

# Traffic Impact Study


August 1, 2023

Congregation Habones Girls School – Prospect Road  
Village of South Blooming Grove, Orange County, New York

Prepared for:

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Project No. 23009924A

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## I. Introduction

### A. Project Description and Location

*(Figure No. 1)*

This report has been prepared to evaluate the potential traffic impacts associated with the proposed Congregation Habones Girls School ("the Project"), which is planned to be developed on the property located along the east side of Prospect Road (277-270 Prospect Road) south of Emily Lane and north of Peddler Hill Road in the Village of South Blooming Grove, Orange County, New York. The school is proposed to consist of approximately 400-450 students grades K-12 and approximately 30 staff. The school will operate between the hours of 8:30 AM and 3:45 PM Monday – Thursday and from 8:30 AM – 12:00 PM on Fridays. Students will be bussed in utilizing 4 buses with the higher grades arriving around 8:30 AM and the lower grades arriving around 9:45 AM. School bus departure for the lower grades will be around 2:30 PM while the higher grades will depart between 3:45 PM – 4:00 PM. As shown on Figure No. 1, access to the school is proposed via two driveway access connections from Prospect Road.

A Design Year of 2026 has been utilized in completing the traffic analysis in order to evaluate future traffic conditions associated with this proposed development.

### B. Scope of Study

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

All available traffic count data for the study area intersections were obtained from previous reports prepared by our office. These data were supplemented with new traffic counts collected by representatives of Colliers Engineering & Design CT, P.C. These data were also compared to count data obtained from the New York State Department of Transportation (NYSDOT). Together these data were utilized to establish the Year 2023 Existing Traffic Volumes representing existing traffic conditions in the vicinity of the site.

The Year 2023 Existing Traffic Volumes were then projected to the 2026 Design Year to take into account background traffic growth. In addition, traffic for other specific potential or approved developments in the area were estimated and then added to the Projected Traffic Volumes to obtain the Year 2026 No-Build Traffic Volumes.

Estimates were then made of the potential traffic that the proposed development would generate during each of the peak hours (see Section III-C for further discussion). The resulting site generated traffic volumes were then added to the roadway system and combined with the Year 2026 No-Build Traffic Volumes resulting in the Year 2026 Build Traffic Volumes.

The Existing, No-Build and Build Traffic Volumes were then compared to roadway capacities based on the procedures from the Highway Capacity Manual to determine existing and future

Levels of Service and operating conditions. Recommendations for improvements were made where necessary to serve the existing and/or future traffic volumes.

## II. Existing Roadway and Traffic Descriptions

### A. Description of Existing Roadways

As shown on Figure No. 1, the proposed residential development will be accessed from Prospect Road via two driveway connections. The following is a brief description of the roadways located within the study area. In addition, Section III-F provides a further description of the existing geometrics, traffic control and a summary of the existing and future Levels of Service and any recommended improvements for each of the study area intersections. Appendix "D" contains copies of the capacity analyses which indicate the existing geometrics (including lane widths) and other characteristics for each of the individual intersections studied.

#### 1. Prospect Road

Prospect Road is a two-lane local roadway that travels in a north/south direction. It begins at its intersection with Craigville Road (Route 51) continuing east intersecting with Peddler Hill Road at a "T" type intersection. It continues north where it terminates at its intersection with Round Hill Road. Prospect Road has no striping, shoulders, sidewalks, or on-street parking present and serves primarily residential areas. The posted speed limit in this area is 30 MPH. Based on speed data collected along the section of roadway near the site, the observed 85<sup>th</sup> percentile speeds are approximately 40 MPH.

#### 2. Round Hill Road

Round Hill Road is a local two-lane roadway that travels in generally an east/west direction. Round Hill Road begins at its intersection with NYS Route 94 and traverses east where it terminates at its intersection with Clove Road (Route 27). Round Hill Road has a double yellow centerline and white edge (fog) line with no shoulders. Sidewalks and on-street parking are not available, and the roadway serves primarily residential areas. Round Hill Road has a posted speed limit of 30 MPH.

#### 3. Peddler Hill Road

Peddler Hill Road is a local two-lane roadway that traverses in a generally northwest/southeast direction. The roadway begins at its "stop" sign-controlled intersection with Prospect Road and travels southeast where it terminates at its intersection with NYS Route 208. Peddler Hill Road has no striping, shoulders, sidewalks, or on-street parking and primarily serves residential areas. The roadway has a posted speed limit of 30 MPH.

#### 4. NYS Route 208

NYS Route 208 is a two-lane State roadway that travels in a generally northeast/southwest direction. NYS Route 208 had a double yellow centerline, white edge (fog) line, and paved shoulders of varying widths. Sidewalks and on-street parking are not provided in the area of the site and the roadway serves residential and commercial uses. NYS Route 208 has a posted speed limit of 45 MPH in this area.

## B. 2023 Existing Traffic Volumes

*(Figures No. 2 and 3)*

Traffic volume data recently collected from previous traffic studies conducted by our office during January and February 2023 along with traffic volume data available from the New York State Department of Transportation (NYSDOT) for the NYS Route 208 corridor was utilized to establish existing traffic conditions. Based on this information, the Year 2023 Existing Traffic Volumes were established for the Weekday Peak AM and Weekday Peak PM Hours at the following study area intersections.

- Prospect Road and Round Hill Road
- Prospect Road and Peddler Hill Road
- NYS Route 208 and Peddler Hill Road
- NYS Route 208 and Round Hill Road

In addition to the turning movement counts, Automatic Traffic Recorders (ATR's) were installed on Prospect Road for the period of July 19, 2023 through July 25, 2023 to identify existing vehicle travel speeds as well as daily variations in traffic volumes.

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

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

The resulting Year 2023 Existing Traffic Volumes are shown on Figures No. 2 and 3 for the Weekday Peak AM Hour and Weekday Peak PM Hour, respectively. Note that the Weekday Peak AM Hour generally coincides with the expected school peak hour. The PM Peak Hour is expected to occur after the school/PM Peak Hour, but these traffic volumes were used in the evaluation to represent a conservative analysis.

## C. Accident Data

*(Table A, Appendix E)*

Accident information was obtained from NYSDOT for the latest 5-year period. The information is summarized in tabular form and contained in Appendix "E".

### III. Evaluation of Future Traffic Conditions

#### A. 2026 No-Build Traffic Volumes

*(Figure No. 4 through 9)*

The Year 2023 Existing Traffic Volumes were increased by a growth factor of 2% per year to account for general background growth resulting in the Year 2026 Projected Traffic Volumes which are shown on Figures No. 4 and 5 for each of the Peak Hours. In addition, traffic from other specific potential developments in the area including the potential Prospect Gardens Development, 201-203 Prospect Road Development, and the recently approved Clovewood, South Blooming Grove Commercial (NYS Route 208 and Museum Village Road) Development, Stonegate Development, and 577 Route 208 Development, were specifically identified and accounted for in the traffic projections. The resulting traffic volumes associated with these other developments were summarized and are shown on Figures No. 6 and 7 for each of the peak hours. These volumes were added to the 2026 Projected Traffic Volumes resulting in the Year 2026 No-Build Traffic Volumes which are shown on Figures No. 8 and 9 for the Weekday Peak AM and Weekday Peak PM Hours, respectively.

#### B. Site Generated Traffic Volumes

*(Table No. 1)*

Estimates of the amount of traffic to be generated by the proposed school during each of the peak hours were developed based on information published by the Institute of Transportation Engineers (ITE) as contained in the report entitled "Trip Generation", 11th Edition, 2021, based on Land Use Category – Private School, together with data collected at other religious based schools as well as the information provided by the school specific to the expected operations. Table No. 1 summarizes the trip generation rates and corresponding site generated traffic volumes for the Weekday Peak AM and Weekday Peak PM Hours. Traffic generation data collected for other existing projects in the Village of Kiryas Joel were also referenced for comparison.

As discussed in Section 1.A, the school is proposed for some 400-450 students (girls, K-12), Monday through Thursday 8:30 AM – 3:45 PM and Friday 8:30 AM – 12:00 PM. It is anticipated that the proposed school will be served by 4 school buses plus a transit van for staff occurring during the same time interval during arrival and departure time periods.

#### C. Arrival/Departure Distribution

*(Figures No. 10 and 11)*

It was necessary to establish arrival and departure distributions to assign the site generated traffic volumes to the surrounding roadway network. Based on a review of the Existing Traffic Volumes and the expected travel patterns on the surrounding roadway network, the distributions were identified. The anticipated arrival and departure distributions are shown on Figures No. 10 and 11, respectively.

## D. 2026 Build Conditions Traffic Volumes

*(Figures No. 12 through 15)*

The site generated traffic volumes were assigned to the roadway network based on the arrival and departure distributions referenced above. The resulting site generated traffic volumes for each of the study area intersections are shown on Figures No. 12 and 13 for each of the peak hours, respectively. The site generated traffic volumes were then added to the Year 2026 No-Build Traffic Volumes to obtain the Year 2026 Build Traffic Volumes. The resulting Year 2026 Build Traffic Volumes are shown on Figures No. 14 and 15 for the Weekday Peak AM and Weekday Peak PM Hours, respectively.

## E. Description of Analysis Procedures

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

### 1. Signalized Intersection Capacity Analysis

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

### 2. Unsignalized Intersection Capacity Analysis

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

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

## F. Results of Analysis

*(Table No. 2)*

Capacity analyses which take into consideration appropriate truck percentages, pedestrian activity, roadway grades and other factors were performed at the study area intersections



utilizing the procedures described above to determine the Levels of Service and average vehicle delays. Summarized below are a description of the existing geometrics, traffic control and a summary of the existing and future Levels of Service as well as any recommended improvements.

Table No. 2 summarizes the results of the capacity analysis for the 2023 Existing, 2026 No-Build and 2026 Build Conditions. Appendix "D" contains copies of the capacity analysis which also indicate the existing geometrics (including lane widths) and other characteristics for each of the individual intersections studied.

### **1. Prospect Road and Round Hill Road**

Prospect Road and Round Hill Road intersect at a "T" type intersection with Prospect Road being stop-sign controlled. All approaches consist of one lane.

Capacity analysis was conducted for this intersection utilizing the 2023 Existing Traffic Volumes. The analysis results indicate that the intersection is currently operating at a Level of Service "A" during the AM and PM Peak Hours.

The capacity analysis was recomputed using the 2026 No-Build and Build Traffic volumes. These results indicate that the intersection is expected to experience Levels of Service "A" during the AM Peak Hour and "B" during the PM Peak Hour under future conditions.

Regardless of the Project, this intersection should be upgraded by clearing of vegetation along the north side of Round Hill Road immediately to the west of the intersection. This will improve sight distances for vehicles exiting as well as for the left turn movement from Round Hill Road onto Prospect Road. In addition, the existing stop -sign on the Prospect Road northbound approach should be supplemented with a painted stop bar, a double yellow centerline, and a "Stop Sign Ahead" sign (W 3-1) in advance of the intersection. Also, on the Round Hill Road approaches, an "Intersection Ahead" sign should be installed (W 2-2). These signs should be installed on both the eastbound and westbound approaches.

### **2. Prospect Road and Peddler Hill Road**

Prospect Road and Peddler Hill Road intersect at a "T" type intersection with Peddler Hill Road being stop-sign controlled. All approaches consist of one lane.

Capacity analysis was conducted for this intersection utilizing the 2023 Existing Traffic Volumes. The analysis results indicate that the intersection is currently operating at a Level of Service "A" during the AM Peak Hour and "B" during the PM Peak Hour.

The capacity analysis was recomputed using the 2026 No-Build and Build Traffic volumes. These results indicate that the intersection is expected to experience Levels of Service "A" during the AM and PM Peak Hours under future conditions.

At this intersection, while acceptable Levels of Service are expected to occur, it is recommended that regardless of the Project that new pavement markings be installed.

These should include painted stop bar on the Peddler Hill Road approach and double-yellow centerline markings on all three approaches. In addition, to ensure adequate sight distances are maintained at the intersection, some clearing and pruning of vegetation should be completed within the right-of-way; especially for vehicles looking north and south along Prospect Road when they are stopped at Peddler Hill Road. These improvements should be coordinated with the Highway Superintendent.

### **3. NYS Route 208 and Peddler Hill Road**

The intersection of NYS Route 208 and Peddler Hill Road is a channelized intersection. NYS Route 208 and Peddler Hill Road intersect at an existing "Y" type intersection with Peddler Hill Road being stop-sign controlled. All approaches consist of one lane.

Capacity analysis was conducted for this intersection utilizing the 2023 Existing Traffic Volumes. The analysis results indicate that the left turn movements at this intersection are currently operating at a Level of Service "D" during the AM Peak Hour and "C" PM Peak Hour.

The capacity analysis was recomputed using the 2026 No-Build and Build Traffic volumes. These results indicate that this movement is expected to continue to experience Levels of Service "F" or better during the AM and PM Peak Hours under future conditions.

Due to the heavy through traffic along NYS Route 208, it is recommended that a separate left turn lane be developed on NYS Route 208 northbound. This should be coordinated with the Village and NYSDOT. A detailed survey will be required to identify existing right-of way(s) and any other constraints to construct such a lane.

### **4. Prospect Road and Proposed Site Access Connections**

Prospect Road and the Site Access connections are proposed to intersect at "T" type intersections with all approaches consisting of a single lane. There are two proposed access connections to the site from Prospect Road. This will provide emergency access as well as full access at both locations. Exiting approaches should be controlled by stop-signs. Based on the 85% speeds along the roadway (approximately 40 MPH) to ensure adequate sight distances, clearing and pruning of vegetation should be completed looking north and south of both access points within the existing right-of-way. In addition, at a minimum along this section of road, a double yellow centerline should be provided as well as a potential fog line. These improvements will have to be coordinated with the Village Highway Superintendent.

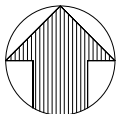
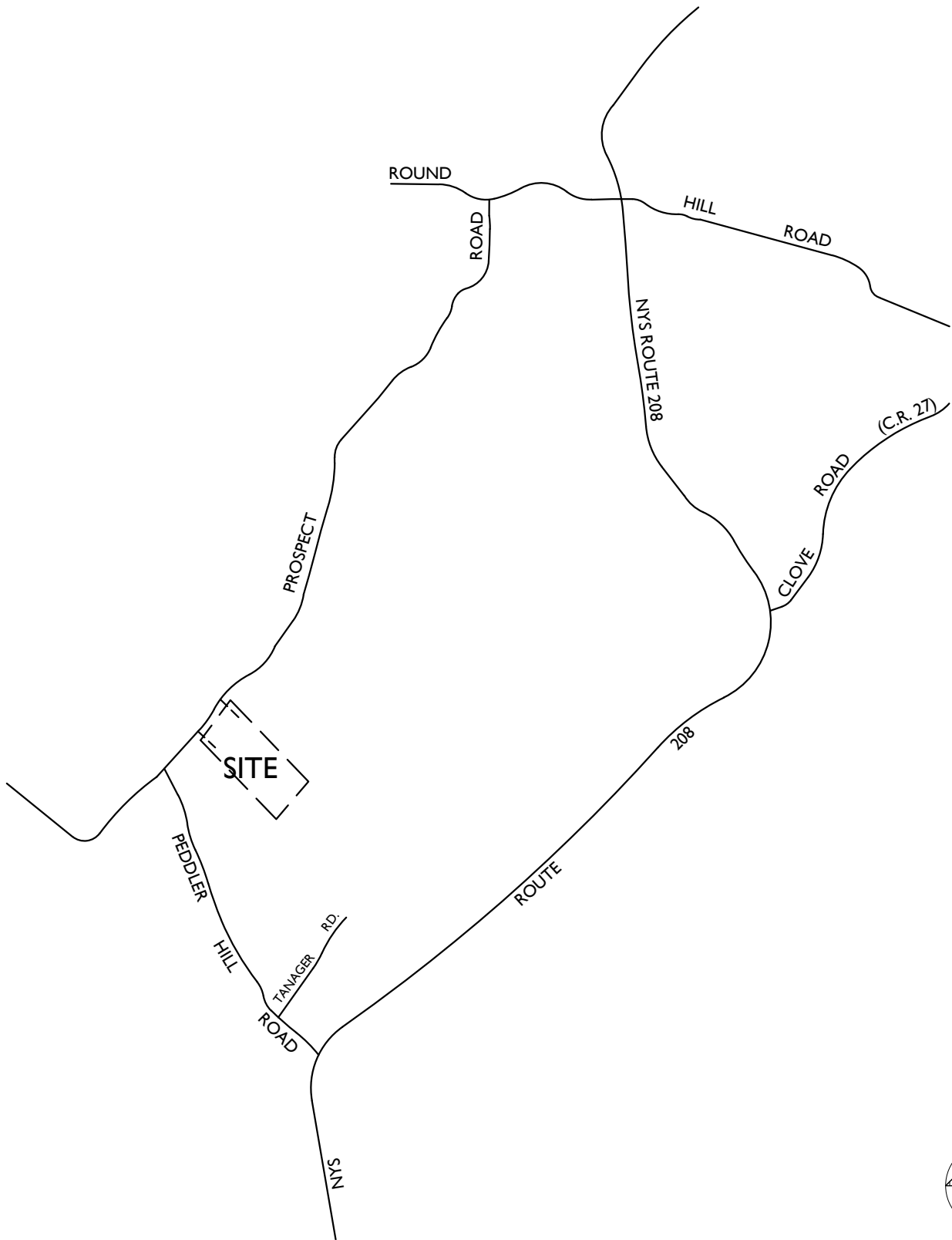
The capacity analysis was computed using the 2026 Build Traffic volumes. These results indicate that the intersection will experience Levels of Service "B" or better during the AM and PM Peak Hours under future conditions.

## IV. Summary and Conclusion

Based on the above analysis, similar Levels of Service and delays will be experienced at the area intersections under the future No-Build and future Build Conditions. Several signing, striping, and sight distance improvements have been identified for the intersections studied and these should be completed regardless of the proposed school. With these improvements, the proposed school traffic is not expected to cause any significant impact in overall traffic operations. Also, due to the current intersection geometry and lack of turning lanes on NYS Route 208, a northbound left turn lane should be constructed at the intersection of Peddler Hill Road and NYS Route 208. This should be pursued regardless of the proposed school and a fair share contribution should be provided to the Village to advance such an improvement.

# Traffic Impact Study

## Appendix A | Traffic Figures



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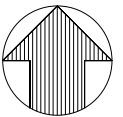
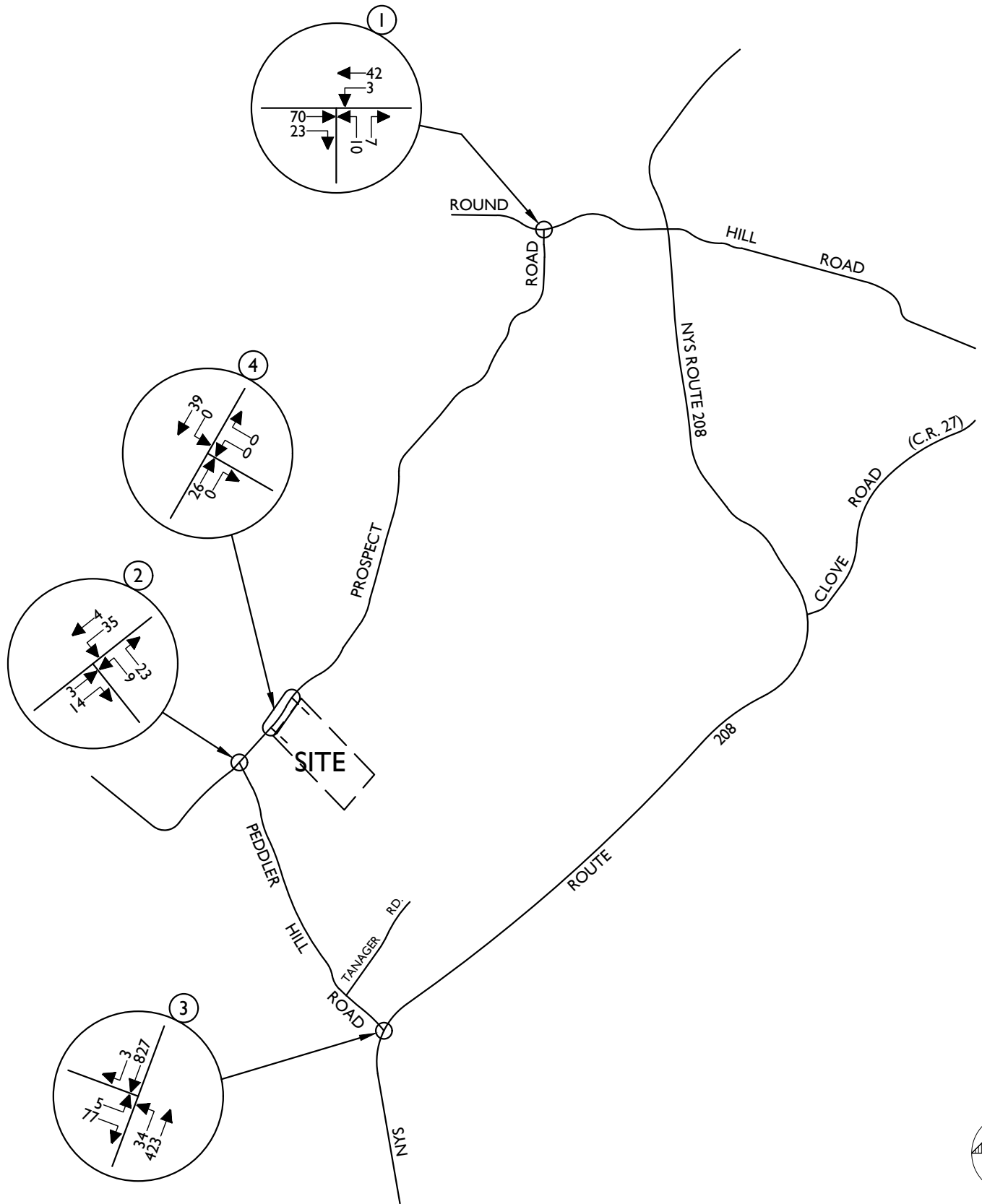
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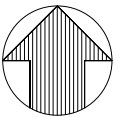
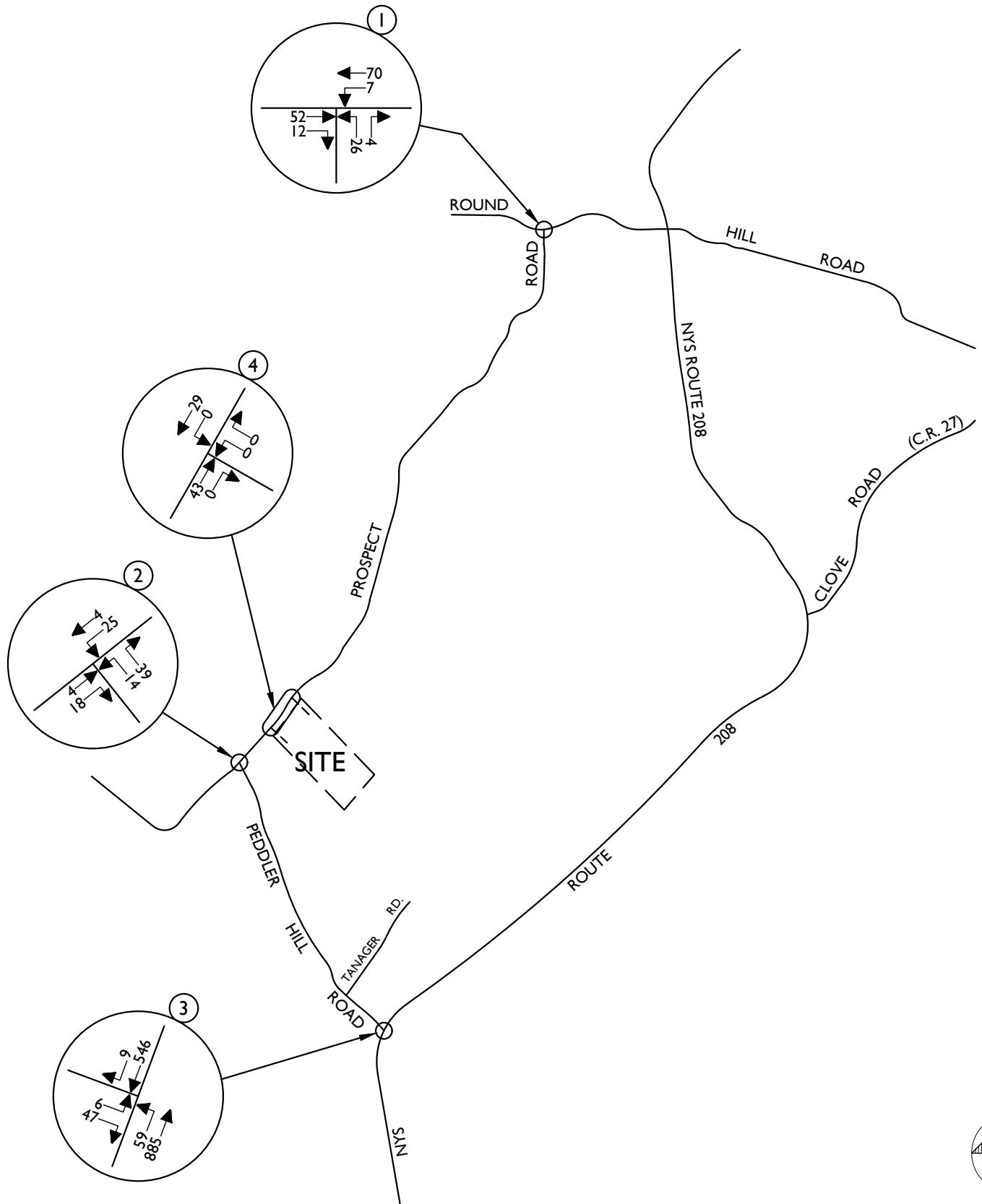
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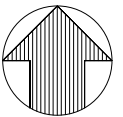
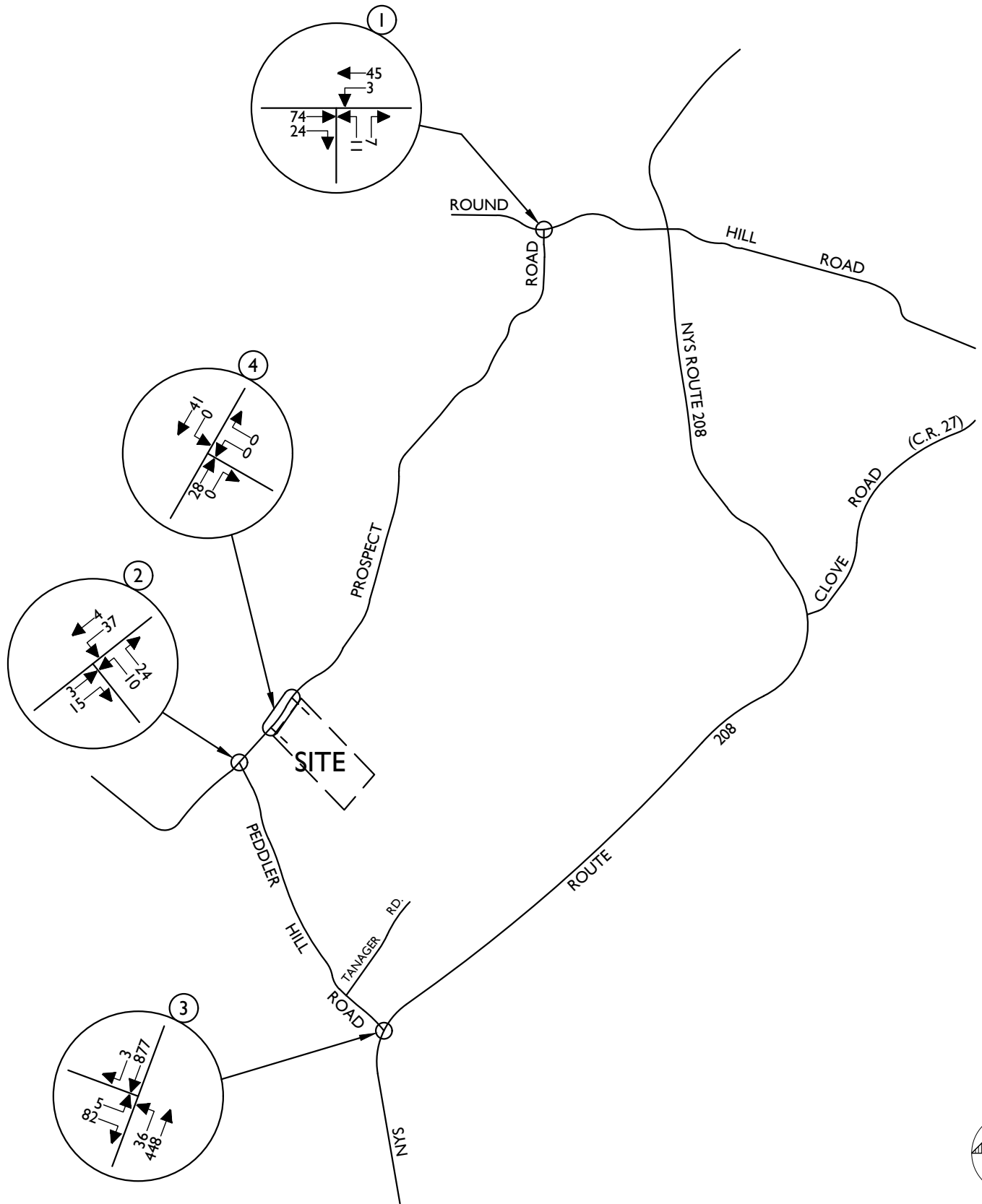
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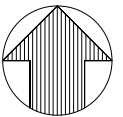
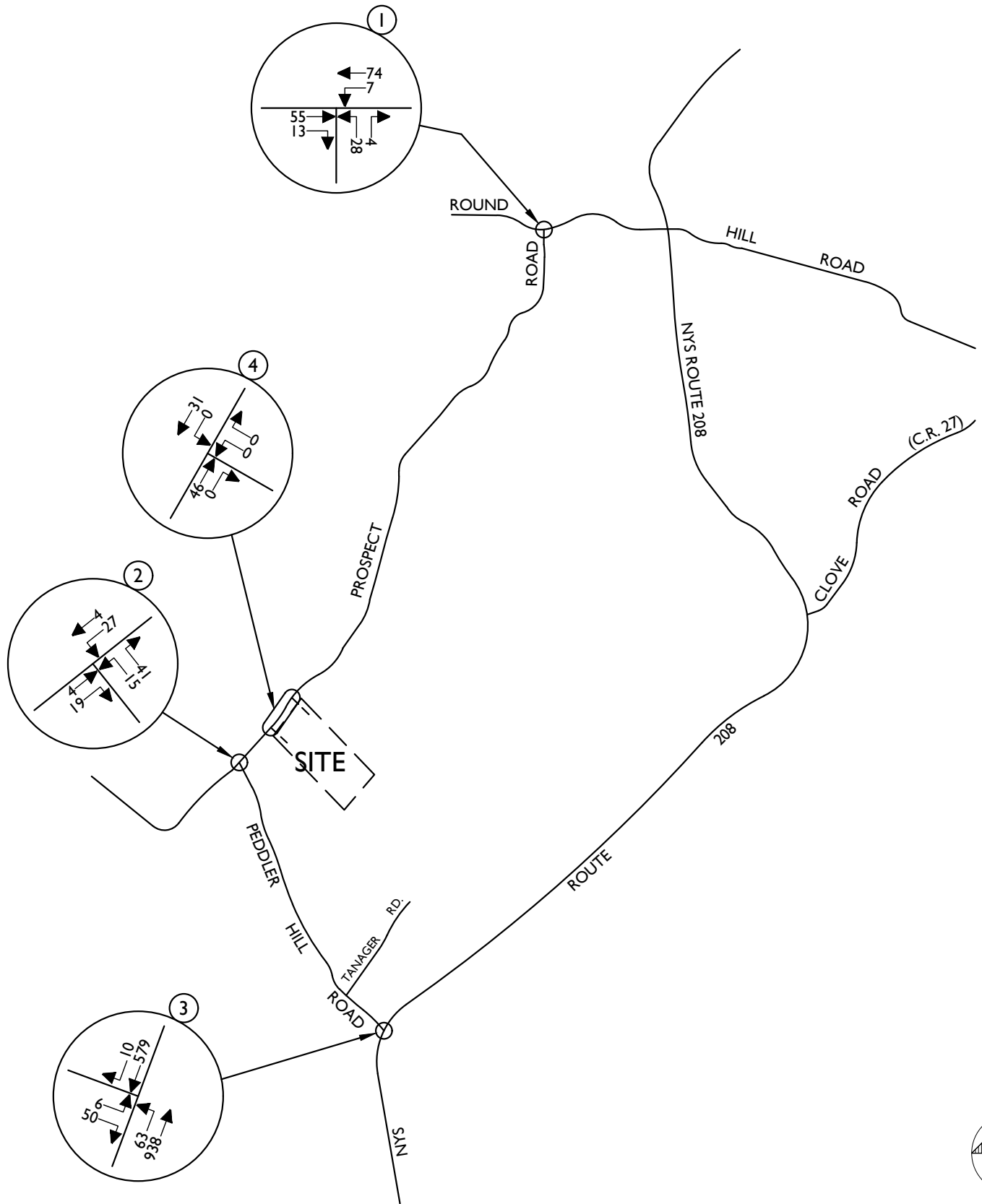
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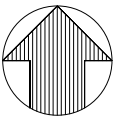
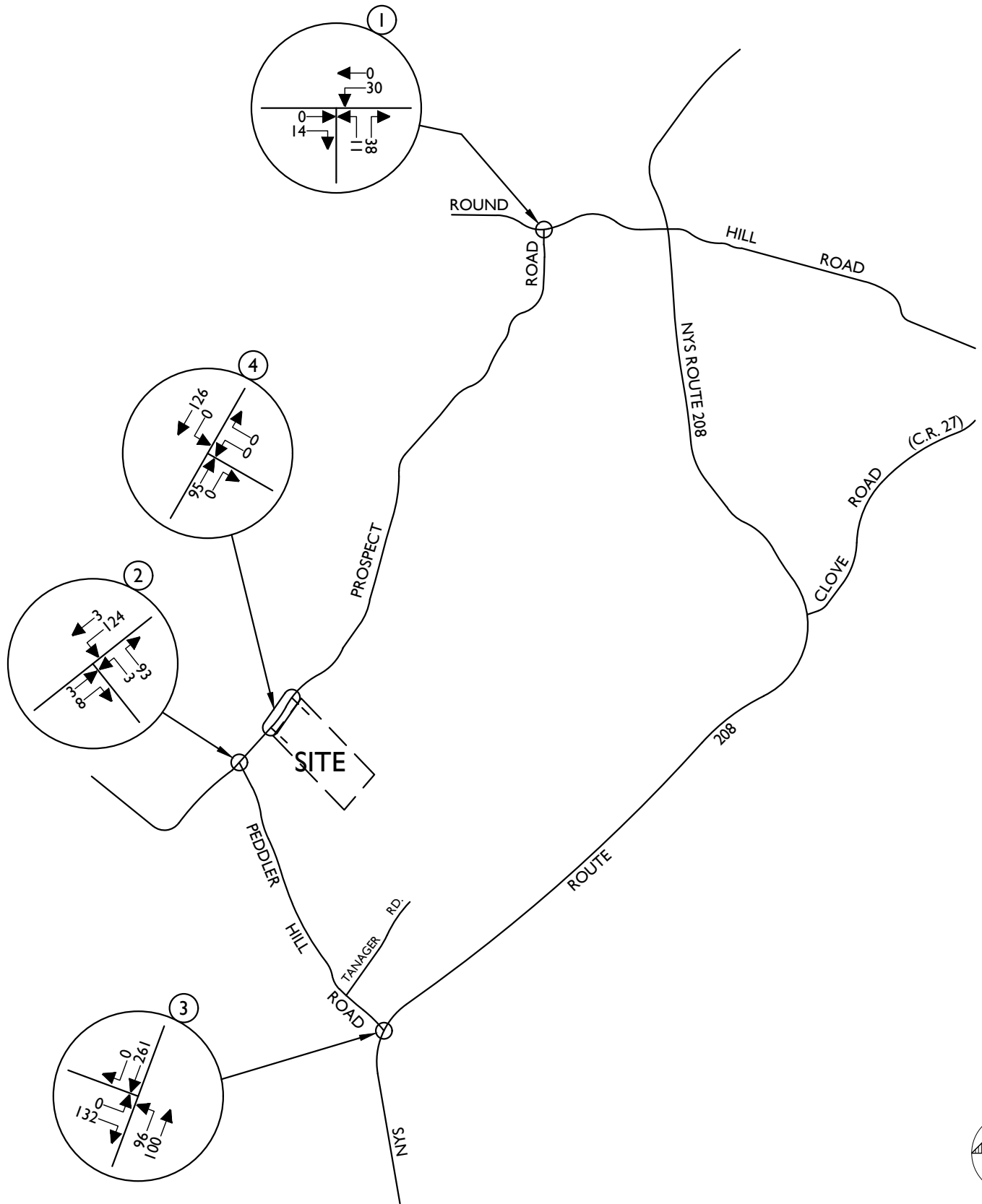
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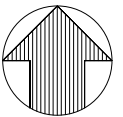
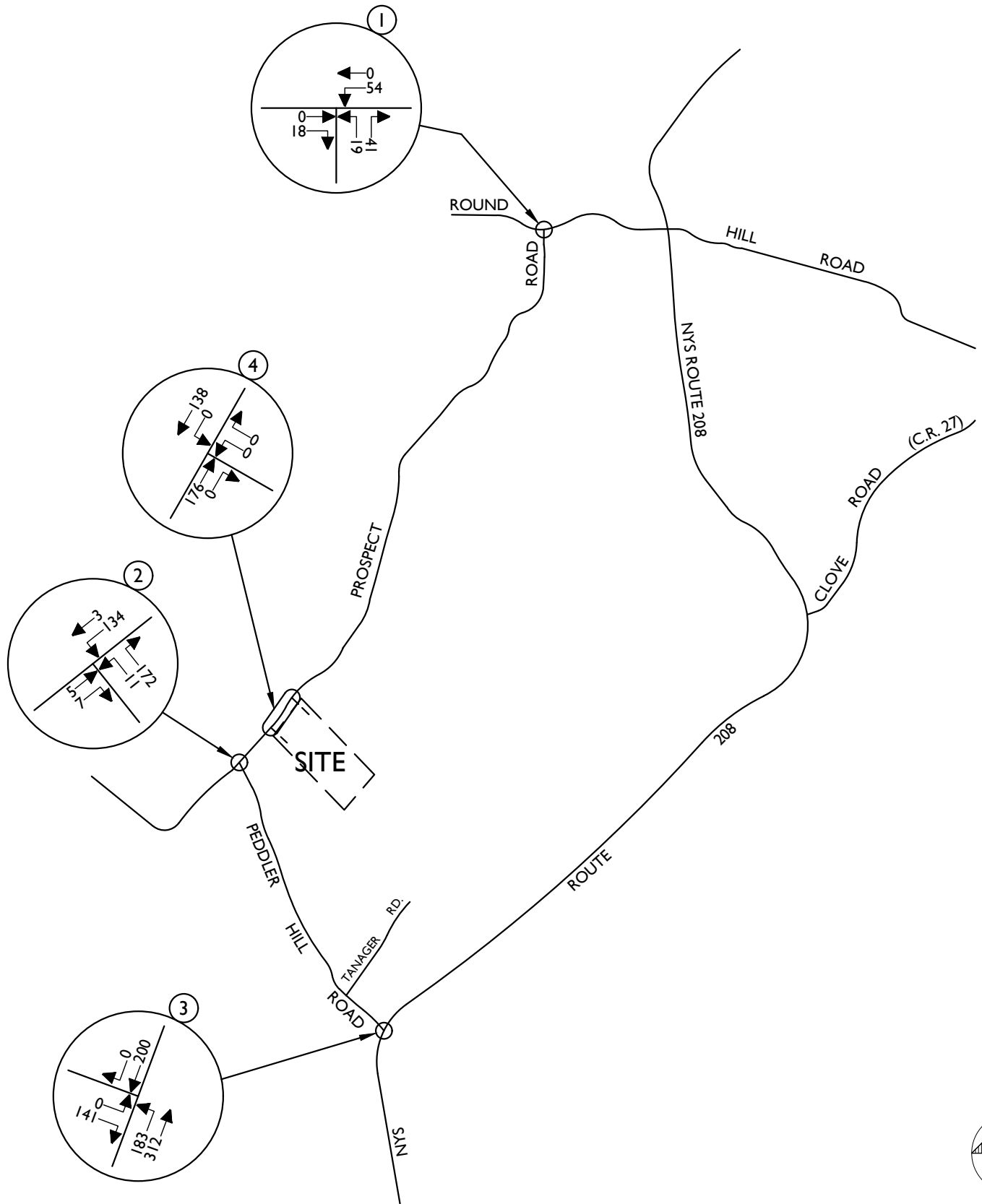
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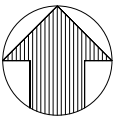
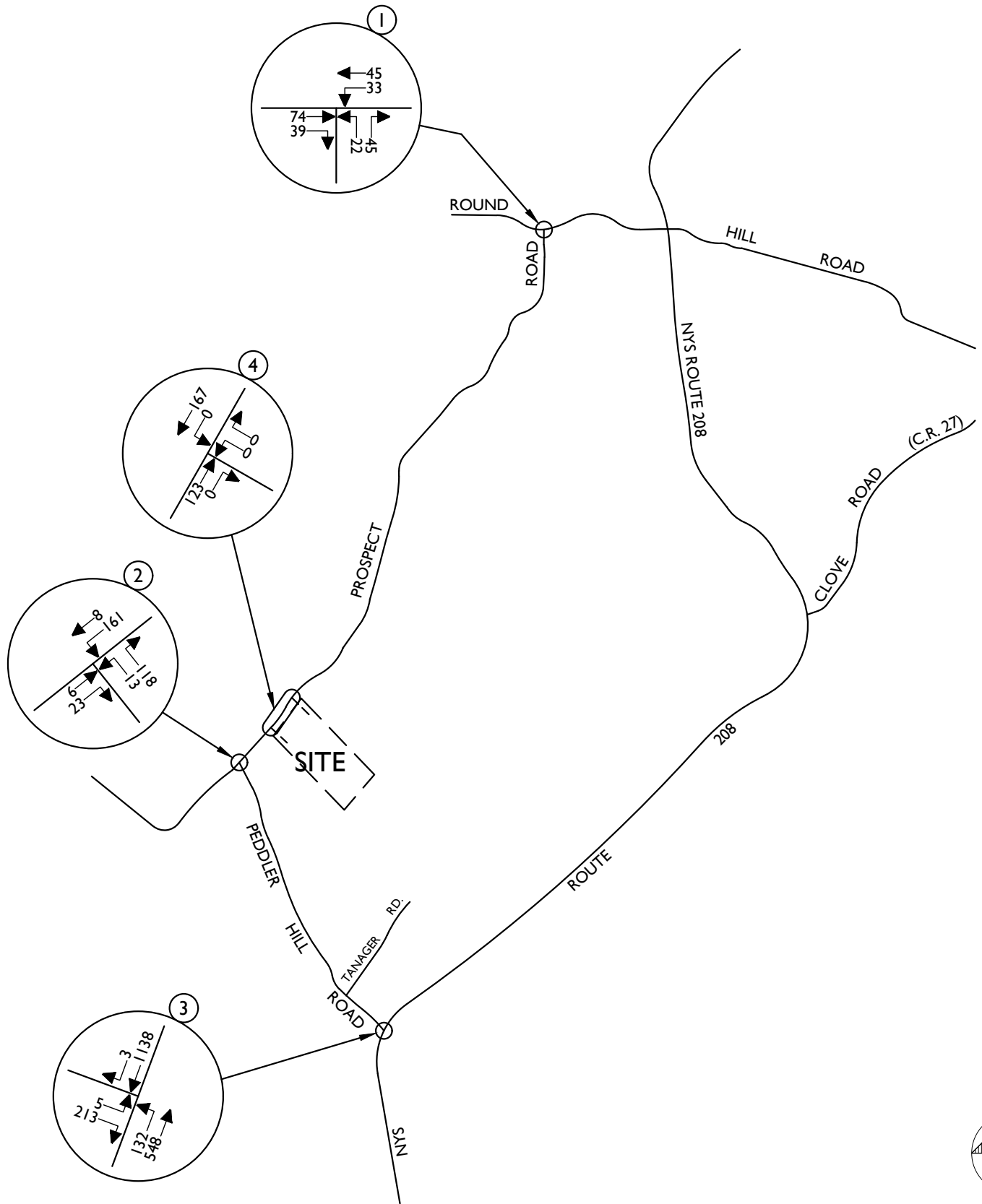
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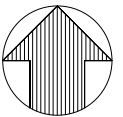
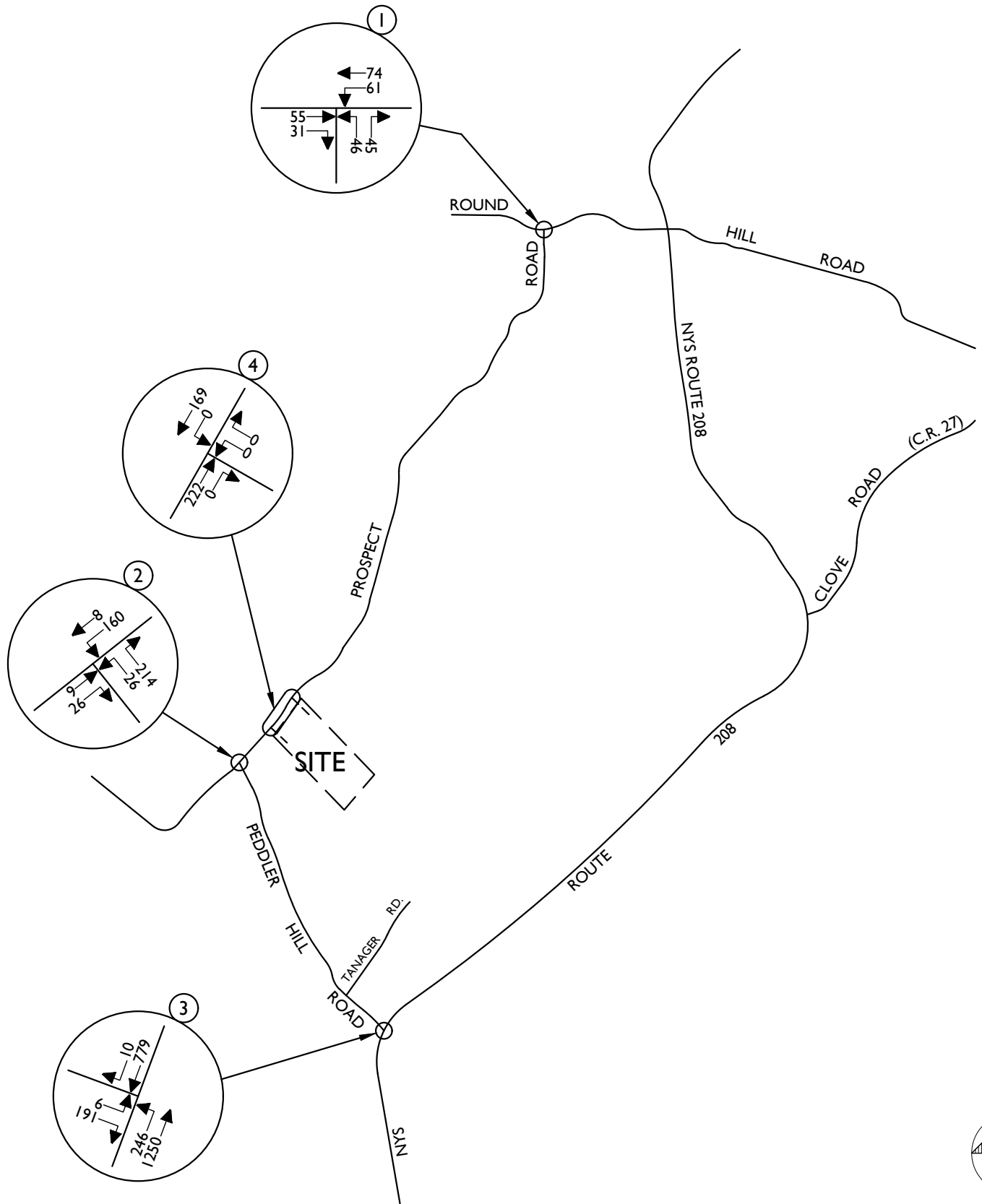
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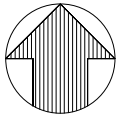
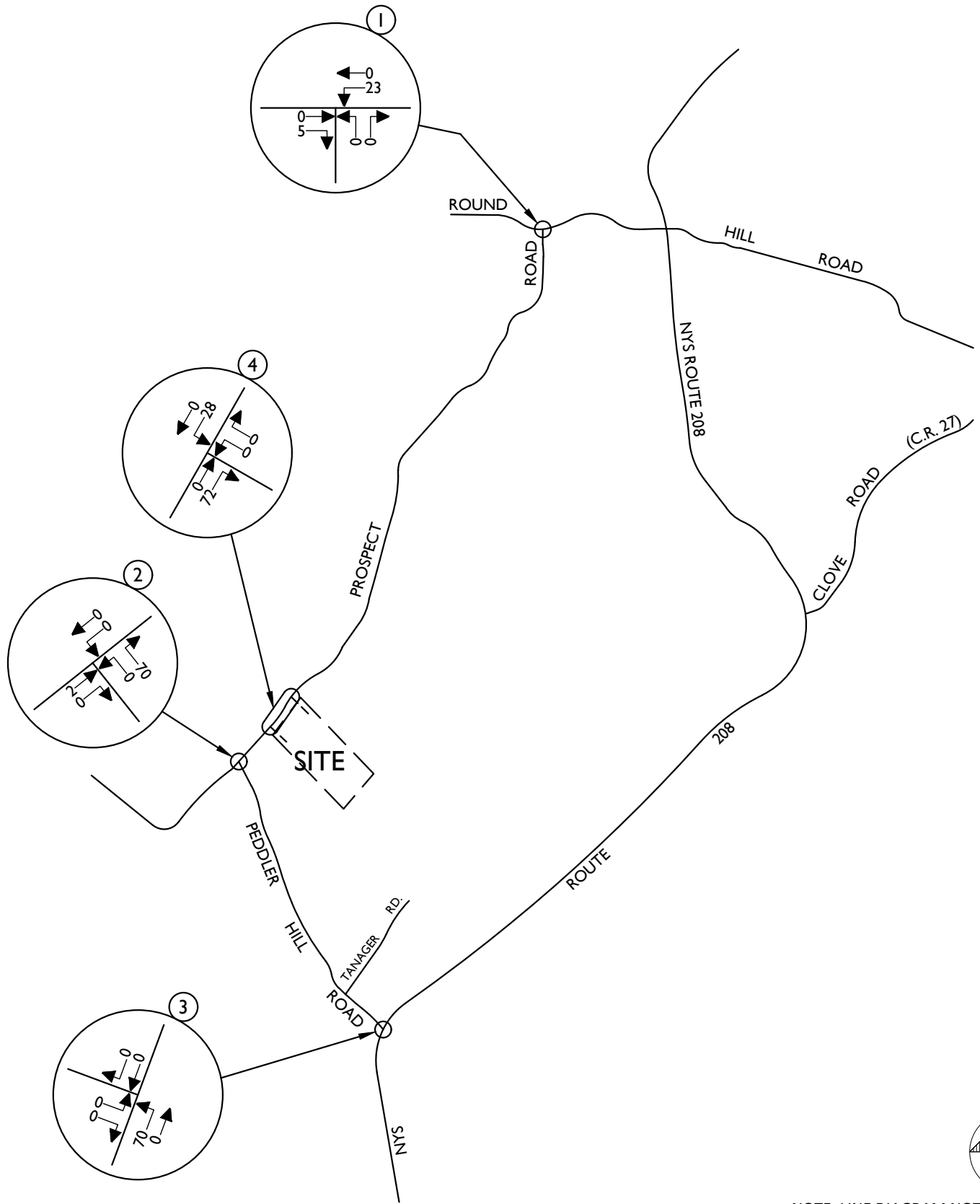
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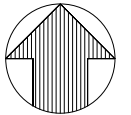
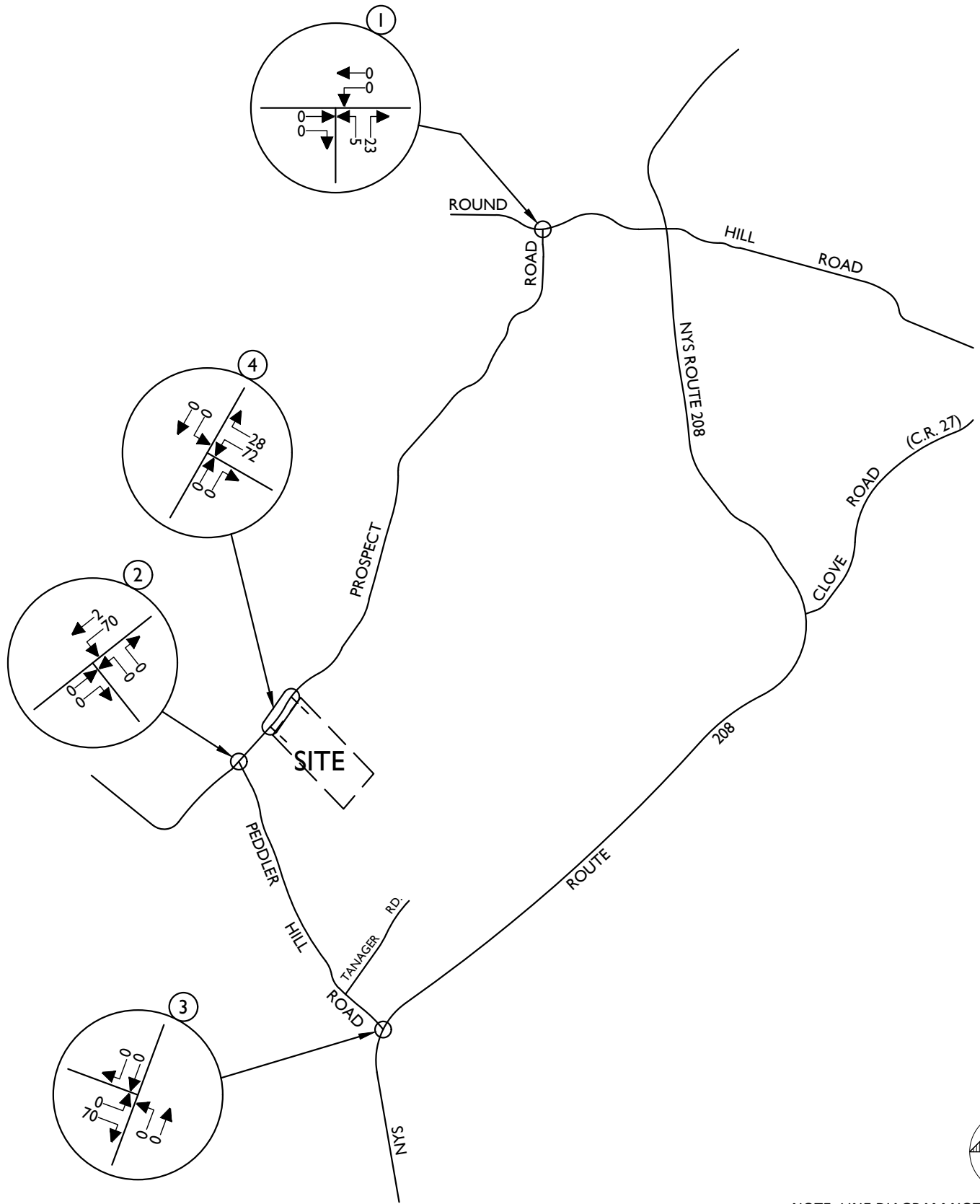
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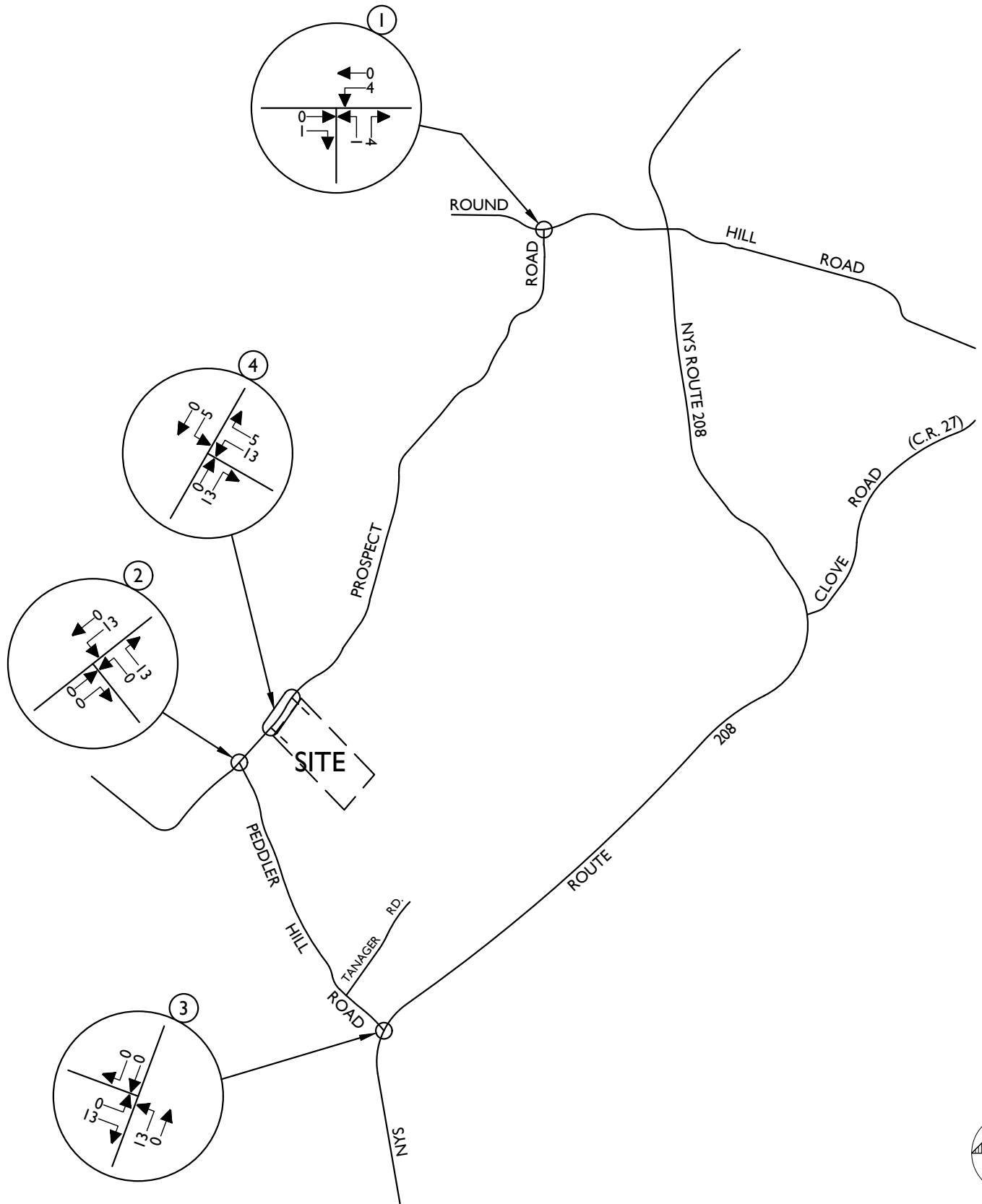
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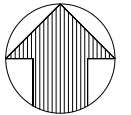
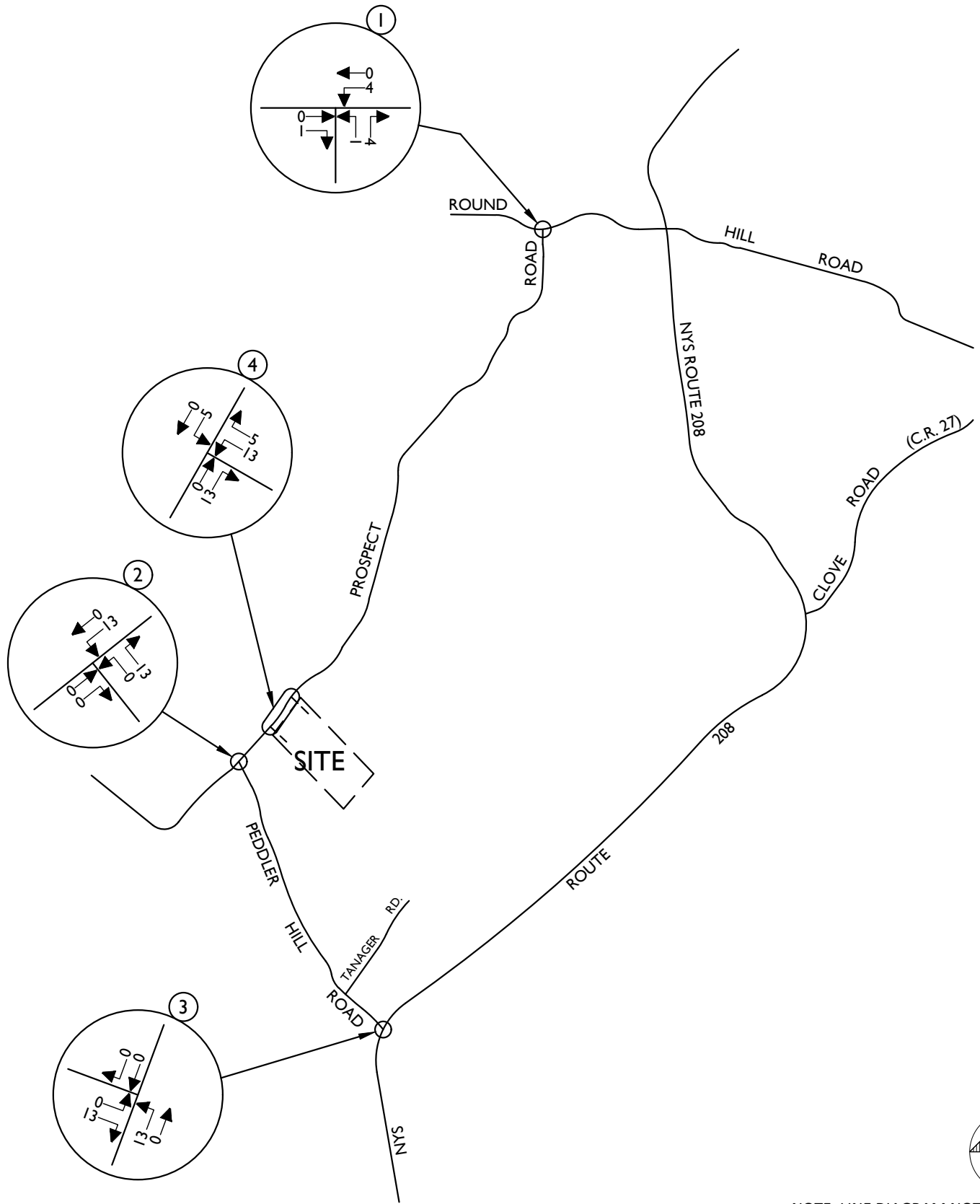
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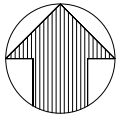
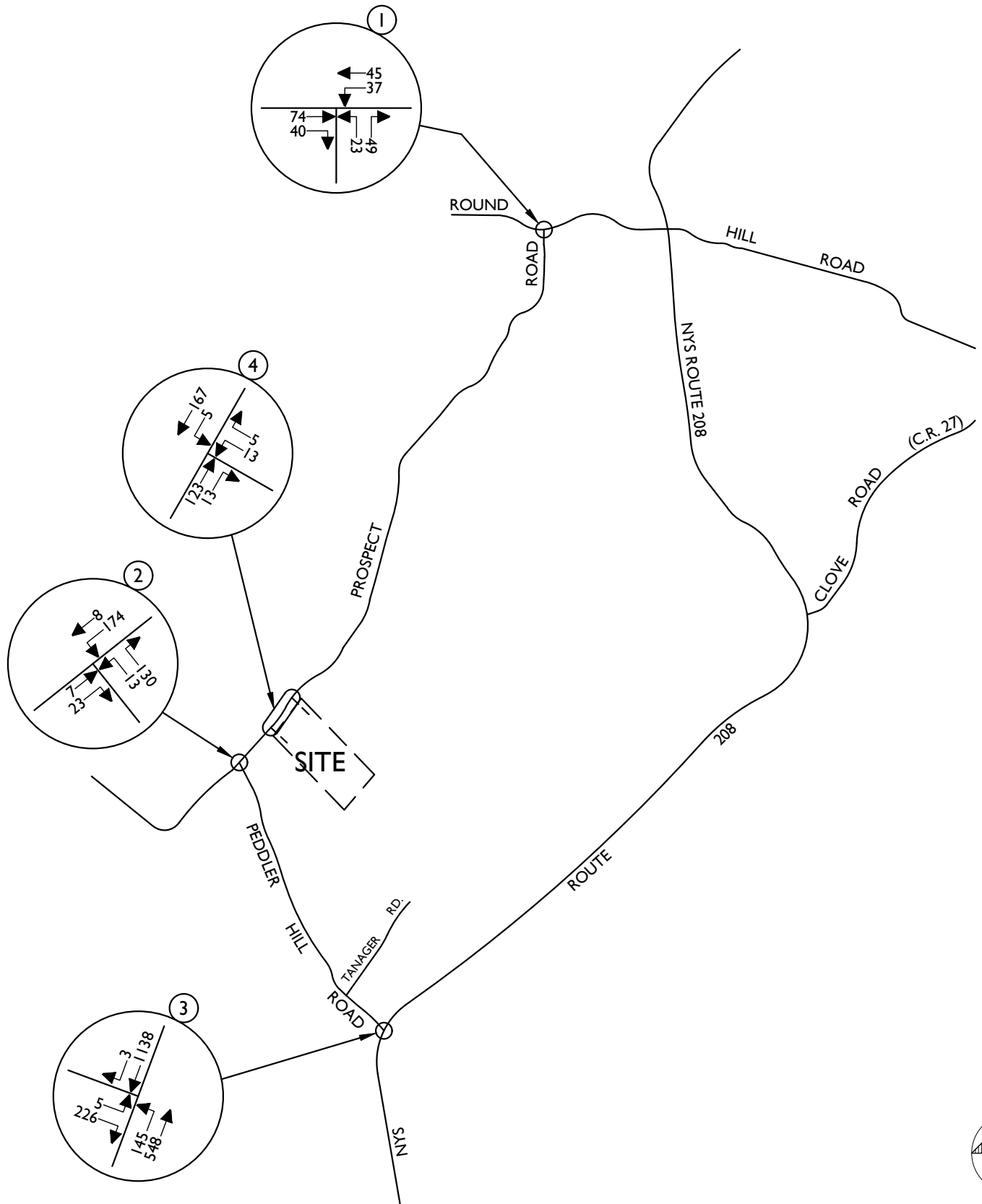
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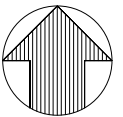
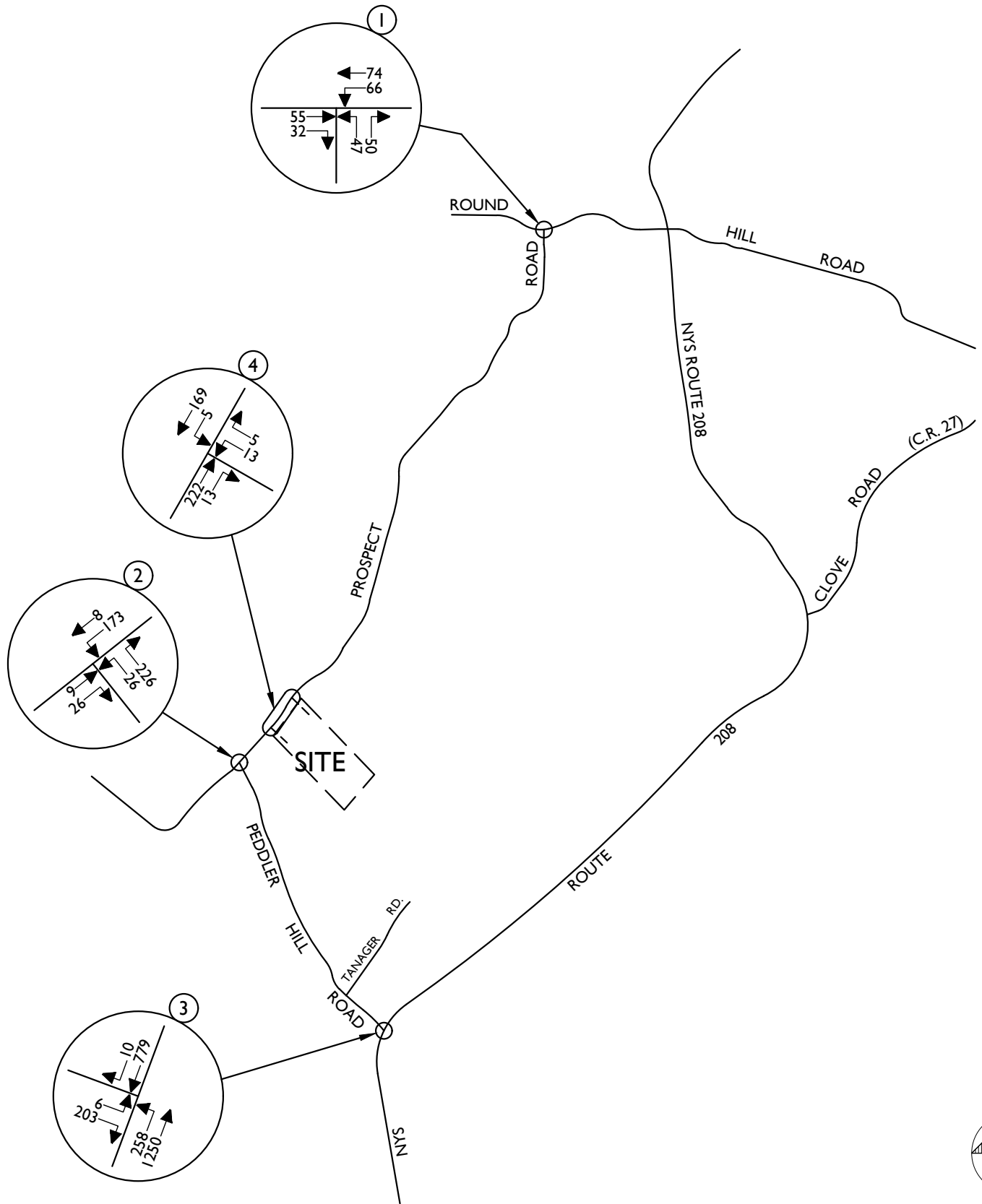
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2026 BUILD TRAFFIC VOLUMES  
WEEKDAY PEAK AM HOUR

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# Traffic Impact Study

## Appendix B | Tables

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

Prospect Road School South Blooming Grove, NY	Entry Volume	Exit Volume	Total
Congregation Habones School (400 - 450 Students)			
Peak AM Hour	18	18	36
Peak PM Hour	18	18	36

**NOTES:**

- 1) NOTE THAT BASED ON INFORMATION PROVIDED BY THE SCHOOL, IT IS EXPECTED THAT THE MAXIMUM NUMBER OF BUSES EXPECTED TO BE GENERATED CONCURRENTLY DURING A SPECIFIC TIME PERIOD WILL BE FOUR (4) SCHOOL BUSES PLUS ONE (1) TRANSIT VAN FOR STAFF. THE VOLUMES SHOWN ABOVE ARE BASED ON THE INSTITUTE OF TRANSPORTATION ENGINEERS (ITE) DATA FOR THE EXPECTED SCHOOL SIZE AND WERE USED IN THE ANALYSIS TO BE CONSERVATIVE.

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

			2023 Existing			2026 No-Build			2026 Build			Change in Delay No-Build to Build			
			v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay				
1	Prospect Road & Round Hill Road	Unsignalized													
			Round Hill Road	WB	LT	0.00	A	8.0	0.04	A	8.2	0.04	A	8.2	0.0
			Prospect Road	NB	LR	0.03	A	9.3	0.11	A	9.8	0.12	A	9.9	0.1
2	Prospect Road & Peddler Hill Road	Unsignalized													
			Peddler Hill Road	NWB	LR	0.04	A	9.0	0.17	A	9.8	0.19	A	9.9	0.1
			Prospect Road	SB	LT	0.03	A	7.4	0.13	A	7.7	0.14	A	7.8	0.1
3	NYS Route 208 & Peddler Hill Road	Unsignalized													
			Peddler Hill Road	SEB	LR	0.34	D	25.2	1.50	F	305.7	1.60	F	347.0	41.3
			NYS Route 208	NB	LT	0.05	B	10.5	0.28	B	14.8	0.31	C	15.1	0.3
	<u>With Left Turn Lane &amp; Signalization Improvements</u>														
	Peddler Hill Road	SEB	L	-	-	-	-	-	-	0.03	D	43.6	-		
			R	-	-	-	-	-	-	0.73	D	51.4	-		
	NYS Route 208	NB	L	-	-	-	-	-	-	0.97	F	102.9	-		
			T	-	-	-	-	-	-	0.43	A	4.9	-		
	NYS Route 208	SB	TR	-	-	-	-	-	-	1.00	D	44.8	-		
			<b>Overall</b>	-	-	-	-	-	-	-	D	39.0	-		
	<u>With Lane &amp; Timing Improvements</u>														
	Peddler Hill Road	SEB	L	-	-	-	-	-	-	0.77	F *	82.8	-		
			R	-	-	-	-	-	-	0.00	A	0.0	-		
NYS Route 208	NB	L	-	-	-	-	-	-	0.60	B	18.5	-			
		T	-	-	-	-	-	-	0.39	A	1.3	-			
NYS Route 208	SB	TR	-	-	-	-	-	-	0.94	B	11.1	-			
		<b>Overall</b>	-	-	-	-	-	-	-	A	8.9	-			
4	Prospect Road & Site Access	Unsignalized													
				WB	LR	-	-	-	-	-	-	0.05	B	12.9	-
				SB	LT	-	-	-	-	-	-	0.01	A	8.8	-

**NOTES:**

- 1) THE ABOVE REPRESENTS THE LEVEL OF SERVICE AND VEHICLE DELAY IN SECONDS, C [16.2], FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.
- 2) \* MINIMAL VOLUME LESS THAN 10 VEHICLES IN PEAK HOUR.

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

			2023 Existing			2026 No-Build			2026 Build			Change in Delay No-Build to Build
			v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	
1	Prospect Road & Round Hill Road	Unsignalized										
		Round Hill Road WB LT	0.01	A	7.4	0.04	A	7.5	0.05	A	7.5	0.0
		Prospect Road NB LR	0.04	A	9.4	0.13	B	10.2	0.13	B	10.2	0.0
2	Prospect Road & Peddler Hill Road	Unsignalized										
		Peddler Hill Road NWB LR	0.06	A	8.9	0.26	B	10.1	0.28	B	10.3	0.2
		Prospect Road SB LT	0.01	A	7.3	0.10	A	7.6	0.11	A	7.6	0.0
3	NYS Route 208 & Peddler Hill Road	Unsignalized										
		Peddler Hill Road SEB LR	0.19	C	21.5	1.05	F	131.3	1.05	F	130.0	-1.3
		NYS Route 208 NB LT	0.07	A	9.1	0.30	B	11.5	0.33	B	11.7	0.2
	<u>With Left Turn Lane &amp; Signalization Improvements</u>											
	Peddler Hill Road SEB L	-	-	-	-	-	-	0.02	C	29.5	-	
		R	-	-	-	-	-	-	0.86	D	43.3	-
	NYS Route 208 NB L	-	-	-	-	-	-	0.71	B	17.8	-	
		T	-	-	-	-	-	-	1.00	D	35.3	-
	NYS Route 208 SB TR	-	-	-	-	-	-	0.78	B	17.2	-	
		<b>Overall</b>	-	-	-	-	-	-	-	C	28.4	-
	<u>With Lane &amp; Timing Improvements</u>											
	Peddler Hill Road SEB L	-	-	-	-	-	-	0.41	C	29.5	-	
		R	-	-	-	-	-	-	0.00	A	0.0	-
NYS Route 208 NB L	-	-	-	-	-	-	0.58	A	8.8	-		
	T	-	-	-	-	-	-	0.92	A	6.7	-	
NYS Route 208 SB TR	-	-	-	-	-	-	0.79	A	8.4	-		
	<b>Overall</b>	-	-	-	-	-	-	-	A	7.6	-	
4	Prospect Road & Site Access	Unsignalized										
		WB LR	-	-	-	-	-	-	0.03	B	11.0	-
		SB LT	-	-	-	-	-	-	0.01	A	7.9	-

**NOTES:**

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

# Traffic Impact Study

## Appendix C | Level of Service Standards



# Level of Service Standards

## Level of Service for Signalized Intersections

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

# Traffic Impact Study

## Appendix D | Capacity Analysis

2023 Existing Traffic Volumes  
1: Prospect Road & Round Hill Road

Peak AM Hour  
07/21/2023



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	70	23	3	42	10	7
Future Volume (vph)	70	23	3	42	10	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	-5%			1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.966			0.944		
Flt Protected				0.997	0.972	
Satd. Flow (prot)	1684	0	0	1734	1595	0
Flt Permitted				0.997	0.972	
Satd. Flow (perm)	1684	0	0	1734	1595	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	832			676	1446	
Travel Time (s)	18.9			15.4	32.9	
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles (%)	4%	20%	50%	2%	11%	2%
Adj. Flow (vph)	96	32	4	58	14	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	128	0	0	62	24	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	0.97	1.01	1.05	1.02	0.98
Turning Speed (mph)	9		15	15		
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	15.1%
ICU Level of Service	A
Analysis Period (min)	15

2023 Existing Traffic Volumes  
1: Prospect Road & Round Hill Road

Peak AM Hour  
07/21/2023

Intersection

Int Delay, s/veh 1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	70	23	3	42	10	7
Future Vol, veh/h	70	23	3	42	10	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-5	-	-	1	-3	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	4	20	50	2	11	2
Mvmt Flow	96	32	4	58	14	10










Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	128	0	178
Stage 1	-	-	-	-	112
Stage 2	-	-	-	-	66
Critical Hdwy	-	-	4.6	-	5.91
Critical Hdwy Stg 1	-	-	-	-	4.91
Critical Hdwy Stg 2	-	-	-	-	4.91
Follow-up Hdwy	-	-	2.65	-	3.599
Pot Cap-1 Maneuver	-	-	1209	-	815
Stage 1	-	-	-	-	908
Stage 2	-	-	-	-	945
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1209	-	813
Mov Cap-2 Maneuver	-	-	-	-	813
Stage 1	-	-	-	-	908
Stage 2	-	-	-	-	942

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	864	-	-	1209	-
HCM Lane V/C Ratio	0.027	-	-	0.003	-
HCM Control Delay (s)	9.3	-	-	8	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

2023 Existing Traffic Volumes  
2: Prospect Road & Peddler Hill Road

Peak AM Hour  
07/21/2023

						
Lane Group	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	3	14	35	4	9	23
Future Volume (vph)	3	14	35	4	9	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	-3%			3%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.891				0.904	
Flt Protected				0.957	0.986	
Satd. Flow (prot)	1282	0	0	1503	1292	0
Flt Permitted				0.957	0.986	
Satd. Flow (perm)	1282	0	0	1503	1292	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	713			829	1736	
Travel Time (s)	16.2			18.8	39.5	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	2%	36%	14%	25%	67%	13%
Adj. Flow (vph)	4	17	42	5	11	27
Shared Lane Traffic (%)						
Lane Group Flow (vph)	21	0	0	47	38	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.02	0.98	1.02	1.07	1.02	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	18.8%			ICU Level of Service A		
Analysis Period (min)	15					



2023 Existing Traffic Volumes  
2: Prospect Road & Peddler Hill Road

Peak AM Hour  
07/21/2023

Intersection

Int Delay, s/veh 6.2

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	3	14	35	4	9	23
Future Vol, veh/h	3	14	35	4	9	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-3	-	-	3	-3	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	36	14	25	67	13
Mvmt Flow	4	17	42	5	11	27

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	21	0	102 13
Stage 1	-	-	-	-	13 -
Stage 2	-	-	-	-	89 -
Critical Hdwy	-	-	4.24	-	6.47 6.03
Critical Hdwy Stg 1	-	-	-	-	5.47 -
Critical Hdwy Stg 2	-	-	-	-	5.47 -
Follow-up Hdwy	-	-	2.326	-	4.103 3.417
Pot Cap-1 Maneuver	-	-	1520	-	774 1037
Stage 1	-	-	-	-	867 -
Stage 2	-	-	-	-	806 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1520	-	752 1037
Mov Cap-2 Maneuver	-	-	-	-	752 -
Stage 1	-	-	-	-	867 -
Stage 2	-	-	-	-	783 -

Approach	NB	SB	NW
HCM Control Delay, s	0	6.7	9
HCM LOS			A

Minor Lane/Major Mvmt	NBT	NBRNWLn1	SBL	SBT
Capacity (veh/h)	-	-	937	1520
HCM Lane V/C Ratio	-	-	0.041	0.027
HCM Control Delay (s)	-	-	9	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1

2023 Existing Traffic Volumes  
3: NYS Route 208 & Peddler Hill Road

Peak AM Hour  
07/21/2023



Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	34	423	827	3	5	77
Future Volume (vph)	34	423	827	3	5	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	16	16
Grade (%)		1%	1%		2%	
Storage Length (ft)	100			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.872	
Flt Protected	0.950				0.997	
Satd. Flow (prot)	1458	1604	1649	0	1671	0
Flt Permitted	0.950				0.997	
Satd. Flow (perm)	1458	1604	1649	0	1671	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		1804	1967		2341	
Travel Time (s)		27.3	29.8		53.2	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	15%	10%	7%	2%	60%	8%
Adj. Flow (vph)	37	465	909	3	5	85
Shared Lane Traffic (%)						
Lane Group Flow (vph)	37	465	912	0	90	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		16	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	0.86	0.86
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	55.4%
ICU Level of Service	B
Analysis Period (min)	15

**Intersection**

Int Delay, s/veh 1.8

Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Vol, veh/h	34	423	827	3	5	77
Future Vol, veh/h	34	423	827	3	5	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	2	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	15	10	7	2	60	8
Mvmt Flow	37	465	909	3	5	85

**Major/Minor**

	Major1	Major2	Minor2		
Conflicting Flow All	912	0	0	1450	911
Stage 1	-	-	-	911	-
Stage 2	-	-	-	539	-
Critical Hdwy	4.25	-	-	7.4	6.48
Critical Hdwy Stg 1	-	-	-	6.4	-
Critical Hdwy Stg 2	-	-	-	6.4	-
Follow-up Hdwy	2.335	-	-	4.04	3.372
Pot Cap-1 Maneuver	696	-	-	92	308
Stage 1	-	-	-	282	-
Stage 2	-	-	-	456	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	696	-	-	87	308
Mov Cap-2 Maneuver	-	-	-	87	-
Stage 1	-	-	-	267	-
Stage 2	-	-	-	456	-

**Approach**

	NB	SB	SE
HCM Control Delay, s	0.8	0	25.2
HCM LOS			D

**Minor Lane/Major Mvmt**

	NBL	NBTSELn1	SBT	SBR
Capacity (veh/h)	696	-	267	-
HCM Lane V/C Ratio	0.054	-	0.337	-
HCM Control Delay (s)	10.5	-	25.2	-
HCM Lane LOS	B	-	D	-
HCM 95th %tile Q(veh)	0.2	-	1.4	-

2023 Existing Traffic Volumes  
1: Prospect Road & Round Hill Road

Peak PM Hour  
07/28/2023



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	52	12	7	70	26	4
Future Volume (vph)	52	12	7	70	26	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	-5%			1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.974				0.981	
Flt Protected				0.996	0.959	
Satd. Flow (prot)	1670	0	0	1769	1611	0
Flt Permitted				0.996	0.959	
Satd. Flow (perm)	1670	0	0	1769	1611	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	832			676	1446	
Travel Time (s)	18.9			15.4	32.9	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	10%	9%	2%	3%	10%	2%
Adj. Flow (vph)	60	14	8	81	30	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	74	0	0	89	35	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	0.97	1.01	1.05	1.02	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	19.5%
ICU Level of Service	A
Analysis Period (min)	15

**Intersection**

Int Delay, s/veh 2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	52	12	7	70	26	4
Future Vol, veh/h	52	12	7	70	26	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-5	-	-	1	-3	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	10	9	2	3	10	2
Mvmt Flow	60	14	8	81	30	5

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	74	0	164
Stage 1	-	-	-	-	67
Stage 2	-	-	-	-	97
Critical Hdwy	-	-	4.12	-	5.9
Critical Hdwy Stg 1	-	-	-	-	4.9
Critical Hdwy Stg 2	-	-	-	-	4.9
Follow-up Hdwy	-	-	2.218	-	3.59
Pot Cap-1 Maneuver	-	-	1526	-	831
Stage 1	-	-	-	-	946
Stage 2	-	-	-	-	922
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1526	-	827
Mov Cap-2 Maneuver	-	-	-	-	827
Stage 1	-	-	-	-	946
Stage 2	-	-	-	-	917

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	847	-	-	1526	-
HCM Lane V/C Ratio	0.041	-	-	0.005	-
HCM Control Delay (s)	9.4	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

2023 Existing Traffic Volumes  
2: Prospect Road & Peddler Hill Road

Peak PM Hour  
07/28/2023



Lane Group	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	4	18	25	4	14	39
Future Volume (vph)	4	18	25	4	14	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	-3%			3%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.887				0.901	
Flt Protected				0.958	0.987	
Satd. Flow (prot)	1294	0	0	1643	1414	0
Flt Permitted				0.958	0.987	
Satd. Flow (perm)	1294	0	0	1643	1414	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	713			829	1736	
Travel Time (s)	16.2			18.8	39.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	33%	6%	2%	43%	8%
Adj. Flow (vph)	4	20	27	4	15	42
Shared Lane Traffic (%)						
Lane Group Flow (vph)	24	0	0	31	57	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.02	0.98	1.02	1.07	1.02	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	18.3%
ICU Level of Service	A
Analysis Period (min)	15

2023 Existing Traffic Volumes  
2: Prospect Road & Peddler Hill Road

Peak PM Hour  
07/28/2023

**Intersection**

Int Delay, s/veh 6.3

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	4	18	25	4	14	39
Future Vol, veh/h	4	18	25	4	14	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-3	-	-	3	-3	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	33	6	2	43	8
Mvmt Flow	4	20	27	4	15	42

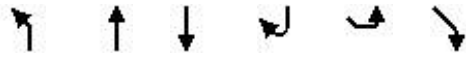
Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	24	0	72
Stage 1	-	-	-	-	14
Stage 2	-	-	-	-	58
Critical Hdwy	-	-	4.16	-	6.23
Critical Hdwy Stg 1	-	-	-	-	5.23
Critical Hdwy Stg 2	-	-	-	-	5.23
Follow-up Hdwy	-	-	2.254	-	3.887
Pot Cap-1 Maneuver	-	-	1565	-	850
Stage 1	-	-	-	-	914
Stage 2	-	-	-	-	878
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1565	-	836
Mov Cap-2 Maneuver	-	-	-	-	836
Stage 1	-	-	-	-	914
Stage 2	-	-	-	-	863

Approach	NB	SB	NW
HCM Control Delay, s	0	6.3	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBT	NBR	NWLn1	SBL	SBT
Capacity (veh/h)	-	-	983	1565	-
HCM Lane V/C Ratio	-	-	0.059	0.017	-
HCM Control Delay (s)	-	-	8.9	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-

2023 Existing Traffic Volumes  
3: NYS Route 208 & Peddler Hill Road

Peak PM Hour  
07/28/2023



Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	59	885	546	9	6	47
Future Volume (vph)	59	885	546	9	6	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	16	16
Grade (%)		1%	1%		2%	
Storage Length (ft)	100			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998		0.881	
Flt Protected	0.950				0.994	
Satd. Flow (prot)	1627	1697	1699	0	1671	0
Flt Permitted	0.950				0.994	
Satd. Flow (perm)	1627	1697	1699	0	1671	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		1804	1967		2341	
Travel Time (s)		27.3	29.8		53.2	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	3%	4%	3%	44%	2%	13%
Adj. Flow (vph)	66	994	613	10	7	53
Shared Lane Traffic (%)						
Lane Group Flow (vph)	66	994	623	0	60	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		16	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	0.86	0.86
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	56.6%
ICU Level of Service	B
Analysis Period (min)	15



**Intersection**

Int Delay, s/veh 1.1

Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Vol, veh/h	59	885	546	9	6	47
Future Vol, veh/h	59	885	546	9	6	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	2	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	3	4	3	44	2	13
Mvmt Flow	66	994	613	10	7	53

**Major/Minor**

	Major1	Major2	Minor2		
Conflicting Flow All	623	0	0	1744	618
Stage 1	-	-	-	618	-
Stage 2	-	-	-	1126	-
Critical Hdwy	4.13	-	-	6.82	6.53
Critical Hdwy Stg 1	-	-	-	5.82	-
Critical Hdwy Stg 2	-	-	-	5.82	-
Follow-up Hdwy	2.227	-	-	3.518	3.417
Pot Cap-1 Maneuver	953	-	-	78	454
Stage 1	-	-	-	502	-
Stage 2	-	-	-	273	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	953	-	-	73	454
Mov Cap-2 Maneuver	-	-	-	73	-
Stage 1	-	-	-	467	-
Stage 2	-	-	-	273	-

**Approach**

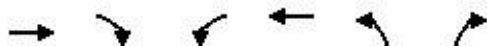
	NB	SB	SE
HCM Control Delay, s	0.6	0	20.9
HCM LOS			C

**Minor Lane/Major Mvmt**

	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	953	-	285	-	-
HCM Lane V/C Ratio	0.07	-	0.209	-	-
HCM Control Delay (s)	9.1	-	20.9	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.2	-	0.8	-	-

2026 No-Build Traffic Volumes  
1: Prospect Road & Round Hill Road

Peak AM Hour  
07/21/2023



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	74	39	33	45	22	45
Future Volume (vph)	74	39	33	45	22	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	-5%			1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.954			0.909		
Flt Protected				0.979	0.984	
Satd. Flow (prot)	1640	0	0	1464	1589	0
Flt Permitted				0.979	0.984	
Satd. Flow (perm)	1640	0	0	1464	1589	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	832			676	1446	
Travel Time (s)	18.9			15.4	32.9	
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles (%)	4%	20%	50%	2%	11%	2%
Adj. Flow (vph)	101	53	45	62	30	62
Shared Lane Traffic (%)						
Lane Group Flow (vph)	154	0	0	107	92	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	0.97	1.01	1.05	1.02	0.98
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	21.5%
	ICU Level of Service A
Analysis Period (min)	15

**Intersection**

Int Delay, s/veh 3.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	74	39	33	45	22	45
Future Vol, veh/h	74	39	33	45	22	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-5	-	-	1	-3	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	4	20	50	2	11	2
Mvmt Flow	101	53	45	62	30	62











Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	154	0	280
Stage 1	-	-	-	-	128
Stage 2	-	-	-	-	152
Critical Hdwy	-	-	4.6	-	5.91
Critical Hdwy Stg 1	-	-	-	-	4.91
Critical Hdwy Stg 2	-	-	-	-	4.91
Follow-up Hdwy	-	-	2.65	-	3.599
Pot Cap-1 Maneuver	-	-	1180	-	724
Stage 1	-	-	-	-	895
Stage 2	-	-	-	-	876
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1180	-	696
Mov Cap-2 Maneuver	-	-	-	-	696
Stage 1	-	-	-	-	895
Stage 2	-	-	-	-	842

Approach	EB	WB	NB
HCM Control Delay, s	0	3.5	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	839	-	-	1180	-
HCM Lane V/C Ratio	0.109	-	-	0.038	-
HCM Control Delay (s)	9.8	-	-	8.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

2026 No-Build Traffic Volumes  
2: Prospect Road & Peddler Hill Road

Peak AM Hour  
07/21/2023

						
Lane Group	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	6	23	161	8	13	118
Future Volume (vph)	6	23	161	8	13	118
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	-3%			3%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.893				0.878	
Flt Protected				0.955	0.995	
Satd. Flow (prot)	1291	0	0	1508	1378	0
Flt Permitted				0.955	0.995	
Satd. Flow (perm)	1291	0	0	1508	1378	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	713			829	1736	
Travel Time (s)	16.2			18.8	39.5	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	2%	36%	14%	25%	67%	13%
Adj. Flow (vph)	7	27	192	10	15	140
Shared Lane Traffic (%)						
Lane Group Flow (vph)	34	0	0	202	155	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.02	0.98	1.02	1.07	1.02	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	30.7%			ICU Level of Service A		
Analysis Period (min)	15					

**Intersection**

Int Delay, s/veh 7.7

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	6	23	161	8	13	118
Future Vol, veh/h	6	23	161	8	13	118
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-3	-	-	3	-3	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	36	14	25	67	13
Mvmt Flow	7	27	192	10	15	140

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	34	0	415	21
Stage 1	-	-	-	-	21	-
Stage 2	-	-	-	-	394	-
Critical Hdwy	-	-	4.24	-	6.47	6.03
Critical Hdwy Stg 1	-	-	-	-	5.47	-
Critical Hdwy Stg 2	-	-	-	-	5.47	-
Follow-up Hdwy	-	-	2.326	-	4.103	3.417
Pot Cap-1 Maneuver	-	-	1503	-	522	1027
Stage 1	-	-	-	-	860	-
Stage 2	-	-	-	-	599	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1503	-	455	1027
Mov Cap-2 Maneuver	-	-	-	-	455	-
Stage 1	-	-	-	-	860	-
Stage 2	-	-	-	-	522	-

Approach	NB	SB	NW
HCM Control Delay, s	0	7.4	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBT	NBR	NWLn1	SBL	SBT
Capacity (veh/h)	-	-	913	1503	-
HCM Lane V/C Ratio	-	-	0.171	0.128	-
HCM Control Delay (s)	-	-	9.8	7.7	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0.4	-

2026 No-Build Traffic Volumes  
3: NYS Route 208 & Peddler Hill Road

Peak AM Hour  
07/21/2023



Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	132	548	1138	3	5	213
Future Volume (vph)	132	548	1138	3	5	213
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	16	16
Grade (%)		1%	1%		2%	
Storage Length (ft)	100			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.868	
Flt Protected	0.950				0.999	
Satd. Flow (prot)	1458	1604	1649	0	1695	0
Flt Permitted	0.950				0.999	
Satd. Flow (perm)	1458	1604	1649	0	1695	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		1804	1967		2341	
Travel Time (s)		27.3	29.8		53.2	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	15%	10%	7%	2%	60%	8%
Adj. Flow (vph)	145	602	1251	3	5	234
Shared Lane Traffic (%)						
Lane Group Flow (vph)	145	602	1254	0	239	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		16	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	0.86	0.86
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	90.8%
Analysis Period (min)	15
	ICU Level of Service E

**Intersection**

Int Delay, s/veh 33.7

Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations	↖	↑	↗		↘	
Traffic Vol, veh/h	132	548	1138	3	5	213
Future Vol, veh/h	132	548	1138	3	5	213
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	2	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	15	10	7	2	60	8
Mvmt Flow	145	602	1251	3	5	234

**Major/Minor**

	Major1	Major2	Minor2		
Conflicting Flow All	1254	0	0	2145	1253
Stage 1	-	-	-	1253	-
Stage 2	-	-	-	892	-
Critical Hdwy	4.25	-	-	7.4	6.48
Critical Hdwy Stg 1	-	-	-	6.4	-
Critical Hdwy Stg 2	-	-	-	6.4	-
Follow-up Hdwy	2.335	-	-	4.04	3.372
Pot Cap-1 Maneuver	513	-	-	29	~ 190
Stage 1	-	-	-	179	-
Stage 2	-	-	-	289	-
Platoon blocked, %	-	-	-		
Mov Cap-1 Maneuver	513	-	-	21	~ 190
Mov Cap-2 Maneuver	-	-	-	21	-
Stage 1	-	-	-	128	-
Stage 2	-	-	-	289	-

**Approach**

	NB	SB	SE
HCM Control Delay, s	2.9	0	\$ 305.7
HCM LOS			F

**Minor Lane/Major Mvmt**

	NBL	NBTSELn1	SBT	SBR
Capacity (veh/h)	513	-	160	-
HCM Lane V/C Ratio	0.283	-	1.497	-
HCM Control Delay (s)	14.8	\$ 305.7	-	-
HCM Lane LOS	B	-	F	-
HCM 95th %tile Q(veh)	1.2	-	15.7	-

**Notes**

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

2026 No-Build Traffic Volumes  
1: Prospect Road & Round Hill Road

Peak PM Hour  
07/28/2023



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	55	31	61	74	46	45
Future Volume (vph)	55	31	61	74	46	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	-5%			1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.951				0.933	
Flt Protected				0.978	0.975	
Satd. Flow (prot)	1633	0	0	1743	1599	0
Flt Permitted				0.978	0.975	
Satd. Flow (perm)	1633	0	0	1743	1599	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	832			676	1446	
Travel Time (s)	18.9			15.4	32.9	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	10%	9%	2%	3%	10%	2%
Adj. Flow (vph)	64	36	71	86	53	52
Shared Lane Traffic (%)						
Lane Group Flow (vph)	100	0	0	157	105	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	0.97	1.01	1.05	1.02	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	25.9%
	ICU Level of Service A
Analysis Period (min)	15



**Intersection**

Int Delay, s/veh 4.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	55	31	61	74	46	45
Future Vol, veh/h	55	31	61	74	46	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-5	-	-	1	-3	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	10	9	2	3	10	2
Mvmt Flow	64	36	71	86	53	52

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	100	0	310
Stage 1	-	-	-	-	82
Stage 2	-	-	-	-	228
Critical Hdwy	-	-	4.12	-	5.9
Critical Hdwy Stg 1	-	-	-	-	4.9
Critical Hdwy Stg 2	-	-	-	-	4.9
Follow-up Hdwy	-	-	2.218	-	3.59
Pot Cap-1 Maneuver	-	-	1493	-	701
Stage 1	-	-	-	-	934
Stage 2	-	-	-	-	822
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1493	-	666
Mov Cap-2 Maneuver	-	-	-	-	666
Stage 1	-	-	-	-	934
Stage 2	-	-	-	-	781

Approach	EB	WB	NB
HCM Control Delay, s	0	3.4	10.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	793	-	-	1493	-
HCM Lane V/C Ratio	0.133	-	-	0.048	-
HCM Control Delay (s)	10.2	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

2026 No-Build Traffic Volumes  
2: Prospect Road & Peddler Hill Road

Peak PM Hour  
07/28/2023



Lane Group	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	9	26	160	8	26	214
Future Volume (vph)	9	26	160	8	26	214
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	-3%			3%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.901				0.879	
Flt Protected				0.955	0.995	
Satd. Flow (prot)	1345	0	0	1633	1459	0
Flt Permitted				0.955	0.995	
Satd. Flow (perm)	1345	0	0	1633	1459	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	713			829	1736	
Travel Time (s)	16.2			18.8	39.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	33%	6%	2%	43%	8%
Adj. Flow (vph)	10	28	174	9	28	233
Shared Lane Traffic (%)						
Lane Group Flow (vph)	38	0	0	183	261	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.02	0.98	1.02	1.07	1.02	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	37.3%
ICU Level of Service	A
Analysis Period (min)	15

**Intersection**

Int Delay, s/veh 8.3

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	9	26	160	8	26	214
Future Vol, veh/h	9	26	160	8	26	214
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-3	-	-	3	-3	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	33	6	2	43	8
Mvmt Flow	10	28	174	9	28	233

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	38
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.16
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.254
Pot Cap-1 Maneuver	-	-	1547
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1547
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	NB	SB	NW
HCM Control Delay, s	0	7.3	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBT	NBRNWLn1	SBL	SBT
Capacity (veh/h)	-	-	935	1547
HCM Lane V/C Ratio	-	-	0.279	0.112
HCM Control Delay (s)	-	-	10.3	7.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	1.1	0.4

2026 No-Build Traffic Volumes  
3: NYS Route 208 & Peddler Hill Road

Peak PM Hour  
07/28/2023



Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	246	1250	779	10	6	191
Future Volume (vph)	246	1250	779	10	6	191
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	16	16
Grade (%)		1%	1%		2%	
Storage Length (ft)	100			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998		0.869	
Flt Protected	0.950				0.998	
Satd. Flow (prot)	1627	1697	1701	0	1641	0
Flt Permitted	0.950				0.998	
Satd. Flow (perm)	1627	1697	1701	0	1641	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		1804	1967		2341	
Travel Time (s)		27.3	29.8		53.2	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	3%	4%	3%	44%	2%	13%
Adj. Flow (vph)	276	1404	875	11	7	215
Shared Lane Traffic (%)						
Lane Group Flow (vph)	276	1404	886	0	222	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		16	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	0.86	0.86
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	84.6%
Analysis Period (min)	15
	ICU Level of Service E

**Intersection**

Int Delay, s/veh 23.4

Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Vol, veh/h	246	1250	779	10	6	191
Future Vol, veh/h	246	1250	779	10	6	191
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	2	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	3	4	3	44	2	13
Mvmt Flow	276	1404	875	11	7	215

**Major/Minor**

	Major1	Major2	Minor2
Conflicting Flow All	886	0	0
Stage 1	-	-	881
Stage 2	-	-	1956
Critical Hdwy	4.13	-	6.82
Critical Hdwy Stg 1	-	-	5.82
Critical Hdwy Stg 2	-	-	5.82
Follow-up Hdwy	2.227	-	3.518
Pot Cap-1 Maneuver	760	-	14
Stage 1	-	-	367
Stage 2	-	-	97
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	760	-	9
Mov Cap-2 Maneuver	-	-	9
Stage 1	-	-	234
Stage 2	-	-	97

**Approach**

	NB	SB	SE
HCM Control Delay, s	2	0	280.1
HCM LOS			F

**Minor Lane/Major Mvmt**

	NBL	NBTSELn1	SBT	SBR
Capacity (veh/h)	760	-	155	-
HCM Lane V/C Ratio	0.364	-	1.428	-
HCM Control Delay (s)	12.4	-	280.1	-
HCM Lane LOS	B	-	F	-
HCM 95th %tile Q(veh)	1.7	-	14.2	-

2026 Build Traffic Volumes  
1: Prospect Road & Round Hill Road

Peak AM Hour  
07/21/2023



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	74	40	37	45	23	49
Future Volume (vph)	74	40	37	45	23	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	-5%			1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.952				0.909	
Flt Protected				0.978	0.984	
Satd. Flow (prot)	1635	0	0	1445	1589	0
Flt Permitted				0.978	0.984	
Satd. Flow (perm)	1635	0	0	1445	1589	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	832			676	1446	
Travel Time (s)	18.9			15.4	32.9	
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles (%)	4%	20%	50%	2%	11%	2%
Adj. Flow (vph)	101	55	51	62	32	67
Shared Lane Traffic (%)						
Lane Group Flow (vph)	156	0	0	113	99	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	0.97	1.01	1.05	1.02	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	22.0%
ICU Level of Service	A
Analysis Period (min)	15

**Intersection**

Int Delay, s/veh 3.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	74	40	37	45	23	49
Future Vol, veh/h	74	40	37	45	23	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-5	-	-	1	-3	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	4	20	50	2	11	2
Mvmt Flow	101	55	51	62	32	67











Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	156	0	293
Stage 1	-	-	-	-	129
Stage 2	-	-	-	-	164
Critical Hdwy	-	-	4.6	-	5.91
Critical Hdwy Stg 1	-	-	-	-	4.91
Critical Hdwy Stg 2	-	-	-	-	4.91
Follow-up Hdwy	-	-	2.65	-	3.599
Pot Cap-1 Maneuver	-	-	1178	-	713
Stage 1	-	-	-	-	894
Stage 2	-	-	-	-	867
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1178	-	681
Mov Cap-2 Maneuver	-	-	-	-	681
Stage 1	-	-	-	-	894
Stage 2	-	-	-	-	828

Approach	EB	WB	NB
HCM Control Delay, s	0	3.7	9.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	833	-	-	1178	-
HCM Lane V/C Ratio	0.118	-	-	0.043	-
HCM Control Delay (s)	9.9	-	-	8.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

2026 Build Traffic Volumes  
2: Prospect Road & Peddler Hill Road

Peak AM Hour  
07/21/2023

						
Lane Group	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	7	23	174	8	13	130
Future Volume (vph)	7	23	174	8	13	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	-3%			3%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.896				0.877	
Flt Protected				0.954	0.996	
Satd. Flow (prot)	1303	0	0	1507	1383	0
Flt Permitted				0.954	0.996	
Satd. Flow (perm)	1303	0	0	1507	1383	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	713			829	1736	
Travel Time (s)	16.2			18.8	39.5	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	2%	36%	14%	25%	67%	13%
Adj. Flow (vph)	8	27	207	10	15	155
Shared Lane Traffic (%)						
Lane Group Flow (vph)	35	0	0	217	170	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.02	0.98	1.02	1.07	1.02	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	32.1%			ICU Level of Service A		
Analysis Period (min)	15					



**Intersection**

Int Delay, s/veh 7.8

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	7	23	174	8	13	130
Future Vol, veh/h	7	23	174	8	13	130
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-3	-	-	3	-3	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	36	14	25	67	13
Mvmt Flow	8	27	207	10	15	155

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	35
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.24
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.326
Pot Cap-1 Maneuver	-	-	1502
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1502
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	NB	SB	NW
HCM Control Delay, s	0	7.4	9.9
HCM LOS			A

Minor Lane/Major Mvmt	NBT	NBRNWLn1	SBL	SBT
Capacity (veh/h)	-	-	912	1502
HCM Lane V/C Ratio	-	-	0.187	0.138
HCM Control Delay (s)	-	-	9.9	7.8
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.7	0.5

2026 Build Traffic Volumes  
3: NYS Route 208 & Peddler Hill Road

Peak AM Hour  
07/21/2023



Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	145	548	1138	3	5	226
Future Volume (vph)	145	548	1138	3	5	226
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	16	16
Grade (%)		1%	1%		2%	
Storage Length (ft)	100			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.868	
Flt Protected	0.950				0.999	
Satd. Flow (prot)	1458	1604	1649	0	1695	0
Flt Permitted	0.950				0.999	
Satd. Flow (perm)	1458	1604	1649	0	1695	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		1804	1967		2341	
Travel Time (s)		27.3	29.8		53.2	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	15%	10%	7%	2%	60%	8%
Adj. Flow (vph)	159	602	1251	3	5	248
Shared Lane Traffic (%)						
Lane Group Flow (vph)	159	602	1254	0	253	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		16	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	0.86	0.86
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	92.4%
ICU Level of Service	F
Analysis Period (min)	15

**Intersection**

Int Delay, s/veh 39.9

Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations	↖	↑	↗		↖	
Traffic Vol, veh/h	145	548	1138	3	5	226
Future Vol, veh/h	145	548	1138	3	5	226
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	2	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	15	10	7	2	60	8
Mvmt Flow	159	602	1251	3	5	248

**Major/Minor**

	Major1	Major2	Minor2
Conflicting Flow All	1254	0	0 2173 1253
Stage 1	-	-	- 1253 -
Stage 2	-	-	- 920 -
Critical Hdwy	4.25	-	- 7.4 6.48
Critical Hdwy Stg 1	-	-	- 6.4 -
Critical Hdwy Stg 2	-	-	- 6.4 -
Follow-up Hdwy	2.335	-	- 4.04 3.372
Pot Cap-1 Maneuver	513	-	- 27 ~ 190
Stage 1	-	-	- 179 -
Stage 2	-	-	- 278 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	513	-	- 19 ~ 190
Mov Cap-2 Maneuver	-	-	- 19 -
Stage 1	-	-	- 124 -
Stage 2	-	-	- 278 -

**Approach**

	NB	SB	SE
HCM Control Delay, s	3.2	0	\$ 347
HCM LOS			F

**Minor Lane/Major Mvmt**

	NBL	NBTSELn1	SBT	SBR
Capacity (veh/h)	513	-	159	-
HCM Lane V/C Ratio	0.311	-	1.597	-
HCM Control Delay (s)	15.1	-	\$ 347	-
HCM Lane LOS	C	-	F	-
HCM 95th %tile Q(veh)	1.3	-	17.3	-

**Notes**

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

2026 Build Traffic Volumes  
4: Prospect Road & Site Access

Peak AM Hour  
07/21/2023



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	13	5	123	13	5	167
Future Volume (vph)	13	5	123	13	5	167
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	12	11
Grade (%)	0%		-2%			3%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.962		0.987			
Flt Protected	0.965					0.999
Satd. Flow (prot)	882	0	1531	0	0	1632
Flt Permitted	0.965					0.999
Satd. Flow (perm)	882	0	1531	0	0	1632
Link Speed (mph)	30		30			30
Link Distance (ft)	238		829			3851
Travel Time (s)	5.4		18.8			87.5
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles (%)	100%	100%	11%	100%	100%	8%
Adj. Flow (vph)	18	7	168	18	7	229
Shared Lane Traffic (%)						
Lane Group Flow (vph)	25	0	186	0	0	236
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.03	0.99	1.02	1.07
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	22.8%
	ICU Level of Service A
Analysis Period (min)	15

**Intersection**

Int Delay, s/veh 0.9

Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations	Y		Y			Y
Traffic Vol, veh/h	13	5	123	13	5	167
Future Vol, veh/h	13	5	123	13	5	167
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	-	-2	-	-	3
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	100	100	11	100	100	8
Mvmt Flow	18	7	168	18	7	229

**Major/Minor**

	Minor1	Major1	Major2		
Conflicting Flow All	420	177	0	0	186
Stage 1	177	-	-	-	-
Stage 2	243	-	-	-	-
Critical Hdwy	7.4	7.2	-	-	5.1
Critical Hdwy Stg 1	6.4	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-
Follow-up Hdwy	4.4	4.2	-	-	3.1
Pot Cap-1 Maneuver	441	666	-	-	966
Stage 1	664	-	-	-	-
Stage 2	614	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	437	666	-	-	966
Mov Cap-2 Maneuver	437	-	-	-	-
Stage 1	664	-	-	-	-
Stage 2	609	-	-	-	-

**Approach**

	WB	NE	SW
HCM Control Delay, s	12.9	0	0.3
HCM LOS	B		

**Minor Lane/Major Mvmt**

	NET	NERWBLn1	SWL	SWT
Capacity (veh/h)	-	-	483	966
HCM Lane V/C Ratio	-	-	0.051	0.007
HCM Control Delay (s)	-	-	12.9	8.8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0

2026 Build Traffic Volumes  
1: Prospect Road & Round Hill Road

Peak PM Hour  
07/28/2023



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	55	32	66	74	47	50
Future Volume (vph)	55	32	66	74	47	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	-5%			1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.951				0.931	
Flt Protected				0.977	0.976	
Satd. Flow (prot)	1633	0	0	1741	1600	0
Flt Permitted				0.977	0.976	
Satd. Flow (perm)	1633	0	0	1741	1600	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	832			676	1446	
Travel Time (s)	18.9			15.4	32.9	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	10%	9%	2%	3%	10%	2%
Adj. Flow (vph)	64	37	77	86	55	58
Shared Lane Traffic (%)						
Lane Group Flow (vph)	101	0	0	163	113	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	0.97	1.01	1.05	1.02	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	26.6%
ICU Level of Service	A
Analysis Period (min)	15

**Intersection**

Int Delay, s/veh 4.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	55	32	66	74	47	50
Future Vol, veh/h	55	32	66	74	47	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-5	-	-	1	-3	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	10	9	2	3	10	2
Mvmt Flow	64	37	77	86	55	58

**Major/Minor**

	Major1	Major2	Minor1		
Conflicting Flow All	0	0	101	0	323
Stage 1	-	-	-	-	83
Stage 2	-	-	-	-	240
Critical Hdwy	-	-	4.12	-	5.9
Critical Hdwy Stg 1	-	-	-	-	4.9
Critical Hdwy Stg 2	-	-	-	-	4.9
Follow-up Hdwy	-	-	2.218	-	3.59
Pot Cap-1 Maneuver	-	-	1491	-	691
Stage 1	-	-	-	-	933
Stage 2	-	-	-	-	813
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1491	-	654
Mov Cap-2 Maneuver	-	-	-	-	654
Stage 1	-	-	-	-	933
Stage 2	-	-	-	-	769

**Approach**

	EB	WB	NB
HCM Control Delay, s	0	3.6	10.3
HCM LOS			B

**Minor Lane/Major Mvmt**

	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	790	-	-	1491	-
HCM Lane V/C Ratio	0.143	-	-	0.051	-
HCM Control Delay (s)	10.3	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.2	-

2026 Build Traffic Volumes  
2: Prospect Road & Peddler Hill Road

Peak PM Hour  
07/28/2023



Lane Group	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	9	26	173	8	26	226
Future Volume (vph)	9	26	173	8	26	226
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	-3%			3%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.901				0.879	
Flt Protected				0.954	0.995	
Satd. Flow (prot)	1345	0	0	1631	1461	0
Flt Permitted				0.954	0.995	
Satd. Flow (perm)	1345	0	0	1631	1461	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	713			829	1736	
Travel Time (s)	16.2			18.8	39.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	33%	6%	2%	43%	8%
Adj. Flow (vph)	10	28	188	9	28	246
Shared Lane Traffic (%)						
Lane Group Flow (vph)	38	0	0	197	274	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.02	0.98	1.02	1.07	1.02	0.98
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	38.7%
ICU Level of Service	A
Analysis Period (min)	15



Intersection						
Int Delay, s/veh	8.5					
Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	9	26	173	8	26	226
Future Vol, veh/h	9	26	173	8	26	226
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-3	-	-	3	-3	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	33	6	2	43	8
Mvmt Flow	10	28	188	9	28	246
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	38	0	409	24
Stage 1	-	-	-	-	24	-
Stage 2	-	-	-	-	385	-
Critical Hdwy	-	-	4.16	-	6.23	5.98
Critical Hdwy Stg 1	-	-	-	-	5.23	-
Critical Hdwy Stg 2	-	-	-	-	5.23	-
Follow-up Hdwy	-	-	2.254	-	3.887	3.372
Pot Cap-1 Maneuver	-	-	1547	-	565	1037
Stage 1	-	-	-	-	906	-
Stage 2	-	-	-	-	647	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1547	-	496	1037
Mov Cap-2 Maneuver	-	-	-	-	496	-
Stage 1	-	-	-	-	906	-
Stage 2	-	-	-	-	568	-
Approach	NB	SB	NW			
HCM Control Delay, s	0	7.3	10.5			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	NWLn1	SBL	SBT	
Capacity (veh/h)	-	-	932	1547	-	
HCM Lane V/C Ratio	-	-	0.294	0.122	-	
HCM Control Delay (s)	-	-	10.5	7.6	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	1.2	0.4	-	

2026 Build Traffic Volumes  
3: NYS Route 208 & Peddler Hill Road

Peak PM Hour  
07/28/2023



Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	258	1250	779	10	6	203
Future Volume (vph)	258	1250	779	10	6	203
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	16	16
Grade (%)		1%	1%		2%	
Storage Length (ft)	100			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998		0.869	
Flt Protected	0.950				0.999	
Satd. Flow (prot)	1627	1697	1701	0	1643	0
Flt Permitted	0.950				0.999	
Satd. Flow (perm)	1627	1697	1701	0	1643	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		1804	1967		2341	
Travel Time (s)		27.3	29.8		53.2	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	3%	4%	3%	44%	2%	13%
Adj. Flow (vph)	290	1404	875	11	7	228
Shared Lane Traffic (%)						
Lane Group Flow (vph)	290	1404	886	0	235	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		16	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	0.86	0.86
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	85.4%
Analysis Period (min)	15
	ICU Level of Service E

**Intersection**

Int Delay, s/veh	29.5					
<b>Movement</b>	<b>NBL</b>	<b>NBT</b>	<b>SBT</b>	<b>SBR</b>	<b>SEL</b>	<b>SER</b>
Lane Configurations	↖	↑	↗		↘	
Traffic Vol, veh/h	258	1250	779	10	6	203
Future Vol, veh/h	258	1250	779	10	6	203
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	2	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	3	4	3	44	2	13
Mvmt Flow	290	1404	875	11	7	228

<b>Major/Minor</b>	<b>Major1</b>	<b>Major2</b>	<b>Minor2</b>		
Conflicting Flow All	886	0	-	0	2865 881
Stage 1	-	-	-	-	881 -
Stage 2	-	-	-	-	1984 -
Critical Hdwy	4.13	-	-	-	6.82 6.53
Critical Hdwy Stg 1	-	-	-	-	5.82 -
Critical Hdwy Stg 2	-	-	-	-	5.82 -
Follow-up Hdwy	2.227	-	-	-	3.518 3.417
Pot Cap-1 Maneuver	760	-	-	-	13 315
Stage 1	-	-	-	-	367 -
Stage 2	-	-	-	-	94 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	760	-	-	-	8 315
Mov Cap-2 Maneuver	-	-	-	-	8 -
Stage 1	-	-	-	-	227 -
Stage 2	-	-	-	-	94 -

<b>Approach</b>	<b>NB</b>	<b>SB</b>	<b>SE</b>
HCM Control Delay, s	2.2	0	\$ 338.2
HCM LOS			F

<b>Minor Lane/Major Mvmt</b>	<b>NBL</b>	<b>NBTSELn1</b>	<b>SBT</b>	<b>SBR</b>
Capacity (veh/h)	760	-	150	-
HCM Lane V/C Ratio	0.381	-	1.566	-
HCM Control Delay (s)	12.6	\$	338.2	-
HCM Lane LOS	B	-	F	-
HCM 95th %tile Q(veh)	1.8	-	16.1	-

**Notes**

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

2026 Build Traffic Volumes  
4: Prospect Road & Site Access

Peak PM Hour  
07/28/2023



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	13	5	222	13	5	169
Future Volume (vph)	13	5	222	13	5	169
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	12	11
Grade (%)	0%		-2%			3%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.962		0.992			
Flt Protected	0.965					0.999
Satd. Flow (prot)	882	0	1587	0	0	1633
Flt Permitted	0.965					0.999
Satd. Flow (perm)	882	0	1587	0	0	1633
Link Speed (mph)	30		30			30
Link Distance (ft)	238		829			3851
Travel Time (s)	5.4		18.8			87.5
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles (%)	100%	100%	11%	100%	100%	8%
Adj. Flow (vph)	18	7	304	18	7	232
Shared Lane Traffic (%)						
Lane Group Flow (vph)	25	0	322	0	0	239
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.03	0.99	1.02	1.07
Turning Speed (mph)	60	60		60	60	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	22.9%
	ICU Level of Service A
Analysis Period (min)	15

**Intersection**

Int Delay, s/veh 0.7

Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	13	5	222	13	5	169
Future Vol, veh/h	13	5	222	13	5	169
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	-	-2	-	-	3
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	100	100	11	100	100	8
Mvmt Flow	18	7	304	18	7	232

**Major/Minor**

	Minor1	Major1	Major2		
Conflicting Flow All	559	313	0	0	322
Stage 1	313	-	-	-	-
Stage 2	246	-	-	-	-
Critical Hdwy	7.4	7.2	-	-	5.1
Critical Hdwy Stg 1	6.4	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-
Follow-up Hdwy	4.4	4.2	-	-	3.1
Pot Cap-1 Maneuver	358	547	-	-	843
Stage 1	564	-	-	-	-
Stage 2	612	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	354	547	-	-	843
Mov Cap-2 Maneuver	354	-	-	-	-
Stage 1	564	-	-	-	-
Stage 2	606	-	-	-	-

**Approach**

	WB	NE	SW
HCM Control Delay, s	14.8	0	0.3
HCM LOS	B		

**Minor Lane/Major Mvmt**

	NET	NERWBLn1	SWL	SWT
Capacity (veh/h)	-	-	392	843
HCM Lane V/C Ratio	-	-	0.063	0.008
HCM Control Delay (s)	-	-	14.8	9.3
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0

2026 Build Traffic Volumes (W/ Improvements)  
 3: NYS Route 208 & Peddler Hill Road

Peak AM Hour  
 07/21/2023



Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	145	548	1138	3	5	226
Future Volume (vph)	145	548	1138	3	5	226
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	16	16
Grade (%)		1%	1%		2%	
Storage Length (ft)	100			0	0	100
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1458	1604	1649	0	1266	1678
Flt Permitted	0.119				0.950	
Satd. Flow (perm)	183	1604	1649	0	1266	1678
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						103
Link Speed (mph)		45	45		30	
Link Distance (ft)		1804	1967		2341	
Travel Time (s)		27.3	29.8		53.2	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	15%	10%	7%	2%	60%	8%
Adj. Flow (vph)	151	571	1185	3	5	235
Shared Lane Traffic (%)						
Lane Group Flow (vph)	151	571	1188	0	5	235
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		16	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	0.86	0.86
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2		2	1
Detector Template						
Leading Detector (ft)	83	83	83		83	15
Trailing Detector (ft)	-5	-5	-5		-5	-5
Detector 1 Position(ft)	-5	-5	-5		-5	-5
Detector 1 Size(ft)	40	40	40		40	20
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	43	43	43		43	
Detector 2 Size(ft)	40	40	40		40	
Detector 2 Type	CI+Ex	CI+Ex	CI+Ex		CI+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0		0.0	
Turn Type	pm+pt	NA	NA		Prot	pm+ov
Protected Phases	5	2	6		4	5
Permitted Phases	2					4
Detector Phase	5	2	6		4	5

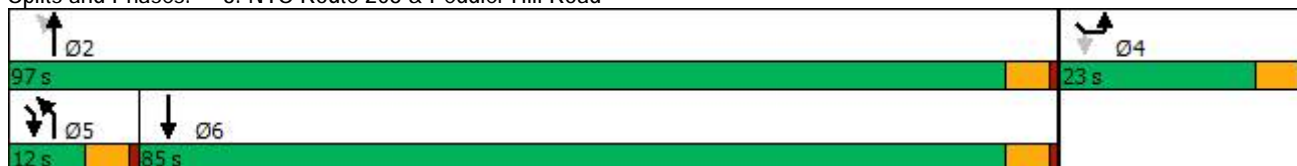


Lane Group	NBL	NBT	SBT	SBR	SEL	SER
<b>Switch Phase</b>						
Minimum Initial (s)	3.0	5.0	5.0		5.0	3.0
Minimum Split (s)	8.0	23.0	23.0		10.0	8.0
Total Split (s)	12.0	97.0	85.0		23.0	12.0
Total Split (%)	10.0%	80.8%	70.8%		19.2%	10.0%
Maximum Green (s)	7.0	92.0	80.0		18.0	7.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag	Lead		Lag			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Vehicle Extension (s)	2.0	2.0	2.0		2.0	2.0
Recall Mode	None	Min	Min		None	None
v/c Ratio	0.58	0.37	0.89		0.07	0.96
Control Delay	14.2	1.3	18.4		48.8	72.8
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	14.2	1.3	18.4		48.8	72.8
Queue Length 50th (ft)	0	0	326		3	~100
Queue Length 95th (ft)	#65	94	#1094		16	170
Internal Link Dist (ft)		1724	1887		2261	
Turn Bay Length (ft)	100					100
Base Capacity (vph)	259	1556	1333		228	246
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.58	0.37	0.89		0.02	0.96

**Intersection Summary**












Area Type: Other  
 Cycle Length: 120  
 Actuated Cycle Length: 99.7  
 Natural Cycle: 90  
 Control Type: Actuated-Uncoordinated  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 3: NYS Route 208 & Peddler Hill Road



2026 Build Traffic Volumes (W/ Improvements)  
3: NYS Route 208 & Peddler Hill Road

Peak AM Hour  
07/21/2023

						
Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (veh/h)	145	548	1138	3	5	226
Future Volume (veh/h)	145	548	1138	3	5	226
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1672	1746	1790	1864	1027	1828
Adj Flow Rate, veh/h	151	571	1185	3	5	235
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	15	10	7	2	60	8
Cap, veh/h	156	1339	1190	3	147	323
Arrive On Green	0.06	0.77	0.67	0.67	0.15	0.15
Sat Flow, veh/h	1592	1746	1785	5	978	1549
Grp Volume(v), veh/h	151	571	0	1188	5	235
Grp Sat Flow(s),veh/h/ln	1592	1746	0	1790	978	1549
Q Serve(g_s), s	6.5	13.6	0.0	79.0	0.5	17.0
Cycle Q Clear(g_c), s	6.5	13.6	0.0	79.0	0.5	17.0
Prop In Lane	1.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	156	1339	0	1193	147	323
V/C Ratio(X)	0.97	0.43	0.00	1.00	0.03	0.73
Avail Cap(c_a), veh/h	156	1339	0	1193	147	323
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.9	4.9	0.0	19.8	43.6	44.3
Incr Delay (d2), s/veh	61.1	0.1	0.0	25.0	0.0	7.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	3.6	0.0	34.9	0.1	14.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	102.9	4.9	0.0	44.8	43.6	51.4
LnGrp LOS	F	A	A	D	D	D
Approach Vol, veh/h		722	1188		240	
Approach Delay, s/veh		25.4	44.8		51.2	
Approach LOS		C	D		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		97.0		23.0	12.0	85.0
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		92.0		18.0	7.0	80.0
Max Q Clear Time (g_c+I1), s		15.6		19.0	8.5	81.0
Green Ext Time (p_c), s		1.8		0.0	0.0	0.0
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			39.0			
HCM 6th LOS			D			



2026 Build Traffic Volumes (W/ Improvements)  
 3: NYS Route 208 & Peddler Hill Road

Peak PM Hour  
 07/28/2023



Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	258	1250	779	10	6	203
Future Volume (vph)	258	1250	779	10	6	203
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	16	16
Grade (%)		1%	1%		2%	
Storage Length (ft)	100			0	0	100
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1627	1697	1701	0	1986	1604
Flt Permitted	0.162				0.950	
Satd. Flow (perm)	278	1697	1701	0	1986	1604
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			1			214
Link Speed (mph)		45	45		30	
Link Distance (ft)		1804	1967		2341	
Travel Time (s)		27.3	29.8		53.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	4%	3%	44%	2%	13%
Adj. Flow (vph)	272	1316	820	11	6	214
Shared Lane Traffic (%)						
Lane Group Flow (vph)	272	1316	831	0	6	214
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		16	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	0.86	0.86
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2		2	1
Detector Template						
Leading Detector (ft)	83	83	83		83	15
Trailing Detector (ft)	-5	-5	-5		-5	-5
Detector 1 Position(ft)	-5	-5	-5		-5	-5
Detector 1 Size(ft)	40	40	40		40	20
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	43	43	43		43	
Detector 2 Size(ft)	40	40	40		40	
Detector 2 Type	CI+Ex	CI+Ex	CI+Ex		CI+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0		0.0	
Turn Type	pm+pt	NA	NA		Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases	2					4
Detector Phase	5	2	6		4	4

2026 Build Traffic Volumes (W/ Improvements)  
 3: NYS Route 208 & Peddler Hill Road

Peak PM Hour  
 07/28/2023



Lane Group	NBL	NBT	SBT	SBR	SEL	SER
<b>Switch Phase</b>						
Minimum Initial (s)	3.5	5.0	5.0		5.0	5.0
Minimum Split (s)	8.5	23.0	23.0		15.0	15.0
Total Split (s)	15.0	65.0	50.0		25.0	25.0
Total Split (%)	16.7%	72.2%	55.6%		27.8%	27.8%
Maximum Green (s)	10.0	60.0	45.0		20.0	20.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	2.0	2.0	2.0		2.0	2.0
Recall Mode	None	Min	Min		None	None
v/c Ratio	0.69	0.99	0.83		0.04	0.64
Control Delay	17.3	33.7	22.9		31.7	14.6
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	17.3	33.7	22.9		31.7	14.6
Queue Length 50th (ft)	21	369	271		3	0
Queue Length 95th (ft)	#143	#984	#605		14	59
Internal Link Dist (ft)		1724	1887		2261	
Turn Bay Length (ft)	100					100
Base Capacity (vph)	393	1328	999		518	576
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.69	0.99	0.83		0.01	0.37

**Intersection Summary**












Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 76.7  
 Natural Cycle: 90  
 Control Type: Actuated-Uncoordinated  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 3: NYS Route 208 & Peddler Hill Road



2026 Build Traffic Volumes (W/ Improvements)  
3: NYS Route 208 & Peddler Hill Road

Peak PM Hour  
07/28/2023

						
Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (veh/h)	258	1250	779	10	6	203
Future Volume (veh/h)	258	1250	779	10	6	203
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1850	1835	1850	1242	1921	1751
Adj Flow Rate, veh/h	272	1316	820	11	6	214
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	4	3	44	2	13
Cap, veh/h	378	1312	1039	14	303	246
Arrive On Green	0.09	0.72	0.57	0.57	0.17	0.17
Sat Flow, veh/h	1762	1835	1821	24	1829	1484
Grp Volume(v), veh/h	272	1316	0	831	6	214
Grp Sat Flow(s),veh/h/ln	1762	1835	0	1845	1829	1484
Q Serve(g_s), s	4.9	60.0	0.0	29.5	0.2	11.8
Cycle Q Clear(g_c), s	4.9	60.0	0.0	29.5	0.2	11.8
Prop In Lane	1.00			0.01	1.00	1.00
Lane Grp Cap(c), veh/h	378	1312	0	1052	303	246
V/C Ratio(X)	0.72	1.00	0.00	0.79	0.02	0.87
Avail Cap(c_a), veh/h	438	1312	0	1052	436	354
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.1	12.0	0.0	14.1	29.3	34.1
Incr Delay (d2), s/veh	3.6	25.6	0.0	3.8	0.0	11.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	23.6	0.0	10.8	0.1	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.7	37.5	0.0	17.9	29.3	45.3
LnGrp LOS	B	F	A	B	C	D
Approach Vol, veh/h		1588	831		220	
Approach Delay, s/veh		34.3	17.9		44.9	
Approach LOS		C	B		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		65.0		18.9	12.1	52.9
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		60.0		20.0	10.0	45.0
Max Q Clear Time (g_c+I1), s		62.0		13.8	6.9	31.5
Green Ext Time (p_c), s		0.0		0.2	0.2	2.6
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			30.0			
HCM 6th LOS			C			

2026 Build Traffic Volumes (W/ Improvements 2)  
 3: NYS Route 208 & Peddler Hill Road

Peak AM Hour  
 07/21/2023



Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	145	548	1138	3	5	226
Future Volume (vph)	145	548	1138	3	5	226
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	16	16
Grade (%)		1%	1%		2%	
Storage Length (ft)	100			0	0	100
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1458	1604	1649	0	1266	1678
Flt Permitted	0.092				0.950	
Satd. Flow (perm)	141	1604	1649	0	1266	1678
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						235
Link Speed (mph)		45	45		30	
Link Distance (ft)		1808	1967		2341	
Travel Time (s)		27.4	29.8		53.2	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	15%	10%	7%	2%	60%	8%
Adj. Flow (vph)	151	571	1185	3	5	235
Shared Lane Traffic (%)						
Lane Group Flow (vph)	151	571	1188	0	5	235
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		16	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	0.86	0.86
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2		2	1
Detector Template						
Leading Detector (ft)	83	83	83		83	20
Trailing Detector (ft)	-5	-5	-5		-5	0
Detector 1 Position(ft)	-5	-5	-5		-5	0
Detector 1 Size(ft)	40	40	40		40	20
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	43	43	43		43	
Detector 2 Size(ft)	40	40	40		40	
Detector 2 Type	CI+Ex	CI+Ex	CI+Ex		CI+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0		0.0	
Turn Type	pm+pt	NA	NA		Prot	Free
Protected Phases	5	2	6		4	
Permitted Phases	2					Free
Detector Phase	5	2	6		4	

2026 Build Traffic Volumes (W/ Improvements 2)  
 3: NYS Route 208 & Peddler Hill Road

Peak AM Hour  
 07/21/2023

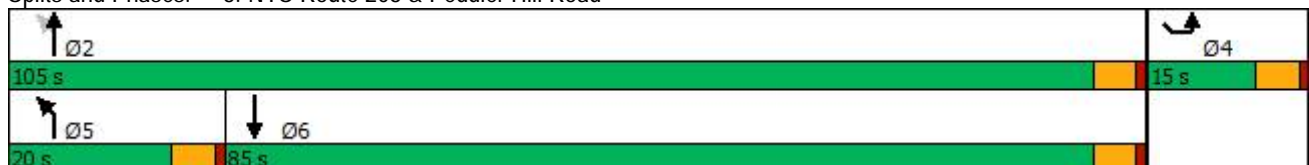


Lane Group	NBL	NBT	SBT	SBR	SEL	SER
<b>Switch Phase</b>						
Minimum Initial (s)	3.0	5.0	5.0		5.0	
Minimum Split (s)	8.0	23.0	23.0		10.0	
Total Split (s)	20.0	105.0	85.0		15.0	
Total Split (%)	16.7%	87.5%	70.8%		12.5%	
Maximum Green (s)	15.0	100.0	80.0		10.0	
Yellow Time (s)	4.0	4.0	4.0		4.0	
All-Red Time (s)	1.0	1.0	1.0		1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	5.0	5.0	5.0		5.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	2.0	2.0	2.0		2.0	
Recall Mode	None	Min	Min		None	
v/c Ratio	0.52	0.37	0.94		0.08	0.14
Control Delay	16.3	1.2	27.5		53.6	0.2
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	16.3	1.2	27.5		53.6	0.2
Queue Length 50th (ft)	6	0	562		3	0
Queue Length 95th (ft)	88	93	#1228		17	0
Internal Link Dist (ft)		1728	1887		2261	
Turn Bay Length (ft)	100					100
Base Capacity (vph)	308	1559	1268		113	1678
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.49	0.37	0.94		0.04	0.14

**Intersection Summary**

Area Type: Other  
 Cycle Length: 120  
 Actuated Cycle Length: 111.7  
 Natural Cycle: 90  
 Control Type: Actuated-Uncoordinated  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 3: NYS Route 208 & Peddler Hill Road



2026 Build Traffic Volumes (W/ Improvements 2)  
 3: NYS Route 208 & Peddler Hill Road

Peak AM Hour  
 07/21/2023



Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (veh/h)	145	548	1138	3	5	226
Future Volume (veh/h)	145	548	1138	3	5	226
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1672	1746	1790	1864	1027	1828
Adj Flow Rate, veh/h	151	571	1185	3	5	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	15	10	7	2	60	8
Cap, veh/h	251	1463	1261	3	6	
Arrive On Green	0.05	0.84	0.71	0.71	0.01	0.00
Sat Flow, veh/h	1592	1746	1785	5	978	1549
Grp Volume(v), veh/h	151	571	0	1188	5	0
Grp Sat Flow(s),veh/h/ln	1592	1746	0	1790	978	1549
Q Serve(g_s), s	1.4	5.1	0.0	37.3	0.3	0.0
Cycle Q Clear(g_c), s	1.4	5.1	0.0	37.3	0.3	0.0
Prop In Lane	1.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	251	1463	0	1265	6	
V/C Ratio(X)	0.60	0.39	0.00	0.94	0.77	
Avail Cap(c_a), veh/h	537	2716	0	2227	152	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	17.6	1.3	0.0	8.2	31.9	0.0
Incr Delay (d2), s/veh	0.9	0.1	0.0	2.8	50.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.0	7.0	0.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.5	1.3	0.0	11.1	82.0	0.0
LnGrp LOS	B	A	A	B	F	
Approach Vol, veh/h		722	1188		5	A
Approach Delay, s/veh		4.9	11.1		82.0	
Approach LOS		A	B		F	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		58.9		5.4	8.4	50.4
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		100.0		10.0	15.0	80.0
Max Q Clear Time (g_c+I1), s		7.1		2.3	3.4	39.3
Green Ext Time (p_c), s		1.8		0.0	0.3	6.2

Intersection Summary

HCM 6th Ctrl Delay	8.9
HCM 6th LOS	A

Notes

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

2026 Build Traffic Volumes (W/ Improvements 2)  
 3: NYS Route 208 & Peddler Hill Road

Peak PM Hour  
 07/28/2023



Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	258	1250	779	10	6	203
Future Volume (vph)	258	1250	779	10	6	203
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	16	16
Grade (%)		1%	1%		2%	
Storage Length (ft)	100			0	0	100
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1627	1697	1701	0	1986	1604
Flt Permitted	0.200				0.950	
Satd. Flow (perm)	343	1697	1701	0	1986	1604
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			1			214
Link Speed (mph)		45	45		30	
Link Distance (ft)		1808	1967		2341	
Travel Time (s)		27.4	29.8		53.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	4%	3%	44%	2%	13%
Adj. Flow (vph)	272	1316	820	11	6	214
Shared Lane Traffic (%)						
Lane Group Flow (vph)	272	1316	831	0	6	214
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	10		16	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.10	1.10	1.10	1.10	0.86	0.86
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2		2	1
Detector Template						
Leading Detector (ft)	83	83	83		83	20
Trailing Detector (ft)	-5	-5	-5		-5	0
Detector 1 Position(ft)	-5	-5	-5		-5	0
Detector 1 Size(ft)	40	40	40		40	20
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	43	43	43		43	
Detector 2 Size(ft)	40	40	40		40	
Detector 2 Type	CI+Ex	CI+Ex	CI+Ex		CI+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0		0.0	
Turn Type	pm+pt	NA	NA		Prot	Free
Protected Phases	5	2	6		4	
Permitted Phases	2					Free
Detector Phase	5	2	6		4	

2026 Build Traffic Volumes (W/ Improvements 2)  
 3: NYS Route 208 & Peddler Hill Road

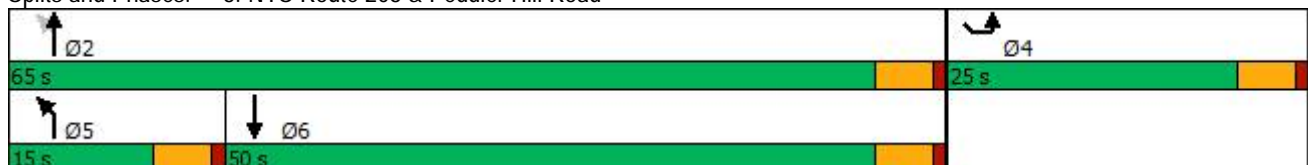
Peak PM Hour  
 07/28/2023



Lane Group	NBL	NBT	SBT	SBR	SEL	SER
<b>Switch Phase</b>						
Minimum Initial (s)	3.0	5.0	5.0		5.0	
Minimum Split (s)	8.0	23.0	23.0		15.0	
Total Split (s)	15.0	65.0	50.0		25.0	
Total Split (%)	16.7%	72.2%	55.6%		27.8%	
Maximum Green (s)	10.0	60.0	45.0		20.0	
Yellow Time (s)	4.0	4.0	4.0		4.0	
All-Red Time (s)	1.0	1.0	1.0		1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	5.0	5.0	5.0		5.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	2.0	2.0	2.0		2.0	
Recall Mode	None	Min	Min		None	
v/c Ratio	0.55	0.81	0.72		0.04	0.13
Control Delay	6.9	8.7	12.9		31.2	0.2
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	6.9	8.7	12.9		31.2	0.2
Queue Length 50th (ft)	0	0	158		2	0
Queue Length 95th (ft)	69	#875	#495		14	0
Internal Link Dist (ft)		1728	1887		2261	
Turn Bay Length (ft)	100					100
Base Capacity (vph)	496	1627	1154		582	1604
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.55	0.81	0.72		0.01	0.13

**Intersection Summary**  
 Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 68.5  
 Natural Cycle: 90  
 Control Type: Actuated-Uncoordinated  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 3: NYS Route 208 & Peddler Hill Road





2026 Build Traffic Volumes (W/ Improvements 2)  
3: NYS Route 208 & Peddler Hill Road

Peak PM Hour  
07/28/2023



Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (veh/h)	258	1250	779	10	6	203
Future Volume (veh/h)	258	1250	779	10	6	203
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1850	1835	1850	1242	1921	1751
Adj Flow Rate, veh/h	272	1316	820	11	6	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	4	3	44	2	13
Cap, veh/h	472	1425	1034	14	15	
Arrive On Green	0.10	0.78	0.57	0.57	0.01	0.00
Sat Flow, veh/h	1762	1835	1821	24	1829	1484
Grp Volume(v), veh/h	272	1316	0	831	6	0
Grp Sat Flow(s),veh/h/ln	1762	1835	0	1845	1829	1484
Q Serve(g_s), s	2.4	26.3	0.0	16.4	0.2	0.0
Cycle Q Clear(g_c), s	2.4	26.3	0.0	16.4	0.2	0.0
Prop In Lane	1.00			0.01	1.00	1.00
Lane Grp Cap(c), veh/h	472	1425	0	1048	15	
V/C Ratio(X)	0.58	0.92	0.00	0.79	0.41	
Avail Cap(c_a), veh/h	675	2373	0	1790	789	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	8.4	4.1	0.0	7.9	22.9	0.0
Incr Delay (d2), s/veh	0.4	2.6	0.0	0.5	6.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	1.0	0.0	3.2	0.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.8	6.7	0.0	8.4	29.5	0.0
LnGrp LOS	A	A	A	A	C	
Approach Vol, veh/h		1588	831		6	A
Approach Delay, s/veh		7.0	8.4		29.5	
Approach LOS		A	A		C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		41.0		5.4	9.7	31.3
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		60.0		20.0	10.0	45.0
Max Q Clear Time (g_c+I1), s		28.3		2.2	4.4	18.4
Green Ext Time (p_c), s		7.7		0.0	0.4	3.0

Intersection Summary

HCM 6th Ctrl Delay	7.6
HCM 6th LOS	A

Notes

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

# Traffic Impact Study

## Appendix E | Accident Data

**TABLE A**  
**ACCIDENT DATA SUMMARY**  
**BLOOMING GROVE, ORANGE COUNTY, NY**  
**STUDY PERIOD: NOVEMBER 9, 2016 THROUGH JULY 25, 2022**

On Street	Location	Mile Marker	Date	Time	Traffic Control	Accident Class	# of Vehicles Injuries	Light Condition	Road Condition	Weather	Manner of Collision	Apparent Contributing Factors
ROUTE 208	AT THE INTERSECTION OF PEDDLER HILL RD	208 83011023	07/25/22	8:39 PM	NO PASSING ZONE	PDO	2-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	SIDESWIPE	V1:(DRIVER INATTENTION,PASSING OR LANE USAGE IMPROPERLY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 208	AT THE INTERSECTION OF PEDDLER HILL RD	208 83011023	06/13/22	3:29 PM	NO PASSING ZONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 208	AT THE INTERSECTION OF PEDDLER HILL RD	208 83011023	04/08/22	3:48 PM	NO PASSING ZONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	OVERTAKING	V1:(FAILURE TO KEEP RIGHT,PASSING OR LANE USAGE IMPROPERLY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 208	AT THE INTERSECTION OF PEDDLER HILL RD	208 83011023	03/22/22	2:31 PM	NO PASSING ZONE	I	2-1	DAYLIGHT	DRY	CLEAR	REAR END	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 208	AT THE INTERSECTION OF PEDDLER HILL RD	208 83011023	03/03/22	8:16 AM	NO PASSING ZONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 208	AT THE INTERSECTION OF PEDDLER HILL RD	208 83011023	11/13/21	4:22 PM	NO PASSING ZONE	I	2-1	DARK-ROAD UNLIGHTED	WET	CLOUDY	REAR END	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 208	AT THE INTERSECTION OF PEDDLER HILL RD	208 83011023	10/26/21	3:53 PM	NO PASSING ZONE	PDO	2-0	DAYLIGHT	WET	RAIN	REAR END	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 208	AT THE INTERSECTION OF PEDDLER HILL RD	208 83011023	03/05/21	12:13 PM	NO PASSING ZONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 208	AT THE INTERSECTION OF PEDDLER HILL RD	208 83011023	11/04/20	9:39 AM	NO PASSING ZONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 208	AT THE INTERSECTION OF PEDDLER HILL RD	208 83011023	02/13/20	7:05 AM	NO PASSING ZONE	PDO	1-0	DAYLIGHT	WET	CLOUDY	OTHER	V1:(ANIMAL'S ACTION,NOT APPLICABLE)
ROUTE 208	AT THE INTERSECTION OF PEDDLER HILL RD	208 83011023	01/10/20	6:15 PM	NO PASSING ZONE	PDO	1-0	DARK-ROAD LIGHTED	DRY	CLOUDY	OTHER	V1:(ANIMAL'S ACTION,NOT APPLICABLE)
ROUTE 208	AT THE INTERSECTION OF PEDDLER HILL RD	208 83011023	07/19/19	7:43 AM	NO PASSING ZONE	I	3-1	DAYLIGHT	DRY	CLOUDY	OTHER	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 208	AT THE INTERSECTION OF PEDDLER HILL RD	208 83011023	11/24/18	6:08 PM	NO PASSING ZONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	OTHER	V1:(ANIMAL'S ACTION,NOT APPLICABLE)
ROUTE 208	AT THE INTERSECTION OF PEDDLER HILL RD	208 83011023	10/26/18	2:50 PM	NO PASSING ZONE	I	2-1	DAYLIGHT	DRY	CLOUDY	REAR END	V1:(FOLLOWING TOO CLOSELY,UNSAFE SPEED) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 208	AT THE INTERSECTION OF PEDDLER HILL RD	208 83011023	05/29/18	9:30 PM	NO PASSING ZONE	PDO	2-0	DUSK	DRY	CLEAR	REAR END	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 208	AT THE INTERSECTION OF PEDDLER HILL RD	208 83011023	05/24/18	5:30 PM	NO PASSING ZONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 208	AT THE INTERSECTION OF PEDDLER HILL RD	208 83011023	12/26/17	2:32 AM	NO PASSING ZONE	I	1-3	DARK-ROAD UNLIGHTED	DRY	CLEAR	OTHER	V1:(UNSAFE SPEED,UNKNOWN)
ROUTE 208	AT THE INTERSECTION OF PEDDLER HILL RD	208 83011023	11/25/17	3:15 PM	NO PASSING ZONE	I	2-1	DAYLIGHT	DRY	CLOUDY	REAR END	V1:(UNSAFE SPEED,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 208	AT THE INTERSECTION OF PEDDLER HILL RD	208 83011023	11/11/17	11:15 AM	NO PASSING ZONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	OVERTAKING	V1:(PASSING OR LANE USAGE IMPROPERLY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 208	AT THE INTERSECTION OF PEDDLER HILL RD	208 83011023	10/26/17	3:00 AM	NO PASSING ZONE	PDO	1-0	DARK-ROAD LIGHTED	DRY	CLOUDY	OTHER	V1:(ANIMAL'S ACTION,NOT APPLICABLE)
PEDDLER HILL RD	AT THE INTERSECTION OF ROUTE 208	208 83011023	07/09/17	10:24 AM	SLICE/FIRE EMERGEN	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 208	AT THE INTERSECTION OF PEDDLER HILL RD	208 83011023	06/25/17	9:40 AM	NO PASSING ZONE	I	2-1	DAYLIGHT	DRY	CLEAR	REAR END	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 208	AT THE INTERSECTION OF PEDDLER HILL RD	208 83011023	11/09/16	7:40 AM	NO PASSING ZONE	PDO	2-0	DAYLIGHT	WET	RAIN	SIDESWIPE	V1:(REACTION TO OTHER UNINVOLVED VEHICLE,PAVEMENT SLIPPERY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
PEDDLER HILL RD	AT THE INTERSECTION OF ROUTE 208	208 83011024	10/08/21	5:30 PM	NONE	I	2-2	DAYLIGHT	DRY	CLEAR	HEAD ON	V1:(FAILURE TO KEEP RIGHT,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
PEDDLER HILL RD	161' NORTH OF PALAMAR DR		01/27/22	7:45 AM	NONE	I	2-1	DAYLIGHT	DRY	CLEAR	RIGHT ANGLE	V1:(PAVEMENT SLIPPERY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
PEDDLER HILL RD	AT THE INTERSECTION OF TANAGER RD		07/12/21	6:35 PM	NONE	I	1-4	DAYLIGHT	DRY	CLEAR	OTHER	V1:(UNSAFE SPEED,NOT APPLICABLE)
PEDDLER HILL RD	32' NORTH OF PALAMAR DR		04/09/21	11:40 PM	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	OTHER	V1:(ANIMAL'S ACTION,NOT APPLICABLE)
PEDDLER HILL RD	76' SOUTHEAST OF PROSPECT RD		12/09/20	4:23 PM	NONE	PDO	1-0	DAYLIGHT	WET	RAIN	OTHER	V1:(ANIMAL'S ACTION,NOT APPLICABLE)
PEDDLER HILL RD	#N/A		12/07/20	10:27 AM	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	SIDESWIPE	V1:(FAILURE TO KEEP RIGHT,NOT APPLICABLE) / V2:(FAILURE TO KEEP RIGHT,NOT APPLICABLE)
PEDDLER HILL RD	161' SOUTHEAST OF PROSPECT RD		06/16/20	2:15 PM	NONE	I	2-1	DAYLIGHT	DRY	CLEAR	SIDESWIPE	V1:(FAILURE TO KEEP RIGHT,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
PEDDLER HILL RD	61' NORTHWEST OF TANAGER RD		03/11/20	6:17 PM	NONE	PDO	1-0	DAYLIGHT	DRY	CLOUDY	OTHER	V1:(UNSAFE SPEED,ANIMAL'S ACTION)
PEDDLER HILL RD	152' SOUTHEAST OF PROSPECT RD		12/10/19	11:19 AM	NONE	PDO	1-0	DAYLIGHT	WET	CLEAR	OTHER	V1:(UNSAFE SPEED,NOT APPLICABLE)
PEDDLER HILL RD	76' SOUTHEAST OF PROSPECT RD		02/08/17	10:02 AM	NONE	I	1-1	DAYLIGHT	WET	CLOUDY	OTHER	V1:(UNSAFE SPEED,NOT ENTERED)
PROSPECT RD	701' SOUTHEAST OF LAKE HILDEGARDE DR		03/05/21	11:51 PM	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	OTHER	V1:(ANIMAL'S ACTION,NOT APPLICABLE)
PROSPECT RD	#N/A		10/06/19	7:03 PM	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	OTHER	V1:(ANIMAL'S ACTION,NOT APPLICABLE)

On Street	Location	Mile Marker	Date	Time	Traffic Control	Accident Class	# of Vehicles Injuries	Light Condition	Road Condition	Weather	Manner of Collision	Apparent Contributing Factors
PROSPECT RD	AT THE INTERSECTION OF PEDDLER HILL RD		10/02/18	12:00 AM	UNKNOWN	PDO	1-0	UNKNOWN	WET	RAIN	OTHER	V1:(NOT ENTERED,NOT ENTERED)
PROSPECT RD	AT THE INTERSECTION OF EMILY LN		06/09/17	6:06 PM	NONE	PDO	1-0	DAYLIGHT	DRY	CLEAR	OTHER	V1:(DRIVER INATTENTION,NOT APPLICABLE)
PROSPECT RD	784' SOUTHEAST OF LAKE HILDEGARDE DR		11/11/16	9:05 PM	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	OTHER	V1:(ANIMAL'S ACTION,NOT APPLICABLE)



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