0.00	0.00
Avail Cap(c_a), veh/h	1619	0	0	1556	0	0	2319	0	0	2277	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.3	0.0	0.0	10.2	0.0	0.0	7.0	0.0	0.0	7.2	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.5	0.0	0.0	0.6	0.0	0.0	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	1.3	0.0	0.0	1.1	0.0	0.0	1.3	0.0	0.0	1.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.9	0.0	0.0	10.7	0.0	0.0	7.6	0.0	0.0	8.0	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		247			220			340			392	
Approach Delay, s/veh		10.9			10.7			7.6			8.0	
Approach LOS		B			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		20.0		14.9		20.0		14.9				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		45.0		30.0		45.0		30.0				
Max Q Clear Time (g_c+I1), s		6.6		5.9		7.4		5.4				
Green Ext Time (p_c), s		4.8		2.8		5.8		2.5				

Intersection Summary												
HCM 6th Ctrl Delay			9.0									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	3	301	38	3	340
Future Vol, veh/h	10	3	301	38	3	340
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	3	3	0	1
Mvmt Flow	11	3	334	42	3	378

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	739	355	0	0	376	0
Stage 1	355	-	-	-	-	-
Stage 2	384	-	-	-	-	-
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	388	693	-	-	1194	-
Stage 1	714	-	-	-	-	-
Stage 2	693	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	387	693	-	-	1194	-
Mov Cap-2 Maneuver	387	-	-	-	-	-
Stage 1	714	-	-	-	-	-
Stage 2	691	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.6	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	431	1194	-
HCM Lane V/C Ratio	-	-	0.034	0.003	-
HCM Control Delay (s)	-	-	13.6	8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

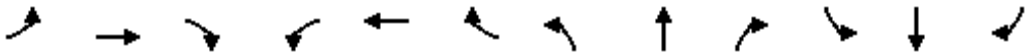
Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	31	44	15	10	15	19	8	292	21	25	281	34
Future Vol, veh/h	31	44	15	10	15	19	8	292	21	25	281	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	10	4	0	0	7	0	0	3	5	4	2	0
Mvmt Flow	34	48	16	11	16	21	9	321	23	27	309	37

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	751	744	328	765	751	333	346	0	0	344	0	0
Stage 1	382	382	-	351	351	-	-	-	-	-	-	-
Stage 2	369	362	-	414	400	-	-	-	-	-	-	-
Critical Hdwy	7.2	6.54	6.2	7.1	6.57	6.2	4.1	-	-	4.14	-	-
Critical Hdwy Stg 1	6.2	5.54	-	6.1	5.57	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	5.54	-	6.1	5.57	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.036	3.3	3.5	4.063	3.3	2.2	-	-	2.236	-	-
Pot Cap-1 Maneuver	317	340	718	323	334	713	1224	-	-	1204	-	-
Stage 1	625	609	-	670	623	-	-	-	-	-	-	-
Stage 2	635	622	-	620	593	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	288	327	718	272	322	713	1224	-	-	1204	-	-
Mov Cap-2 Maneuver	288	327	-	272	322	-	-	-	-	-	-	-
Stage 1	619	592	-	664	617	-	-	-	-	-	-	-
Stage 2	595	616	-	541	576	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19.8	15.2	0.2	0.6
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1224	-	-	342	400	1204	-	-
HCM Lane V/C Ratio	0.007	-	-	0.289	0.121	0.023	-	-
HCM Control Delay (s)	8	0	-	19.8	15.2	8.1	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.2	0.4	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	69	26	42	158	64	51	248	33	26	207	33
Future Volume (veh/h)	15	69	26	42	158	64	51	248	33	26	207	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	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	1856	1900	1900	1885	1870	1900	1885	1900	1900	1885	1900
Adj Flow Rate, veh/h	17	78	30	48	180	73	58	282	38	30	235	38
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	7	3	0	0	1	2	0	1	0	0	1	0
Cap, veh/h	144	354	121	166	337	123	181	601	74	145	627	95
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.42	0.42	0.42	0.42	0.42	0.42
Sat Flow, veh/h	96	1201	410	163	1144	418	151	1419	175	79	1482	224
Grp Volume(v), veh/h	125	0	0	301	0	0	378	0	0	303	0	0
Grp Sat Flow(s),veh/h/ln	1708	0	0	1725	0	0	1745	0	0	1785	0	0
Q Serve(g_s), s	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.9	0.0	0.0	5.1	0.0	0.0	5.3	0.0	0.0	4.0	0.0	0.0
Prop In Lane	0.14		0.24	0.16		0.24	0.15		0.10	0.10		0.13
Lane Grp Cap(c), veh/h	618	0	0	626	0	0	856	0	0	867	0	0
V/C Ratio(X)	0.20	0.00	0.00	0.48	0.00	0.00	0.44	0.00	0.00	0.35	0.00	0.00
Avail Cap(c_a), veh/h	1517	0	0	1553	0	0	2272	0	0	2320	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.5	0.0	0.0	10.6	0.0	0.0	7.4	0.0	0.0	7.1	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.8	0.0	0.0	0.8	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	1.6	0.0	0.0	1.5	0.0	0.0	1.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.7	0.0	0.0	11.4	0.0	0.0	8.2	0.0	0.0	7.6	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		125			301			378			303	
Approach Delay, s/veh		9.7			11.4			8.2			7.6	
Approach LOS		A			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		20.0		15.4		20.0		15.4				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		45.0		30.0		45.0		30.0				
Max Q Clear Time (g_c+I1), s		7.3		3.9		6.0		7.1				
Green Ext Time (p_c), s		5.5		1.3		4.2		3.5				

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

Intersection	
Int Delay, s/veh	4.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	80	121	209	10	12	261
Future Vol, veh/h	80	121	209	10	12	261
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	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	1
Mvmt Flow	94	142	246	12	14	307

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	587	252	0	0	258	0
Stage 1	252	-	-	-	-	-
Stage 2	335	-	-	-	-	-
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	475	792	-	-	1318	-
Stage 1	795	-	-	-	-	-
Stage 2	729	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	469	792	-	-	1318	-
Mov Cap-2 Maneuver	469	-	-	-	-	-
Stage 1	795	-	-	-	-	-
Stage 2	720	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.3	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	622	1318	-
HCM Lane V/C Ratio	-	-	0.38	0.011	-
HCM Control Delay (s)	-	-	14.3	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	1.8	0	-

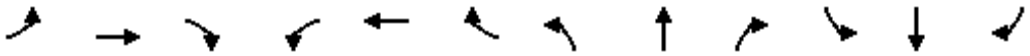
Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	20	17	9	4	14	5	3	204	3	17	284	30
Future Vol, veh/h	20	17	9	4	14	5	3	204	3	17	284	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	6	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	22	18	10	4	15	5	3	222	3	18	309	33

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	602	593	326	606	608	224	342	0	0	225	0	0
Stage 1	362	362	-	230	230	-	-	-	-	-	-	-
Stage 2	240	231	-	376	378	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.56	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.56	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.56	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.054	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	414	413	720	412	413	820	1228	-	-	1356	-	-
Stage 1	661	618	-	777	718	-	-	-	-	-	-	-
Stage 2	768	706	-	649	619	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	394	405	720	386	405	820	1228	-	-	1356	-	-
Mov Cap-2 Maneuver	394	405	-	386	405	-	-	-	-	-	-	-
Stage 1	659	608	-	775	716	-	-	-	-	-	-	-
Stage 2	744	704	-	611	609	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.3	13.5	0.1	0.4
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1228	-	-	437	451	1356	-	-
HCM Lane V/C Ratio	0.003	-	-	0.114	0.055	0.014	-	-
HCM Control Delay (s)	7.9	0	-	14.3	13.5	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.2	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	99	41	32	177	22	53	228	45	16	111	15
Future Volume (veh/h)	16	99	41	32	177	22	53	228	45	16	111	15
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	1811	1796	1856	1811	1811	1900	1900	1841	1870	1900	1856	1796
Adj Flow Rate, veh/h	18	111	46	36	199	25	60	256	51	18	125	17
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	6	7	3	6	6	0	0	4	2	0	3	7
Cap, veh/h	135	327	124	154	401	47	189	567	103	146	649	81
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.43	0.43	0.43	0.43	0.43	0.43
Sat Flow, veh/h	75	1156	439	129	1420	165	161	1318	239	72	1507	188
Grp Volume(v), veh/h	175	0	0	260	0	0	367	0	0	160	0	0
Grp Sat Flow(s),veh/h/ln	1671	0	0	1714	0	0	1717	0	0	1768	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.8	0.0	0.0	4.3	0.0	0.0	5.1	0.0	0.0	1.9	0.0	0.0
Prop In Lane	0.10		0.26	0.14		0.10	0.16		0.14	0.11		0.11
Lane Grp Cap(c), veh/h	586	0	0	602	0	0	859	0	0	876	0	0
V/C Ratio(X)	0.30	0.00	0.00	0.43	0.00	0.00	0.43	0.00	0.00	0.18	0.00	0.00
Avail Cap(c_a), veh/h	1521	0	0	1563	0	0	2290	0	0	2324	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.0	0.0	0.0	10.5	0.0	0.0	7.1	0.0	0.0	6.2	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.7	0.0	0.0	0.7	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	1.3	0.0	0.0	1.4	0.0	0.0	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.4	0.0	0.0	11.2	0.0	0.0	7.8	0.0	0.0	6.4	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		175			260			367			160	
Approach Delay, s/veh		10.4			11.2			7.8			6.4	
Approach LOS		B			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		20.0		14.9		20.0		14.9				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		45.0		30.0		45.0		30.0				
Max Q Clear Time (g_c+I1), s		7.1		4.8		3.9		6.3				
Green Ext Time (p_c), s		5.3		1.9		2.0		3.0				

Intersection Summary												
HCM 6th Ctrl Delay			9.0									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	2	320	2	1	207
Future Vol, veh/h	0	2	320	2	1	207
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	3	0	0	4
Mvmt Flow	0	2	386	2	1	249

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	638	387	0	0	388	0
Stage 1	387	-	-	-	-	-
Stage 2	251	-	-	-	-	-
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	444	665	-	-	1182	-
Stage 1	691	-	-	-	-	-
Stage 2	795	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	444	665	-	-	1182	-
Mov Cap-2 Maneuver	444	-	-	-	-	-
Stage 1	691	-	-	-	-	-
Stage 2	794	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	665	1182	-
HCM Lane V/C Ratio	-	-	0.004	0.001	-
HCM Control Delay (s)	-	-	10.4	8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

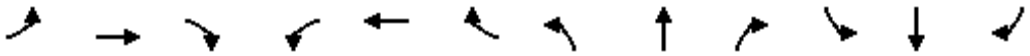
Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	23	8	14	28	15	16	276	3	18	176	15
Future Vol, veh/h	20	23	8	14	28	15	16	276	3	18	176	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	6	0	0	0	0	0	6	3	0	0	4	0
Mvmt Flow	25	28	10	17	35	19	20	341	4	22	217	19

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	681	656	227	673	663	343	236	0	0	345	0	0
Stage 1	271	271	-	383	383	-	-	-	-	-	-	-
Stage 2	410	385	-	290	280	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.5	6.2	7.1	6.5	6.2	4.16	-	-	4.1	-	-
Critical Hdwy Stg 1	6.16	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4	3.3	3.5	4	3.3	2.254	-	-	2.2	-	-
Pot Cap-1 Maneuver	359	388	817	372	384	704	1308	-	-	1225	-	-
Stage 1	726	689	-	644	616	-	-	-	-	-	-	-
Stage 2	611	614	-	722	683	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	315	372	817	336	369	704	1308	-	-	1225	-	-
Mov Cap-2 Maneuver	315	372	-	336	369	-	-	-	-	-	-	-
Stage 1	712	675	-	632	604	-	-	-	-	-	-	-
Stage 2	550	602	-	669	669	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.5	15.6	0.4	0.7
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1308	-	-	377	411	1225	-	-
HCM Lane V/C Ratio	0.015	-	-	0.167	0.171	0.018	-	-
HCM Control Delay (s)	7.8	0	-	16.5	15.6	8	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.6	0.6	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	197	30	36	145	33	29	236	56	61	277	32
Future Volume (veh/h)	24	197	30	36	145	33	29	236	56	61	277	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1870	1900	1900	1870	1900	1841	1856	1841	1900	1870	1900
Adj Flow Rate, veh/h	26	214	33	39	158	36	32	257	61	66	301	35
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, %	4	2	0	0	2	0	4	3	4	0	2	0
Cap, veh/h	137	422	61	165	369	76	144	587	130	191	603	64
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.43	0.43	0.43	0.43	0.43	0.43
Sat Flow, veh/h	83	1484	216	159	1297	266	72	1367	304	165	1404	150
Grp Volume(v), veh/h	273	0	0	233	0	0	350	0	0	402	0	0
Grp Sat Flow(s),veh/h/ln	1783	0	0	1722	0	0	1744	0	0	1718	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.4	0.0	0.0	3.7	0.0	0.0	4.8	0.0	0.0	5.6	0.0	0.0
Prop In Lane	0.10		0.12	0.17		0.15	0.09		0.17	0.16		0.09
Lane Grp Cap(c), veh/h	620	0	0	610	0	0	861	0	0	857	0	0
V/C Ratio(X)	0.44	0.00	0.00	0.38	0.00	0.00	0.41	0.00	0.00	0.47	0.00	0.00
Avail Cap(c_a), veh/h	1617	0	0	1554	0	0	2304	0	0	2265	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.5	0.0	0.0	10.3	0.0	0.0	7.1	0.0	0.0	7.3	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.6	0.0	0.0	0.7	0.0	0.0	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	1.4	0.0	0.0	1.2	0.0	0.0	1.3	0.0	0.0	1.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.2	0.0	0.0	10.8	0.0	0.0	7.7	0.0	0.0	8.1	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		273			233			350			402	
Approach Delay, s/veh		11.2			10.8			7.7			8.1	
Approach LOS		B			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		20.0		14.9		20.0		14.9				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		45.0		30.0		45.0		30.0				
Max Q Clear Time (g_c+I1), s		6.8		6.4		7.6		5.7				
Green Ext Time (p_c), s		5.0		3.1		5.9		2.7				

Intersection Summary												
HCM 6th Ctrl Delay			9.2									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	3	332	38	3	360
Future Vol, veh/h	10	3	332	38	3	360
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	3	3	0	1
Mvmt Flow	11	3	369	42	3	400

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	796	390	0	0	411	0
Stage 1	390	-	-	-	-	-
Stage 2	406	-	-	-	-	-
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	359	663	-	-	1159	-
Stage 1	689	-	-	-	-	-
Stage 2	677	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	358	663	-	-	1159	-
Mov Cap-2 Maneuver	358	-	-	-	-	-
Stage 1	689	-	-	-	-	-
Stage 2	675	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.3	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	401	1159	-
HCM Lane V/C Ratio	-	-	0.036	0.003	-
HCM Control Delay (s)	-	-	14.3	8.1	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

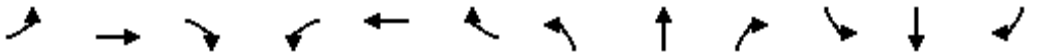
Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	42	44	15	10	15	30	8	301	21	32	287	41
Future Vol, veh/h	42	44	15	10	15	30	8	301	21	32	287	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	10	4	0	0	7	0	0	3	5	4	2	0
Mvmt Flow	46	48	16	11	16	33	9	331	23	35	315	45

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	793	780	338	801	791	343	360	0	0	354	0	0
Stage 1	408	408	-	361	361	-	-	-	-	-	-	-
Stage 2	385	372	-	440	430	-	-	-	-	-	-	-
Critical Hdwy	7.2	6.54	6.2	7.1	6.57	6.2	4.1	-	-	4.14	-	-
Critical Hdwy Stg 1	6.2	5.54	-	6.1	5.57	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	5.54	-	6.1	5.57	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.036	3.3	3.5	4.063	3.3	2.2	-	-	2.236	-	-
Pot Cap-1 Maneuver	297	324	709	305	316	704	1210	-	-	1194	-	-
Stage 1	605	593	-	662	617	-	-	-	-	-	-	-
Stage 2	622	615	-	600	575	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	262	309	709	253	301	704	1210	-	-	1194	-	-
Mov Cap-2 Maneuver	262	309	-	253	301	-	-	-	-	-	-	-
Stage 1	600	571	-	656	611	-	-	-	-	-	-	-
Stage 2	572	609	-	517	554	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	22.8	15.1	0.2	0.7
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1210	-	-	312	417	1194	-	-
HCM Lane V/C Ratio	0.007	-	-	0.356	0.145	0.029	-	-
HCM Control Delay (s)	8	0	-	22.8	15.1	8.1	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.6	0.5	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	80	31	42	169	67	56	252	30	29	212	33
Future Volume (veh/h)	15	80	31	42	169	67	56	252	30	29	212	33
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	1856	1900	1900	1885	1870	1900	1885	1900	1900	1885	1900
Adj Flow Rate, veh/h	17	91	35	48	192	76	64	286	34	33	241	38
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	7	3	0	0	1	2	0	1	0	0	1	0
Cap, veh/h	138	370	128	162	354	127	188	591	64	147	616	90
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.42	0.42	0.42	0.42	0.42	0.42
Sat Flow, veh/h	84	1217	422	154	1164	418	169	1416	154	87	1476	217
Grp Volume(v), veh/h	143	0	0	316	0	0	384	0	0	312	0	0
Grp Sat Flow(s),veh/h/ln	1722	0	0	1736	0	0	1739	0	0	1780	0	0
Q Serve(g_s), s	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.2	0.0	0.0	5.4	0.0	0.0	5.5	0.0	0.0	4.3	0.0	0.0
Prop In Lane	0.12		0.24	0.15		0.24	0.17		0.09	0.11		0.12
Lane Grp Cap(c), veh/h	636	0	0	644	0	0	843	0	0	854	0	0
V/C Ratio(X)	0.22	0.00	0.00	0.49	0.00	0.00	0.46	0.00	0.00	0.37	0.00	0.00
Avail Cap(c_a), veh/h	1511	0	0	1540	0	0	2232	0	0	2281	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.5	0.0	0.0	10.5	0.0	0.0	7.7	0.0	0.0	7.3	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.8	0.0	0.0	0.8	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	1.7	0.0	0.0	1.6	0.0	0.0	1.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.7	0.0	0.0	11.4	0.0	0.0	8.5	0.0	0.0	7.9	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		143			316			384			312	
Approach Delay, s/veh		9.7			11.4			8.5			7.9	
Approach LOS		A			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		20.0		15.9		20.0		15.9				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		45.0		30.0		45.0		30.0				
Max Q Clear Time (g_c+I1), s		7.5		4.2		6.3		7.4				
Green Ext Time (p_c), s		5.6		1.5		4.4		3.7				

Intersection Summary												
HCM 6th Ctrl Delay			9.3									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	4.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	81	122	236	10	12	285
Future Vol, veh/h	81	122	236	10	12	285
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	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	1
Mvmt Flow	95	144	278	12	14	335

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	647	284	0	0	290	0
Stage 1	284	-	-	-	-	-
Stage 2	363	-	-	-	-	-
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	439	760	-	-	1283	-
Stage 1	769	-	-	-	-	-
Stage 2	708	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	433	760	-	-	1283	-
Mov Cap-2 Maneuver	433	-	-	-	-	-
Stage 1	769	-	-	-	-	-
Stage 2	699	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.4	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	584	1283	-
HCM Lane V/C Ratio	-	-	0.409	0.011	-
HCM Control Delay (s)	-	-	15.4	7.8	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	2	0	-

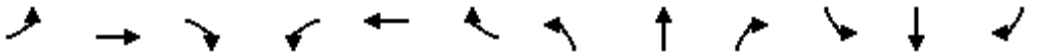
Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	30	17	9	4	14	15	3	211	3	25	291	38
Future Vol, veh/h	30	17	9	4	14	15	3	211	3	25	291	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	6	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	33	18	10	4	15	16	3	229	3	27	316	41

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	643	629	337	642	648	231	357	0	0	232	0	0
Stage 1	391	391	-	237	237	-	-	-	-	-	-	-
Stage 2	252	238	-	405	411	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.56	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.56	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.56	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.054	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	389	394	710	390	392	813	1213	-	-	1348	-	-
Stage 1	637	600	-	771	713	-	-	-	-	-	-	-
Stage 2	757	701	-	626	598	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	362	383	710	363	381	813	1213	-	-	1348	-	-
Mov Cap-2 Maneuver	362	383	-	363	381	-	-	-	-	-	-	-
Stage 1	635	585	-	769	711	-	-	-	-	-	-	-
Stage 2	724	699	-	583	583	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.6	12.8	0.1	0.5
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1213	-	-	400	498	1348	-	-
HCM Lane V/C Ratio	0.003	-	-	0.152	0.072	0.02	-	-
HCM Control Delay (s)	8	0	-	15.6	12.8	7.7	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.2	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	99	46	36	177	22	68	236	57	16	113	15
Future Volume (veh/h)	16	99	46	36	177	22	68	236	57	16	113	15
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	1811	1796	1856	1811	1811	1900	1900	1841	1870	1900	1856	1796
Adj Flow Rate, veh/h	18	111	52	40	199	25	76	265	64	18	127	17
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	6	7	3	6	6	0	0	4	2	0	3	7
Cap, veh/h	134	315	135	160	396	46	207	528	115	145	649	80
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.43	0.43	0.43	0.43	0.43	0.43
Sat Flow, veh/h	73	1114	478	145	1399	161	197	1228	267	71	1510	185
Grp Volume(v), veh/h	181	0	0	264	0	0	405	0	0	162	0	0
Grp Sat Flow(s),veh/h/ln	1665	0	0	1705	0	0	1693	0	0	1766	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.2	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.0	0.0	0.0	4.4	0.0	0.0	5.9	0.0	0.0	1.9	0.0	0.0
Prop In Lane	0.10		0.29	0.15		0.09	0.19		0.16	0.11		0.10
Lane Grp Cap(c), veh/h	585	0	0	601	0	0	851	0	0	875	0	0
V/C Ratio(X)	0.31	0.00	0.00	0.44	0.00	0.00	0.48	0.00	0.00	0.19	0.00	0.00
Avail Cap(c_a), veh/h	1517	0	0	1555	0	0	2261	0	0	2318	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.0	0.0	0.0	10.5	0.0	0.0	7.3	0.0	0.0	6.2	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.7	0.0	0.0	0.9	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	1.4	0.0	0.0	1.6	0.0	0.0	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.4	0.0	0.0	11.2	0.0	0.0	8.2	0.0	0.0	6.4	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		181			264			405			162	
Approach Delay, s/veh		10.4			11.2			8.2			6.4	
Approach LOS		B			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		20.0		14.9		20.0		14.9				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		45.0		30.0		45.0		30.0				
Max Q Clear Time (g_c+I1), s		7.9		5.0		3.9		6.4				
Green Ext Time (p_c), s		5.9		2.0		2.1		3.0				

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

Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	43	37	320	15	12	207
Future Vol, veh/h	43	37	320	15	12	207
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	3	0	0	4
Mvmt Flow	52	45	386	18	14	249

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	672	395	0	0	404	0
Stage 1	395	-	-	-	-	-
Stage 2	277	-	-	-	-	-
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	424	659	-	-	1166	-
Stage 1	685	-	-	-	-	-
Stage 2	774	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	418	659	-	-	1166	-
Mov Cap-2 Maneuver	418	-	-	-	-	-
Stage 1	685	-	-	-	-	-
Stage 2	763	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.8	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	503	1166	-
HCM Lane V/C Ratio	-	-	0.192	0.012	-
HCM Control Delay (s)	-	-	13.8	8.1	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.7	0	-

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	26	23	8	14	28	20	16	278	3	34	184	34
Future Vol, veh/h	26	23	8	14	28	20	16	278	3	34	184	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	6	0	0	0	0	0	6	3	0	0	4	0
Mvmt Flow	32	28	10	17	35	25	20	343	4	42	227	42

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	747	719	248	736	738	345	269	0	0	347	0	0
Stage 1	332	332	-	385	385	-	-	-	-	-	-	-
Stage 2	415	387	-	351	353	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.5	6.2	7.1	6.5	6.2	4.16	-	-	4.1	-	-
Critical Hdwy Stg 1	6.16	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4	3.3	3.5	4	3.3	2.254	-	-	2.2	-	-
Pot Cap-1 Maneuver	324	357	796	337	348	702	1272	-	-	1223	-	-
Stage 1	673	648	-	642	614	-	-	-	-	-	-	-
Stage 2	607	613	-	670	634	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	274	336	796	298	327	702	1272	-	-	1223	-	-
Mov Cap-2 Maneuver	274	336	-	298	327	-	-	-	-	-	-	-
Stage 1	660	621	-	630	602	-	-	-	-	-	-	-
Stage 2	542	601	-	606	608	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.9	16.7	0.4	1.1
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1272	-	-	329	385	1223	-	-
HCM Lane V/C Ratio	0.016	-	-	0.214	0.199	0.034	-	-
HCM Control Delay (s)	7.9	0	-	18.9	16.7	8	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.8	0.7	0.1	-	-

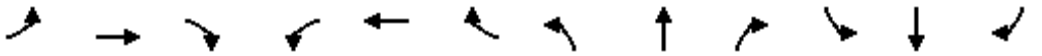
Intersection	
Int Delay, s/veh	7.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	3	12	1	2	1	39	0	2	2	0	39
Future Vol, veh/h	12	3	12	1	2	1	39	0	2	2	0	39
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	14	4	14	1	2	1	47	0	2	2	0	47

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	3	0	0	18	0	0	67	44	11	45	51	3
Stage 1	-	-	-	-	-	-	39	39	-	5	5	-
Stage 2	-	-	-	-	-	-	28	5	-	40	46	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1632	-	-	1612	-	-	931	852	1076	962	844	1087
Stage 1	-	-	-	-	-	-	981	866	-	1022	896	-
Stage 2	-	-	-	-	-	-	994	896	-	980	861	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1632	-	-	1612	-	-	884	843	1076	952	836	1087
Mov Cap-2 Maneuver	-	-	-	-	-	-	884	843	-	952	836	-
Stage 1	-	-	-	-	-	-	972	858	-	1013	895	-
Stage 2	-	-	-	-	-	-	950	895	-	969	853	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.2	1.8	9.3	8.5
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	892	1632	-	-	1612	-	-	1080
HCM Lane V/C Ratio	0.055	0.009	-	-	0.001	-	-	0.046
HCM Control Delay (s)	9.3	7.2	0	-	7.2	0	-	8.5
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	197	45	48	145	33	38	241	63	61	285	32
Future Volume (veh/h)	24	197	45	48	145	33	38	241	63	61	285	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1870	1900	1900	1870	1900	1841	1856	1841	1900	1870	1900
Adj Flow Rate, veh/h	26	214	49	52	158	36	41	262	68	66	310	35
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, %	4	2	0	0	2	0	4	3	4	0	2	0
Cap, veh/h	134	398	86	187	355	71	155	562	135	188	604	63
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.43	0.43	0.43	0.43	0.43	0.43
Sat Flow, veh/h	78	1392	300	218	1240	250	94	1313	316	161	1411	146
Grp Volume(v), veh/h	289	0	0	246	0	0	371	0	0	411	0	0
Grp Sat Flow(s),veh/h/ln	1771	0	0	1707	0	0	1723	0	0	1718	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.7	0.0	0.0	3.9	0.0	0.0	5.2	0.0	0.0	5.8	0.0	0.0
Prop In Lane	0.09		0.17	0.21		0.15	0.11		0.18	0.16		0.09
Lane Grp Cap(c), veh/h	619	0	0	613	0	0	852	0	0	855	0	0
V/C Ratio(X)	0.47	0.00	0.00	0.40	0.00	0.00	0.44	0.00	0.00	0.48	0.00	0.00
Avail Cap(c_a), veh/h	1604	0	0	1525	0	0	2269	0	0	2260	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.6	0.0	0.0	10.3	0.0	0.0	7.2	0.0	0.0	7.4	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.6	0.0	0.0	0.8	0.0	0.0	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	1.5	0.0	0.0	1.3	0.0	0.0	1.4	0.0	0.0	1.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.4	0.0	0.0	10.9	0.0	0.0	8.0	0.0	0.0	8.3	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		289			246			371			411	
Approach Delay, s/veh		11.4			10.9			8.0			8.3	
Approach LOS		B			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		20.0		15.0		20.0		15.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		45.0		30.0		45.0		30.0				
Max Q Clear Time (g_c+I1), s		7.2		6.7		7.8		5.9				
Green Ext Time (p_c), s		5.4		3.3		6.1		2.8				

Intersection Summary												
HCM 6th Ctrl Delay			9.4									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	37	24	332	82	38	360
Future Vol, veh/h	37	24	332	82	38	360
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	3	3	0	1
Mvmt Flow	41	27	369	91	42	400

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	899	415	0	0	460	0
Stage 1	415	-	-	-	-	-
Stage 2	484	-	-	-	-	-
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	312	642	-	-	1112	-
Stage 1	671	-	-	-	-	-
Stage 2	624	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	297	642	-	-	1112	-
Mov Cap-2 Maneuver	297	-	-	-	-	-
Stage 1	671	-	-	-	-	-
Stage 2	593	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.6	0	0.8
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	377	1112	-
HCM Lane V/C Ratio	-	-	0.18	0.038	-
HCM Control Delay (s)	-	-	16.6	8.4	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0.1	-

Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	61	44	15	10	15	46	8	309	21	42	292	53
Future Vol, veh/h	61	44	15	10	15	46	8	309	21	42	292	53
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	10	4	0	0	7	0	0	3	5	4	2	0
Mvmt Flow	67	48	16	11	16	51	9	340	23	46	321	58

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	845	823	350	844	841	352	379	0	0	363	0	0
Stage 1	442	442	-	370	370	-	-	-	-	-	-	-
Stage 2	403	381	-	474	471	-	-	-	-	-	-	-
Critical Hdwy	7.2	6.54	6.2	7.1	6.57	6.2	4.1	-	-	4.14	-	-
Critical Hdwy Stg 1	6.2	5.54	-	6.1	5.57	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	5.54	-	6.1	5.57	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.036	3.3	3.5	4.063	3.3	2.2	-	-	2.236	-	-
Pot Cap-1 Maneuver	274	306	698	285	296	696	1191	-	-	1185	-	-
Stage 1	579	573	-	654	611	-	-	-	-	-	-	-
Stage 2	608	610	-	575	551	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	232	288	698	232	279	696	1191	-	-	1185	-	-
Mov Cap-2 Maneuver	232	288	-	232	279	-	-	-	-	-	-	-
Stage 1	574	544	-	648	606	-	-	-	-	-	-	-
Stage 2	544	605	-	486	523	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	29.8	15	0.2	0.9
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1191	-	-	274	436	1185	-	-
HCM Lane V/C Ratio	0.007	-	-	0.481	0.179	0.039	-	-
HCM Control Delay (s)	8	0	-	29.8	15	8.2	0	-
HCM Lane LOS	A	A	-	D	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	2.4	0.6	0.1	-	-

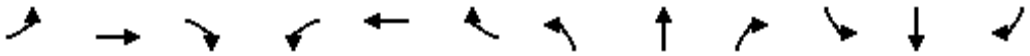
Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	39	41	39	3	13	3	24	0	1	2	0	24
Future Vol, veh/h	39	41	39	3	13	3	24	0	1	2	0	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	3	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	43	46	43	3	14	3	27	0	1	2	0	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	17	0	0	89	0	0	189	177	68	176	197	16
Stage 1	-	-	-	-	-	-	154	154	-	22	22	-
Stage 2	-	-	-	-	-	-	35	23	-	154	175	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1613	-	-	1519	-	-	776	720	1001	791	702	1069
Stage 1	-	-	-	-	-	-	853	774	-	1002	881	-
Stage 2	-	-	-	-	-	-	986	880	-	853	758	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1613	-	-	1519	-	-	740	698	1001	772	681	1069
Mov Cap-2 Maneuver	-	-	-	-	-	-	740	698	-	772	681	-
Stage 1	-	-	-	-	-	-	829	752	-	974	879	-
Stage 2	-	-	-	-	-	-	959	878	-	828	737	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.4	1.2	10	8.6
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	748	1613	-	-	1519	-	-	1038
HCM Lane V/C Ratio	0.037	0.027	-	-	0.002	-	-	0.028
HCM Control Delay (s)	10	7.3	0	-	7.4	0	-	8.6
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	80	43	51	169	67	67	258	39	29	218	33
Future Volume (veh/h)	15	80	43	51	169	67	67	258	39	29	218	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1856	1900	1900	1885	1900	1900	1900	1900	1900	1885	1900
Adj Flow Rate, veh/h	17	91	49	58	192	76	76	293	44	33	248	38
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	3	0	0	1	0	0	0	0	0	1	0
Cap, veh/h	133	343	166	175	353	125	199	555	76	145	611	87
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	75	1100	533	188	1130	401	198	1345	184	85	1482	212
Grp Volume(v), veh/h	157	0	0	326	0	0	413	0	0	319	0	0
Grp Sat Flow(s),veh/h/ln	1708	0	0	1719	0	0	1726	0	0	1779	0	0
Q Serve(g_s), s	0.0	0.0	0.0	1.5	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.5	0.0	0.0	5.6	0.0	0.0	6.2	0.0	0.0	4.5	0.0	0.0
Prop In Lane	0.11		0.31	0.18		0.23	0.18		0.11	0.10		0.12
Lane Grp Cap(c), veh/h	643	0	0	654	0	0	830	0	0	843	0	0
V/C Ratio(X)	0.24	0.00	0.00	0.50	0.00	0.00	0.50	0.00	0.00	0.38	0.00	0.00
Avail Cap(c_a), veh/h	1485	0	0	1509	0	0	2193	0	0	2253	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.4	0.0	0.0	10.5	0.0	0.0	8.1	0.0	0.0	7.6	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.8	0.0	0.0	1.0	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	1.8	0.0	0.0	1.8	0.0	0.0	1.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.7	0.0	0.0	11.3	0.0	0.0	9.1	0.0	0.0	8.2	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		157			326			413			319	
Approach Delay, s/veh		9.7			11.3			9.1			8.2	
Approach LOS		A			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		20.0		16.4		20.0		16.4				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		45.0		30.0		45.0		30.0				
Max Q Clear Time (g_c+I1), s		8.2		4.5		6.5		7.6				
Green Ext Time (p_c), s		6.1		1.7		4.5		3.8				

Intersection Summary												
HCM 6th Ctrl Delay			9.5									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	6.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	113	148	236	43	39	285
Future Vol, veh/h	113	148	236	43	39	285
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	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	1
Mvmt Flow	133	174	278	51	46	335

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	731	304	0	0	329	0
Stage 1	304	-	-	-	-	-
Stage 2	427	-	-	-	-	-
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	392	740	-	-	1242	-
Stage 1	753	-	-	-	-	-
Stage 2	662	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	374	740	-	-	1242	-
Mov Cap-2 Maneuver	374	-	-	-	-	-
Stage 1	753	-	-	-	-	-
Stage 2	632	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.4	0	1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	520	1242	-
HCM Lane V/C Ratio	-	-	0.59	0.037	-
HCM Control Delay (s)	-	-	21.4	8	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	3.8	0.1	-

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	45	17	9	4	14	27	3	217	3	37	297	52
Future Vol, veh/h	45	17	9	4	14	27	3	217	3	37	297	52
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	6	11	0	0	0	0	1	0	0	1	0
Mvmt Flow	49	18	10	4	15	29	3	236	3	40	323	57

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	698	677	352	690	704	238	380	0	0	239	0	0
Stage 1	432	432	-	244	244	-	-	-	-	-	-	-
Stage 2	266	245	-	446	460	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.56	6.31	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.56	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.56	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.054	3.399	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	358	370	672	362	364	806	1190	-	-	1340	-	-
Stage 1	606	575	-	764	708	-	-	-	-	-	-	-
Stage 2	744	696	-	595	569	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	323	355	672	332	349	806	1190	-	-	1340	-	-
Mov Cap-2 Maneuver	323	355	-	332	349	-	-	-	-	-	-	-
Stage 1	604	553	-	762	706	-	-	-	-	-	-	-
Stage 2	699	694	-	545	547	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18	12.6	0.1	0.7
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1190	-	-	354	525	1340	-	-
HCM Lane V/C Ratio	0.003	-	-	0.218	0.093	0.03	-	-
HCM Control Delay (s)	8	0	-	18	12.6	7.8	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.8	0.3	0.1	-	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	30	22	30	2	202	2	29	0	1	2	0	29
Future Vol, veh/h	30	22	30	2	202	2	29	0	1	2	0	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	35	26	35	2	238	2	34	0	1	2	0	34

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	240	0	0	61	0	0	374	358	44	357	374	239
Stage 1	-	-	-	-	-	-	114	114	-	243	243	-
Stage 2	-	-	-	-	-	-	260	244	-	114	131	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1339	-	-	1555	-	-	587	572	1032	602	560	805
Stage 1	-	-	-	-	-	-	896	805	-	765	708	-
Stage 2	-	-	-	-	-	-	749	708	-	896	792	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1339	-	-	1555	-	-	550	556	1032	589	544	805
Mov Cap-2 Maneuver	-	-	-	-	-	-	550	556	-	589	544	-
Stage 1	-	-	-	-	-	-	872	783	-	744	707	-
Stage 2	-	-	-	-	-	-	717	707	-	871	771	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.8	0.1	11.9	9.8
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	559	1339	-	-	1555	-	-	786
HCM Lane V/C Ratio	0.063	0.026	-	-	0.002	-	-	0.046
HCM Control Delay (s)	11.9	7.8	0	-	7.3	0	-	9.8
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.1