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Traffic Impact Study

March 15, 2023

Proposed Residential Development
201-203 Prospect Road
Village of South Blooming Grove, Orange County, New York

Prepared for:

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Project No. 23002673A

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Appendices

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 201-203 Prospect Road Residential Development ("the Project"), which is planned to be developed on the property located along the east side of Prospect Road approximately 2,800± feet south of Round Hill Road in the Village of South Blooming Grove, Orange County, New York. The site is proposed to consist of 36 dwelling units. As shown on Figure No. 1, access to the development is proposed via an existing driveway access connection from Prospect Road, which will be upgraded and widened to serve the Project.

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 a driveway connection. 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.

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)

Manual traffic counts were collected by representatives of Colliers Engineering & Design CT, P.C. on Tuesday, January 31, 2023 for the AM and PM Peak Hours to determine the existing traffic volume conditions at the study area intersections. These traffic counts were then compared to traffic volume data from previous traffic studies conducted by our office and to traffic volume data available from the New York State Department of Transportation (NYSDOT) for the NYS Route 208 corridor. 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 Peddler Hill Road
- Prospect Road and Round 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 January 30, 2023 through February 3, 2023 to identify existing vehicle travel speeds and any 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.

C. Accident Data

(Table A, Appendix E)

Accident information was requested 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 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 residential development 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 – 210 Single-Family Housing. 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.

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 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 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 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.

2. **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 "B" or better 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 "B" or better during the AM and PM Peak Hours 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.

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 "F" 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 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. Peddler Hill Road should be realigned and widened to provide a two-lane approach. A traffic signal will also be required in the future and should be monitored for such. 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**

   Prospect Road and the existing Site Access connection intersects at "T" type intersection with all approaches consisting of a single lane. This existing driveway will have to be widened to provide two full lanes for access to the site.

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

   The driveway approach should be controlled by a stop-sign and to ensure adequate sight distances, based on the 85% speeds along the roadway (approximately 40 MPH), clearing of vegetation should be completed looking north and south of the access point. This should be 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 will have to be coordinated with the Village Highway Superintendent.

5. **NYS Route 208 and Round Hill Road**

   NYS Route 208 and Round Hill Road intersect at a four-way intersection with the Round Hill Road approaches 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 "C" or better during the AM and PM Peak Hours.

The capacity analysis was computed using the 2026 No-Build and Build Traffic volumes. These results indicate that the intersection will experience Levels of Service "D" or better during the AM Peak Hours and "E" for the eastbound left turn movement during the PM Peak Hour under future conditions.

G. Consideration of Potential Density Increase Scenario

(Tables No.1A and 2A)

A separate analysis was undertaken for a potential increase in dwelling units providing up to a total of 350 dwelling units on the site. The trip generation for this site development is shown on Table No. 1A. The intersections were re-evaluated with these volumes and as summarized in Table No. 2A, were found to experience similar Levels of Service as the proposed 36 dwelling unit project.

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 development. With these improvements, the 201-203 Prospect Road development 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 development and a fair share contribution should be provided to the Village to advance such an improvement.

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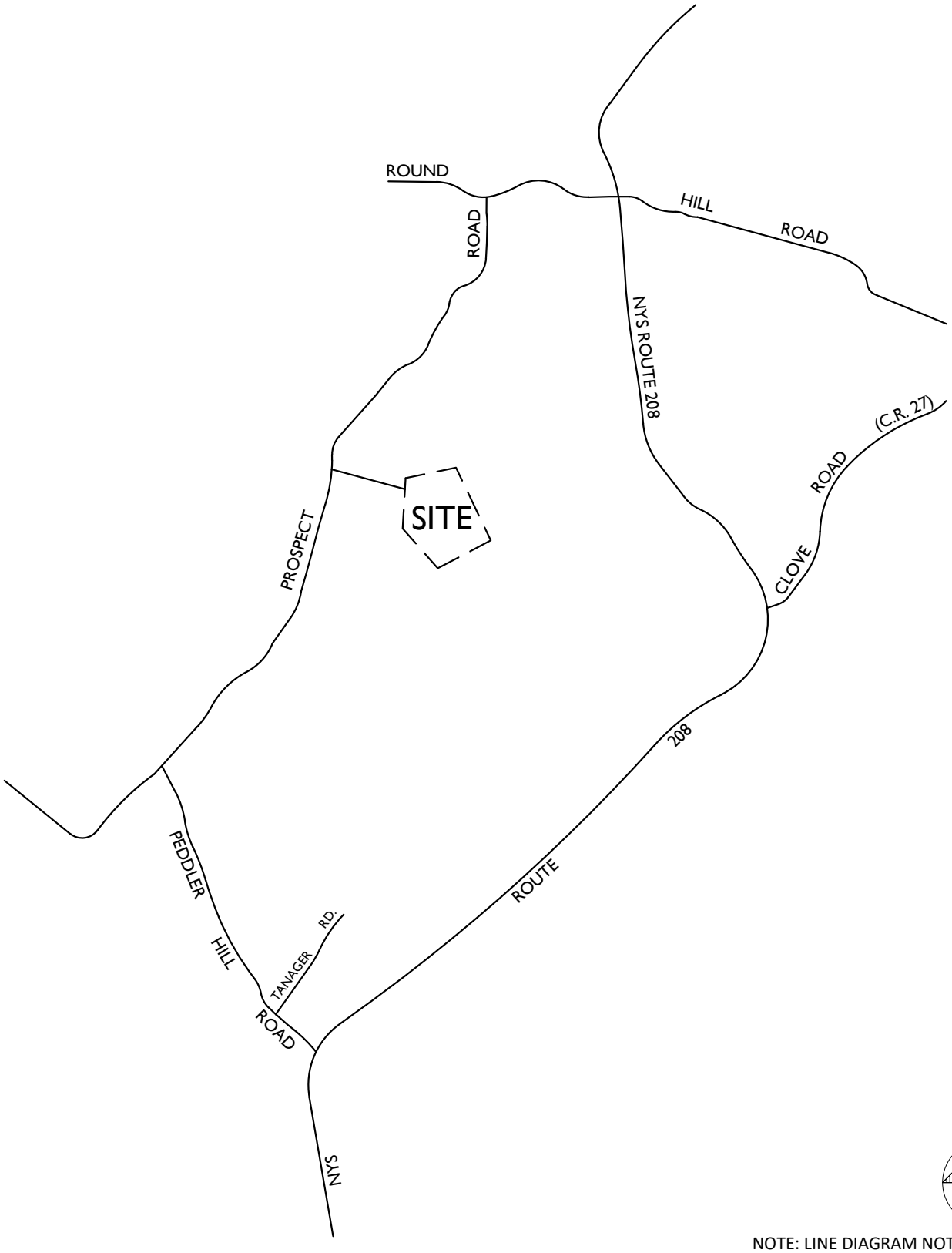
Appendix A | Traffic Figures



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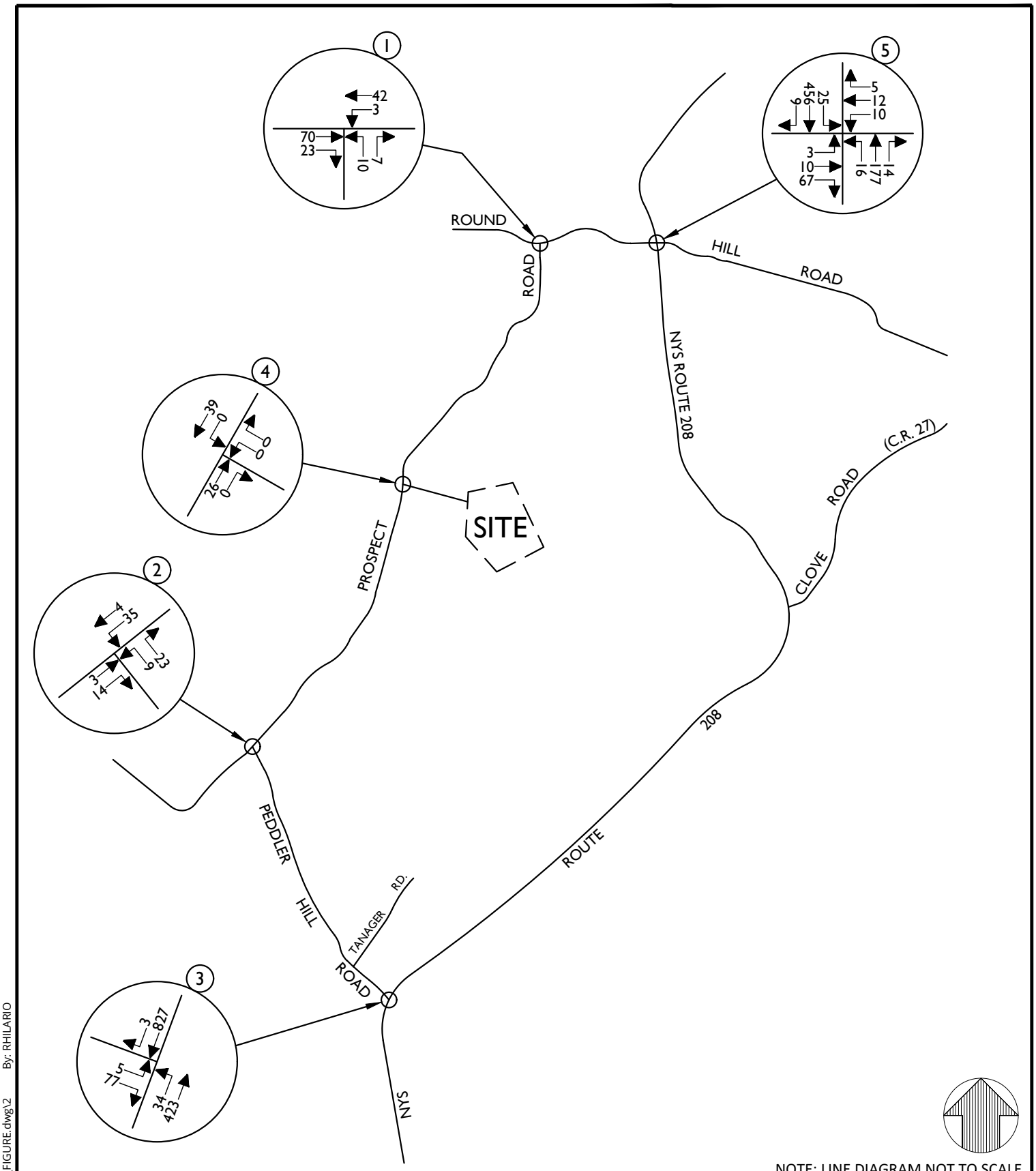

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2023 EXISTING TRAFFIC VOLUMES
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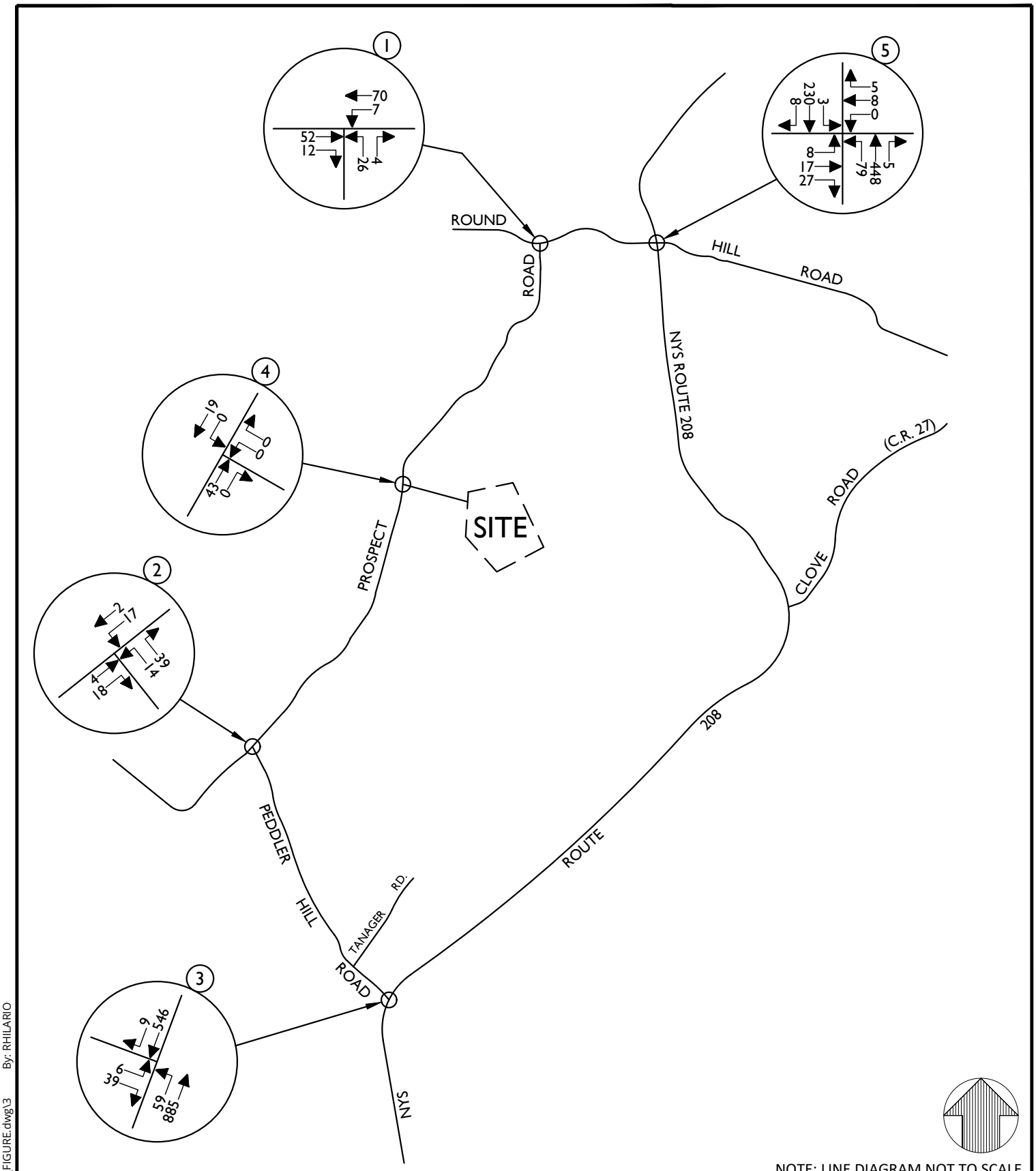

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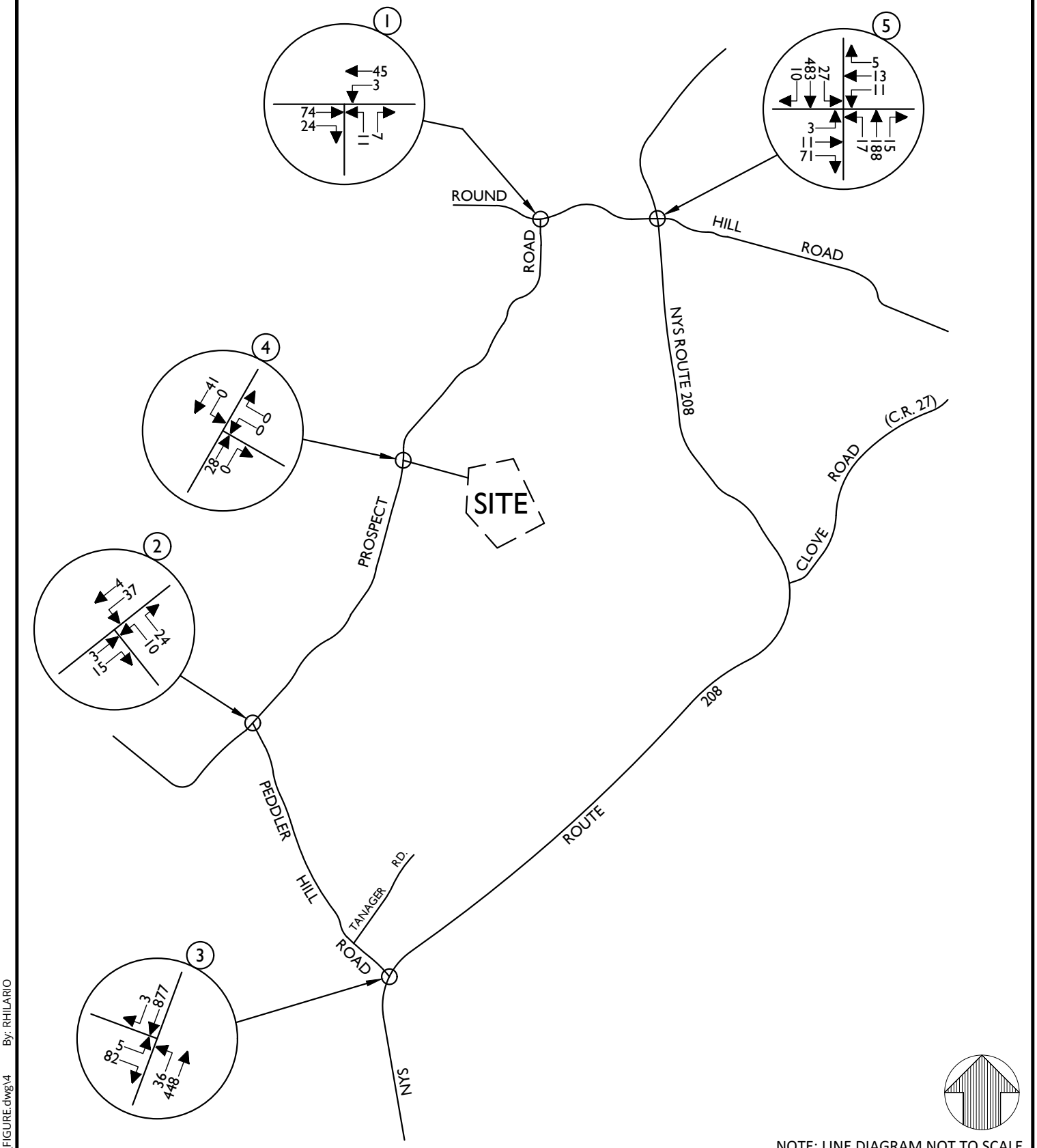

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2026 PROJECTED TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

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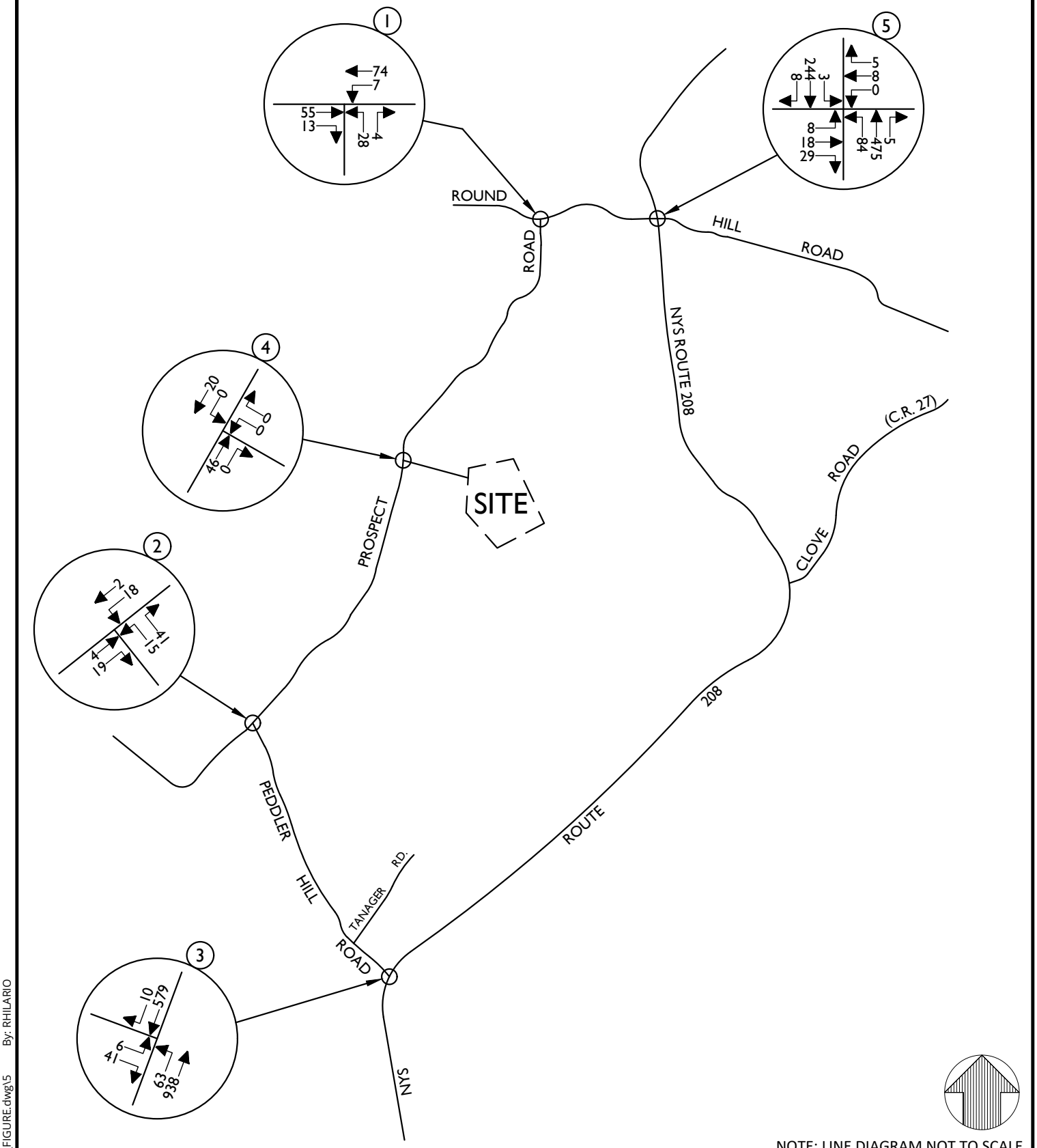

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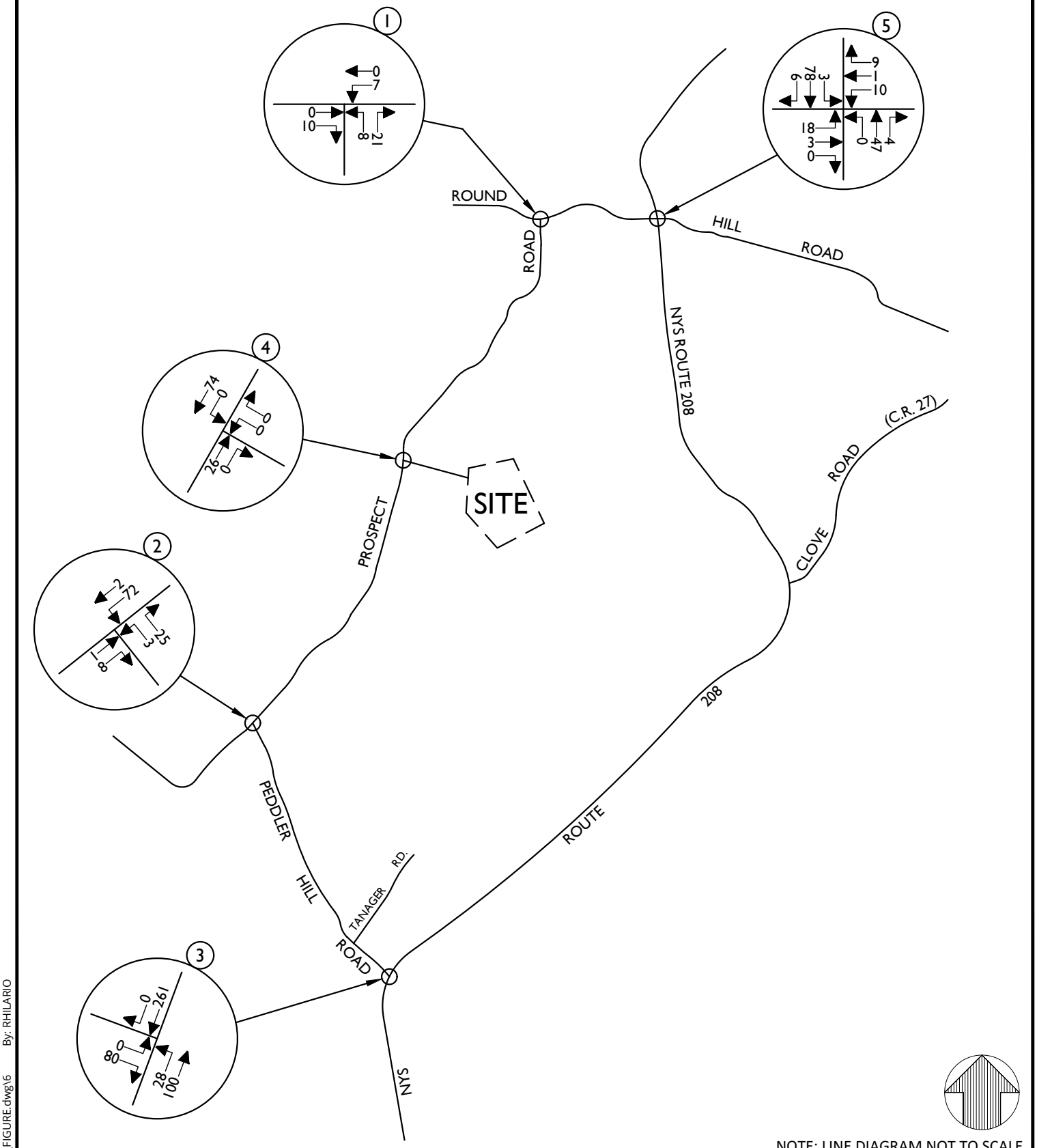

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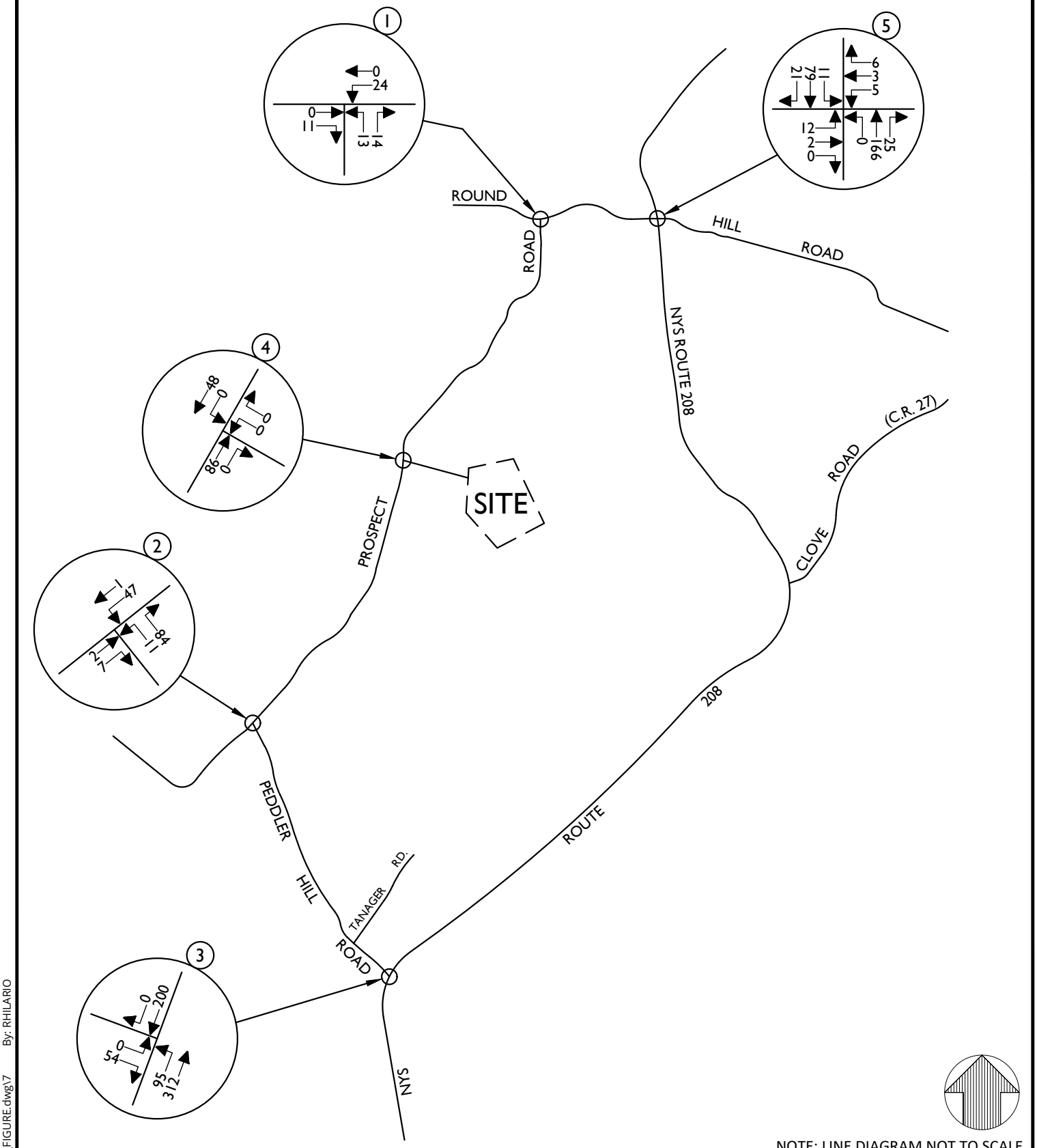

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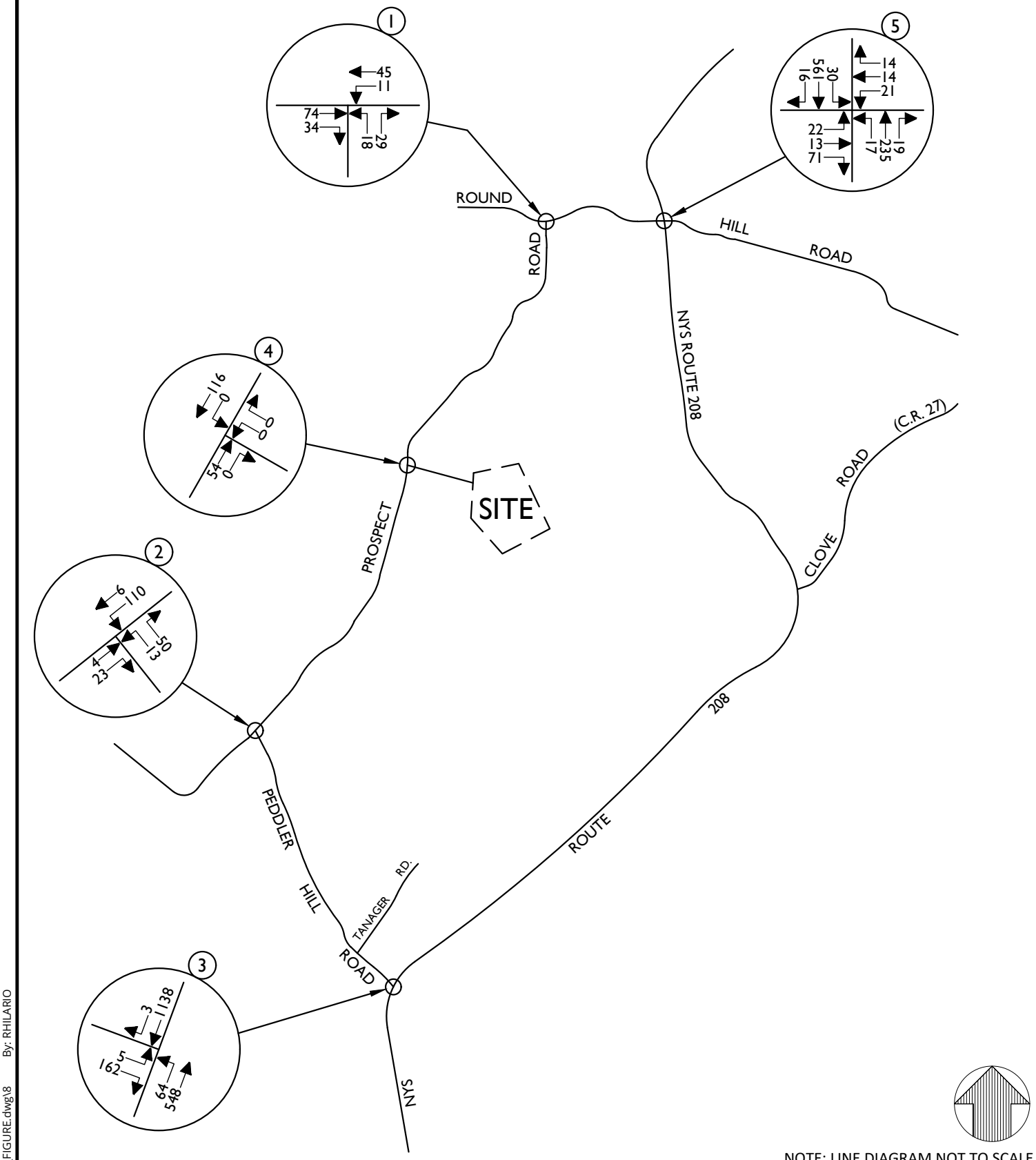

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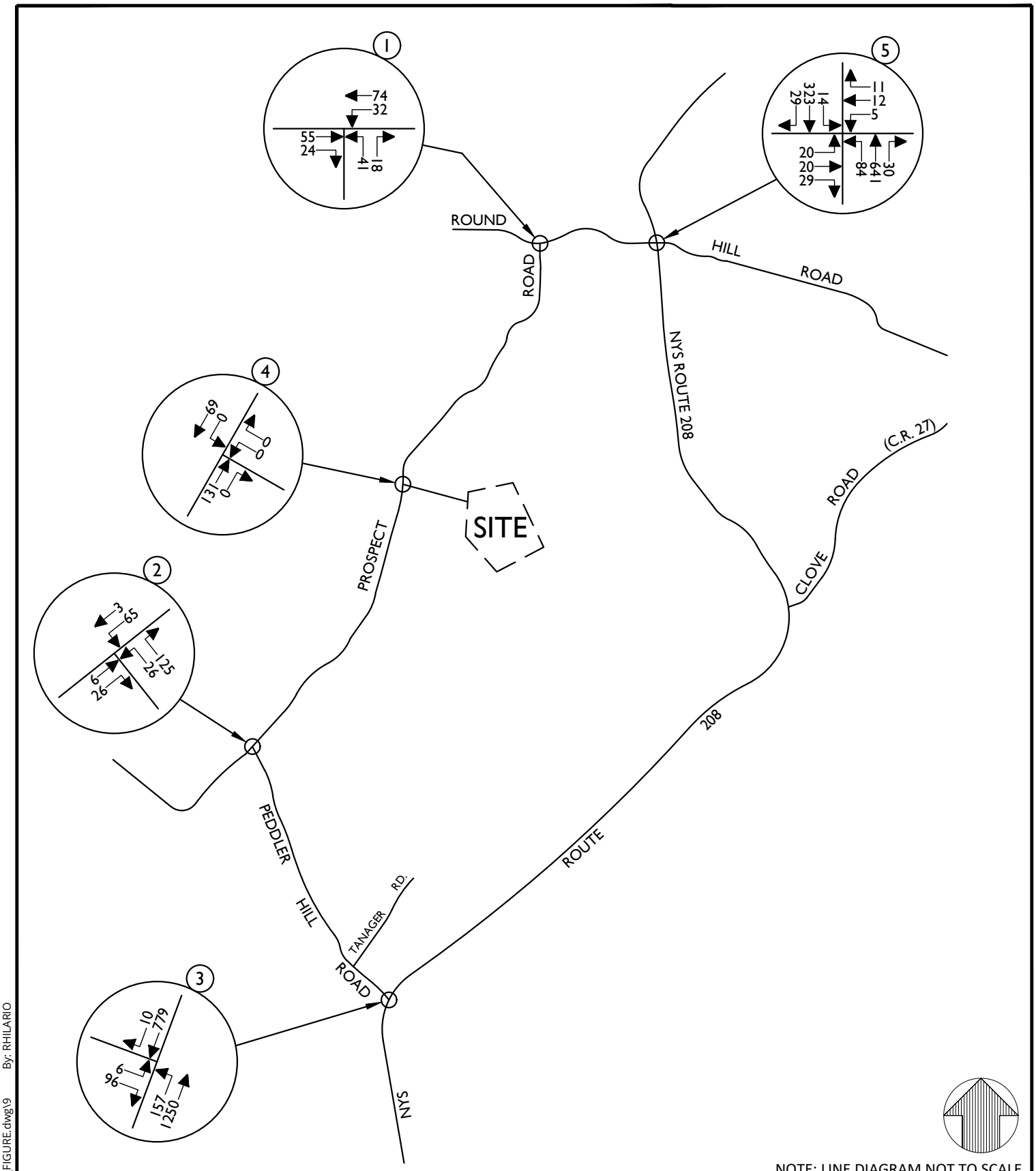
2026 NO-BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER: 8

2673A\Reports\Traffic\Figures\230224RH_FIGURE.dwg\8 By: RHILARIO



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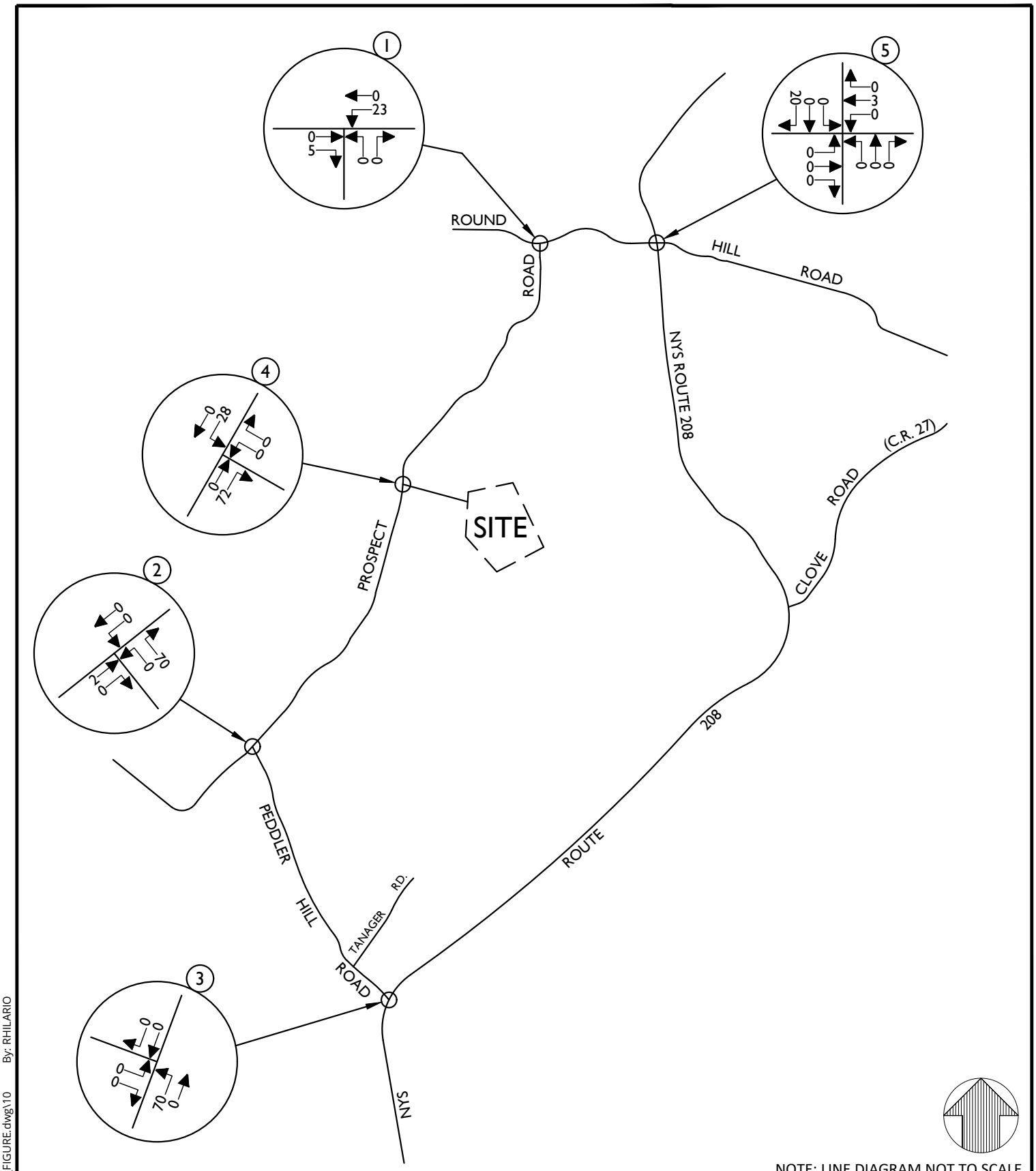
SHEET TITLE: FIELD BOOK: XX PAGE:XX

2026 NO-BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER: 9

2673A\Reports\Traffic\Figures\230224RH_FIGURE.dwg\9 By: RHILARIO



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SHEET TITLE: ARRIVAL DISTRIBUTION (ALL VALUES ARE EXPRESSED AS %)

FIELD BOOK: XX PAGE: XX

SHEET NUMBER: 10

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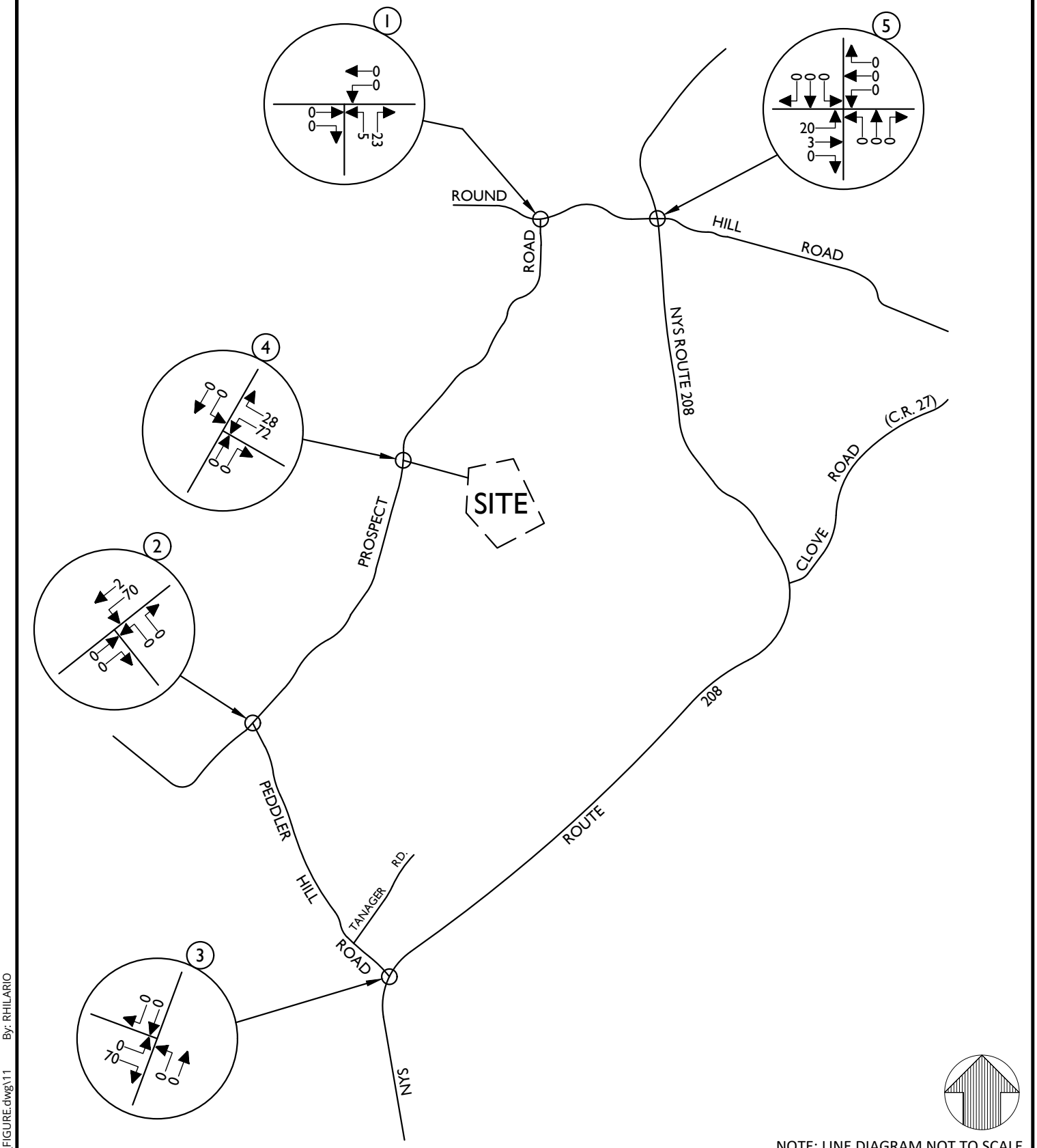

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SHEET TITLE: DEPARTURE DISTRIBUTION (ALL VALUES ARE EXPRESSED AS %)

FIELD BOOK: XX PAGE: XX

SHEET NUMBER: 11

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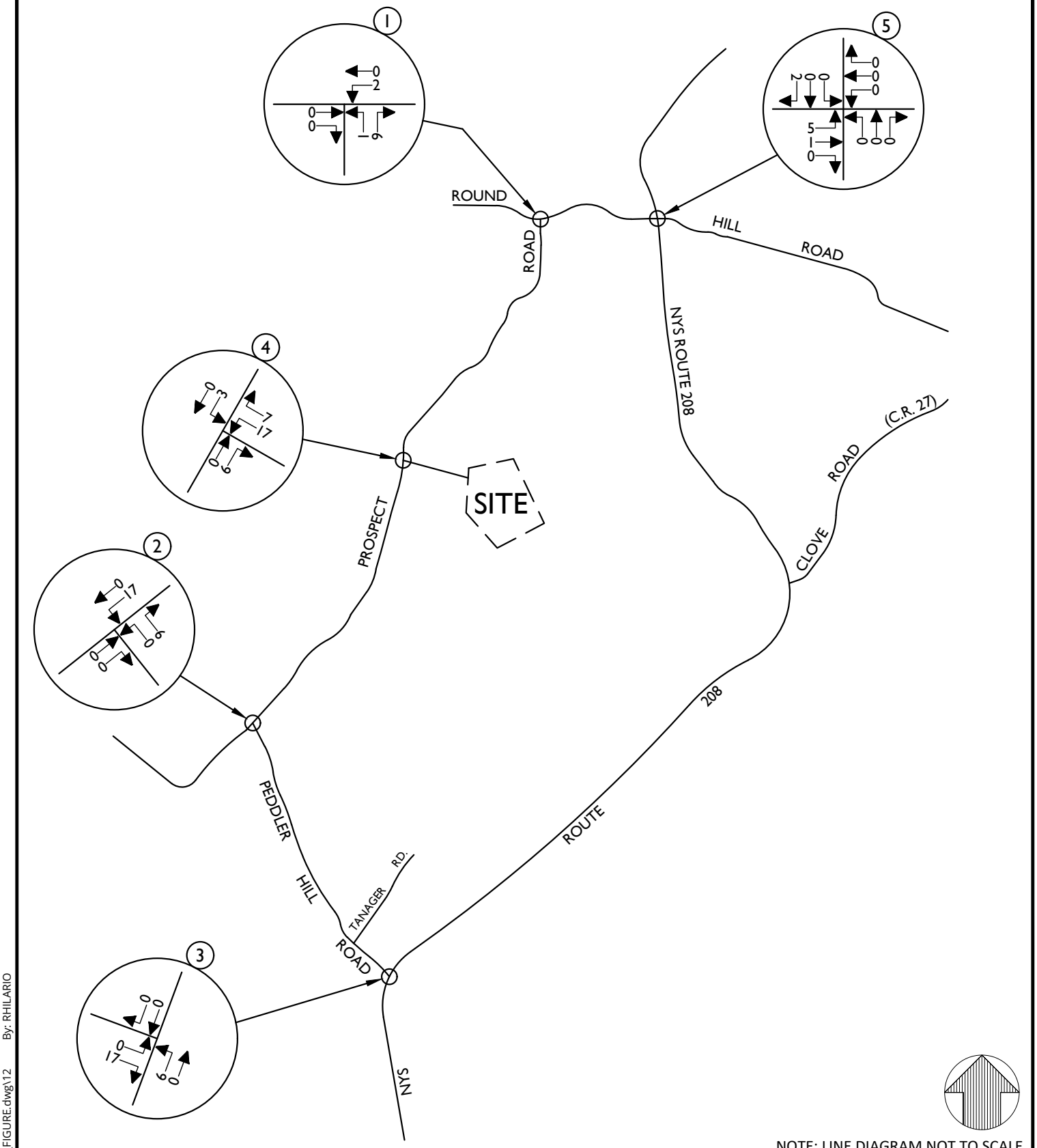

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SHEET TITLE: SITE GENERATED TRAFFIC VOLUMES WEEKDAY PEAK AM HOUR

FIELD BOOK: XX PAGE:XX

SHEET NUMBER: 12

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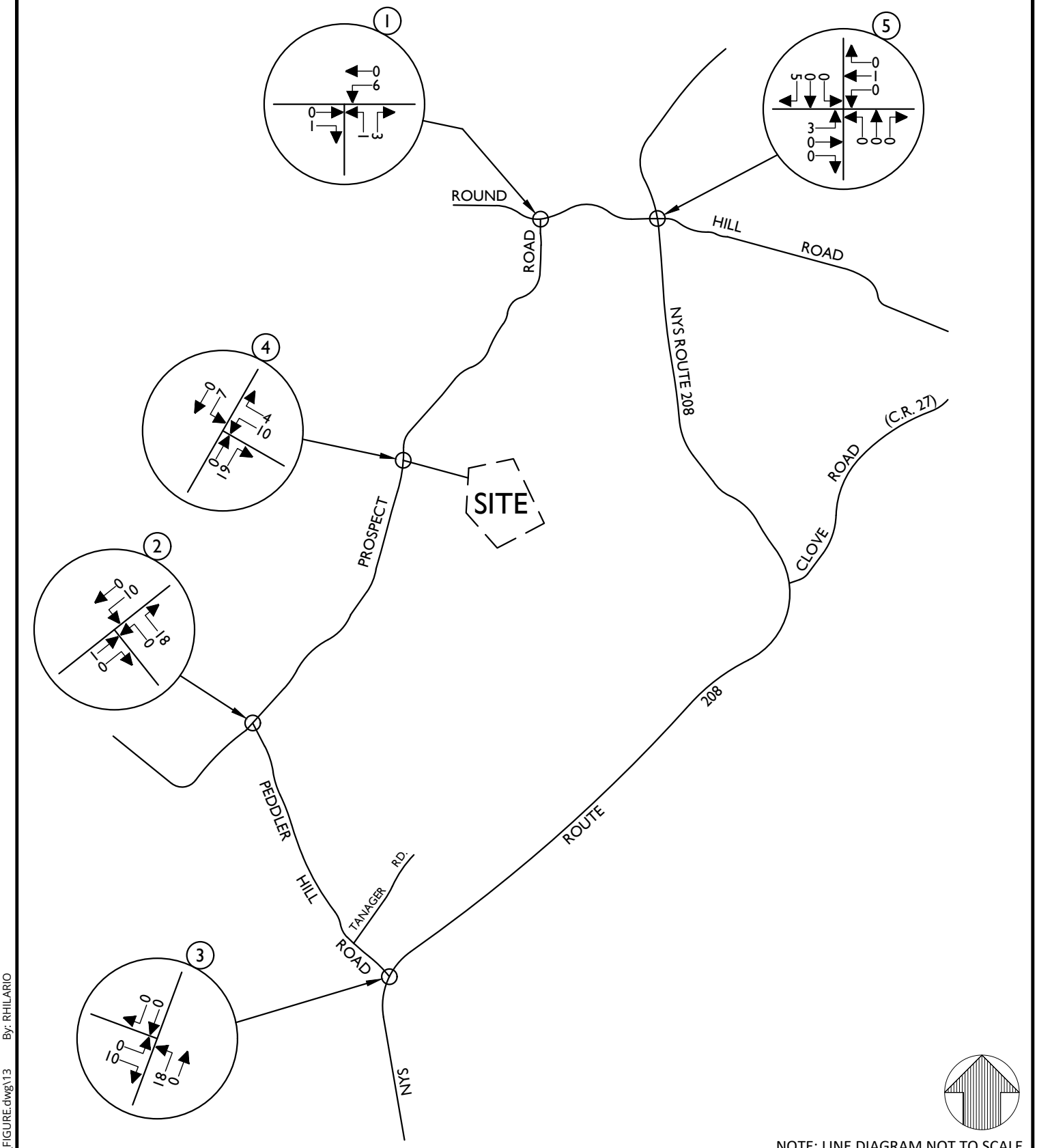

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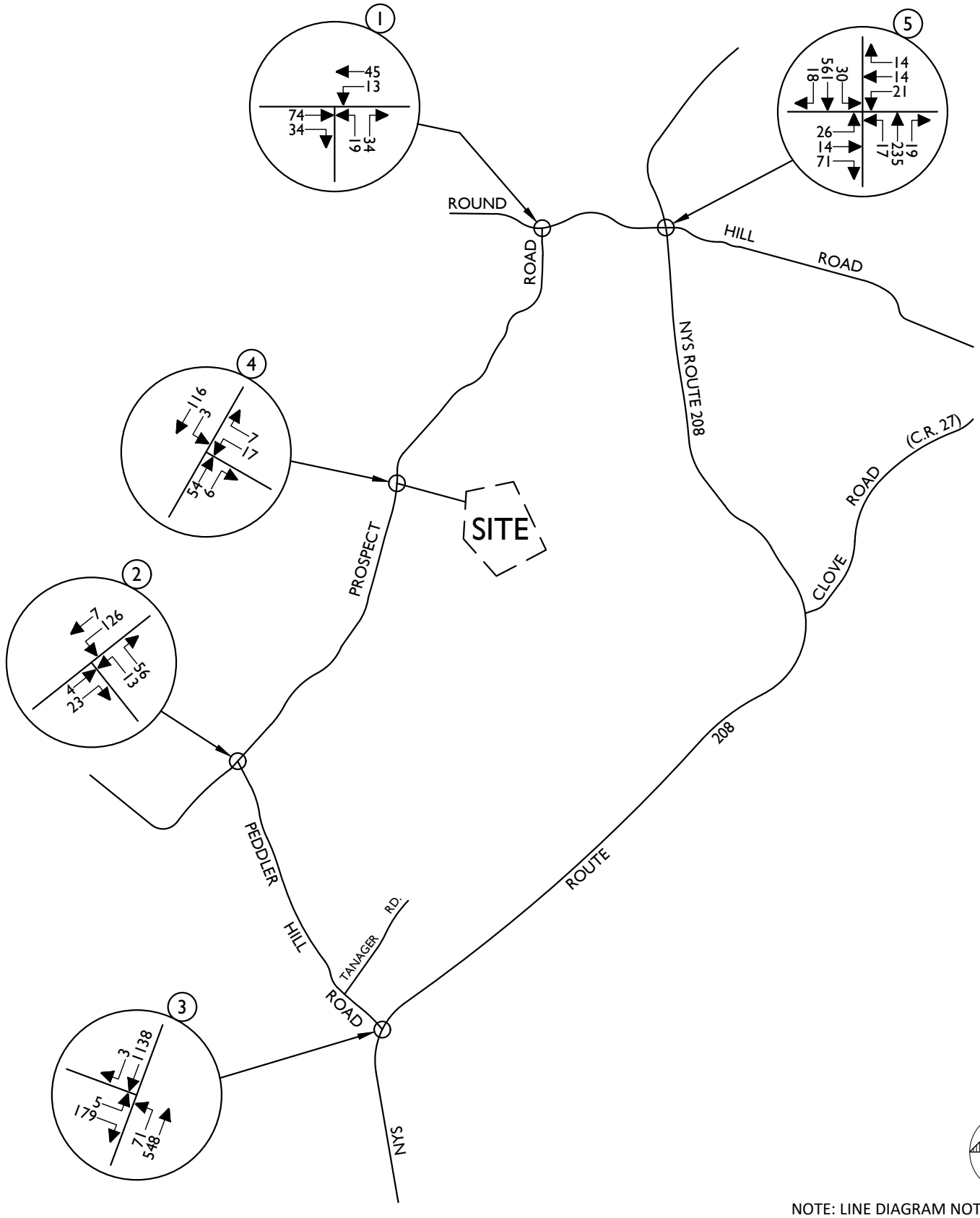
SHEET TITLE: FIELD BOOK: XX PAGE: XX

SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER: 13

2673A\Reports\Traffic\Figures\230224RH_FIGURE.dwg\13 By: RHILARIO



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SHEET TITLE: FIELD BOOK: XX PAGE: XX

2026 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER: 14

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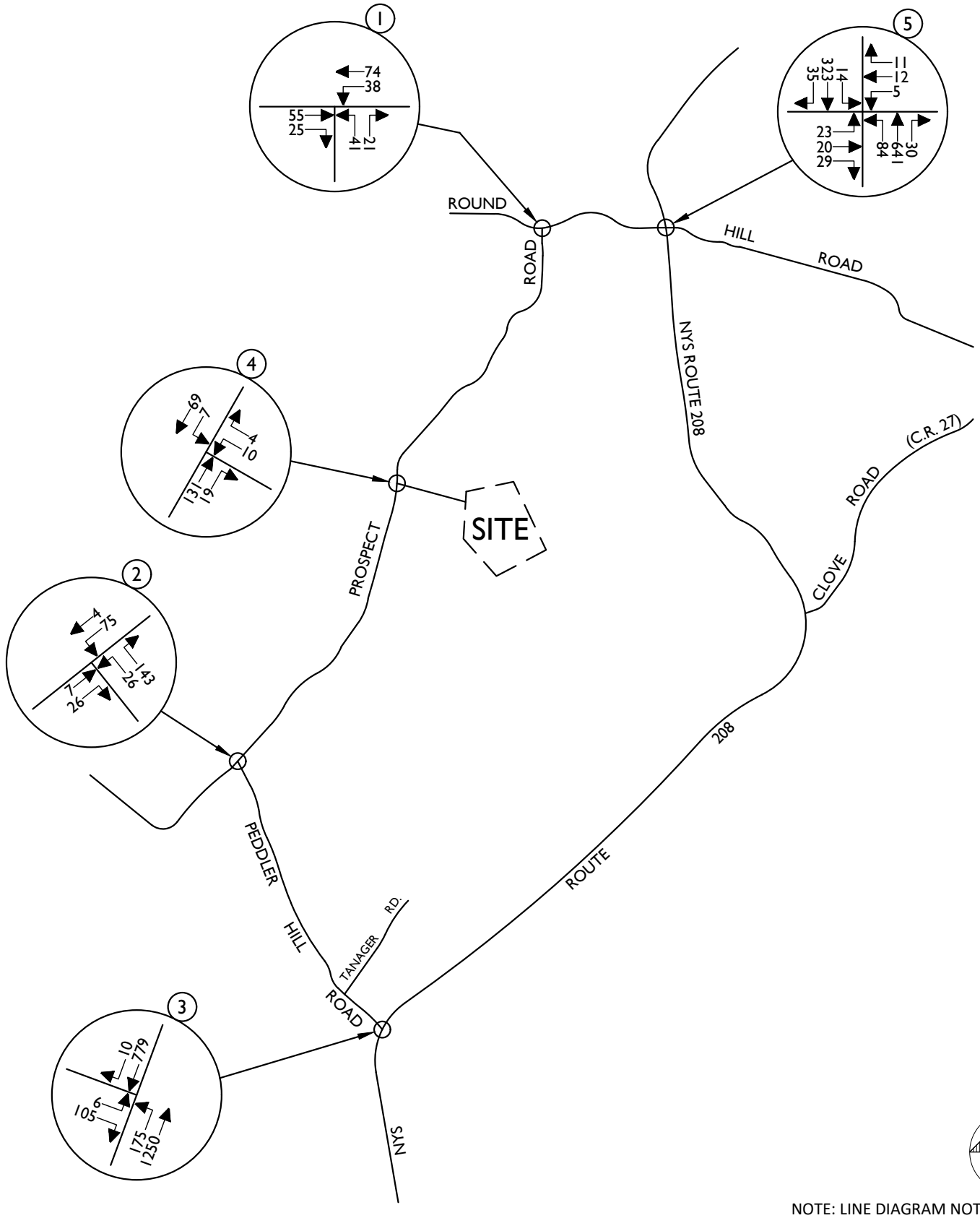

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2026 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER: 15

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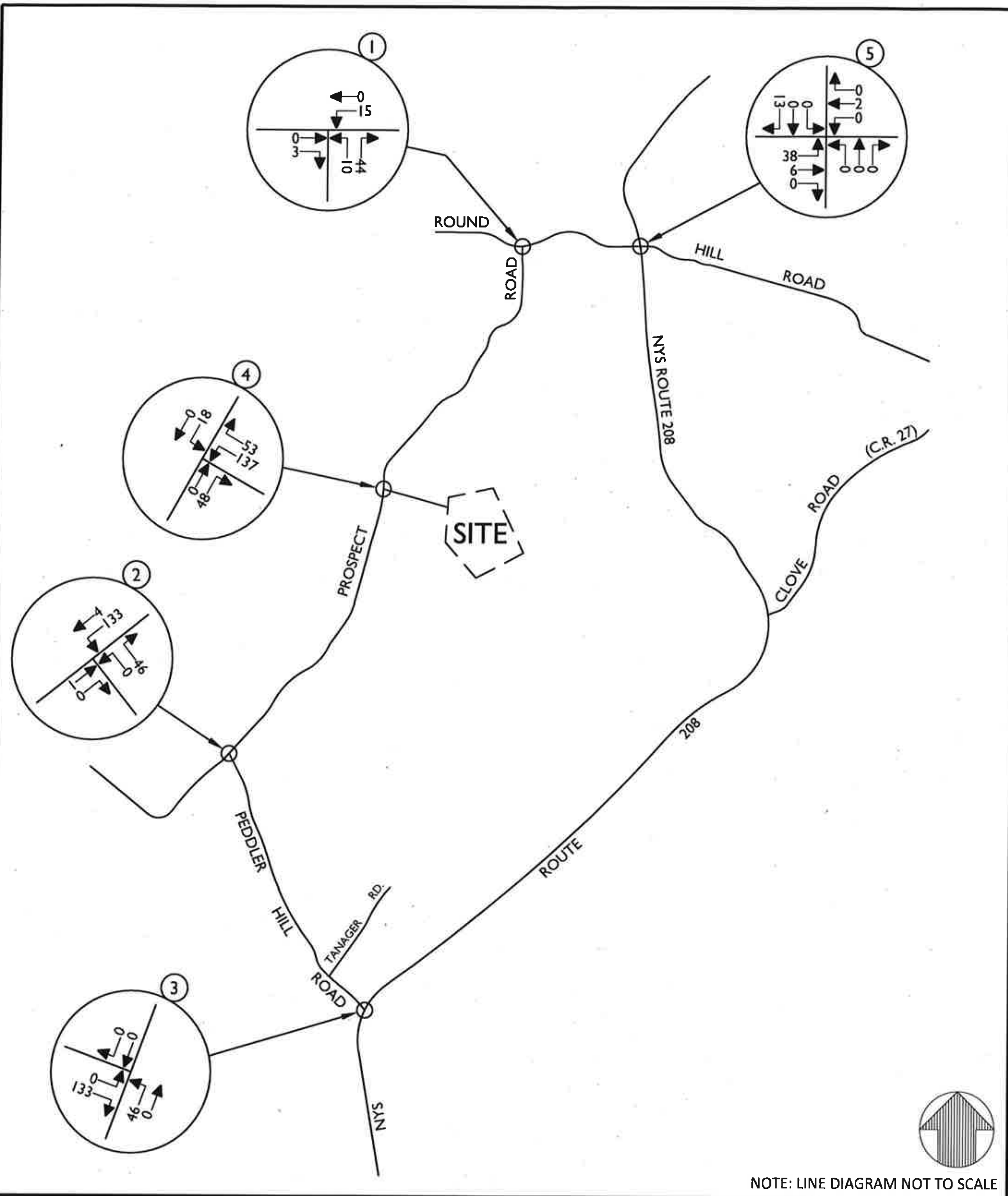

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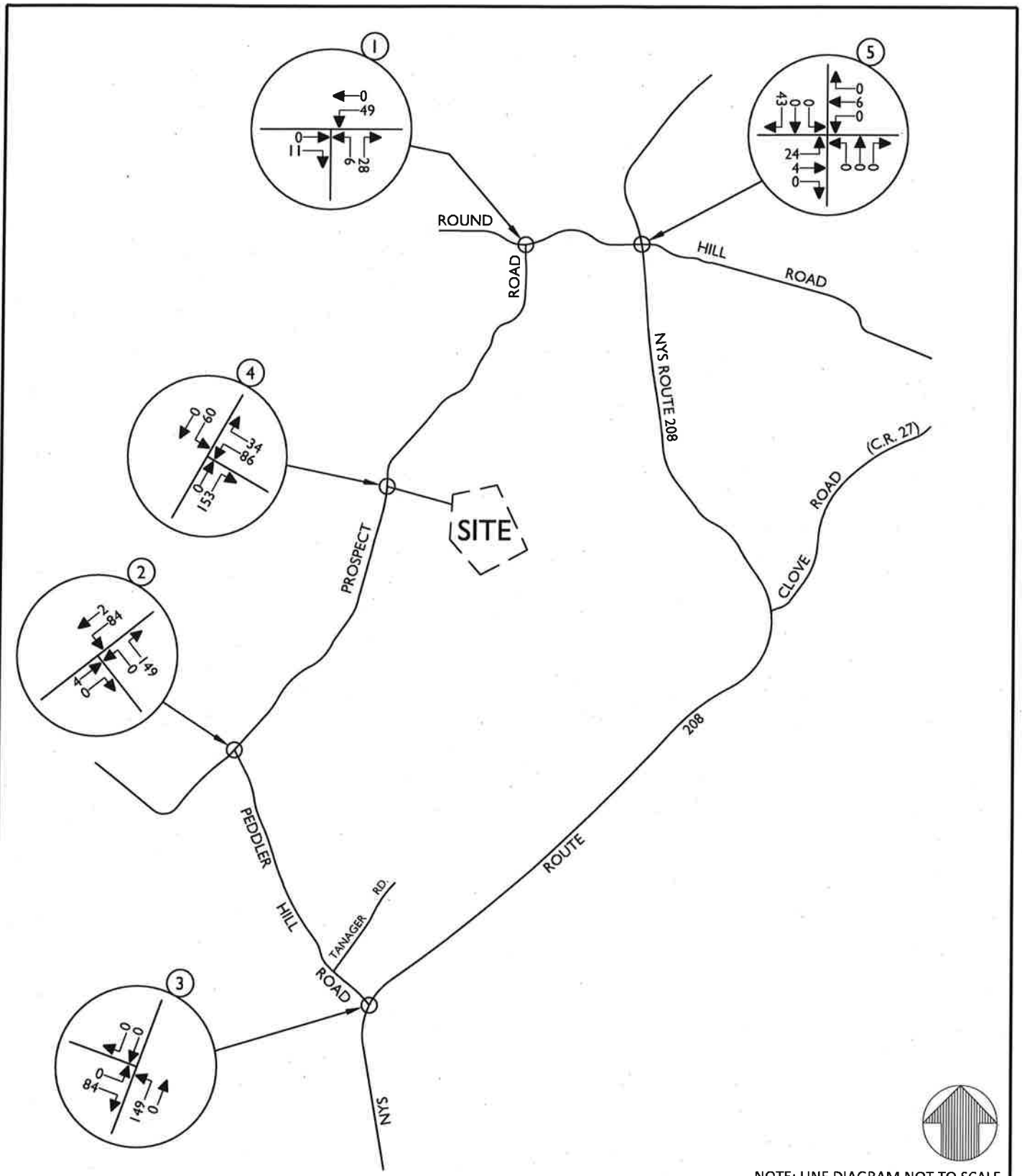
PROJECT NUMBER:	DRAWING NAME:
23002673A	230313RH_FIGURE

SHEET TITLE: FIELD BOOK: XX PAGE: XX
SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR
(ALT. W/ 350 DWELLING UNITS)

SHEET NUMBER:
16A

2673A\Reports\Traffic\Figures\230313RH_FIGURE.dwg\16A By: RHILARIO



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PROJECT NUMBER: 23002673A
DRAWING NAME: 230313RH_FIGURE
SHEET TITLE: SITE GENERATED TRAFFIC VOLUMES WEEKDAY PEAK PM HOUR (ALT. W/ 350 DWELLING UNITS)
FIELD BOOK: XX PAGE: XX
SHEET NUMBER: 17A

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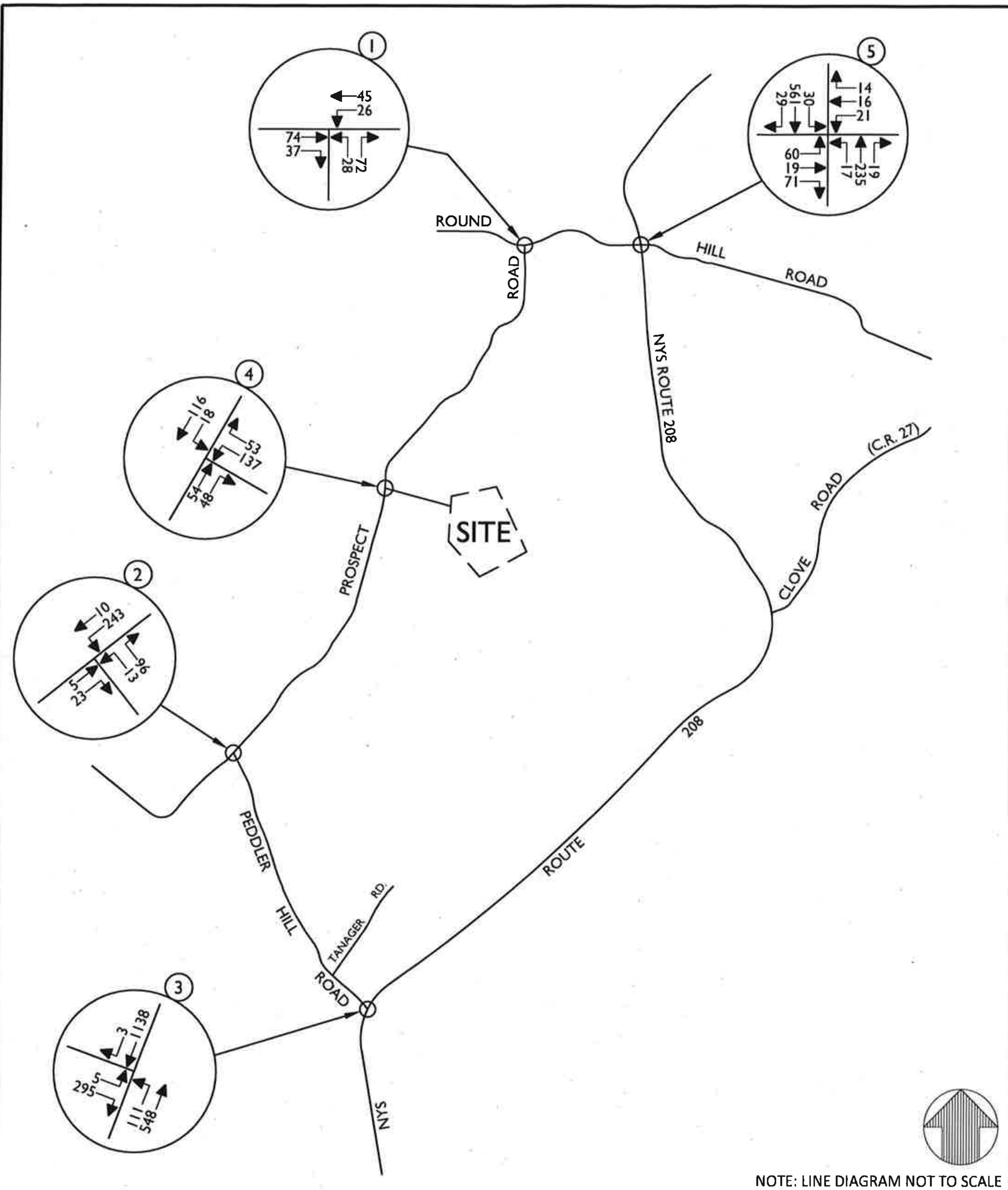

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PROJECT NUMBER:	DRAWING NAME:
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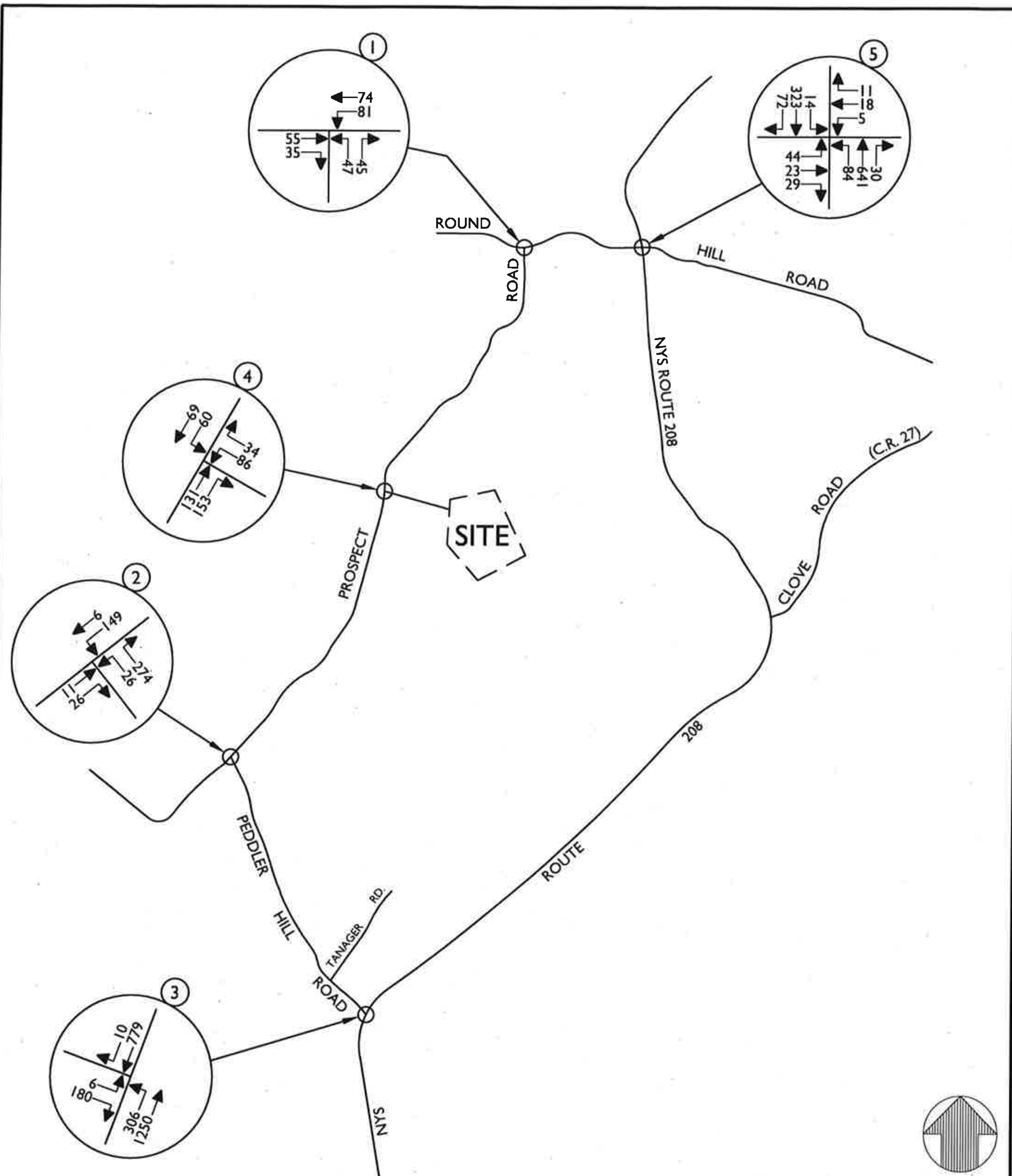
SHEET TITLE: FIELD BOOK: XX PAGE: XX

2026 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR
(ALT. W/ 350 DWELLING UNITS)

SHEET NUMBER:

18A



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PROJECT NUMBER:	DRAWING NAME:
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SHEET TITLE: FIELD BOOK XX PAGE XX
2026 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR
(ALT. W/ 350 DWELLING UNITS)

SHEET NUMBER:
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Traffic Impact Study

Appendix B | Tables

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

201-203 Prospect Road South Blooming Grove, NY	Entry		Exit		Total
	HTGR[1]	Volume	HTGR[1]	Volume	
Residential (36 dwelling units)					
Peak AM Hour	0.24	9	0.67	24	33
Peak PM Hour	0.71	26	0.40	14	40

NOTES:

1) THE HOURLY TRIP GENERATION RATES (HTGR) ARE BASED ON DATA PUBLISHED BY THE INSTITUTE OF TRANSPORTATION ENGINEERS (ITE) AS CONTAINED IN THE TRIP GENERATION HANDBOOK, 11TH EDITION, 2021. ITE LAND USE CODE - 210 - SINGLE FAMILY HOUSING.

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

201-203 Prospect Road South Blooming Grove, NY	Entry		Exit		Total
	HTGR[1]	Volume	HTGR[1]	Volume	
Residential (350 dwelling units)					
Peak AM Hour	0.19	66	0.54	190	256
Peak PM Hour	0.61	213	0.34	120	333

NOTES:

1) THE HOURLY TRIP GENERATION RATES (HTGR) ARE BASED ON DATA PUBLISHED BY THE INSTITUTE OF TRANSPORTATION ENGINEERS (ITE) AS CONTAINED IN THE TRIP GENERATION HANDBOOK, 11TH EDITION, 2021. ITE LAND USE CODE - 210 - SINGLE FAMILY HOUSING.

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

				2023 Existing			2026 No-Build			2026 Build			Change in Delay
				v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build
1	**Prospect Road & Round Hill Road**	**Unsignalized**											
	Round Hill Road	WB	LT	0.00	A	8.0	0.01	A	8.1	0.02	A	8.1	0.0
	Prospect Road	NB	LR	0.03	A	9.3	0.08	A	9.5	0.08	A	9.5	0.0
2	**Prospect Road & Peddler Hill Road**	**Unsignalized**											
	Peddler Hill Road	NWB	LR	0.04	A	9.0	0.09	A	9.5	0.09	A	9.6	0.1
	Prospect Road	SB	LT	0.03	A	7.4	0.09	A	7.6	0.10	A	7.7	0.1
3	**NYS Route 208 & Peddler Hill Road**	**Unsignalized**											
	Peddler Hill Road	SEB	LR	0.34	D	25.2	1.11	F	157.0	1.21	F	192.3	35.3
	NYS Route 208	NB	LT	0.05	B	10.5	0.14	B	13.1	0.15	B	13.3	0.2
	With Left Turn Lane & Signalization Improvements												-
	Peddler Hill Road	SEB	L	-	-	-	-	-	-	0.04	D	42.5	-
			R	-	-	-	-	-	-	0.76	D	53.8	-
	NYS Route 208	NB	L	-	-	-	-	-	-	0.72	D	36.6	-
			T	-	-	-	-	-	-	0.45	A	4.6	-
	NYS Route 208	SB	TR	-	-	-	-	-	-	1.00	D	42.4	-
			Overall	-	-	-	-	-	-	-	C	32.5	-
4	**Prospect Road & Site Access**	**Unsignalized**											
		WB	LR	-	-	-	-	-	-	0.04	A	9.5	-
		SB	LT	-	-	-	-	-	-	0.00	A	7.4	-
5	**NYS Route 208 & Round Hill Road**	**Unsignalized**											
	Round Hill Road	EB	LTR	0.20	B	14.9	0.42	D	25.9	0.45	D	27.8	1.9
	Round Hill Road	WB	LTR	0.09	C	15.8	0.20	C	21.0	0.20	C	21.1	0.1
	NYS Route 208	NB	LTR	0.02	A	8.6	0.02	A	9.1	0.02	A	9.1	0.0
	NYS Route 208	SB	LTR	0.02	A	7.8	0.03	A	8.0	0.03	A	8.0	0.0

NOTES:

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

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

				2023 Existing			2026 No-Build			2026 Build			Change in Delay
				v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build
1	**Prospect Road & Round Hill Road**	**Unsignalized**											
	Round Hill Road	WB	LT	0.01	A	7.4	0.03	A	7.5	0.03	A	7.5	0.0
	Prospect Road	NB	LR	0.04	A	9.4	0.09	A	9.9	0.09	B	10.0	0.1
2	**Prospect Road & Peddler Hill Road**	**Unsignalized**											
	Peddler Hill Road	NWB	LR	0.06	A	8.9	0.17	A	9.5	0.19	A	9.6	0.1
	Prospect Road	SB	LT	0.01	A	7.3	0.05	A	7.4	0.05	A	7.5	0.1
3	**NYS Route 208 & Peddler Hill Road**	**Unsignalized**											
	Peddler Hill Road	SEB	LR	0.19	C	21.5	0.79	F	87.8	0.89	F	110.6	22.8
	NYS Route 208	NB	LT	0.07	A	9.1	0.23	B	11.2	0.26	B	11.4	0.2
	With Left Turn Lane & Signalization Improvements												-
	Peddler Hill Road	SEB	L	-	-	-	-	-	-	0.04	C	31.6	-
			R	-	-	-	-	-	-	0.81	D	38.2	-
	NYS Route 208	NB	L	-	-	-	-	-	-	0.49	B	10.5	-
			T	-	-	-	-	-	-	0.99	C	30.0	-
	NYS Route 208	SB	TR	-	-	-	-	-	-	0.74	B	11.6	-
		Overall		-	-	-	-	-	-	-	C	22.7	-
4	**Prospect Road & Site Access**	**Unsignalized**											
		WB	LR	-	-	-	-	-	-	0.03	A	9.9	-
		SB	LT	-	-	-	-	-	-	0.01	A	7.7	-
5	**NYS Route 208 & Round Hill Road**	**Unsignalized**											
	Round Hill Road	EB	LTR	0.16	C	17.0	0.43	E	39.8	0.46	E	43.1	3.3
	Round Hill Road	WB	LTR	0.04	B	14.2	0.12	C	21.5	0.12	C	21.6	0.1
	NYS Route 208	NB	LTR	0.07	A	8.0	0.08	A	8.3	0.08	A	8.3	0.0
	NYS Route 208	SB	LTR	0.00	A	8.4	0.02	A	9.2	0.02	A	9.2	0.0

NOTES:

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

Table No. 2A (Alternate W/ 350 Dwelling Units)
Level of Service Summary Table
Weekday Peak AM Hour

				2023 Existing			2026 No-Build			(W/350 Dwelling Units) 2026 Build			Change in Delay
				v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build
1	**Prospect Road & Round Hill Road**	**Unsignalized**											
	Round Hill Road	WB	LT	0.00	A	8.0	0.01	A	8.1	0.03	A	8.1	0.0
	Prospect Road	NB	LR	0.03	A	9.3	0.08	A	9.5	0.16	A	10.0	0.5
2	**Prospect Road & Peddler Hill Road**	**Unsignalized**											
	Peddler Hill Road	NWB	LR	0.04	A	9.0	0.09	A	9.5	0.16	B	10.2	0.7
	Prospect Road	SB	LT	0.03	A	7.4	0.09	A	7.6	0.19	A	8.0	0.4
3	**NYS Route 208 & Peddler Hill Road**	**Unsignalized**											
	Peddler Hill Road	SEB	LR	0.34	D	25.2	1.11	F	157.0	1.94	F	488.8	331.8
	NYS Route 208	NB	LT	0.05	B	10.5	0.14	B	13.1	0.24	B	14.2	1.1
	With Left Turn Lane & Signalization Improvements												-
	Peddler Hill Road	SEB	L	-	-	-	-	-	-	0.03	D	43.3	-
			R	-	-	-	-	-	-	1.02	F	104.4	-
	NYS Route 208	NB	L	-	-	-	-	-	-	0.84	E	67.9	-
			T	-	-	-	-	-	-	0.45	A	5.1	-
	NYS Route 208	SB	TR	-	-	-	-	-	-	1.05	F	58.4	-
		Overall		-	-	-	-	-	-	-	D	51.4	-
	With Lane & Timing Improvements												
	Peddler Hill Road	SEB	L	-	-	-	-	-	-	0.77	F *	85.9	-
			R	-	-	-	-	-	-	0.00	A	0.0	-
	NYS Route 208	NB	L	-	-	-	-	-	-	0.55	C	21.2	-
			T	-	-	-	-	-	-	0.40	A	1.2	-
	NYS Route 208	SB	TR	-	-	-	-	-	-	0.95	B	14.1	-
		Overall		-	-	-	-	-	-	-	B	10.8	-
4	**Prospect Road & Site Access**	**Unsignalized**											
		WB	LR	-	-	-	-	-	-	0.34	B	12.2	-
		SB	LT	-	-	-	-	-	-	0.02	A	7.6	-
5	**NYS Route 208 & Round Hill Road**	**Unsignalized**											
	Round Hill Road	EB	LTR	0.20	B	14.9	0.42	D	25.9	0.74	F	53.8	27.9
	Round Hill Road	WB	LTR	0.09	C	15.8	0.20	C	21.0	0.22	C	21.8	0.8
	NYS Route 208	NB	LTR	0.02	A	8.6	0.02	A	9.1	0.02	A	9.1	0.0
	NYS Route 208	SB	LTR	0.02	A	7.8	0.03	A	8.0	0.03	A	8.0	0.0
	With Signalization												-
	Round Hill Road	EB	LTR	-	-	-	-	-	-	0.41	B	11.9	-
	Round Hill Road	WB	LTR	-	-	-	-	-	-	0.12	B	10.4	-
	NYS Route 208	NB	LTR	-	-	-	-	-	-	0.32	A	4.8	-
	NYS Route 208	SB	LTR	-	-	-	-	-	-	0.64	A	6.4	-
		Overall		-	-	-	-	-	-	-	A	7.0	-

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. 2A (Alternate W/ 350 Dwelling Units)
Level of Service Summary Table
Weekday Peak PM Hour

				2023 Existing			2026 No-Build			(W/350 Dwelling Units) 2026 Build			Change in Delay
				v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build
1	**Prospect Road & Round Hill Road**	**Unsignalized**											
	Round Hill Road	WB	LT	0.01	A	7.4	0.03	A	7.5	0.06	A	7.6	0.1
	Prospect Road	NB	LR	0.04	A	9.4	0.09	A	9.9	0.14	B	10.6	0.7
2	**Prospect Road & Peddler Hill Road**	**Unsignalized**											
	Peddler Hill Road	NWB	LR	0.06	A	8.9	0.17	A	9.5	0.34	B	10.7	1.2
	Prospect Road	SB	LT	0.01	A	7.3	0.05	A	7.4	0.11	A	7.6	0.2
3	**NYS Route 208 & Peddler Hill Road**	**Unsignalized**											
	Peddler Hill Road	SEB	LR	0.19	C	21.5	0.79	F	87.8	1.77	F	442.3	354.5
	NYS Route 208	NB	LT	0.07	A	9.1	0.23	B	11.2	0.45	B	13.6	2.4
	With Left Turn Lane & Signalization Improvements												-
	Peddler Hill Road	SEB	L	-	-	-	-	-	-	0.02	C	29.6	-
			R	-	-	-	-	-	-	0.86	D	42.6	-
	NYS Route 208	NB	L	-	-	-	-	-	-	0.93	D	49.1	-
			T	-	-	-	-	-	-	1.06	F	54.0	-
	NYS Route 208	SB	TR	-	-	-	-	-	-	0.89	C	26.3	-
		Overall		-	-	-	-	-	-	-	D	43.9	-
	With Lane & Timing Improvements												
	Peddler Hill Road	SEB	L	-	-	-	-	-	-	0.42	C	33.2	-
			R	-	-	-	-	-	-	0.00	A	0.0	-
	NYS Route 208	NB	L	-	-	-	-	-	-	0.73	B	12.3	-
			T	-	-	-	-	-	-	0.95	B	11.6	-
	NYS Route 208	SB	TR	-	-	-	-	-	-	0.78	A	9.2	-
		Overall		-	-	-	-	-	-	-	B	10.9	-
4	**Prospect Road & Site Access**	**Unsignalized**											
		WB	LR	-	-	-	-	-	-	0.29	B	13.9	-
		SB	LT	-	-	-	-	-	-	0.07	A	8.4	-
5	**NYS Route 208 & Round Hill Road**	**Unsignalized**											
	Round Hill Road	EB	LTR	0.16	C	17.0	0.43	E	39.8	0.75	F	83.9	44.1
	Round Hill Road	WB	LTR	0.04	B	14.2	0.12	C	21.5	0.16	C	23.7	2.2
	NYS Route 208	NB	LTR	0.07	A	8.0	0.08	A	8.3	0.08	A	8.5	0.2
	NYS Route 208	SB	LTR	0.00	A	8.4	0.02	A	9.2	0.02	A	9.2	0.0
	With Signalization												-
	Round Hill Road	EB	LTR	-	-	-	-	-	-	0.31	B	14.1	-
	Round Hill Road	WB	LTR	-	-	-	-	-	-	0.11	B	13.1	-
	NYS Route 208	NB	LTR	-	-	-	-	-	-	0.73	A	6.1	-
	NYS Route 208	SB	LTR	-	-	-	-	-	-	0.34	A	3.8	-
		Overall		-	-	-	-	-	-	-	A	6.2	-

NOTES:

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

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Traffic Impact Study

Appendix C | Level of Service Standards

Colliers Engineering & Design

Level of Service Standards

Level of Service for Signalized Intersections

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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Appendix D | Capacity Analysis

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	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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	
Conflicting Flow All	0	0	128	0	178	112
Stage 1	-	-	-	-	112	-
Stage 2	-	-	-	-	66	-
Critical Hdwy	-	-	4.6	-	5.91	5.92
Critical Hdwy Stg 1	-	-	-	-	4.91	-
Critical Hdwy Stg 2	-	-	-	-	4.91	-
Follow-up Hdwy	-	-	2.65	-	3.599	3.318
Pot Cap-1 Maneuver	-	-	1209	-	815	950
Stage 1	-	-	-	-	908	-
Stage 2	-	-	-	-	945	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1209	-	813	950
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	-

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			4681	1736	
Travel Time (s)	16.2			106.4	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	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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	
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	NBR	NWLn1	SBL	SBT
Capacity (veh/h)	-	-	937	1520	-
HCM Lane V/C Ratio	-	-	0.041	0.027	-
HCM Control Delay (s)	-	-	9	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

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

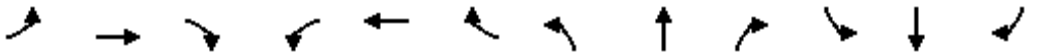
Intersection	
Int Delay, s/veh	1.8

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	NBT	SELn1	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	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	10	67	10	12	5	16	177	14	25	456	9
Future Volume (vph)	3	10	67	10	12	5	16	177	14	25	456	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	12	11	12	12	11	12
Grade (%)		1%			-6%			0%			-7%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.887			0.975			0.991			0.998	
Flt Protected		0.998			0.982			0.996			0.997	
Satd. Flow (prot)	0	1541	0	0	1725	0	0	1741	0	0	1818	0
Flt Permitted		0.998			0.982			0.996			0.997	
Satd. Flow (perm)	0	1541	0	0	1725	0	0	1741	0	0	1818	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1218			734			1431			1041	
Travel Time (s)		27.7			16.7			21.7			15.8	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	4%	5%	5%	4%	5%
Adj. Flow (vph)	3	12	78	12	14	6	19	206	16	29	530	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	93	0	0	32	0	0	241	0	0	569	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.05	1.01	0.96	1.01	0.96	1.00	1.04	1.00	0.96	1.00	0.96
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	3	10	67	10	12	5	16	177	14	25	456	9
Future Vol, veh/h	3	10	67	10	12	5	16	177	14	25	456	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-6	-	-	0	-	-	-7	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	5	5	5	5	5	5	5	4	5	5	4	5
Mvmt Flow	3	12	78	12	14	6	19	206	16	29	530	10

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	855	853	535	890	850	214	540	0	0	222	0	0
Stage 1	593	593	-	252	252	-	-	-	-	-	-	-
Stage 2	262	260	-	638	598	-	-	-	-	-	-	-
Critical Hdwy	7.35	6.75	6.35	5.95	5.35	5.65	4.15	-	-	4.15	-	-
Critical Hdwy Stg 1	6.35	5.75	-	4.95	4.35	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.35	5.75	-	4.95	4.35	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.545	4.045	3.345	2.245	-	-	2.245	-	-
Pot Cap-1 Maneuver	262	280	532	350	391	848	1013	-	-	1329	-	-
Stage 1	471	473	-	811	754	-	-	-	-	-	-	-
Stage 2	726	678	-	569	593	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	243	266	532	278	371	848	1013	-	-	1329	-	-
Mov Cap-2 Maneuver	243	266	-	278	371	-	-	-	-	-	-	-
Stage 1	461	458	-	794	738	-	-	-	-	-	-	-
Stage 2	693	664	-	459	575	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.9	15.8	0.7	0.4
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1013	-	-	455	364	1329	-	-
HCM Lane V/C Ratio	0.018	-	-	0.204	0.086	0.022	-	-
HCM Control Delay (s)	8.6	0	-	14.9	15.8	7.8	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.8	0.3	0.1	-	-

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	
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	
Conflicting Flow All	0	0	74	0	164	67
Stage 1	-	-	-	-	67	-
Stage 2	-	-	-	-	97	-
Critical Hdwy	-	-	4.12	-	5.9	5.92
Critical Hdwy Stg 1	-	-	-	-	4.9	-
Critical Hdwy Stg 2	-	-	-	-	4.9	-
Follow-up Hdwy	-	-	2.218	-	3.59	3.318
Pot Cap-1 Maneuver	-	-	1526	-	831	1002
Stage 1	-	-	-	-	946	-
Stage 2	-	-	-	-	922	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1526	-	827	1002
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	-

Lane Group	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	4	18	17	2	14	39
Future Volume (vph)	4	18	17	2	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				0.957	0.987	
Satd. Flow (prot)	1294	0	0	1640	1414	0
Flt Permitted				0.957	0.987	
Satd. Flow (perm)	1294	0	0	1640	1414	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	713			4681	1736	
Travel Time (s)	16.2			106.4	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	18	2	15	42
Shared Lane Traffic (%)						
Lane Group Flow (vph)	24	0	0	20	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	
Int Delay, s/veh	6.4

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Vol, veh/h	4	18	17	2	14	39
Future Vol, veh/h	4	18	17	2	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	18	2	15	42

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	24	0	52	14
Stage 1	-	-	-	-	14	-
Stage 2	-	-	-	-	38	-
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	-	-	1565	-	870	1050
Stage 1	-	-	-	-	914	-
Stage 2	-	-	-	-	895	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1565	-	860	1050
Mov Cap-2 Maneuver	-	-	-	-	860	-
Stage 1	-	-	-	-	914	-
Stage 2	-	-	-	-	884	-

Approach	NB	SB	NW
HCM Control Delay, s	0	6.6	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBT	NBR	NWLn1	SBL	SBT
Capacity (veh/h)	-	-	992	1565	-
HCM Lane V/C Ratio	-	-	0.058	0.012	-
HCM Control Delay (s)	-	-	8.9	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	59	885	546	9	6	39
Future Volume (vph)	59	885	546	9	6	39
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		0.884	
Flt Protected	0.950				0.993	
Satd. Flow (prot)	1627	1697	1699	0	1678	0
Flt Permitted	0.950				0.993	
Satd. Flow (perm)	1627	1697	1699	0	1678	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	44
Shared Lane Traffic (%)						
Lane Group Flow (vph)	66	994	623	0	51	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

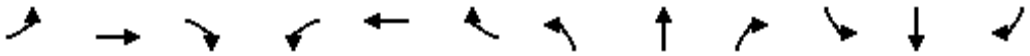
Intersection	
Int Delay, s/veh	1

Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Vol, veh/h	59	885	546	9	6	39
Future Vol, veh/h	59	885	546	9	6	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	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	44

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	21.5
HCM LOS			C

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	953	-	268	-	-
HCM Lane V/C Ratio	0.07	-	0.189	-	-
HCM Control Delay (s)	9.1	-	21.5	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.2	-	0.7	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	17	27	0	8	5	79	448	5	3	230	8
Future Volume (vph)	8	17	27	0	8	5	79	448	5	3	230	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	12	11	12	12	11	12
Grade (%)		1%			-6%			0%			-7%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.930			0.952			0.999			0.995	
Flt Protected		0.992						0.993			0.999	
Satd. Flow (prot)	0	1653	0	0	1766	0	0	1786	0	0	1853	0
Flt Permitted		0.992						0.993			0.999	
Satd. Flow (perm)	0	1653	0	0	1766	0	0	1786	0	0	1853	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1218			734			1431			1041	
Travel Time (s)		27.7			16.7			21.7			15.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	9	18	29	0	9	5	86	487	5	3	250	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	56	0	0	14	0	0	578	0	0	262	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.05	1.01	0.96	1.01	0.96	1.00	1.04	1.00	0.96	1.00	0.96
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	8	17	27	0	8	5	79	448	5	3	230	8
Future Vol, veh/h	8	17	27	0	8	5	79	448	5	3	230	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-6	-	-	0	-	-	-7	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	18	29	0	9	5	86	487	5	3	250	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	930	925	255	946	927	490	259	0	0	492	0	0
Stage 1	261	261	-	662	662	-	-	-	-	-	-	-
Stage 2	669	664	-	284	265	-	-	-	-	-	-	-
Critical Hdwy	7.32	6.72	6.32	5.92	5.32	5.62	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.32	5.72	-	4.92	4.32	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.32	5.72	-	4.92	4.32	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	235	256	778	331	365	627	1306	-	-	1071	-	-
Stage 1	733	682	-	562	573	-	-	-	-	-	-	-
Stage 2	431	442	-	795	753	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	212	232	778	278	331	627	1306	-	-	1071	-	-
Mov Cap-2 Maneuver	212	232	-	278	331	-	-	-	-	-	-	-
Stage 1	666	680	-	511	521	-	-	-	-	-	-	-
Stage 2	382	402	-	742	751	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17	14.2	1.2	0.1
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1306	-	-	357	404	1071	-	-
HCM Lane V/C Ratio	0.066	-	-	0.158	0.035	0.003	-	-
HCM Control Delay (s)	8	0	-	17	14.2	8.4	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.6	0.1	0	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	74	34	11	45	18	29
Future Volume (vph)	74	34	11	45	18	29
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	0.957				0.917	
Flt Protected				0.990	0.981	
Satd. Flow (prot)	1652	0	0	1625	1590	0
Flt Permitted				0.990	0.981	
Satd. Flow (perm)	1652	0	0	1625	1590	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	47	15	62	25	40
Shared Lane Traffic (%)						
Lane Group Flow (vph)	148	0	0	77	65	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	
Int Delay, s/veh	2.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	74	34	11	45	18	29
Future Vol, veh/h	74	34	11	45	18	29
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	47	15	62	25	40

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	148	0	217	125
Stage 1	-	-	-	-	125	-
Stage 2	-	-	-	-	92	-
Critical Hdwy	-	-	4.6	-	5.91	5.92
Critical Hdwy Stg 1	-	-	-	-	4.91	-
Critical Hdwy Stg 2	-	-	-	-	4.91	-
Follow-up Hdwy	-	-	2.65	-	3.599	3.318
Pot Cap-1 Maneuver	-	-	1187	-	779	935
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	924	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1187	-	769	935
Mov Cap-2 Maneuver	-	-	-	-	769	-
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	912	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	864	-	-	1187	-
HCM Lane V/C Ratio	0.075	-	-	0.013	-
HCM Control Delay (s)	9.5	-	-	8.1	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Lane Group	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	4	23	110	6	13	50
Future Volume (vph)	4	23	110	6	13	50
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	0.886				0.892	
Flt Protected				0.955	0.990	
Satd. Flow (prot)	1264	0	0	1508	1330	0
Flt Permitted				0.955	0.990	
Satd. Flow (perm)	1264	0	0	1508	1330	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	713			4681	1736	
Travel Time (s)	16.2			106.4	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)	5	27	131	7	15	60
Shared Lane Traffic (%)						
Lane Group Flow (vph)	32	0	0	138	75	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	
Int Delay, s/veh	7

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Vol, veh/h	4	23	110	6	13	50
Future Vol, veh/h	4	23	110	6	13	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, %	-3	-	-	3	-3	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	36	14	25	67	13
Mvmt Flow	5	27	131	7	15	60

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	32	0	288	19
Stage 1	-	-	-	-	19	-
Stage 2	-	-	-	-	269	-
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	-	-	1506	-	613	1030
Stage 1	-	-	-	-	862	-
Stage 2	-	-	-	-	677	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1506	-	560	1030
Mov Cap-2 Maneuver	-	-	-	-	560	-
Stage 1	-	-	-	-	862	-
Stage 2	-	-	-	-	618	-

Approach	NB	SB	NW
HCM Control Delay, s	0	7.2	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBT	NBR	NWLn1	SBL	SBT
Capacity (veh/h)	-	-	878	1506	-
HCM Lane V/C Ratio	-	-	0.085	0.087	-
HCM Control Delay (s)	-	-	9.5	7.6	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.3	-

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	64	548	1138	3	5	162
Future Volume (vph)	64	548	1138	3	5	162
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					0.869	
Flt Protected	0.950				0.999	
Satd. Flow (prot)	1458	1604	1649	0	1691	0
Flt Permitted	0.950				0.999	
Satd. Flow (perm)	1458	1604	1649	0	1691	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)	70	602	1251	3	5	178
Shared Lane Traffic (%)						
Lane Group Flow (vph)	70	602	1254	0	183	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

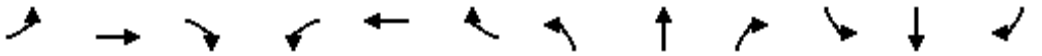
Intersection	
Int Delay, s/veh	14.1

Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Vol, veh/h	64	548	1138	3	5	162
Future Vol, veh/h	64	548	1138	3	5	162
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	70	602	1251	3	5	178

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1254	0	-	0	1995	1253
Stage 1	-	-	-	-	1253	-
Stage 2	-	-	-	-	742	-
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	-	-	-	37	190
Stage 1	-	-	-	-	179	-
Stage 2	-	-	-	-	351	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	513	-	-	-	32	190
Mov Cap-2 Maneuver	-	-	-	-	32	-
Stage 1	-	-	-	-	155	-
Stage 2	-	-	-	-	351	-

Approach	NB	SB	SE
HCM Control Delay, s	1.4	0	157
HCM LOS			F

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	513	-	166	-	-
HCM Lane V/C Ratio	0.137	-	1.106	-	-
HCM Control Delay (s)	13.1	-	157	-	-
HCM Lane LOS	B	-	F	-	-
HCM 95th %tile Q(veh)	0.5	-	9.5	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	13	71	21	14	14	17	235	19	30	561	16
Future Volume (vph)	22	13	71	21	14	14	17	235	19	30	561	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	12	11	12	12	11	12
Grade (%)		1%			-6%			0%			-7%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.910			0.961			0.991			0.996	
Flt Protected		0.990			0.979			0.997			0.998	
Satd. Flow (prot)	0	1568	0	0	1695	0	0	1743	0	0	1816	0
Flt Permitted		0.990			0.979			0.997			0.998	
Satd. Flow (perm)	0	1568	0	0	1695	0	0	1743	0	0	1816	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1218			734			1431			1041	
Travel Time (s)		27.7			16.7			21.7			15.8	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	4%	5%	5%	4%	5%
Adj. Flow (vph)	26	15	83	24	16	16	20	273	22	35	652	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	124	0	0	56	0	0	315	0	0	706	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.05	1.01	0.96	1.01	0.96	1.00	1.04	1.00	0.96	1.00	0.96
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	22	13	71	21	14	14	17	235	19	30	561	16
Future Vol, veh/h	22	13	71	21	14	14	17	235	19	30	561	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-6	-	-	0	-	-	-7	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	5	5	5	5	5	5	5	4	5	5	4	5
Mvmt Flow	26	15	83	24	16	16	20	273	22	35	652	19

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1072	1067	662	1105	1065	284	671	0	0	295	0	0
Stage 1	732	732	-	324	324	-	-	-	-	-	-	-
Stage 2	340	335	-	781	741	-	-	-	-	-	-	-
Critical Hdwy	7.35	6.75	6.35	5.95	5.35	5.65	4.15	-	-	4.15	-	-
Critical Hdwy Stg 1	6.35	5.75	-	4.95	4.35	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.35	5.75	-	4.95	4.35	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.545	4.045	3.345	2.245	-	-	2.245	-	-
Pot Cap-1 Maneuver	184	207	448	268	314	784	905	-	-	1249	-	-
Stage 1	392	406	-	760	718	-	-	-	-	-	-	-
Stage 2	656	625	-	497	536	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	163	192	448	195	292	784	905	-	-	1249	-	-
Mov Cap-2 Maneuver	163	192	-	195	292	-	-	-	-	-	-	-
Stage 1	381	388	-	739	699	-	-	-	-	-	-	-
Stage 2	610	608	-	372	512	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	25.9	21	0.6	0.4
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	905	-	-	293	282	1249	-	-
HCM Lane V/C Ratio	0.022	-	-	0.421	0.202	0.028	-	-
HCM Control Delay (s)	9.1	0	-	25.9	21	8	0	-
HCM Lane LOS	A	A	-	D	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	2	0.7	0.1	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	55	24	32	74	41	18
Future Volume (vph)	55	24	32	74	41	18
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	0.959				0.959	
Flt Protected				0.985	0.966	
Satd. Flow (prot)	1646	0	0	1753	1606	0
Flt Permitted				0.985	0.966	
Satd. Flow (perm)	1646	0	0	1753	1606	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	28	37	86	48	21
Shared Lane Traffic (%)						
Lane Group Flow (vph)	92	0	0	123	69	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	
Int Delay, s/veh	3.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	55	24	32	74	41	18
Future Vol, veh/h	55	24	32	74	41	18
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	28	37	86	48	21

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	92	0	238	78
Stage 1	-	-	-	-	78	-
Stage 2	-	-	-	-	160	-
Critical Hdwy	-	-	4.12	-	5.9	5.92
Critical Hdwy Stg 1	-	-	-	-	4.9	-
Critical Hdwy Stg 2	-	-	-	-	4.9	-
Follow-up Hdwy	-	-	2.218	-	3.59	3.318
Pot Cap-1 Maneuver	-	-	1503	-	763	989
Stage 1	-	-	-	-	937	-
Stage 2	-	-	-	-	873	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1503	-	743	989
Mov Cap-2 Maneuver	-	-	-	-	743	-
Stage 1	-	-	-	-	937	-
Stage 2	-	-	-	-	850	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.3	9.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	804	-	-	1503	-
HCM Lane V/C Ratio	0.085	-	-	0.025	-
HCM Control Delay (s)	9.9	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Lane Group	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	6	26	65	3	26	125
Future Volume (vph)	6	26	65	3	26	125
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	0.892				0.888	
Flt Protected				0.954	0.992	
Satd. Flow (prot)	1311	0	0	1631	1441	0
Flt Permitted				0.954	0.992	
Satd. Flow (perm)	1311	0	0	1631	1441	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	713			4681	1736	
Travel Time (s)	16.2			106.4	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)	7	28	71	3	28	136
Shared Lane Traffic (%)						
Lane Group Flow (vph)	35	0	0	74	164	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	
Int Delay, s/veh	7.6

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Vol, veh/h	6	26	65	3	26	125
Future Vol, veh/h	6	26	65	3	26	125
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	7	28	71	3	28	136

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	35	0	166	21
Stage 1	-	-	-	-	21	-
Stage 2	-	-	-	-	145	-
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	-	-	1551	-	759	1041
Stage 1	-	-	-	-	909	-
Stage 2	-	-	-	-	811	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1551	-	724	1041
Mov Cap-2 Maneuver	-	-	-	-	724	-
Stage 1	-	-	-	-	909	-
Stage 2	-	-	-	-	774	-

Approach	NB	SB	NW
HCM Control Delay, s	0	7.1	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBT	NBR	NWLn1	SBL	SBT
Capacity (veh/h)	-	-	968	1551	-
HCM Lane V/C Ratio	-	-	0.17	0.046	-
HCM Control Delay (s)	-	-	9.5	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0.1	-

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	157	1250	779	10	6	96
Future Volume (vph)	157	1250	779	10	6	96
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		0.873	
Flt Protected	0.950				0.997	
Satd. Flow (prot)	1627	1697	1701	0	1652	0
Flt Permitted	0.950				0.997	
Satd. Flow (perm)	1627	1697	1701	0	1652	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)	176	1404	875	11	7	108
Shared Lane Traffic (%)						
Lane Group Flow (vph)	176	1404	886	0	115	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

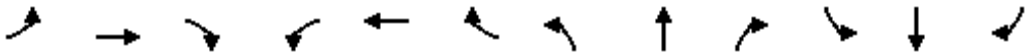
Intersection	
Int Delay, s/veh	4.6

Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Vol, veh/h	157	1250	779	10	6	96
Future Vol, veh/h	157	1250	779	10	6	96
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	176	1404	875	11	7	108

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	886	0	-	0	2637	881
Stage 1	-	-	-	-	881	-
Stage 2	-	-	-	-	1756	-
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	-	-	-	19	315
Stage 1	-	-	-	-	367	-
Stage 2	-	-	-	-	125	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	760	-	-	-	15	315
Mov Cap-2 Maneuver	-	-	-	-	15	-
Stage 1	-	-	-	-	282	-
Stage 2	-	-	-	-	125	-

Approach	NB	SB	SE
HCM Control Delay, s	1.2	0	87.8
HCM LOS			F

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	760	-	145	-	-
HCM Lane V/C Ratio	0.232	-	0.79	-	-
HCM Control Delay (s)	11.2	-	87.8	-	-
HCM Lane LOS	B	-	F	-	-
HCM 95th %tile Q(veh)	0.9	-	4.9	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	20	29	5	12	11	84	641	30	14	323	29
Future Volume (vph)	20	20	29	5	12	11	84	641	30	14	323	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	12	11	12	12	11	12
Grade (%)		1%			-6%			0%			-7%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.943			0.946			0.995			0.989	
Flt Protected		0.986			0.992			0.994			0.998	
Satd. Flow (prot)	0	1666	0	0	1740	0	0	1781	0	0	1839	0
Flt Permitted		0.986			0.992			0.994			0.998	
Satd. Flow (perm)	0	1666	0	0	1740	0	0	1781	0	0	1839	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1218			734			1431			1041	
Travel Time (s)		27.7			16.7			21.7			15.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	22	22	32	5	13	12	91	697	33	15	351	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	76	0	0	30	0	0	821	0	0	398	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.05	1.01	0.96	1.01	0.96	1.00	1.04	1.00	0.96	1.00	0.96
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	20	29	5	12	11	84	641	30	14	323	29
Future Vol, veh/h	20	20	29	5	12	11	84	641	30	14	323	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-6	-	-	0	-	-	-7	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	22	32	5	13	12	91	697	33	15	351	32

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1305	1309	367	1320	1309	714	383	0	0	730	0	0
Stage 1	397	397	-	896	896	-	-	-	-	-	-	-
Stage 2	908	912	-	424	413	-	-	-	-	-	-	-
Critical Hdwy	7.32	6.72	6.32	5.92	5.32	5.62	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.32	5.72	-	4.92	4.32	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.32	5.72	-	4.92	4.32	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	127	148	671	208	246	486	1175	-	-	874	-	-
Stage 1	615	590	-	451	484	-	-	-	-	-	-	-
Stage 2	314	335	-	700	681	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	105	126	671	153	209	486	1175	-	-	874	-	-
Mov Cap-2 Maneuver	105	126	-	153	209	-	-	-	-	-	-	-
Stage 1	534	577	-	392	421	-	-	-	-	-	-	-
Stage 2	258	291	-	628	666	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	39.8	21.5	0.9	0.4
HCM LOS	E	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1175	-	-	176	248	874	-	-
HCM Lane V/C Ratio	0.078	-	-	0.426	0.123	0.017	-	-
HCM Control Delay (s)	8.3	0	-	39.8	21.5	9.2	0	-
HCM Lane LOS	A	A	-	E	C	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	1.9	0.4	0.1	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	74	34	13	45	19	34
Future Volume (vph)	74	34	13	45	19	34
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	0.957				0.913	
Flt Protected				0.989	0.983	
Satd. Flow (prot)	1652	0	0	1602	1590	0
Flt Permitted				0.989	0.983	
Satd. Flow (perm)	1652	0	0	1602	1590	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	47	18	62	26	47
Shared Lane Traffic (%)						
Lane Group Flow (vph)	148	0	0	80	73	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	
Int Delay, s/veh	2.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	74	34	13	45	19	34
Future Vol, veh/h	74	34	13	45	19	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-5	-	-	1	-3	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	4	20	50	2	11	2
Mvmt Flow	101	47	18	62	26	47

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	148	0	223	125
Stage 1	-	-	-	-	125	-
Stage 2	-	-	-	-	98	-
Critical Hdwy	-	-	4.6	-	5.91	5.92
Critical Hdwy Stg 1	-	-	-	-	4.91	-
Critical Hdwy Stg 2	-	-	-	-	4.91	-
Follow-up Hdwy	-	-	2.65	-	3.599	3.318
Pot Cap-1 Maneuver	-	-	1187	-	774	935
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	919	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1187	-	762	935
Mov Cap-2 Maneuver	-	-	-	-	762	-
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	904	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.8	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	865	-	-	1187	-
HCM Lane V/C Ratio	0.084	-	-	0.015	-
HCM Control Delay (s)	9.5	-	-	8.1	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Lane Group	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	4	23	126	7	13	56
Future Volume (vph)	4	23	126	7	13	56
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	0.886				0.890	
Flt Protected				0.955	0.991	
Satd. Flow (prot)	1264	0	0	1508	1338	0
Flt Permitted				0.955	0.991	
Satd. Flow (perm)	1264	0	0	1508	1338	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	713			4681	1736	
Travel Time (s)	16.2			106.4	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)	5	27	150	8	15	67
Shared Lane Traffic (%)						
Lane Group Flow (vph)	32	0	0	158	82	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	
Int Delay, s/veh	7.1

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Vol, veh/h	4	23	126	7	13	56
Future Vol, veh/h	4	23	126	7	13	56
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	5	27	150	8	15	67

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	32	0	327	19
Stage 1	-	-	-	-	19	-
Stage 2	-	-	-	-	308	-
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	-	-	1506	-	584	1030
Stage 1	-	-	-	-	862	-
Stage 2	-	-	-	-	652	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1506	-	526	1030
Mov Cap-2 Maneuver	-	-	-	-	526	-
Stage 1	-	-	-	-	862	-
Stage 2	-	-	-	-	587	-

Approach	NB	SB	NW
HCM Control Delay, s	0	7.3	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBT	NBR	NWLn1	SBL	SBT
Capacity (veh/h)	-	-	872	1506	-
HCM Lane V/C Ratio	-	-	0.094	0.1	-
HCM Control Delay (s)	-	-	9.6	7.7	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.3	-

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	71	548	1138	3	5	179
Future Volume (vph)	71	548	1138	3	5	179
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	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)	1562	1719	1767	0	1691	0
Flt Permitted	0.950				0.999	
Satd. Flow (perm)	1562	1719	1767	0	1691	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)	78	602	1251	3	5	197
Shared Lane Traffic (%)						
Lane Group Flow (vph)	78	602	1254	0	202	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		16	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	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	
Int Delay, s/veh	18.7

Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Vol, veh/h	71	548	1138	3	5	179
Future Vol, veh/h	71	548	1138	3	5	179
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	78	602	1251	3	5	197

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1254	0	-	0	2011	1253
Stage 1	-	-	-	-	1253	-
Stage 2	-	-	-	-	758	-
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	-	-	-	36	~ 190
Stage 1	-	-	-	-	179	-
Stage 2	-	-	-	-	344	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	513	-	-	-	31	~ 190
Mov Cap-2 Maneuver	-	-	-	-	31	-
Stage 1	-	-	-	-	152	-
Stage 2	-	-	-	-	344	-

Approach	NB	SB	SE
HCM Control Delay, s	1.5	0	192.3
HCM LOS			F

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	513	-	167	-	-
HCM Lane V/C Ratio	0.152	-	1.211	-	-
HCM Control Delay (s)	13.3	-	192.3	-	-
HCM Lane LOS	B	-	F	-	-
HCM 95th %tile Q(veh)	0.5	-	11.2	-	-

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

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	17	7	54	6	3	116
Future Volume (vph)	17	7	54	6	3	116
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	12	11
Grade (%)	-4%		-5%			3%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.959		0.987			
Flt Protected	0.966					0.999
Satd. Flow (prot)	1710	0	1683	0	0	1675
Flt Permitted	0.966					0.999
Satd. Flow (perm)	1710	0	1683	0	0	1675
Link Speed (mph)	30		30			30
Link Distance (ft)	874		4681			1280
Travel Time (s)	19.9		106.4			29.1
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles (%)	5%	5%	11%	5%	5%	8%
Adj. Flow (vph)	23	10	74	8	4	159
Shared Lane Traffic (%)						
Lane Group Flow (vph)	33	0	82	0	0	163
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	0.97	0.97	1.01	0.97	1.02	1.07
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

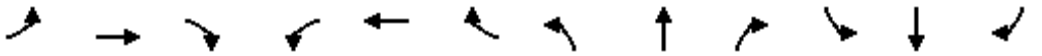
Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	17	7	54	6	3	116
Future Vol, veh/h	17	7	54	6	3	116
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, %	-4	-	-5	-	-	3
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	5	5	11	5	5	8
Mvmt Flow	23	10	74	8	4	159

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	245	78	0	0	82	0
Stage 1	78	-	-	-	-	-
Stage 2	167	-	-	-	-	-
Critical Hdwy	5.65	5.85	-	-	4.15	-
Critical Hdwy Stg 1	4.65	-	-	-	-	-
Critical Hdwy Stg 2	4.65	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245	-
Pot Cap-1 Maneuver	778	983	-	-	1497	-
Stage 1	954	-	-	-	-	-
Stage 2	888	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	776	983	-	-	1497	-
Mov Cap-2 Maneuver	776	-	-	-	-	-
Stage 1	954	-	-	-	-	-
Stage 2	885	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.5	0	0.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	827	1497	-
HCM Lane V/C Ratio	-	-	0.04	0.003	-
HCM Control Delay (s)	-	-	9.5	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	14	71	21	14	14	17	235	19	30	561	18
Future Volume (vph)	26	14	71	21	14	14	17	235	19	30	561	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	12	11	12	12	11	12
Grade (%)		1%			-6%			0%			-7%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.913			0.961			0.991			0.996	
Flt Protected		0.989			0.979			0.997			0.998	
Satd. Flow (prot)	0	1572	0	0	1695	0	0	1743	0	0	1816	0
Flt Permitted		0.989			0.979			0.997			0.998	
Satd. Flow (perm)	0	1572	0	0	1695	0	0	1743	0	0	1816	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1218			734			1431			1041	
Travel Time (s)		27.7			16.7			21.7			15.8	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	4%	5%	5%	4%	5%
Adj. Flow (vph)	30	16	83	24	16	16	20	273	22	35	652	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	129	0	0	56	0	0	315	0	0	708	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.05	1.01	0.96	1.01	0.96	1.00	1.04	1.00	0.96	1.00	0.96
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	26	14	71	21	14	14	17	235	19	30	561	18
Future Vol, veh/h	26	14	71	21	14	14	17	235	19	30	561	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-6	-	-	0	-	-	-7	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	5	5	5	5	5	5	5	4	5	5	4	5
Mvmt Flow	30	16	83	24	16	16	20	273	22	35	652	21

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1073	1068	663	1106	1067	284	673	0	0	295	0	0
Stage 1	733	733	-	324	324	-	-	-	-	-	-	-
Stage 2	340	335	-	782	743	-	-	-	-	-	-	-
Critical Hdwy	7.35	6.75	6.35	5.95	5.35	5.65	4.15	-	-	4.15	-	-
Critical Hdwy Stg 1	6.35	5.75	-	4.95	4.35	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.35	5.75	-	4.95	4.35	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.545	4.045	3.345	2.245	-	-	2.245	-	-
Pot Cap-1 Maneuver	184	206	448	268	313	784	904	-	-	1249	-	-
Stage 1	391	405	-	760	718	-	-	-	-	-	-	-
Stage 2	656	625	-	497	535	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	163	191	448	193	291	784	904	-	-	1249	-	-
Mov Cap-2 Maneuver	163	191	-	193	291	-	-	-	-	-	-	-
Stage 1	380	387	-	739	699	-	-	-	-	-	-	-
Stage 2	610	608	-	371	511	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	27.8	21.1	0.6	0.4
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	904	-	-	284	280	1249	-	-
HCM Lane V/C Ratio	0.022	-	-	0.454	0.203	0.028	-	-
HCM Control Delay (s)	9.1	0	-	27.8	21.1	8	0	-
HCM Lane LOS	A	A	-	D	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	2.2	0.7	0.1	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	55	25	38	74	41	21
Future Volume (vph)	55	25	38	74	41	21
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	0.958				0.955	
Flt Protected				0.983	0.968	
Satd. Flow (prot)	1644	0	0	1750	1606	0
Flt Permitted				0.983	0.968	
Satd. Flow (perm)	1644	0	0	1750	1606	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	29	44	86	48	24
Shared Lane Traffic (%)						
Lane Group Flow (vph)	93	0	0	130	72	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	
Int Delay, s/veh	3.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	55	25	38	74	41	21
Future Vol, veh/h	55	25	38	74	41	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-5	-	-	1	-3	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	10	9	2	3	10	2
Mvmt Flow	64	29	44	86	48	24

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	93	0	253	79
Stage 1	-	-	-	-	79	-
Stage 2	-	-	-	-	174	-
Critical Hdwy	-	-	4.12	-	5.9	5.92
Critical Hdwy Stg 1	-	-	-	-	4.9	-
Critical Hdwy Stg 2	-	-	-	-	4.9	-
Follow-up Hdwy	-	-	2.218	-	3.59	3.318
Pot Cap-1 Maneuver	-	-	1501	-	749	988
Stage 1	-	-	-	-	936	-
Stage 2	-	-	-	-	862	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1501	-	726	988
Mov Cap-2 Maneuver	-	-	-	-	726	-
Stage 1	-	-	-	-	936	-
Stage 2	-	-	-	-	835	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.5	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	798	-	-	1501	-
HCM Lane V/C Ratio	0.09	-	-	0.029	-
HCM Control Delay (s)	10	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Lane Group	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	7	26	75	4	26	143
Future Volume (vph)	7	26	75	4	26	143
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	0.895				0.886	
Flt Protected				0.954	0.992	
Satd. Flow (prot)	1323	0	0	1631	1445	0
Flt Permitted				0.954	0.992	
Satd. Flow (perm)	1323	0	0	1631	1445	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	713			4681	1736	
Travel Time (s)	16.2			106.4	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)	8	28	82	4	28	155
Shared Lane Traffic (%)						
Lane Group Flow (vph)	36	0	0	86	183	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	
Int Delay, s/veh	7.8

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Vol, veh/h	7	26	75	4	26	143
Future Vol, veh/h	7	26	75	4	26	143
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	8	28	82	4	28	155

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	36	0	190	22
Stage 1	-	-	-	-	22	-
Stage 2	-	-	-	-	168	-
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	-	-	1549	-	737	1040
Stage 1	-	-	-	-	908	-
Stage 2	-	-	-	-	793	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1549	-	698	1040
Mov Cap-2 Maneuver	-	-	-	-	698	-
Stage 1	-	-	-	-	908	-
Stage 2	-	-	-	-	751	-

Approach	NB	SB	NW
HCM Control Delay, s	0	7.1	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBT	NBR	NWLn1	SBL	SBT
Capacity (veh/h)	-	-	967	1549	-
HCM Lane V/C Ratio	-	-	0.19	0.053	-
HCM Control Delay (s)	-	-	9.6	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.7	0.2	-

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	175	1250	779	10	6	105
Future Volume (vph)	175	1250	779	10	6	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	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		0.873	
Flt Protected	0.950				0.997	
Satd. Flow (prot)	1744	1818	1823	0	1651	0
Flt Permitted	0.950				0.997	
Satd. Flow (perm)	1744	1818	1823	0	1651	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)	197	1404	875	11	7	118
Shared Lane Traffic (%)						
Lane Group Flow (vph)	197	1404	886	0	125	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		16	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	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	
Int Delay, s/veh	6.1

Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Vol, veh/h	175	1250	779	10	6	105
Future Vol, veh/h	175	1250	779	10	6	105
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	197	1404	875	11	7	118

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	886	0	-	0	2679	881
Stage 1	-	-	-	-	881	-
Stage 2	-	-	-	-	1798	-
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	-	-	-	18	315
Stage 1	-	-	-	-	367	-
Stage 2	-	-	-	-	119	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	760	-	-	-	13	315
Mov Cap-2 Maneuver	-	-	-	-	13	-
Stage 1	-	-	-	-	272	-
Stage 2	-	-	-	-	119	-

Approach	NB	SB	SE
HCM Control Delay, s	1.4	0	110.6
HCM LOS			F

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	760	-	140	-	-
HCM Lane V/C Ratio	0.259	-	0.891	-	-
HCM Control Delay (s)	11.4	-	110.6	-	-
HCM Lane LOS	B	-	F	-	-
HCM 95th %tile Q(veh)	1	-	6	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	4	131	19	7	69
Future Volume (vph)	10	4	131	19	7	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	12	11
Grade (%)	-4%		-5%			3%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.964		0.983			
Flt Protected	0.964					0.995
Satd. Flow (prot)	1715	0	1679	0	0	1671
Flt Permitted	0.964					0.995
Satd. Flow (perm)	1715	0	1679	0	0	1671
Link Speed (mph)	30		30			30
Link Distance (ft)	874		4681			1280
Travel Time (s)	19.9		106.4			29.1
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles (%)	5%	5%	11%	5%	5%	8%
Adj. Flow (vph)	14	5	179	26	10	95
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	0	205	0	0	105
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	0.97	0.97	1.01	0.97	1.02	1.07
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

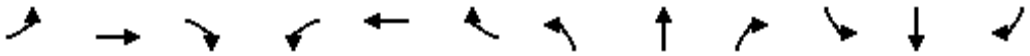
Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	4	131	19	7	69
Future Vol, veh/h	10	4	131	19	7	69
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, %	-4	-	-5	-	-	3
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	5	5	11	5	5	8
Mvmt Flow	14	5	179	26	10	95

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	307	192	0	0	205	0
Stage 1	192	-	-	-	-	-
Stage 2	115	-	-	-	-	-
Critical Hdwy	5.65	5.85	-	-	4.15	-
Critical Hdwy Stg 1	4.65	-	-	-	-	-
Critical Hdwy Stg 2	4.65	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245	-
Pot Cap-1 Maneuver	727	860	-	-	1349	-
Stage 1	870	-	-	-	-	-
Stage 2	926	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	721	860	-	-	1349	-
Mov Cap-2 Maneuver	721	-	-	-	-	-
Stage 1	870	-	-	-	-	-
Stage 2	919	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.9	0	0.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	756	1349	-
HCM Lane V/C Ratio	-	-	0.025	0.007	-
HCM Control Delay (s)	-	-	9.9	7.7	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	20	29	5	12	11	84	641	30	14	323	35
Future Volume (vph)	23	20	29	5	12	11	84	641	30	14	323	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	12	11	12	12	11	12
Grade (%)		1%			-6%			0%			-7%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.945			0.946			0.995			0.987	
Flt Protected		0.984			0.992			0.994			0.998	
Satd. Flow (prot)	0	1666	0	0	1740	0	0	1781	0	0	1836	0
Flt Permitted		0.984			0.992			0.994			0.998	
Satd. Flow (perm)	0	1666	0	0	1740	0	0	1781	0	0	1836	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1218			734			1431			1041	
Travel Time (s)		27.7			16.7			21.7			15.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	25	22	32	5	13	12	91	697	33	15	351	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	79	0	0	30	0	0	821	0	0	404	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.05	1.01	0.96	1.01	0.96	1.00	1.04	1.00	0.96	1.00	0.96
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	23	20	29	5	12	11	84	641	30	14	323	35
Future Vol, veh/h	23	20	29	5	12	11	84	641	30	14	323	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-6	-	-	0	-	-	-7	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	22	32	5	13	12	91	697	33	15	351	38

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1308	1312	370	1323	1315	714	389	0	0	730	0	0
Stage 1	400	400	-	896	896	-	-	-	-	-	-	-
Stage 2	908	912	-	427	419	-	-	-	-	-	-	-
Critical Hdwy	7.32	6.72	6.32	5.92	5.32	5.62	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.32	5.72	-	4.92	4.32	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.32	5.72	-	4.92	4.32	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	127	147	669	207	245	486	1170	-	-	874	-	-
Stage 1	613	588	-	451	484	-	-	-	-	-	-	-
Stage 2	314	335	-	698	678	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	104	125	669	152	208	486	1170	-	-	874	-	-
Mov Cap-2 Maneuver	104	125	-	152	208	-	-	-	-	-	-	-
Stage 1	532	575	-	391	420	-	-	-	-	-	-	-
Stage 2	258	291	-	626	663	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	43.1	21.6	0.9	0.3
HCM LOS	E	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1170	-	-	170	247	874	-	-
HCM Lane V/C Ratio	0.078	-	-	0.46	0.123	0.017	-	-
HCM Control Delay (s)	8.3	0	-	43.1	21.6	9.2	0	-
HCM Lane LOS	A	A	-	E	C	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	2.2	0.4	0.1	-	-

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	71	548	1138	3	5	179
Future Volume (vph)	71	548	1138	3	5	179
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	0.094				0.950	
Satd. Flow (perm)	144	1604	1649	0	1266	1678
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						90
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)	78	602	1251	3	5	197
Shared Lane Traffic (%)						
Lane Group Flow (vph)	78	602	1254	0	5	197
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						Right
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	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	43	43	43		43	
Detector 2 Size(ft)	40	40	40		40	
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0		0.0	

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
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
Switch Phase						
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	0.35	0.39	0.93		0.08	0.86
Control Delay	5.0	1.4	23.3		48.8	56.9
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	5.0	1.4	23.3		48.8	56.9
Queue Length 50th (ft)	0	0	402		3	67
Queue Length 95th (ft)	13	102	#1191		16	142
Internal Link Dist (ft)		1724	1887		2261	
Turn Bay Length (ft)	100					100
Base Capacity (vph)	224	1556	1342		225	233
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	0.35	0.39	0.93		0.02	0.85

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 101.4	
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

Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (veh/h)	71	548	1138	3	5	179
Future Volume (veh/h)	71	548	1138	3	5	179
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	78	602	1251	3	5	197
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	15	10	7	2	60	8
Cap, veh/h	109	1350	1251	3	136	260
Arrive On Green	0.03	0.77	0.70	0.70	0.14	0.14
Sat Flow, veh/h	1592	1746	1785	4	978	1549
Grp Volume(v), veh/h	78	602	0	1254	5	197
Grp Sat Flow(s),veh/h/ln	1592	1746	0	1790	978	1549
Q Serve(g_s), s	1.5	13.6	0.0	79.9	0.5	13.8
Cycle Q Clear(g_c), s	1.5	13.6	0.0	79.9	0.5	13.8
Prop In Lane	1.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	109	1350	0	1254	136	260
V/C Ratio(X)	0.72	0.45	0.00	1.00	0.04	0.76
Avail Cap(c_a), veh/h	161	1407	0	1254	154	288
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	33.3	4.5	0.0	17.0	42.5	45.3
Incr Delay (d2), s/veh	3.3	0.1	0.0	25.3	0.0	8.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	3.3	0.0	33.7	0.1	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	36.6	4.6	0.0	42.4	42.5	53.8
LnGrp LOS	D	A	A	D	D	D
Approach Vol, veh/h		680	1254		202	
Approach Delay, s/veh		8.2	42.4		53.5	
Approach LOS		A	D		D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		93.2		20.9	8.2	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		15.8	3.5	81.9
Green Ext Time (p_c), s		2.0		0.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	32.5
HCM 6th LOS	C

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	175	1250	779	10	6	105
Future Volume (vph)	175	1250	779	10	6	105
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	0.161				0.950	
Satd. Flow (perm)	276	1697	1701	0	1986	1604
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			1			118
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)	197	1404	875	11	7	118
Shared Lane Traffic (%)						
Lane Group Flow (vph)	197	1404	886	0	7	118
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						Right
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	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	43	43	43		43	
Detector 2 Size(ft)	40	40	40		40	
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0		0.0	

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
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
Switch Phase						
Minimum Initial (s)	3.0	5.0	5.0		5.0	5.0
Minimum Split (s)	8.0	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	0.52	1.00	0.82		0.04	0.50
Control Delay	8.5	35.4	20.9		32.3	14.8
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	8.5	35.4	20.9		32.3	14.8
Queue Length 50th (ft)	14	~716	303		3	0
Queue Length 95th (ft)	52	#1019	#627		14	45
Internal Link Dist (ft)		1724	1887		2261	
Turn Bay Length (ft)	100					100
Base Capacity (vph)	402	1406	1083		523	509
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	1.00	0.82		0.01	0.23

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 76
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (veh/h)	175	1250	779	10	6	105
Future Volume (veh/h)	175	1250	779	10	6	105
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	197	1404	875	11	7	118
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	3	4	3	44	2	13
Cap, veh/h	400	1417	1178	15	180	146
Arrive On Green	0.06	0.77	0.65	0.65	0.10	0.10
Sat Flow, veh/h	1762	1835	1823	23	1829	1484
Grp Volume(v), veh/h	197	1404	0	886	7	118
Grp Sat Flow(s),veh/h/ln	1762	1835	0	1846	1829	1484
Q Serve(g_s), s	2.6	57.4	0.0	25.3	0.3	6.0
Cycle Q Clear(g_c), s	2.6	57.4	0.0	25.3	0.3	6.0
Prop In Lane	1.00			0.01	1.00	1.00
Lane Grp Cap(c), veh/h	400	1417	0	1193	180	146
V/C Ratio(X)	0.49	0.99	0.00	0.74	0.04	0.81
Avail Cap(c_a), veh/h	519	1421	0	1193	472	383
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	10.1	8.5	0.0	9.3	31.6	34.2
Incr Delay (d2), s/veh	0.4	21.5	0.0	2.2	0.0	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	16.6	0.0	7.6	0.1	5.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.5	30.0	0.0	11.6	31.6	38.2
LnGrp LOS	B	C	A	B	C	D
Approach Vol, veh/h		1601	886		125	
Approach Delay, s/veh		27.6	11.6		37.8	
Approach LOS		C	B		D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		64.9		12.6	9.8	55.1
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		59.4		8.0	4.6	27.3
Green Ext Time (p_c), s		0.4		0.1	0.2	3.1

Intersection Summary	
HCM 6th Ctrl Delay	22.7
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	74	37	26	45	28	72
Future Volume (vph)	74	37	26	45	28	72
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	0.955				0.902	
Flt Protected				0.982	0.986	
Satd. Flow (prot)	1644	0	0	1500	1587	0
Flt Permitted				0.982	0.986	
Satd. Flow (perm)	1644	0	0	1500	1587	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	51	36	62	38	99
Shared Lane Traffic (%)						
Lane Group Flow (vph)	152	0	0	98	137	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	
Int Delay, s/veh	4.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	74	37	26	45	28	72
Future Vol, veh/h	74	37	26	45	28	72
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	51	36	62	38	99

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	152	0	261	127
Stage 1	-	-	-	-	127	-
Stage 2	-	-	-	-	134	-
Critical Hdwy	-	-	4.6	-	5.91	5.92
Critical Hdwy Stg 1	-	-	-	-	4.91	-
Critical Hdwy Stg 2	-	-	-	-	4.91	-
Follow-up Hdwy	-	-	2.65	-	3.599	3.318
Pot Cap-1 Maneuver	-	-	1182	-	740	933
Stage 1	-	-	-	-	896	-
Stage 2	-	-	-	-	890	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1182	-	716	933
Mov Cap-2 Maneuver	-	-	-	-	716	-
Stage 1	-	-	-	-	896	-
Stage 2	-	-	-	-	862	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	860	-	-	1182	-
HCM Lane V/C Ratio	0.159	-	-	0.03	-
HCM Control Delay (s)	10	-	-	8.1	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-

Lane Group	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	5	23	243	10	13	96
Future Volume (vph)	5	23	243	10	13	96
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	0.890				0.881	
Flt Protected				0.954	0.994	
Satd. Flow (prot)	1278	0	0	1508	1369	0
Flt Permitted				0.954	0.994	
Satd. Flow (perm)	1278	0	0	1508	1369	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	713			4681	1736	
Travel Time (s)	16.2			106.4	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)	6	27	289	12	15	114
Shared Lane Traffic (%)						
Lane Group Flow (vph)	33	0	0	301	129	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	
Int Delay, s/veh	7.8

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Vol, veh/h	5	23	243	10	13	96
Future Vol, veh/h	5	23	243	10	13	96
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	6	27	289	12	15	114

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	33	0	610	20
Stage 1	-	-	-	-	20	-
Stage 2	-	-	-	-	590	-
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	-	-	1505	-	407	1029
Stage 1	-	-	-	-	861	-
Stage 2	-	-	-	-	492	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1505	-	328	1029
Mov Cap-2 Maneuver	-	-	-	-	328	-
Stage 1	-	-	-	-	861	-
Stage 2	-	-	-	-	397	-

Approach	NB	SB	NW
HCM Control Delay, s	0	7.6	10.2
HCM LOS			B

Minor Lane/Major Mvmt	NBT	NBR	NWLn1	SBL	SBT
Capacity (veh/h)	-	-	820	1505	-
HCM Lane V/C Ratio	-	-	0.158	0.192	-
HCM Control Delay (s)	-	-	10.2	8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0.7	-

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	111	548	1138	3	5	295
Future Volume (vph)	111	548	1138	3	5	295
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	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					0.867	
Flt Protected	0.950				0.999	
Satd. Flow (prot)	1562	1719	1767	0	1697	0
Flt Permitted	0.950				0.999	
Satd. Flow (perm)	1562	1719	1767	0	1697	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)	122	602	1251	3	5	324
Shared Lane Traffic (%)						
Lane Group Flow (vph)	122	602	1254	0	329	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		16	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	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	
Int Delay, s/veh	70.6

Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Vol, veh/h	111	548	1138	3	5	295
Future Vol, veh/h	111	548	1138	3	5	295
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	122	602	1251	3	5	324

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1254	0	-	0	2099	1253
Stage 1	-	-	-	-	1253	-
Stage 2	-	-	-	-	846	-
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	-	-	-	31	~ 190
Stage 1	-	-	-	-	179	-
Stage 2	-	-	-	-	307	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	513	-	-	-	24	~ 190
Mov Cap-2 Maneuver	-	-	-	-	24	-
Stage 1	-	-	-	-	136	-
Stage 2	-	-	-	-	307	-

Approach	NB	SB	SE
HCM Control Delay, s	2.4	0	$ 488.8
HCM LOS			F

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	513	-	170	-	-
HCM Lane V/C Ratio	0.238	-	1.939	-	-
HCM Control Delay (s)	14.2	-	$ 488.8	-	-
HCM Lane LOS	B	-	F	-	-
HCM 95th %tile Q(veh)	0.9	-	24.9	-	-

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

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	137	53	54	48	18	116
Future Volume (vph)	137	53	54	48	18	116
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	12	11
Grade (%)	-4%		-5%			3%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.962		0.936			
Flt Protected	0.965					0.993
Satd. Flow (prot)	1713	0	1629	0	0	1670
Flt Permitted	0.965					0.993
Satd. Flow (perm)	1713	0	1629	0	0	1670
Link Speed (mph)	30		30			30
Link Distance (ft)	874		4681			1280
Travel Time (s)	19.9		106.4			29.1
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles (%)	5%	5%	11%	5%	5%	8%
Adj. Flow (vph)	188	73	74	66	25	159
Shared Lane Traffic (%)						
Lane Group Flow (vph)	261	0	140	0	0	184
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	0.97	0.97	1.01	0.97	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	
Int Delay, s/veh	5.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	137	53	54	48	18	116
Future Vol, veh/h	137	53	54	48	18	116
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, %	-4	-	-5	-	-	3
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	5	5	11	5	5	8
Mvmt Flow	188	73	74	66	25	159

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	316	107	0	0	140	0
Stage 1	107	-	-	-	-	-
Stage 2	209	-	-	-	-	-
Critical Hdwy	5.65	5.85	-	-	4.15	-
Critical Hdwy Stg 1	4.65	-	-	-	-	-
Critical Hdwy Stg 2	4.65	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245	-
Pot Cap-1 Maneuver	720	950	-	-	1425	-
Stage 1	932	-	-	-	-	-
Stage 2	858	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	706	950	-	-	1425	-
Mov Cap-2 Maneuver	706	-	-	-	-	-
Stage 1	932	-	-	-	-	-
Stage 2	842	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.2	0	1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	760	1425	-
HCM Lane V/C Ratio	-	-	0.342	0.017	-
HCM Control Delay (s)	-	-	12.2	7.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	1.5	0.1	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	19	71	21	16	14	17	235	19	30	561	29
Future Volume (vph)	60	19	71	21	16	14	17	235	19	30	561	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	12	11	12	12	11	12
Grade (%)		1%			-6%			0%			-7%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.936			0.963			0.991			0.994	
Flt Protected		0.980			0.980			0.997			0.998	
Satd. Flow (prot)	0	1596	0	0	1700	0	0	1743	0	0	1812	0
Flt Permitted		0.980			0.980			0.997			0.998	
Satd. Flow (perm)	0	1596	0	0	1700	0	0	1743	0	0	1812	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1218			734			1431			1041	
Travel Time (s)		27.7			16.7			21.7			15.8	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	4%	5%	5%	4%	5%
Adj. Flow (vph)	70	22	83	24	19	16	20	273	22	35	652	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	175	0	0	59	0	0	315	0	0	721	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.05	1.01	0.96	1.01	0.96	1.00	1.04	1.00	0.96	1.00	0.96
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	8.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	60	19	71	21	16	14	17	235	19	30	561	29
Future Vol, veh/h	60	19	71	21	16	14	17	235	19	30	561	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-6	-	-	0	-	-	-7	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	5	5	5	5	5	5	5	4	5	5	4	5
Mvmt Flow	70	22	83	24	19	16	20	273	22	35	652	34

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1081	1074	669	1116	1080	284	686	0	0	295	0	0
Stage 1	739	739	-	324	324	-	-	-	-	-	-	-
Stage 2	342	335	-	792	756	-	-	-	-	-	-	-
Critical Hdwy	7.35	6.75	6.35	5.95	5.35	5.65	4.15	-	-	4.15	-	-
Critical Hdwy Stg 1	6.35	5.75	-	4.95	4.35	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.35	5.75	-	4.95	4.35	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.545	4.045	3.345	2.245	-	-	2.245	-	-
Pot Cap-1 Maneuver	182	205	444	265	309	784	894	-	-	1249	-	-
Stage 1	388	402	-	760	718	-	-	-	-	-	-	-
Stage 2	654	625	-	492	530	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	160	190	444	186	287	784	894	-	-	1249	-	-
Mov Cap-2 Maneuver	160	190	-	186	287	-	-	-	-	-	-	-
Stage 1	378	384	-	739	699	-	-	-	-	-	-	-
Stage 2	607	608	-	360	506	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	53.8	21.8	0.6	0.4
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	894	-	-	236	273	1249	-	-
HCM Lane V/C Ratio	0.022	-	-	0.739	0.217	0.028	-	-
HCM Control Delay (s)	9.1	0	-	53.8	21.8	8	0	-
HCM Lane LOS	A	A	-	F	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	5.1	0.8	0.1	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	55	35	81	74	47	45
Future Volume (vph)	55	35	81	74	47	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	0.947				0.934	
Flt Protected				0.975	0.975	
Satd. Flow (prot)	1627	0	0	1739	1600	0
Flt Permitted				0.975	0.975	
Satd. Flow (perm)	1627	0	0	1739	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	41	94	86	55	52
Shared Lane Traffic (%)						
Lane Group Flow (vph)	105	0	0	180	107	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	
Int Delay, s/veh	4.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	55	35	81	74	47	45
Future Vol, veh/h	55	35	81	74	47	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	41	94	86	55	52

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	105	0	359	85
Stage 1	-	-	-	-	85	-
Stage 2	-	-	-	-	274	-
Critical Hdwy	-	-	4.12	-	5.9	5.92
Critical Hdwy Stg 1	-	-	-	-	4.9	-
Critical Hdwy Stg 2	-	-	-	-	4.9	-
Follow-up Hdwy	-	-	2.218	-	3.59	3.318
Pot Cap-1 Maneuver	-	-	1486	-	662	981
Stage 1	-	-	-	-	932	-
Stage 2	-	-	-	-	789	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1486	-	618	981
Mov Cap-2 Maneuver	-	-	-	-	618	-
Stage 1	-	-	-	-	932	-
Stage 2	-	-	-	-	737	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4	10.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	755	-	-	1486	-
HCM Lane V/C Ratio	0.142	-	-	0.063	-
HCM Control Delay (s)	10.6	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.2	-

Lane Group	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	11	26	149	6	26	274
Future Volume (vph)	11	26	149	6	26	274
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	0.905				0.877	
Flt Protected				0.954	0.996	
Satd. Flow (prot)	1364	0	0	1631	1467	0
Flt Permitted				0.954	0.996	
Satd. Flow (perm)	1364	0	0	1631	1467	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	713			4681	1736	
Travel Time (s)	16.2			106.4	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)	12	28	162	7	28	298
Shared Lane Traffic (%)						
Lane Group Flow (vph)	40	0	0	169	326	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	
Int Delay, s/veh	8.8

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Vol, veh/h	11	26	149	6	26	274
Future Vol, veh/h	11	26	149	6	26	274
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	12	28	162	7	28	298

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	40	0	357	26
Stage 1	-	-	-	-	26	-
Stage 2	-	-	-	-	331	-
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	-	-	1544	-	602	1035
Stage 1	-	-	-	-	904	-
Stage 2	-	-	-	-	681	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1544	-	539	1035
Mov Cap-2 Maneuver	-	-	-	-	539	-
Stage 1	-	-	-	-	904	-
Stage 2	-	-	-	-	609	-

Approach	NB	SB	NW
HCM Control Delay, s	0	7.3	10.7
HCM LOS			B

Minor Lane/Major Mvmt	NBT	NBR	NWLn1	SBL	SBT
Capacity (veh/h)	-	-	959	1544	-
HCM Lane V/C Ratio	-	-	0.34	0.105	-
HCM Control Delay (s)	-	-	10.7	7.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	1.5	0.4	-

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	306	1250	779	10	6	180
Future Volume (vph)	306	1250	779	10	6	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	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		0.870	
Flt Protected	0.950				0.998	
Satd. Flow (prot)	1744	1818	1823	0	1643	0
Flt Permitted	0.950				0.998	
Satd. Flow (perm)	1744	1818	1823	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)	344	1404	875	11	7	202
Shared Lane Traffic (%)						
Lane Group Flow (vph)	344	1404	886	0	209	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		16	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	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	
Int Delay, s/veh	34.2

Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Vol, veh/h	306	1250	779	10	6	180
Future Vol, veh/h	306	1250	779	10	6	180
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	344	1404	875	11	7	202

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	886	0	-	0	2973	881
Stage 1	-	-	-	-	881	-
Stage 2	-	-	-	-	2092	-
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	-	-	-	11	315
Stage 1	-	-	-	-	367	-
Stage 2	-	-	-	-	82	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	760	-	-	-	~ 6	315
Mov Cap-2 Maneuver	-	-	-	-	~ 6	-
Stage 1	-	-	-	-	201	-
Stage 2	-	-	-	-	82	-

Approach	NB	SB	SE
HCM Control Delay, s	2.7	0	$ 442.3
HCM LOS			F

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	760	-	118	-	-
HCM Lane V/C Ratio	0.452	-	1.771	-	-
HCM Control Delay (s)	13.6	-	$ 442.3	-	-
HCM Lane LOS	B	-	F	-	-
HCM 95th %tile Q(veh)	2.4	-	16.2	-	-

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

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	86	34	131	153	60	69
Future Volume (vph)	86	34	131	153	60	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	12	11
Grade (%)	-4%		-5%			3%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.962		0.927			
Flt Protected	0.965					0.977
Satd. Flow (prot)	1713	0	1619	0	0	1658
Flt Permitted	0.965					0.977
Satd. Flow (perm)	1713	0	1619	0	0	1658
Link Speed (mph)	30		30			30
Link Distance (ft)	874		4681			1280
Travel Time (s)	19.9		106.4			29.1
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles (%)	5%	5%	11%	5%	5%	8%
Adj. Flow (vph)	118	47	179	210	82	95
Shared Lane Traffic (%)						
Lane Group Flow (vph)	165	0	389	0	0	177
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	0.97	0.97	1.01	0.97	1.02	1.07
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

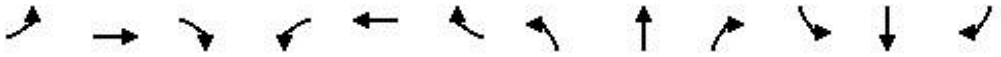
Intersection	
Int Delay, s/veh	4.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	86	34	131	153	60	69
Future Vol, veh/h	86	34	131	153	60	69
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, %	-4	-	-5	-	-	3
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	5	5	11	5	5	8
Mvmt Flow	118	47	179	210	82	95

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	543	284	0	0	389	0
Stage 1	284	-	-	-	-	-
Stage 2	259	-	-	-	-	-
Critical Hdwy	5.65	5.85	-	-	4.15	-
Critical Hdwy Stg 1	4.65	-	-	-	-	-
Critical Hdwy Stg 2	4.65	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245	-
Pot Cap-1 Maneuver	559	772	-	-	1153	-
Stage 1	807	-	-	-	-	-
Stage 2	823	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	517	772	-	-	1153	-
Mov Cap-2 Maneuver	517	-	-	-	-	-
Stage 1	807	-	-	-	-	-
Stage 2	761	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.9	0	3.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	570	1153	-
HCM Lane V/C Ratio	-	-	0.288	0.071	-
HCM Control Delay (s)	-	-	13.9	8.4	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	1.2	0.2	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	23	29	5	18	11	84	641	30	14	323	72
Future Volume (vph)	44	23	29	5	18	11	84	641	30	14	323	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	12	11	12	12	11	12
Grade (%)		1%			-6%			0%			-7%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.959			0.956			0.995			0.976	
Flt Protected		0.978			0.993			0.994			0.998	
Satd. Flow (prot)	0	1680	0	0	1761	0	0	1781	0	0	1815	0
Flt Permitted		0.978			0.993			0.994			0.998	
Satd. Flow (perm)	0	1680	0	0	1761	0	0	1781	0	0	1815	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1218			734			1431			1041	
Travel Time (s)		27.7			16.7			21.7			15.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	48	25	32	5	20	12	91	697	33	15	351	78
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	105	0	0	37	0	0	821	0	0	444	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.05	1.01	0.96	1.01	0.96	1.00	1.04	1.00	0.96	1.00	0.96
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	7.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	44	23	29	5	18	11	84	641	30	14	323	72
Future Vol, veh/h	44	23	29	5	18	11	84	641	30	14	323	72
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-6	-	-	0	-	-	-7	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	48	25	32	5	20	12	91	697	33	15	351	78

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1332	1332	390	1345	1355	714	429	0	0	730	0	0
Stage 1	420	420	-	896	896	-	-	-	-	-	-	-
Stage 2	912	912	-	449	459	-	-	-	-	-	-	-
Critical Hdwy	7.32	6.72	6.32	5.92	5.32	5.62	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.32	5.72	-	4.92	4.32	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.32	5.72	-	4.92	4.32	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	122	143	651	201	235	486	1130	-	-	874	-	-
Stage 1	597	576	-	451	484	-	-	-	-	-	-	-
Stage 2	312	335	-	684	660	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	97	121	651	142	198	486	1130	-	-	874	-	-
Mov Cap-2 Maneuver	97	121	-	142	198	-	-	-	-	-	-	-
Stage 1	516	563	-	390	418	-	-	-	-	-	-	-
Stage 2	251	289	-	608	645	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	83.9	23.7	0.9	0.3
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1130	-	-	139	229	874	-	-
HCM Lane V/C Ratio	0.081	-	-	0.751	0.161	0.017	-	-
HCM Control Delay (s)	8.5	0	-	83.9	23.7	9.2	0	-
HCM Lane LOS	A	A	-	F	C	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	4.5	0.6	0.1	-	-

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	111	548	1138	3	5	295
Future Volume (vph)	111	548	1138	3	5	295
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	0.089				0.950	
Satd. Flow (perm)	137	1604	1649	0	1266	1678
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						90
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)	122	602	1251	3	5	324
Shared Lane Traffic (%)						
Lane Group Flow (vph)	122	602	1254	0	5	324
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						Right
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	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	43	43	43		43	
Detector 2 Size(ft)	40	40	40		40	
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+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

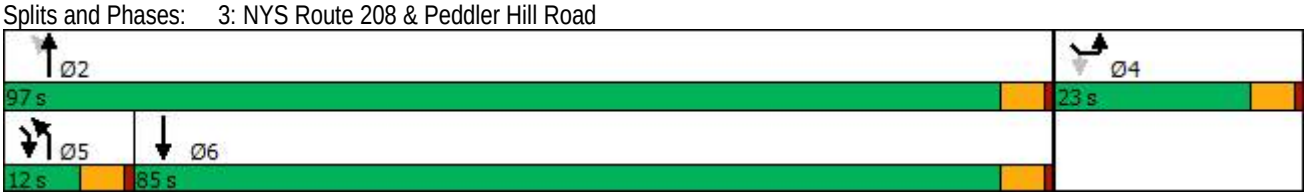
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Switch Phase						
Minimum Initial (s)	3.0	5.0	5.0		5.0	3.0
Minimum Split (s)	8.0	23.0	23.0		10.0	8.0
Total Split (s)	12.0	97.0	85.0		23.0	12.0
Total Split (%)	10.0%	80.8%	70.8%		19.2%	10.0%
Maximum Green (s)	7.0	92.0	80.0		18.0	7.0
Yellow Time (s)	4.0	4.0	4.0		4.0	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	0.55	0.39	0.94		0.07	1.38
Control Delay	17.2	1.4	24.4		48.8	221.9
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	17.2	1.4	24.4		48.8	221.9
Queue Length 50th (ft)	0	0	402		3	~234
Queue Length 95th (ft)	#65	102	#1191		16	#333
Internal Link Dist (ft)		1724	1887		2261	
Turn Bay Length (ft)	100					100
Base Capacity (vph)	220	1556	1332		229	235
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	0.39	0.94		0.02	1.38

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 99.3	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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



Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (veh/h)	111	548	1138	3	5	295
Future Volume (veh/h)	111	548	1138	3	5	295
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	122	602	1251	3	5	324
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	15	10	7	2	60	8
Cap, veh/h	145	1336	1196	3	147	316
Arrive On Green	0.05	0.77	0.67	0.67	0.15	0.15
Sat Flow, veh/h	1592	1746	1785	4	978	1549
Grp Volume(v), veh/h	122	602	0	1254	5	324
Grp Sat Flow(s),veh/h/ln	1592	1746	0	1790	978	1549
Q Serve(g_s), s	4.5	14.7	0.0	80.0	0.5	18.0
Cycle Q Clear(g_c), s	4.5	14.7	0.0	80.0	0.5	18.0
Prop In Lane	1.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	145	1336	0	1199	147	316
V/C Ratio(X)	0.84	0.45	0.00	1.05	0.03	1.02
Avail Cap(c_a), veh/h	154	1345	0	1199	147	316
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	39.2	5.0	0.0	19.7	43.3	47.5
Incr Delay (d2), s/veh	28.7	0.1	0.0	38.8	0.0	56.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	3.9	0.0	39.8	0.1	23.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	67.9	5.1	0.0	58.4	43.3	104.4
LnGrp LOS	E	A	A	F	D	F
Approach Vol, veh/h		724	1254		329	
Approach Delay, s/veh		15.7	58.4		103.5	
Approach LOS		B	E		F	

Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	96.4		23.0	11.4	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	16.7		20.0	6.5	82.0
Green Ext Time (p_c), s	2.0		0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	51.4
HCM 6th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	19	71	21	16	14	17	235	19	30	561	29
Future Volume (vph)	60	19	71	21	16	14	17	235	19	30	561	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	12	11	12	12	11	12
Grade (%)		1%			-6%			0%			-7%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.936			0.963			0.991			0.994	
Flt Protected		0.980			0.980			0.997			0.998	
Satd. Flow (prot)	0	1596	0	0	1700	0	0	1743	0	0	1812	0
Flt Permitted		0.843			0.846			0.949			0.975	
Satd. Flow (perm)	0	1373	0	0	1468	0	0	1659	0	0	1770	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		77			16			10			6	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1218			734			1431			1041	
Travel Time (s)		27.7			16.7			21.7			15.8	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	4%	5%	5%	4%	5%
Adj. Flow (vph)	70	22	83	24	19	16	20	273	22	35	652	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	175	0	0	59	0	0	315	0	0	721	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.05	1.01	0.96	1.01	0.96	1.00	1.04	1.00	0.96	1.00	0.96
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	83		20	83		20	83		20	83	
Trailing Detector (ft)	0	-5		0	-5		0	-5		0	-5	
Detector 1 Position(ft)	0	-5		0	-5		0	-5		0	-5	
Detector 1 Size(ft)	20	40		20	40		20	40		20	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	23.0	23.0		23.0	23.0		23.0	23.0		23.0	23.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	23.0	23.0		23.0	23.0		37.0	37.0		37.0	37.0	
Total Split (%)	38.3%	38.3%		38.3%	38.3%		61.7%	61.7%		61.7%	61.7%	
Maximum Green (s)	18.0	18.0		18.0	18.0		32.0	32.0		32.0	32.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
v/c Ratio		0.49			0.18			0.29			0.63	
Control Delay		15.3			13.7			6.3			10.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		15.3			13.7			6.3			10.5	
Queue Length 50th (ft)		19			8			33			107	
Queue Length 95th (ft)		67			33			84			251	
Internal Link Dist (ft)		1138			654			1351			961	
Turn Bay Length (ft)												
Base Capacity (vph)		648			656			1266			1350	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.27			0.09			0.25			0.53	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 43.1
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 5: NYS Route 208 & Round Hill Road

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	19	71	21	16	14	17	235	19	30	561	29
Future Volume (veh/h)	60	19	71	21	16	14	17	235	19	30	561	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1820	1820	1820	2061	2061	2061	1826	1841	1826	2100	2115	2100
Adj Flow Rate, veh/h	70	22	83	24	19	16	20	273	22	35	652	34
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	5	5	5	5	5	5	5	4	5	5	4	5
Cap, veh/h	260	48	121	260	146	86	152	775	60	153	933	47
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.49	0.49	0.49	0.49	0.49	0.49
Sat Flow, veh/h	510	284	717	500	866	509	40	1596	123	46	1922	97
Grp Volume(v), veh/h	175	0	0	59	0	0	315	0	0	721	0	0
Grp Sat Flow(s),veh/h/ln	1511	0	0	1875	0	0	1759	0	0	2065	0	0
Q Serve(g_s), s	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0
Cycle Q Clear(g_c), s	3.1	0.0	0.0	0.7	0.0	0.0	3.1	0.0	0.0	7.8	0.0	0.0
Prop In Lane	0.40		0.47	0.41		0.27	0.06		0.07	0.05		0.05
Lane Grp Cap(c), veh/h	430	0	0	492	0	0	986	0	0	1133	0	0
V/C Ratio(X)	0.41	0.00	0.00	0.12	0.00	0.00	0.32	0.00	0.00	0.64	0.00	0.00
Avail Cap(c_a), veh/h	1099	0	0	1249	0	0	2018	0	0	2389	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.3	0.0	0.0	10.3	0.0	0.0	4.6	0.0	0.0	5.8	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.1	0.0	0.0	0.2	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.0	0.2	0.0	0.0	0.3	0.0	0.0	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.9	0.0	0.0	10.4	0.0	0.0	4.8	0.0	0.0	6.4	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		175			59			315			721	
Approach Delay, s/veh		11.9			10.4			4.8			6.4	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	19.1	9.9	19.1	9.9
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	32.0	18.0	32.0	18.0
Max Q Clear Time (g_c+I1), s	5.1	5.1	9.8	2.7
Green Ext Time (p_c), s	1.6	0.7	4.2	0.2

Intersection Summary	
HCM 6th Ctrl Delay	7.0
HCM 6th LOS	A

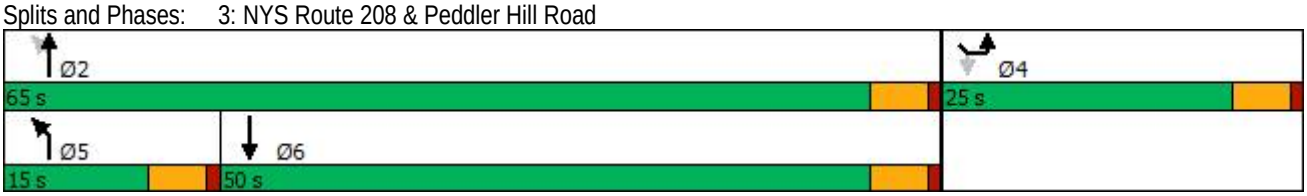
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	306	1250	779	10	6	180
Future Volume (vph)	306	1250	779	10	6	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	16	16
Grade (%)		1%	1%		2%	
Storage Length (ft)	100			0	0	100
Storage Lanes	1			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	0.130				0.950	
Satd. Flow (perm)	223	1697	1701	0	1986	1604
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			1			202
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)	344	1404	875	11	7	202
Shared Lane Traffic (%)						
Lane Group Flow (vph)	344	1404	886	0	7	202
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						Right
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	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	43	43	43		43	
Detector 2 Size(ft)	40	40	40		40	
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+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

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Switch Phase						
Minimum Initial (s)	3.0	5.0	5.0		5.0	5.0
Minimum Split (s)	8.0	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	0.96	1.06	0.89		0.04	0.63
Control Delay	56.5	53.1	27.3		31.8	14.6
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	56.5	53.1	27.3		31.8	14.6
Queue Length 50th (ft)	81	~716	308		3	0
Queue Length 95th (ft)	#267	#1056	#652		14	56
Internal Link Dist (ft)		1724	1887		2261	
Turn Bay Length (ft)	100					100
Base Capacity (vph)	358	1330	1000		518	568
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.96	1.06	0.89		0.01	0.36

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 76.6	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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



Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (veh/h)	306	1250	779	10	6	180
Future Volume (veh/h)	306	1250	779	10	6	180
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	344	1404	875	11	7	202
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	3	4	3	44	2	13
Cap, veh/h	371	1324	987	12	289	235
Arrive On Green	0.12	0.72	0.54	0.54	0.16	0.16
Sat Flow, veh/h	1762	1835	1823	23	1829	1484
Grp Volume(v), veh/h	344	1404	0	886	7	202
Grp Sat Flow(s),veh/h/ln	1762	1835	0	1846	1829	1484
Q Serve(g_s), s	8.4	60.0	0.0	35.2	0.3	11.0
Cycle Q Clear(g_c), s	8.4	60.0	0.0	35.2	0.3	11.0
Prop In Lane	1.00			0.01	1.00	1.00
Lane Grp Cap(c), veh/h	371	1324	0	999	289	235
V/C Ratio(X)	0.93	1.06	0.00	0.89	0.02	0.86
Avail Cap(c_a), veh/h	371	1324	0	999	440	357
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	20.7	11.6	0.0	16.8	29.6	34.1
Incr Delay (d2), s/veh	28.3	42.4	0.0	9.4	0.0	8.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	29.3	0.0	14.6	0.1	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	49.1	54.0	0.0	26.3	29.6	42.6
LnGrp LOS	D	F	A	C	C	D
Approach Vol, veh/h		1748	886		209	
Approach Delay, s/veh		53.0	26.3		42.1	
Approach LOS		D	C		D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		65.0		18.1	15.0	50.0
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		13.0	10.4	37.2
Green Ext Time (p_c), s		0.0		0.2	0.0	2.2

Intersection Summary	
HCM 6th Ctrl Delay	43.9
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

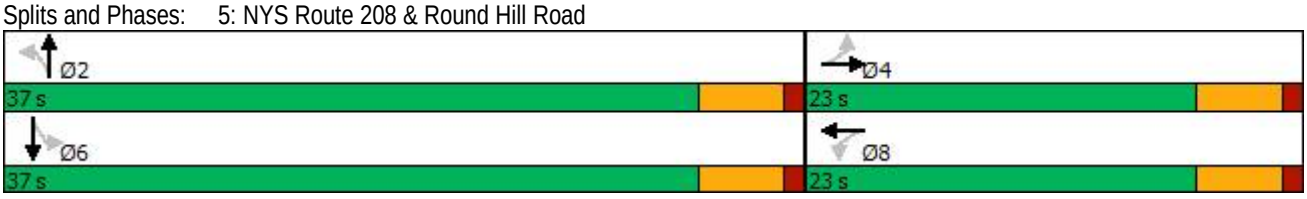
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	23	29	5	18	11	84	641	30	14	323	72
Future Volume (vph)	44	23	29	5	18	11	84	641	30	14	323	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	12	11	12	12	11	12
Grade (%)		1%			-6%			0%			-7%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.959			0.956			0.995			0.976	
Flt Protected		0.978			0.993			0.994			0.998	
Satd. Flow (prot)	0	1680	0	0	1761	0	0	1781	0	0	1815	0
Flt Permitted		0.835			0.945			0.910			0.972	
Satd. Flow (perm)	0	1435	0	0	1676	0	0	1630	0	0	1768	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		32			12			5			27	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1218			734			1431			1041	
Travel Time (s)		27.7			16.7			21.7			15.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	48	25	32	5	20	12	91	697	33	15	351	78
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	105	0	0	37	0	0	821	0	0	444	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.05	1.01	0.96	1.01	0.96	1.00	1.04	1.00	0.96	1.00	0.96
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	83		20	83		20	83		20	83	
Trailing Detector (ft)	0	-5		0	-5		0	-5		0	-5	
Detector 1 Position(ft)	0	-5		0	-5		0	-5		0	-5	
Detector 1 Size(ft)	20	40		20	40		20	40		20	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	23.0	23.0		23.0	23.0		37.0	37.0		37.0	37.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	38.3%	38.3%		38.3%	38.3%		61.7%	61.7%		61.7%	61.7%	
Maximum Green (s)	18.0	18.0		18.0	18.0		32.0	32.0		32.0	32.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
v/c Ratio		0.41			0.13			0.70			0.34	
Control Delay		19.7			14.9			12.0			5.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		19.7			14.9			12.0			5.1	
Queue Length 50th (ft)		22			7			139			47	
Queue Length 95th (ft)		54			25			#415			106	
Internal Link Dist (ft)		1138			654			1351			961	
Turn Bay Length (ft)												
Base Capacity (vph)		533			607			1181			1287	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.20			0.06			0.70			0.34	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 51.8
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: NYS Route 208 & Round Hill Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	23	29	5	18	11	84	641	30	14	323	72
Future Volume (veh/h)	44	23	29	5	18	11	84	641	30	14	323	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1864	1864	1864	2106	2106	2106	1870	1870	1870	2145	2145	2145
Adj Flow Rate, veh/h	48	25	32	5	20	12	91	697	33	15	351	78
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	239	46	53	147	129	71	193	899	41	128	962	208
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.58	0.58	0.58	0.58	0.58	0.58
Sat Flow, veh/h	680	412	479	178	1154	639	119	1556	70	22	1665	360
Grp Volume(v), veh/h	105	0	0	37	0	0	821	0	0	444	0	0
Grp Sat Flow(s),veh/h/ln	1572	0	0	1971	0	0	1745	0	0	2047	0	0
Q Serve(g_s), s	1.5	0.0	0.0	0.0	0.0	0.0	4.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.0	0.0	0.0	0.5	0.0	0.0	11.6	0.0	0.0	3.7	0.0	0.0
Prop In Lane	0.46		0.30	0.14		0.32	0.11		0.04	0.03		0.18
Lane Grp Cap(c), veh/h	338	0	0	347	0	0	1132	0	0	1298	0	0
V/C Ratio(X)	0.31	0.00	0.00	0.11	0.00	0.00	0.73	0.00	0.00	0.34	0.00	0.00
Avail Cap(c_a), veh/h	1023	0	0	1195	0	0	1831	0	0	2120	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.6	0.0	0.0	12.9	0.0	0.0	5.2	0.0	0.0	3.6	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.1	0.0	0.0	0.9	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	0.2	0.0	0.0	0.6	0.0	0.0	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.1	0.0	0.0	13.1	0.0	0.0	6.1	0.0	0.0	3.8	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		105			37			821			444	
Approach Delay, s/veh		14.1			13.1			6.1			3.8	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	23.6	8.6	23.6	8.6
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	32.0	18.0	32.0	18.0
Max Q Clear Time (g_c+I1), s	13.6	4.0	5.7	2.5
Green Ext Time (p_c), s	5.0	0.3	2.4	0.1

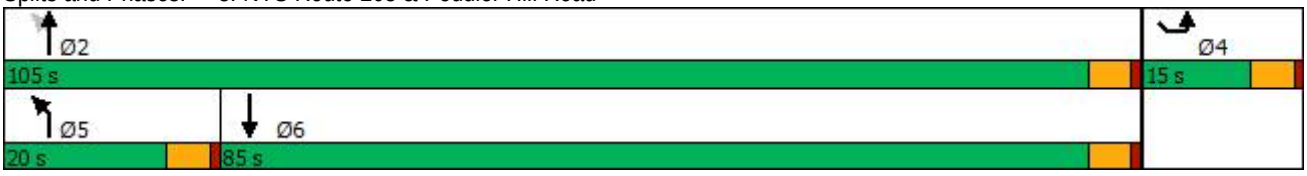
Intersection Summary	
HCM 6th Ctrl Delay	6.2
HCM 6th LOS	A

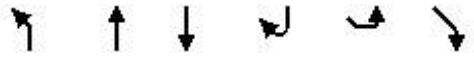
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	111	548	1138	3	5	295
Future Volume (vph)	111	548	1138	3	5	295
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	16	16
Grade (%)		1%	1%		2%	
Storage Length (ft)	100			0	0	100
Storage Lanes	1			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	0.069				0.950	
Satd. Flow (perm)	106	1604	1649	0	1266	1678
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						324
Link Speed (mph)		45	45		30	
Link Distance (ft)		606	1967		2341	
Travel Time (s)		9.2	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)	122	602	1251	3	5	324
Shared Lane Traffic (%)						
Lane Group Flow (vph)	122	602	1254	0	5	324
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						Right
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	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	43	43	43		43	
Detector 2 Size(ft)	40	40	40		40	
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+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	

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Switch Phase						
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	0.49	0.39	0.97		0.08	0.19
Control Delay	19.2	1.3	33.7		54.2	0.3
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	19.2	1.3	33.7		54.2	0.3
Queue Length 50th (ft)	10	0	639		4	0
Queue Length 95th (ft)	82	100	#1333		17	0
Internal Link Dist (ft)		526	1887		2261	
Turn Bay Length (ft)	100					100
Base Capacity (vph)	279	1559	1287		112	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	0.44	0.39	0.97		0.04	0.19

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 112.8	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

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





Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (veh/h)	111	548	1138	3	5	295
Future Volume (veh/h)	111	548	1138	3	5	295
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	122	602	1251	3	5	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	15	10	7	2	60	8
Cap, veh/h	220	1488	1319	3	6	
Arrive On Green	0.04	0.85	0.74	0.74	0.01	0.00
Sat Flow, veh/h	1592	1746	1785	4	978	1549
Grp Volume(v), veh/h	122	602	0	1254	5	0
Grp Sat Flow(s),veh/h/ln	1592	1746	0	1790	978	1549
Q Serve(g_s), s	1.1	5.5	0.0	43.3	0.4	0.0
Cycle Q Clear(g_c), s	1.1	5.5	0.0	43.3	0.4	0.0
Prop In Lane	1.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	220	1488	0	1322	6	
V/C Ratio(X)	0.55	0.40	0.00	0.95	0.77	
Avail Cap(c_a), veh/h	489	2468	0	2024	138	
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	20.4	1.2	0.0	8.1	35.1	0.0
Incr Delay (d2), s/veh	0.8	0.1	0.0	6.0	50.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.0	8.8	0.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.2	1.2	0.0	14.1	85.9	0.0
LnGrp LOS	C	A	A	B	F	
Approach Vol, veh/h		724	1254		5	A
Approach Delay, s/veh		4.6	14.1		85.9	
Approach LOS		A	B		F	

Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	65.3		5.5	8.0	57.3
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	7.5		2.4	3.1	45.3
Green Ext Time (p_c), s	2.0		0.0	0.2	7.0

Intersection Summary	
HCM 6th Ctrl Delay	10.8
HCM 6th LOS	B

Notes

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

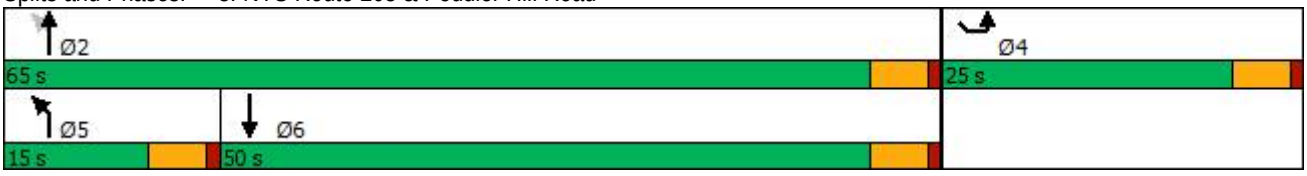
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	306	1250	779	10	6	180
Future Volume (vph)	306	1250	779	10	6	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	16	16
Grade (%)		1%	1%		2%	
Storage Length (ft)	100			0	0	100
Storage Lanes	1			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	0.168				0.950	
Satd. Flow (perm)	288	1697	1701	0	1986	1604
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			1			202
Link Speed (mph)		45	45		30	
Link Distance (ft)		606	1967		2341	
Travel Time (s)		9.2	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)	344	1404	875	11	7	202
Shared Lane Traffic (%)						
Lane Group Flow (vph)	344	1404	886	0	7	202
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						Right
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	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	43	43	43		43	
Detector 2 Size(ft)	40	40	40		40	
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+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	

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Switch Phase						
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	0.75	0.86	0.77		0.05	0.13
Control Delay	20.2	11.2	15.1		31.2	0.2
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	20.2	11.2	15.1		31.2	0.2
Queue Length 50th (ft)	22	0	180		3	0
Queue Length 95th (ft)	#89	#950	#582		15	0
Internal Link Dist (ft)		526	1887		2261	
Turn Bay Length (ft)	100					100
Base Capacity (vph)	457	1627	1146		591	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	0.75	0.86	0.77		0.01	0.13

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 67.4	
Natural Cycle: 110	
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



Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (veh/h)	306	1250	779	10	6	180
Future Volume (veh/h)	306	1250	779	10	6	180
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	344	1404	875	11	7	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	3	4	3	44	2	13
Cap, veh/h	474	1486	1122	14	17	
Arrive On Green	0.10	0.81	0.62	0.62	0.01	0.00
Sat Flow, veh/h	1762	1835	1823	23	1829	1484
Grp Volume(v), veh/h	344	1404	0	886	7	0
Grp Sat Flow(s),veh/h/ln	1762	1835	0	1846	1829	1484
Q Serve(g_s), s	3.3	34.2	0.0	19.6	0.2	0.0
Cycle Q Clear(g_c), s	3.3	34.2	0.0	19.6	0.2	0.0
Prop In Lane	1.00			0.01	1.00	1.00
Lane Grp Cap(c), veh/h	474	1486	0	1136	17	
V/C Ratio(X)	0.73	0.95	0.00	0.78	0.42	
Avail Cap(c_a), veh/h	611	1994	0	1504	663	
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	10.4	4.3	0.0	7.8	27.2	0.0
Incr Delay (d2), s/veh	1.9	7.3	0.0	1.4	5.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	3.0	0.0	4.4	0.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.3	11.6	0.0	9.2	33.2	0.0
LnGrp LOS	B	B	A	A	C	
Approach Vol, veh/h		1748	886		7	A
Approach Delay, s/veh		11.7	9.2		33.2	
Approach LOS		B	A		C	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	49.7	5.5	10.7	39.0
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	36.2	2.2	5.3	21.6
Green Ext Time (p_c), s	8.5	0.0	0.5	3.3

Intersection Summary	
HCM 6th Ctrl Delay	10.9
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

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

Colliers
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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:(DRIVER INATTENTION,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) / V3:(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	OLICE/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 VEHICL,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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