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Traffic Impact Study

May 19, 2023

Prospect Gardens
Village of South Blooming Grove, Orange County, New York

Prepared for:

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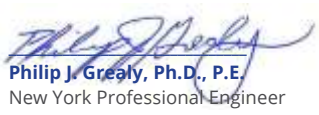

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Project No. 23002830A

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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 Prospect Gardens 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 a total of 174 dwelling units including 72 units in four multifamily buildings and 51 two-family structures (102 dwelling units) along with two community center buildings totaling approximately 67,500 square feet. As shown on Figure No. 1, access to the development is proposed via two driveway access connections from Prospect Road.

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

B. Scope of Study

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

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

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

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

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

II. Existing Roadway and Traffic Descriptions

A. Description of Existing Roadways

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

1. Prospect Road

Prospect Road is a two-lane local roadway that travels in a north/south direction. It begins at its intersection with Craigville Road (Route 51) continuing east intersecting with Peddler Hill Road at a "T" type intersection. It continues north where it terminates at its intersection with Round Hill Road. Prospect Road has no striping, shoulders, sidewalks, or on-street parking present and serves primarily residential areas. The posted speed limit in this area is 30 MPH.

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 201-203 Prospect Road Development and the recently approved Clovewood, South Blooming Grove Commercial (NYS Route 208 and Museum Village Road) Development, Stonegate Development, and 577 Route 208 Development, were specifically identified and accounted for in the traffic projections. The resulting traffic volumes associated with these other developments were summarized and are shown on Figures No. 6 and 7 for each of the peak hours. These volumes were added to the 2026 Projected Traffic Volumes resulting in the Year 2026 No-Build Traffic Volumes which are shown on Figures No. 8 and 9 for the Weekday Peak AM and Weekday Peak PM Hours, respectively.

B. Site Generated Traffic Volumes

(Table No. 1)

Estimates of the amount of traffic to be generated by the proposed 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. This should be coordinated with the Village and NYSDOT. A detailed survey will be required to identify existing right-of way(s) and any other constraints to construct such a lane.

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

   Prospect Road and the Site Access connections are proposed to intersect at "T" type intersections with al all approaches consisting of a single lane.

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

   There are two proposed access connections to the site from Prospect Road. This will provide emergency access as well as full access at both locations. Exiting approaches should be controlled by stop-signs 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 both access points. 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 an overall Level of Service "C" 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 Hour and “E” for the eastbound left turn movement during the PM Peak Hour under future conditions.

IV. Summary and Conclusion

Based on the above analysis, similar Levels of Service and delays will be experienced at the area intersections under the future No-Build and future Build Conditions. Several signing, striping, and sight distance improvements have been identified for the intersections studied and these should be completed regardless of the development. With these improvements, the Prospect Gardens 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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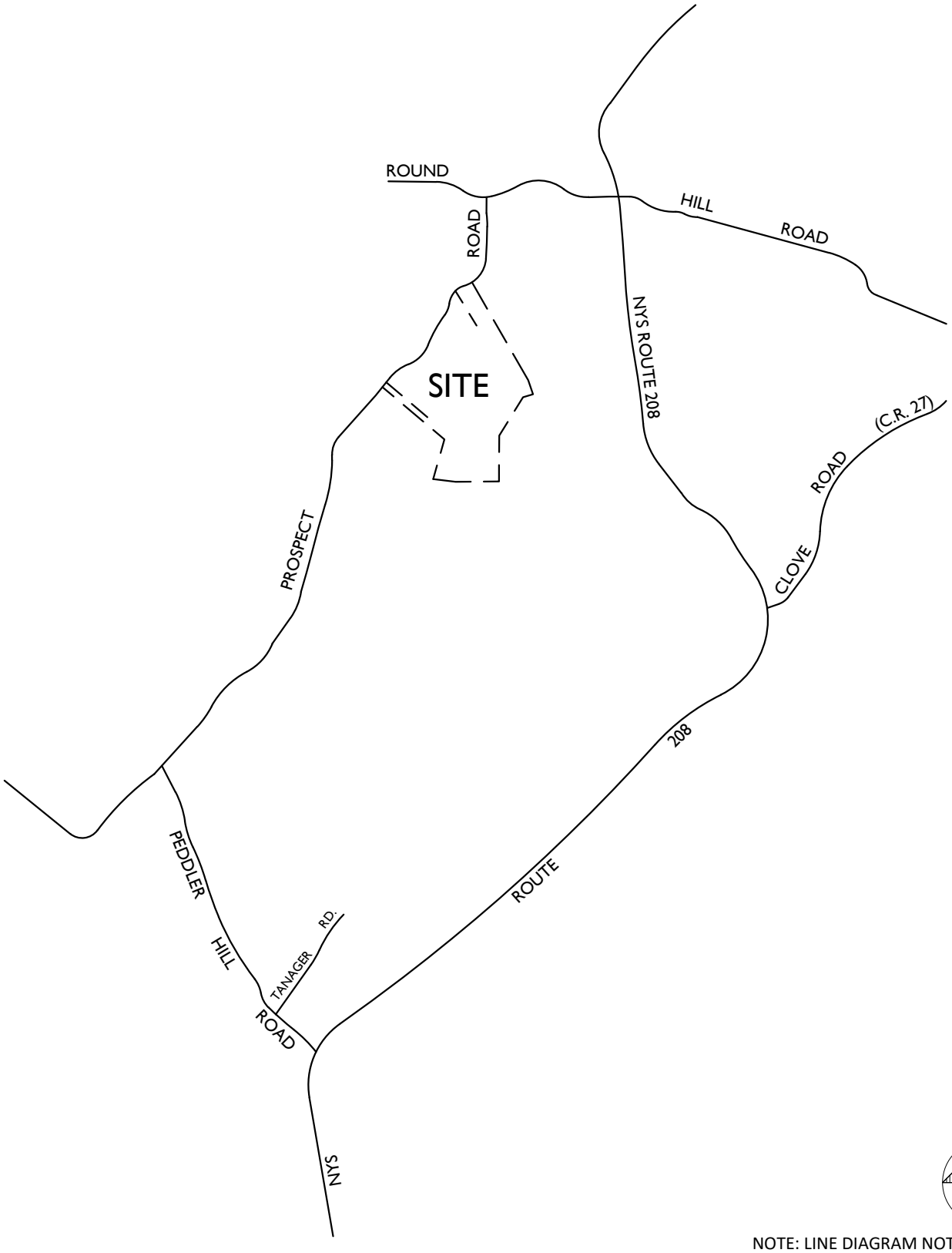
Appendix A | Traffic Figures



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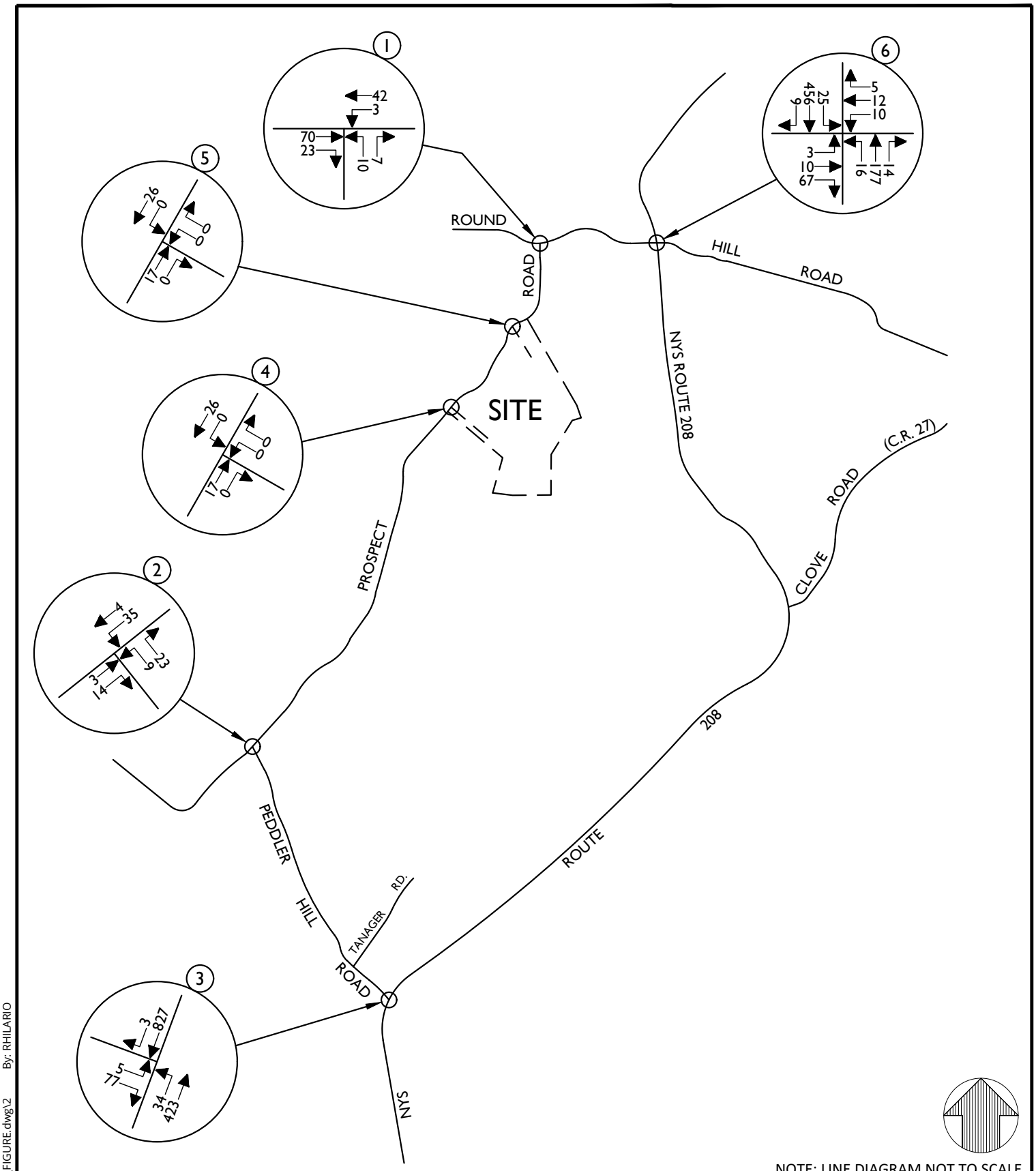

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2023 EXISTING TRAFFIC VOLUMES
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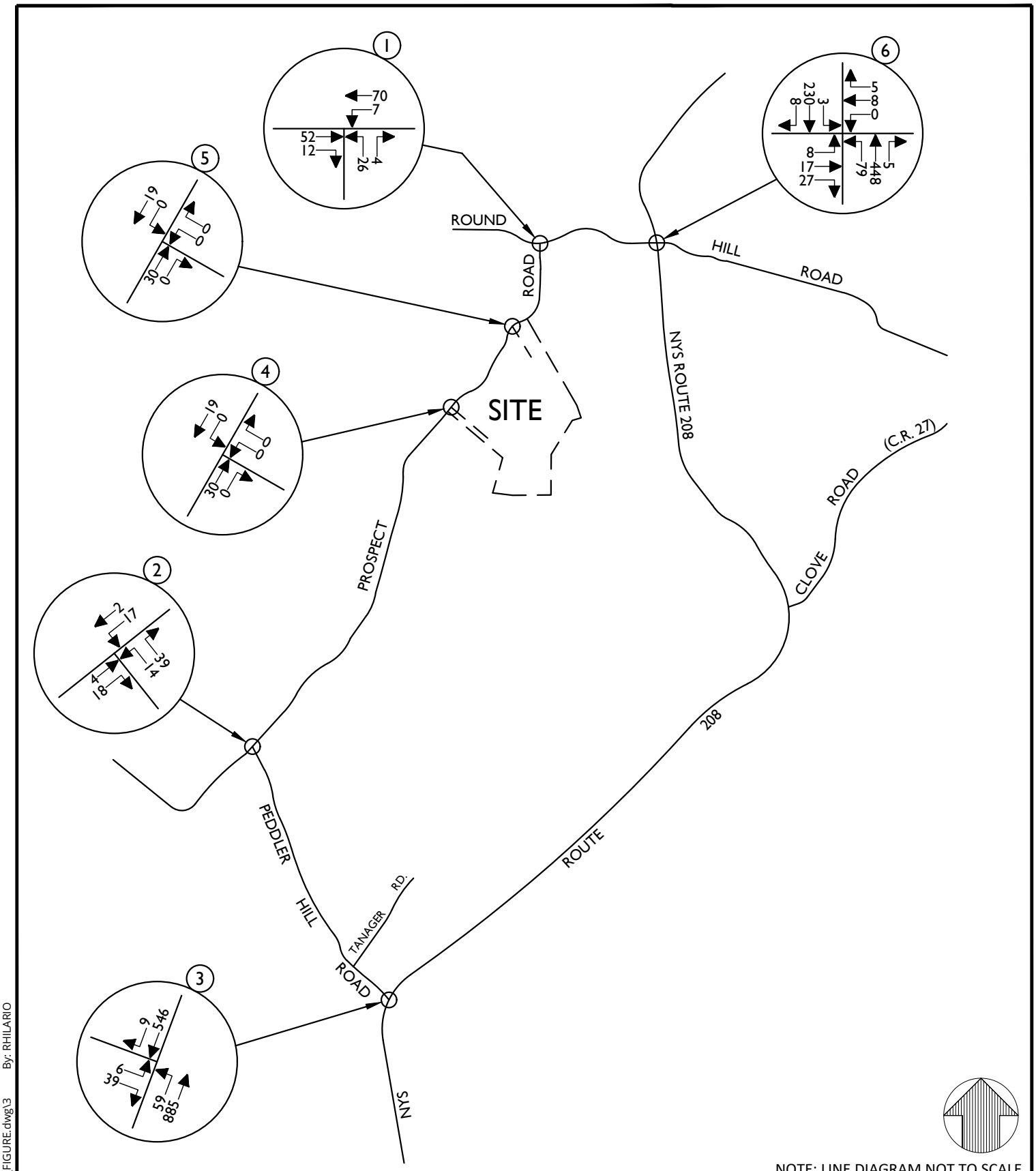

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2023 EXISTING TRAFFIC VOLUMES
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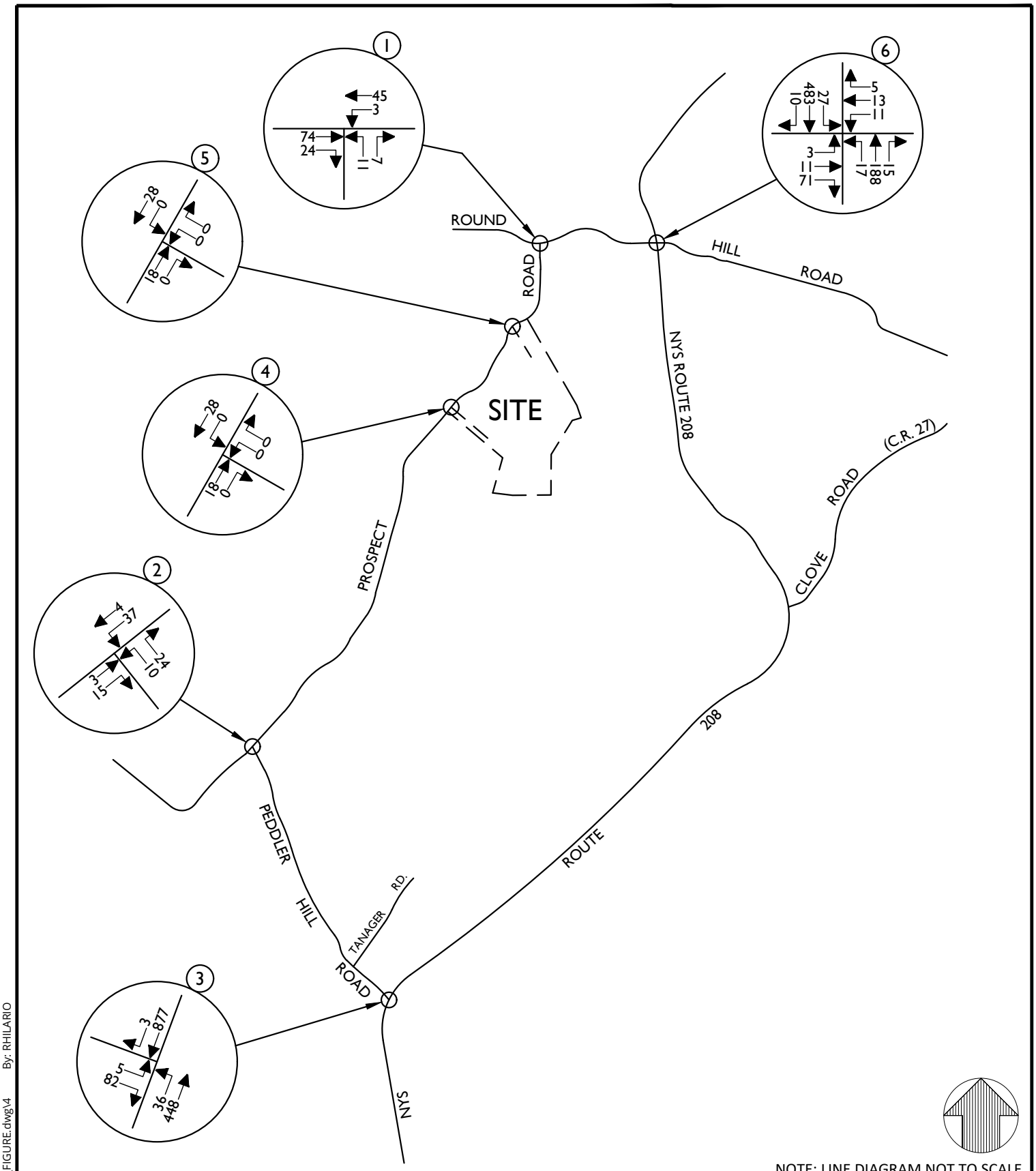

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2026 PROJECTED TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

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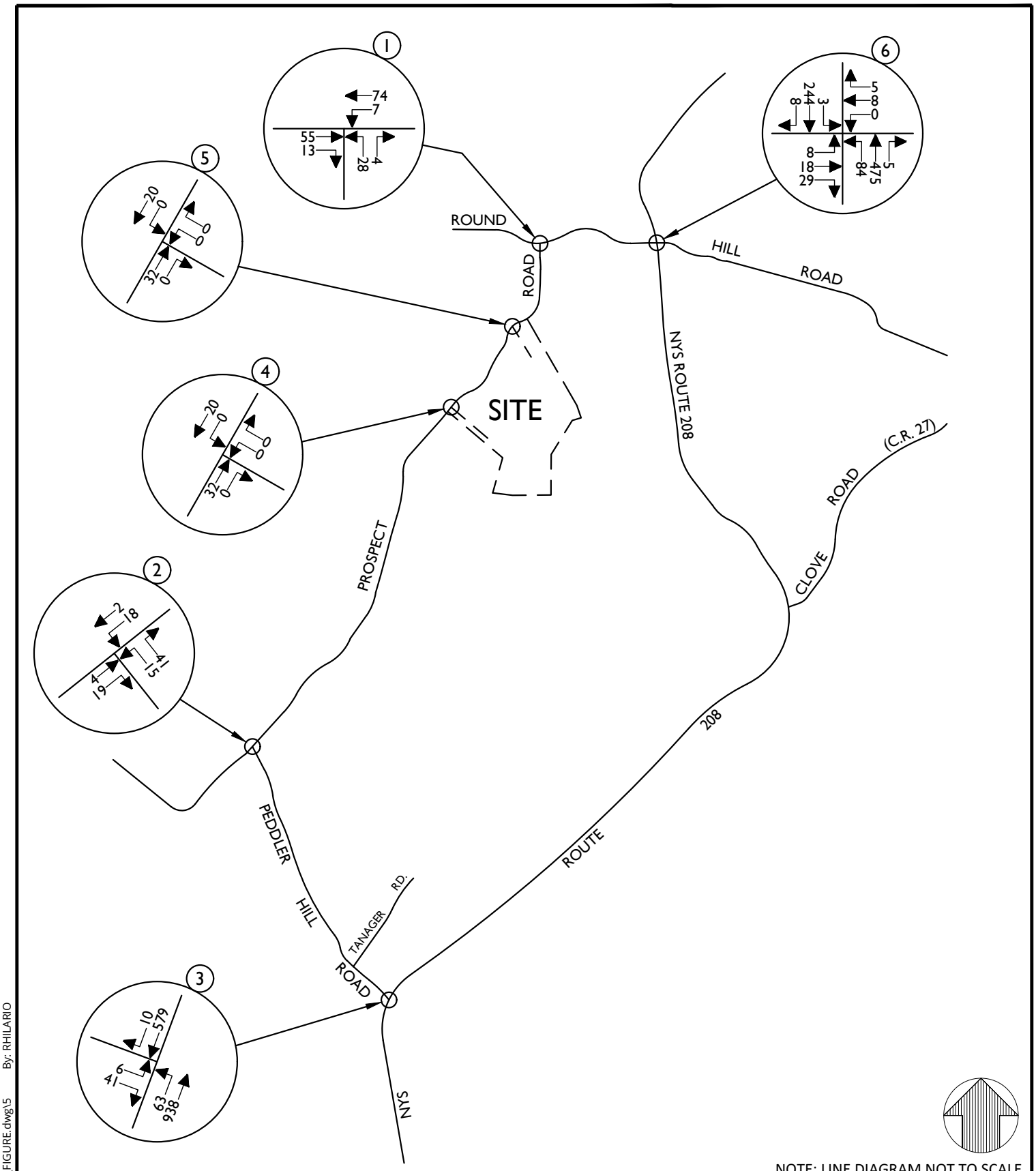

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2026 PROJECTED TRAFFIC VOLUMES
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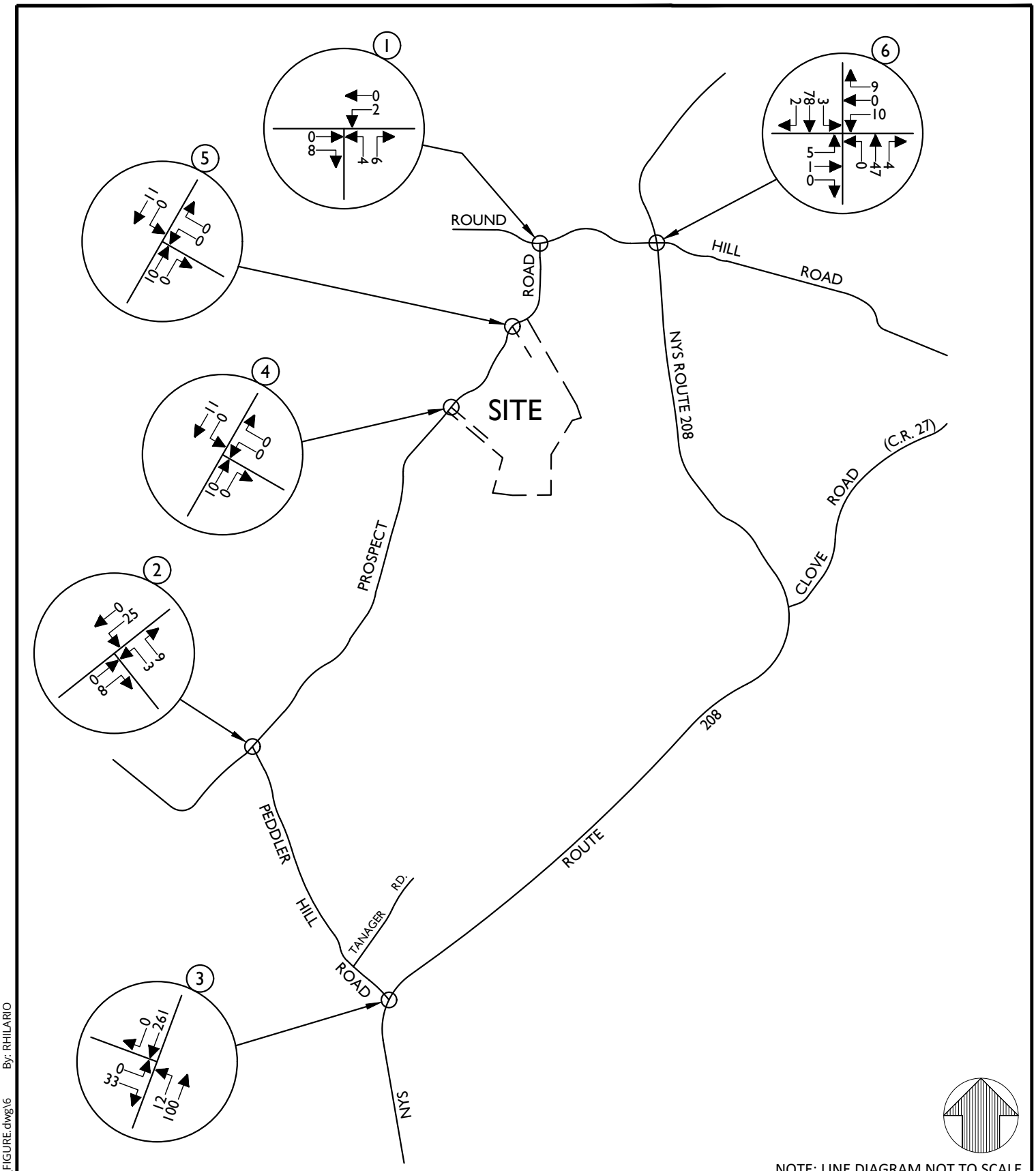

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OTHER DEVELOPMENT
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WEEKDAY PEAK AM HOUR

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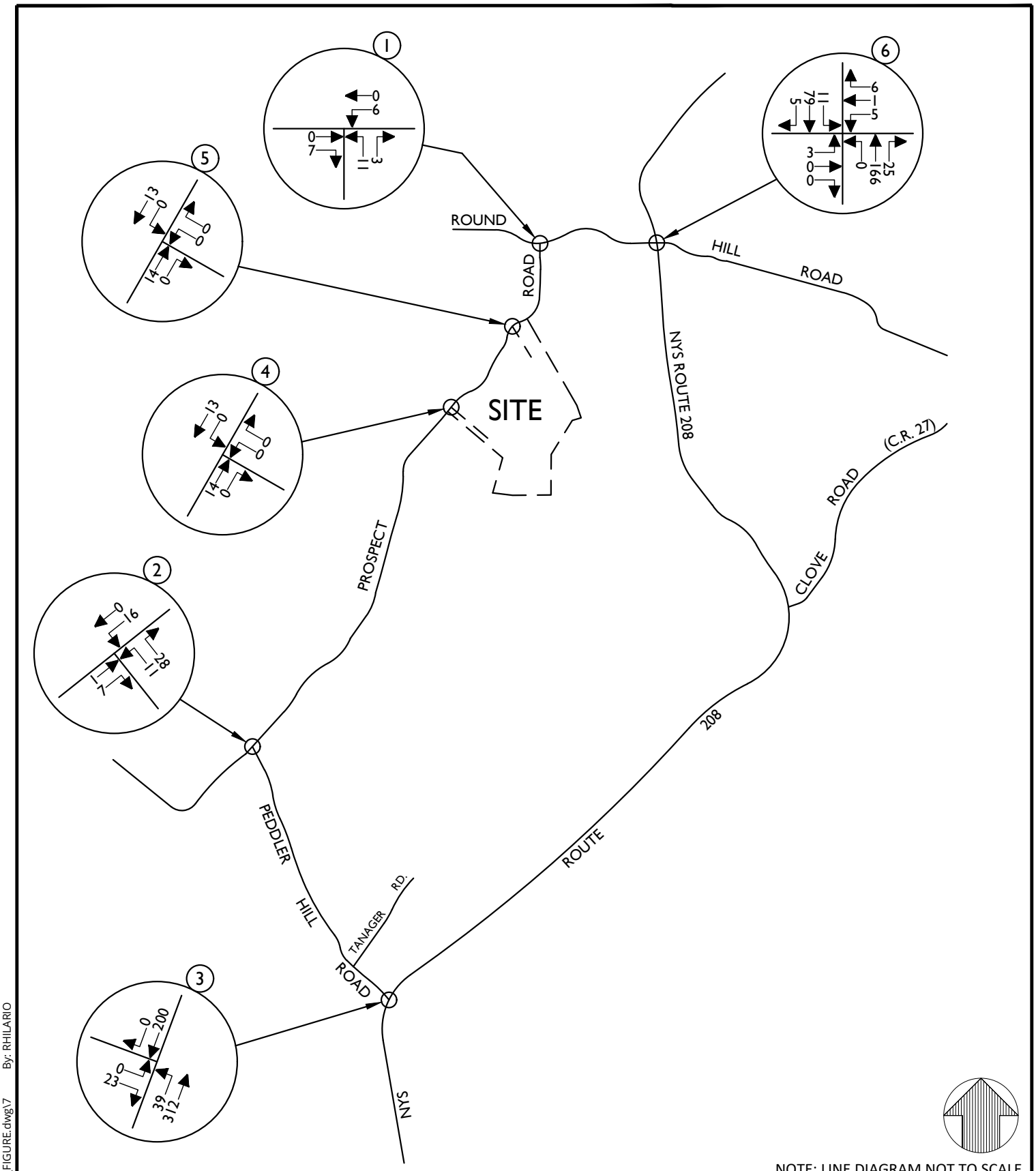

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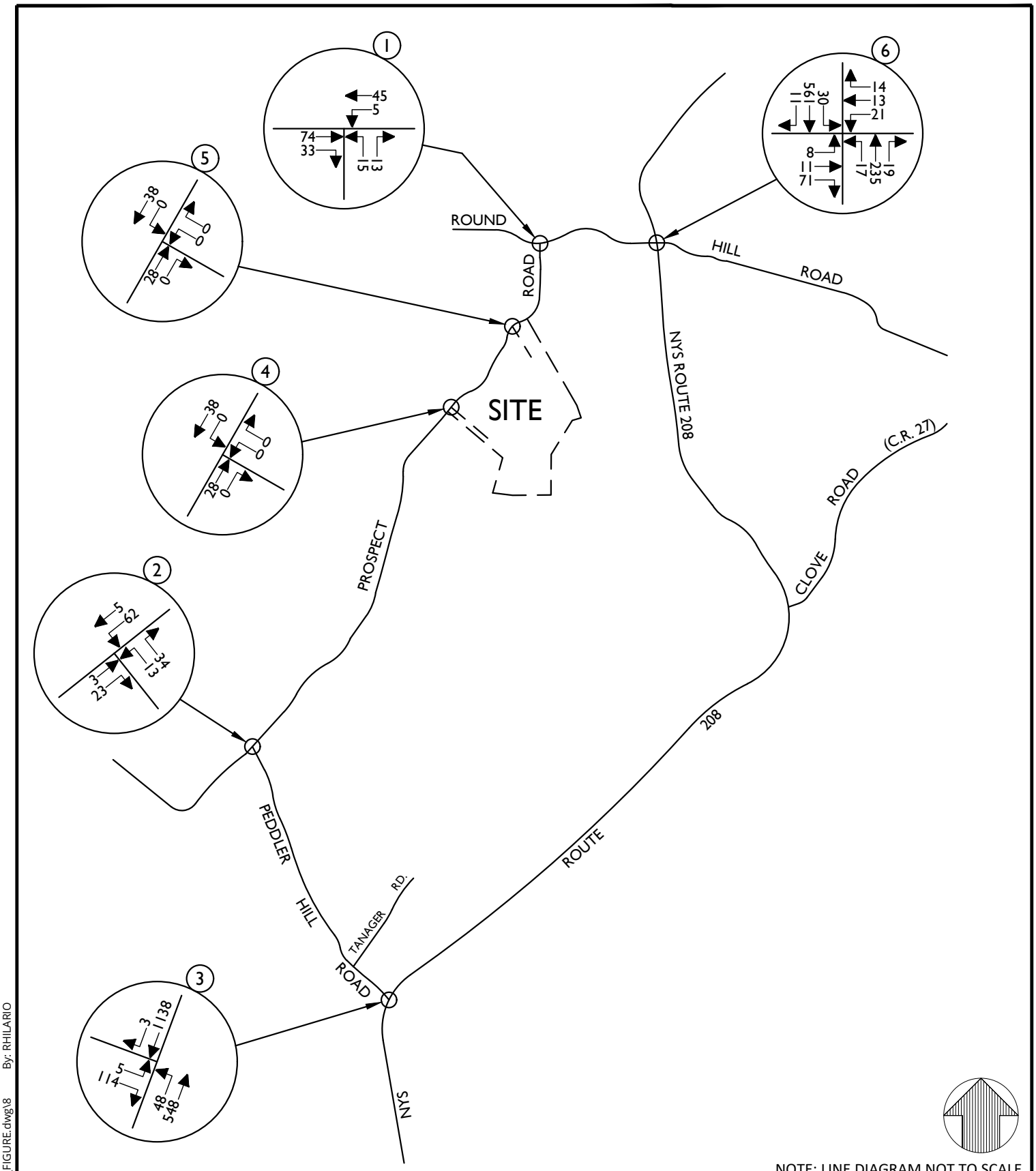

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23002830A	230518RH_FIGURE

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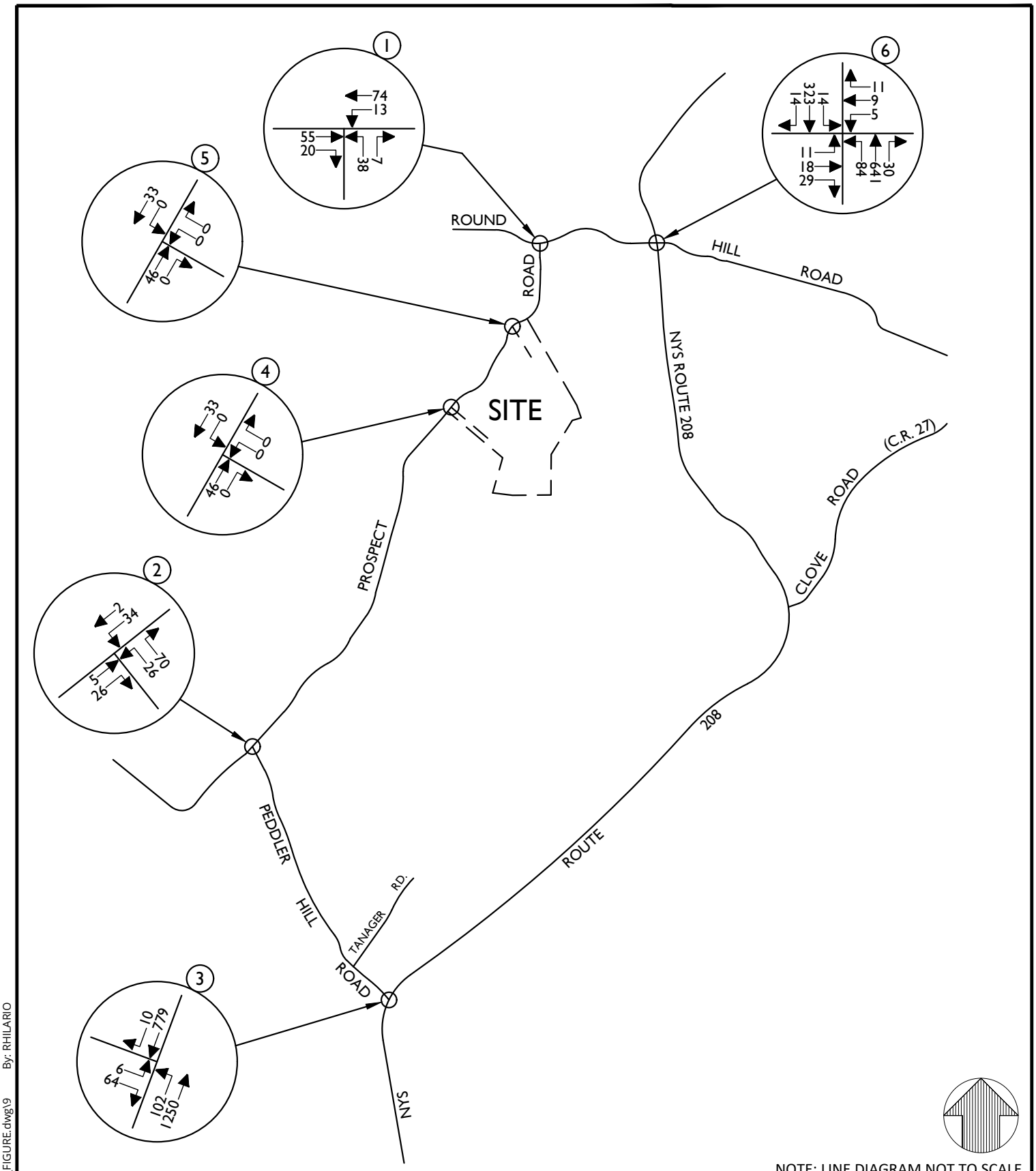
2026 NO-BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER: 8

2830A\Reports\Traffic\Figures\230518RH_FIGURE.dwg\8 By: RHILARIO



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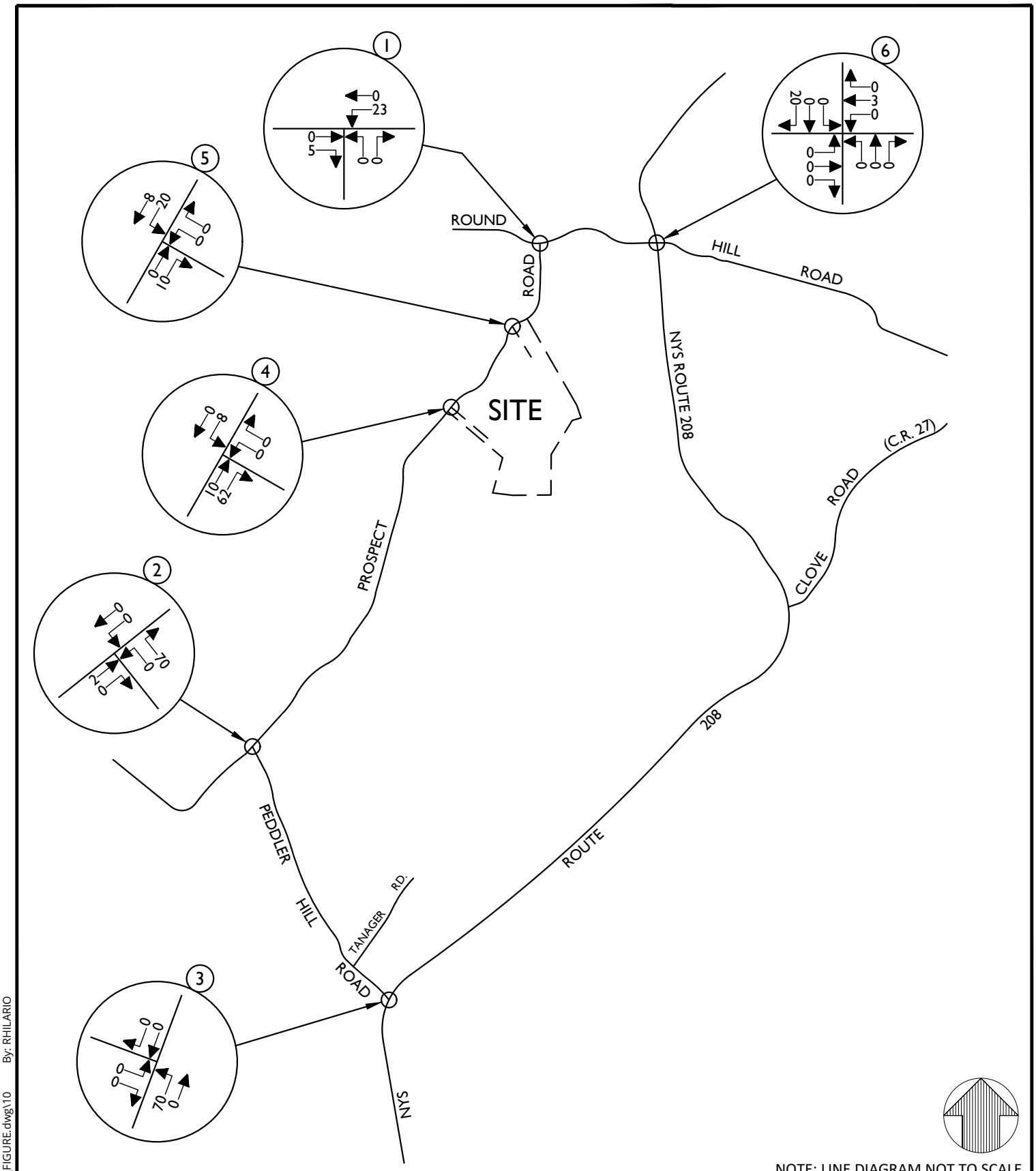
PROJECT NUMBER:	DRAWING NAME:
23002830A	230518RH_FIGURE

SHEET TITLE: FIELD BOOK: XX PAGE: XX

2026 NO-BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER: 9

2830A\Reports\Traffic\Figures\230518RH_FIGURE.dwg\9 By: RHILARIO



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PROJECT NUMBER:	DRAWING NAME:
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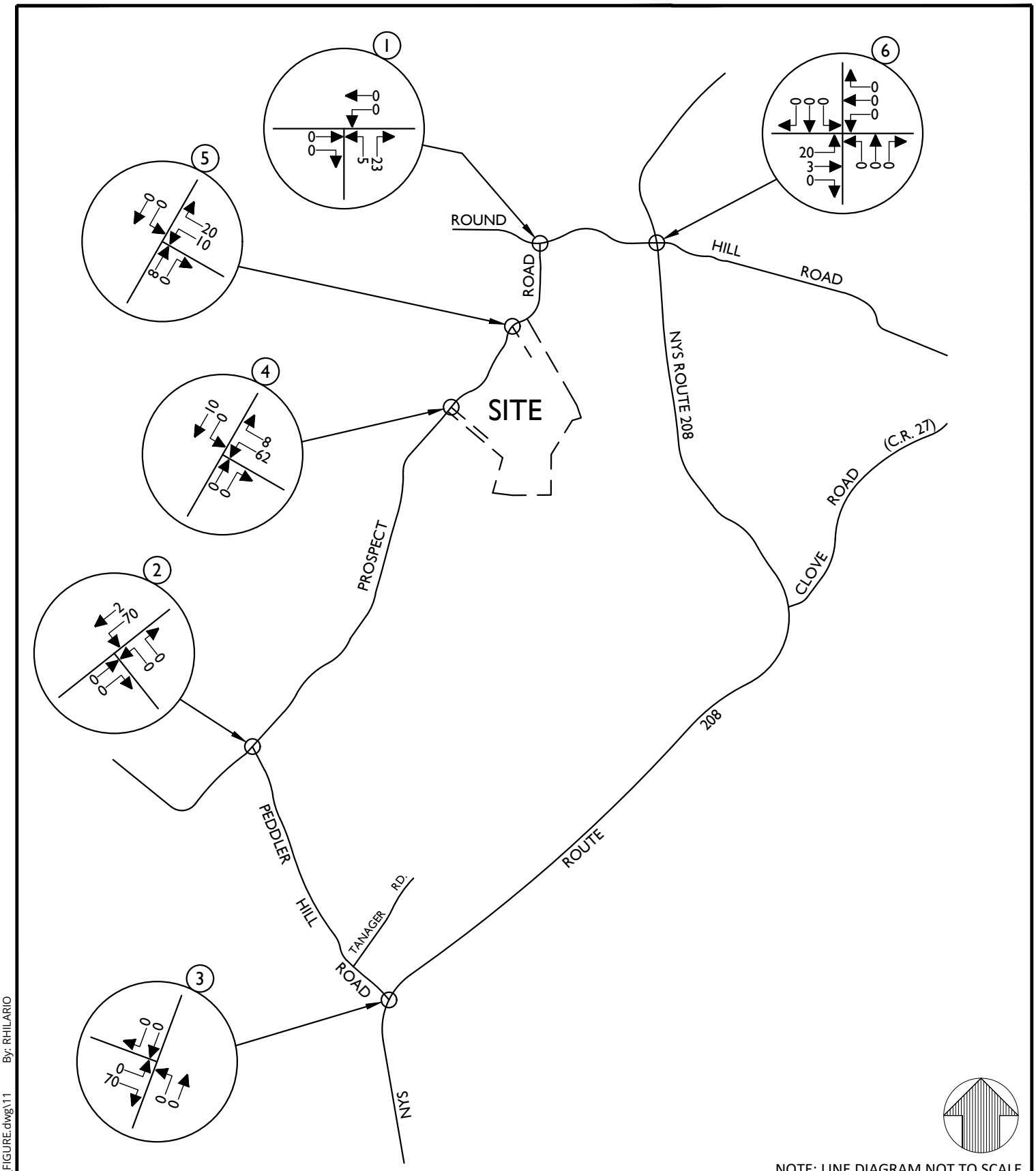
SHEET TITLE: ARRIVAL DISTRIBUTION (ALL VALUES ARE EXPRESSED AS %)

FIELD BOOK: XX PAGE: XX

SHEET NUMBER: 10

2830A\Reports\Traffic\Figures\230518RH_FIGURE.dwg\10 By: RHILARIO



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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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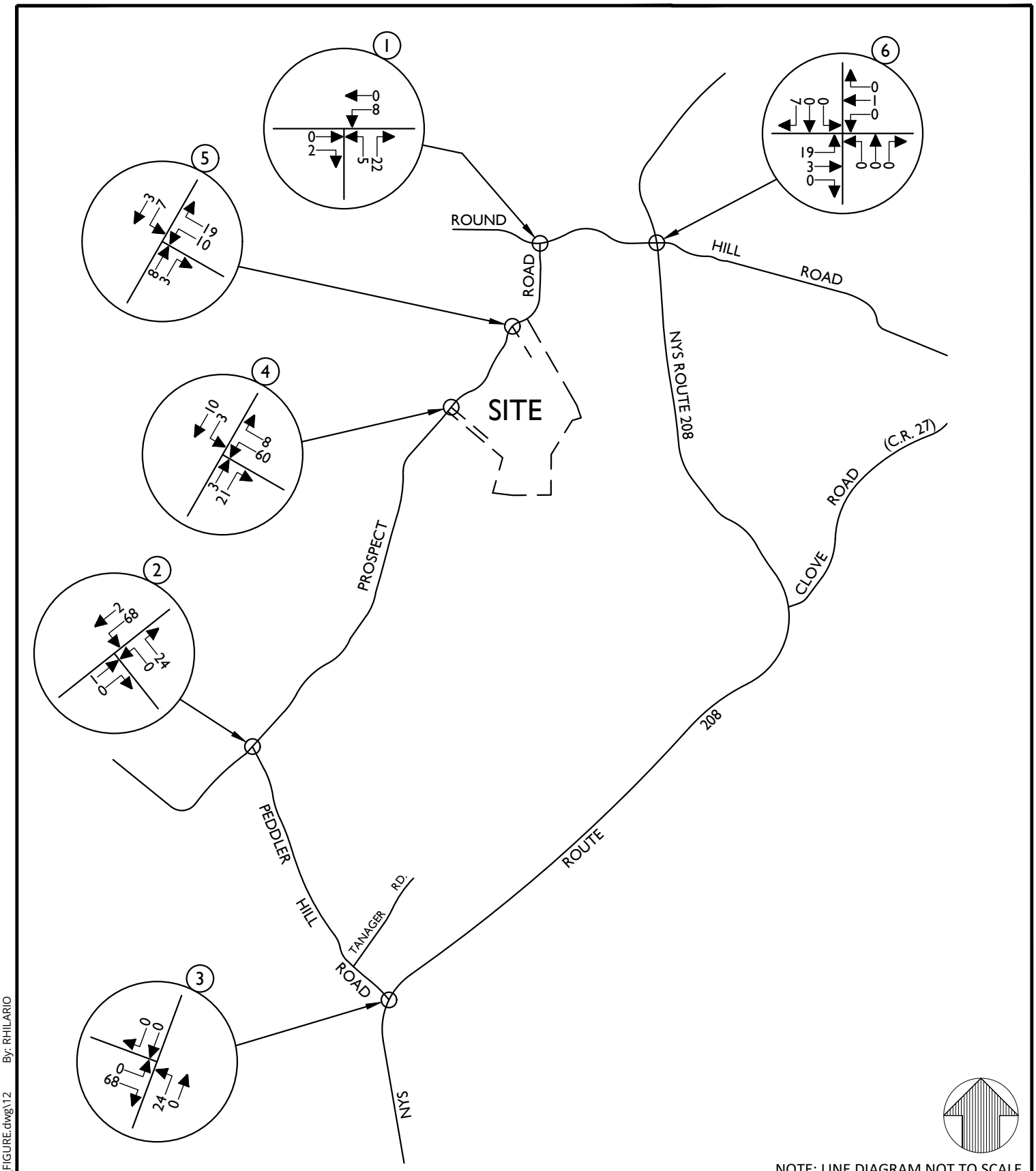

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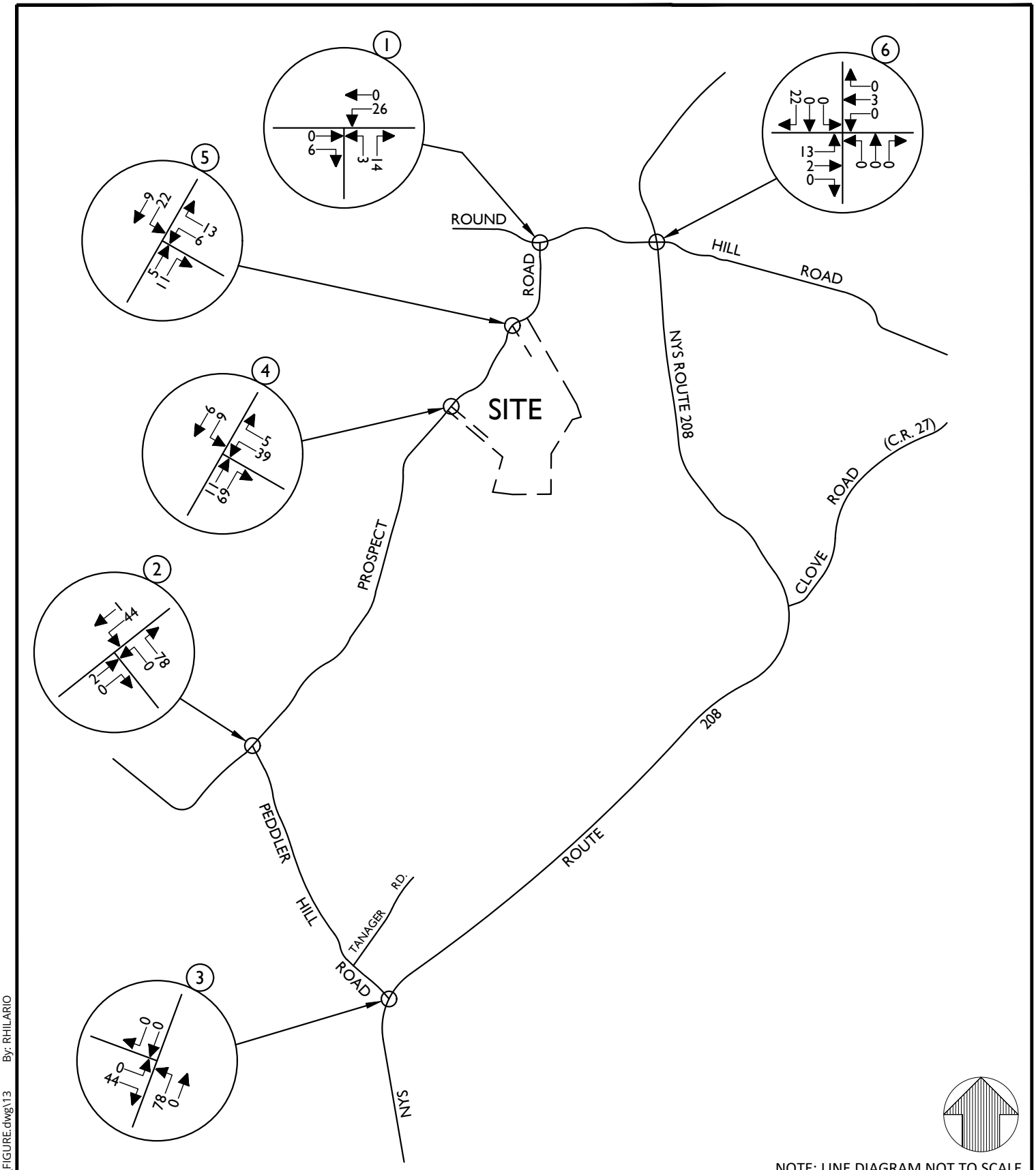
PROJECT NUMBER:	DRAWING NAME:
23002830A	230518RH_FIGURE

SHEET TITLE: FIELD BOOK: XX PAGE: XX
SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR
(RESIDENTIAL)

SHEET NUMBER: 12

2830A\Reports\Traffic\Figures\230518RH_FIGURE.dwg\12 By: RHILARIO



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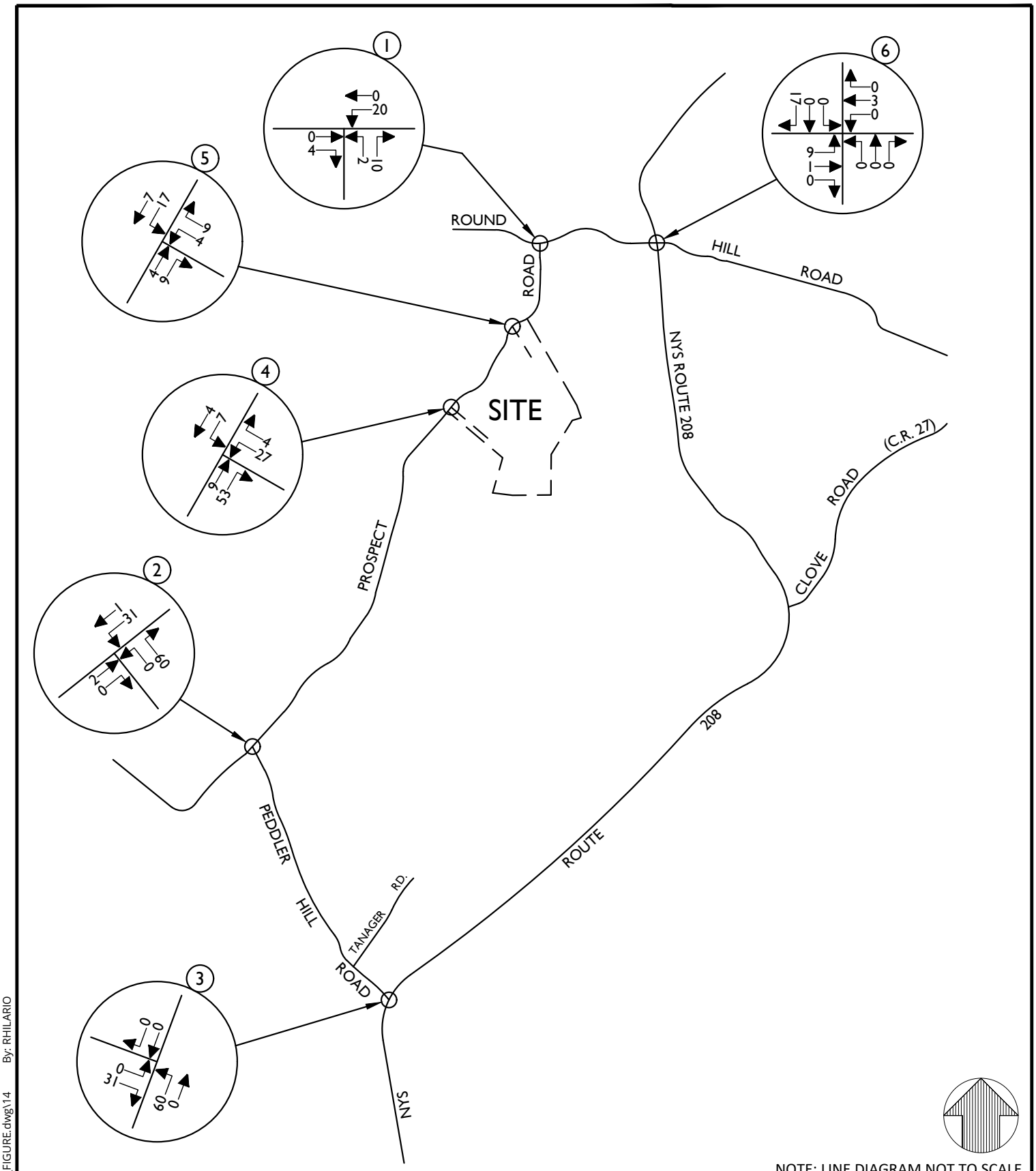
PROJECT NUMBER:	DRAWING NAME:
23002830A	230518RH_FIGURE

SHEET TITLE: SITE GENERATED TRAFFIC VOLUMES WEEKDAY PEAK PM HOUR (RESIDENTIAL)
FIELD BOOK: XX PAGE: XX

SHEET NUMBER: 13

2830A\Reports\Traffic\Figures\230518RH_FIGURE.dwg\13 By: RHILARIO



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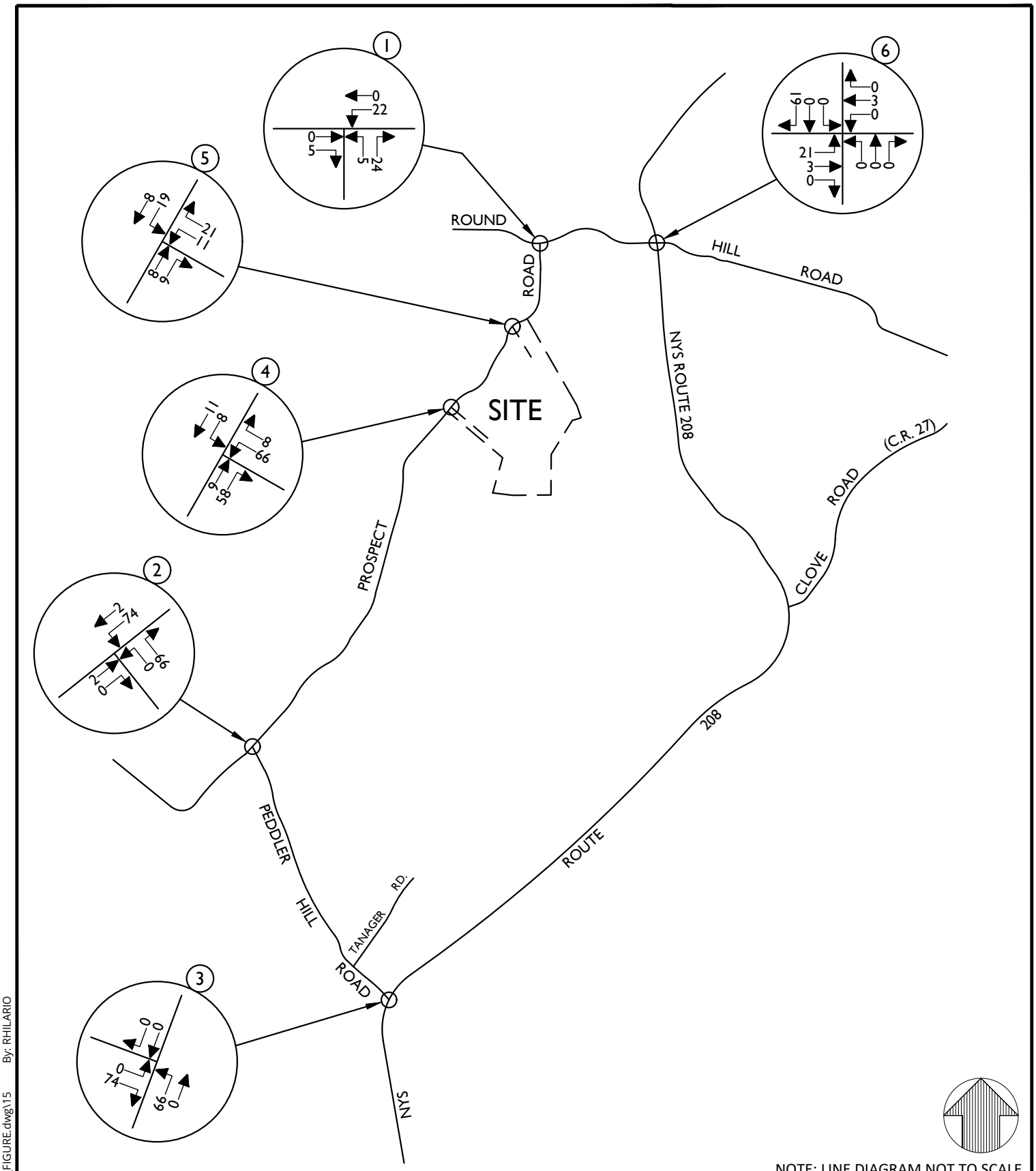
PROJECT NUMBER:	DRAWING NAME:
23002830A	230518RH_FIGURE

SHEET TITLE: SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR
(COMMUNITY CENTER)

FIELD BOOK: XX PAGE: XX

SHEET NUMBER: 14

2830A\Reports\Traffic\Figures\230518RH_FIGURE.dwg\14 By: RHILARIO



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PROJECT NUMBER:	DRAWING NAME:
23002830A	230518RH_FIGURE

SHEET TITLE: SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR
(COMMUNITY CENTER)

FIELD BOOK: XX PAGE: XX

SHEET NUMBER: 15

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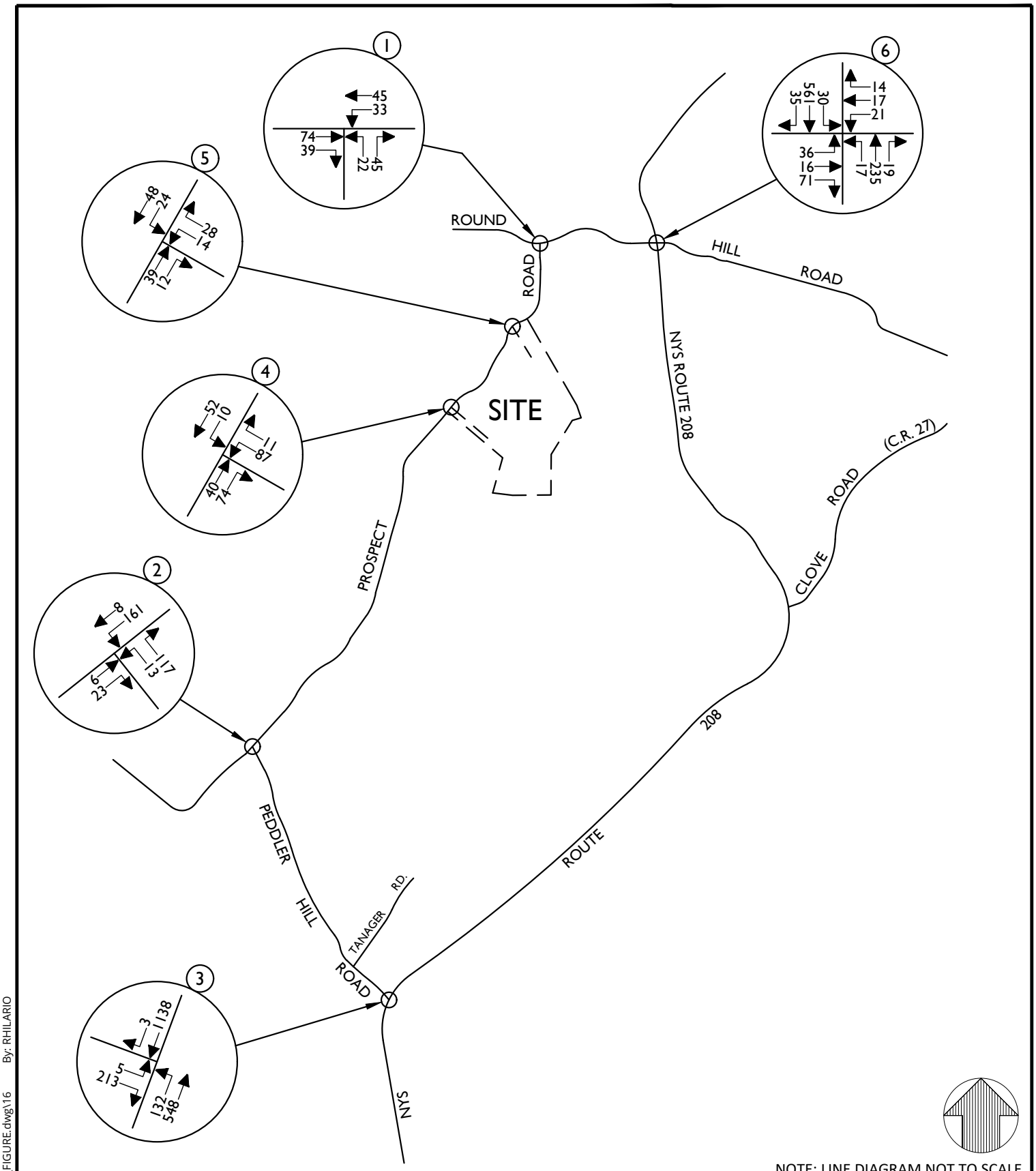

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PROJECT NUMBER:	DRAWING NAME:
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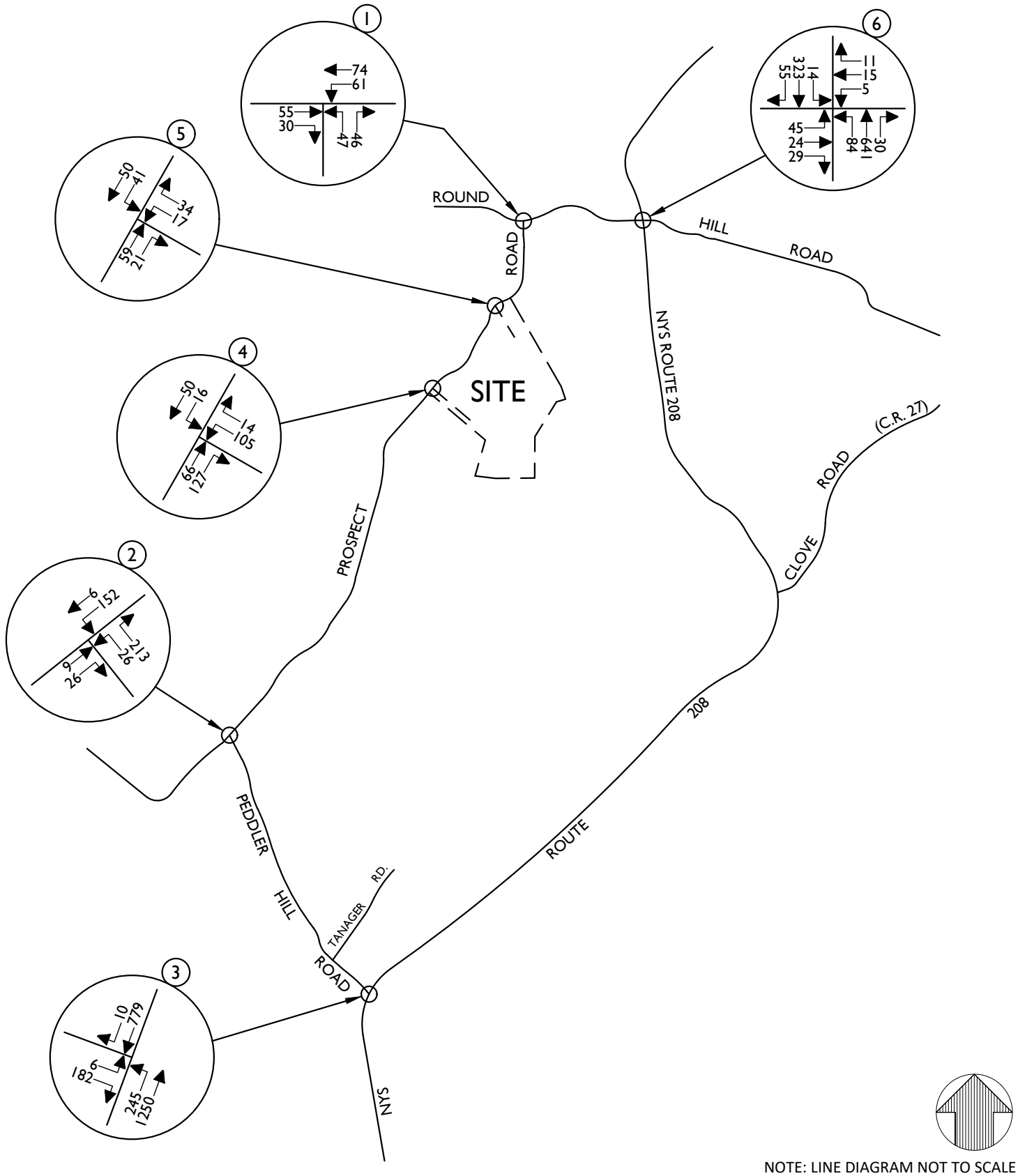
SHEET TITLE: FIELD BOOK: XX PAGE: XX

2026 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER: 16

2830A\Reports\Traffic\Figures\230518RH_FIGURE.dwg\16 By: RHILARIO



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2026 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER: 17

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Traffic Impact Study

Appendix B | Tables

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

Prospect Gardens South Blooming Grove, NY	Entry		Exit		Total
	HTGR[1]	Volume	HTGR[1]	Volume	
Residential (174 dwelling units)					
Peak AM Hour	0.20	34	0.56	97	131
Peak PM Hour	0.64	111	0.36	63	174
Community Centers (67,500 s.f.)					
Peak AM Hour	0.66	85	0.34	44	129
Peak PM Hour	0.47	94	0.53	106	200
Total					
Peak AM Hour	-	119	-	141	260
Peak PM Hour	-	205	-	169	374

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. NOTE THAT THE DEVELOPMENT WILL CONSIST OF MULTIFAMILY BUILDINGS AND TWO FAMILY HOMES AND ITE LAND USE CODE - 210 - SINGLE FAMILY HOUSING WAS USED FOR MORE CONSERVATIVE TRIP GENERATION PURPOSES. LAND USE CODE - 495 WAS USED FOR THE COMMUNITY CENTERS.

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	8.0	0.04	A	8.2	0.2
	Prospect Road	NB	LR	0.03	A	9.3	0.05	A	9.4	0.11	A	9.8	0.4
2	**Prospect Road & Peddler Hill Road**	**Unsignalized**											
	Peddler Hill Road	NWB	LR	0.04	A	9.0	0.06	A	9.3	0.17	A	9.8	0.5
	Prospect Road	SB	LT	0.03	A	7.4	0.05	A	7.5	0.13	A	7.7	0.2
3	**NYS Route 208 & Peddler Hill Road**	**Unsignalized**											
	Peddler Hill Road	SEB	LR	0.34	D	25.2	0.73	F	65.1	1.26	F	205.6	140.5
	NYS Route 208	NB	LT	0.05	B	10.5	0.09	B	12.3	0.25	B	13.8	1.5
	With Left Turn Lane & Signalization Improvements												-
	Peddler Hill Road	SEB	L	-	-	-	-	-	-	0.03	D	43.6	-
			R	-	-	-	-	-	-	0.69	D	49.0	-
	NYS Route 208	NB	L	-	-	-	-	-	-	0.88	E	77.6	-
			T	-	-	-	-	-	-	0.43	A	4.9	-
	NYS Route 208	SB	TR	-	-	-	-	-	-	0.99	D	44.5	-
			Overall	-	-	-	-	-	-	-	D	36.5	-
4	**Prospect Road & Site Access (South)**	**Unsignalized**											
		WB	LR	-	-	-	-	-	-	0.17	B	10.5	-
		SB	LT	-	-	-	-	-	-	0.01	A	7.6	-
5	**Prospect Road & Site Access (North)**	**Unsignalized**											
		WB	LR	-	-	-	-	-	-	0.06	A	9.2	-
		SWB	LT	-	-	-	-	-	-	0.02	A	7.4	-
6	**NYS Route 208 & Round Hill Road**	**Unsignalized**											
	Round Hill Road	EB	LTR	0.20	B	14.9	0.31	C	20.1	0.55	D	34.6	14.5
	Round Hill Road	WB	LTR	0.09	C	15.8	0.20	C	20.7	0.22	C	21.7	1.0
	NYS Route 208	NB	LTR	0.02	A	8.6	0.02	A	9.0	0.02	A	9.1	0.1
	NYS Route 208	SB	LTR	0.02	A	7.8	0.03	A	8.0	0.03	A	8.0	0.0
	With Left Turn Lane & Signalization Improvements												-
	Round Hill Road	EB	LTR	-	-	-	-	-	-	0.36	B	11.2	-
	Round Hill Road	WB	LTR	-	-	-	-	-	-	0.13	B	10.1	-
	NYS Route 208	NB	LTR	-	-	-	-	-	-	0.30	A	3.9	-
	NYS Route 208	SB	LTR	-	-	-	-	-	-	0.60	A	5.3	-
			Overall	-	-	-	-	-	-	-	A	5.9	-

NOTES:

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

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	0.01	A	7.4	0.05	A	7.5	0.1
	Prospect Road	NB	LR	0.04	A	9.4	0.06	A	9.7	0.14	B	10.3	0.6
2	**Prospect Road & Peddler Hill Road**	**Unsignalized**											
	Peddler Hill Road	NWB	LR	0.06	A	8.9	0.11	A	9.2	0.28	B	10.3	1.1
	Prospect Road	SB	LT	0.01	A	7.3	0.02	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	0.59	F	64.4	1.05	F	130.0	65.6
	NYS Route 208	NB	LT	0.07	A	9.1	0.23	B	10.9	0.32	B	11.7	0.8
	With Left Turn Lane & Signalization Improvements												-
	Peddler Hill Road	SEB	L	-	-	-	-	-	-	0.02	C	29.7	-
			R	-	-	-	-	-	-	0.85	D	39.8	-
	NYS Route 208	NB	L	-	-	-	-	-	-	0.66	B	15.3	-
			T	-	-	-	-	-	-	0.99	C	32.1	-
	NYS Route 208	SB	TR	-	-	-	-	-	-	0.77	B	15.9	-
			Overall	-	-	-	-	-	-	-	C	25.8	-
4	**Prospect Road & Site Access (South)**	**Unsignalized**											
		WB	LR	-	-	-	-	-	-	0.23	B	11.7	-
		SB	LT	-	-	-	-	-	-	0.02	A	7.9	-
5	**Prospect Road & Site Access (North)**	**Unsignalized**											
		WB	LR	-	-	-	-	-	-	0.08	A	9.7	-
		SWB	LT	-	-	-	-	-	-	0.04	A	7.6	-
6	**NYS Route 208 & Round Hill Road**	**Unsignalized**											
	Round Hill Road	EB	LTR	0.16	C	17.0	0.31	D	30.5	0.75	F	82.4	51.9
	Round Hill Road	WB	LTR	0.04	B	14.2	0.11	C	20.5	0.14	C	22.8	2.3
	NYS Route 208	NB	LTR	0.07	A	8.0	0.08	A	8.3	0.08	A	8.4	0.1
	NYS Route 208	SB	LTR	0.00	A	8.4	0.02	A	9.2	0.02	A	9.2	0.0
	With Left Turn Lane & Signalization Improvements												-
	Round Hill Road	EB	LTR	-	-	-	-	-	-	0.31	B	13.6	-
	Round Hill Road	WB	LTR	-	-	-	-	-	-	0.09	B	12.6	-
	NYS Route 208	NB	LTR	-	-	-	-	-	-	0.70	A	5.3	-
	NYS Route 208	SB	LTR	-	-	-	-	-	-	0.32	A	3.3	-
			Overall	-	-	-	-	-	-	-	A	5.5	-

NOTES:

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

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Appendix C | Level of Service Standards

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Level of Service Standards

Level of Service for Signalized Intersections

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

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

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

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

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

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

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

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

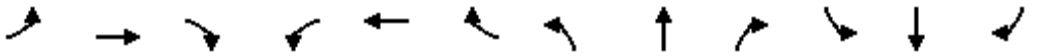
Intersection	
Int Delay, s/veh	1.8

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

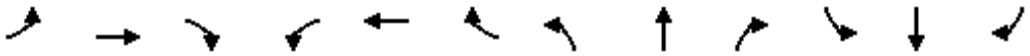
Intersection	
Int Delay, s/veh	1

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	33	5	45	15	13
Future Volume (vph)	74	33	5	45	15	13
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				0.938	
Flt Protected				0.995	0.974	
Satd. Flow (prot)	1656	0	0	1701	1594	0
Flt Permitted				0.995	0.974	
Satd. Flow (perm)	1656	0	0	1701	1594	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	45	7	62	21	18
Shared Lane Traffic (%)						
Lane Group Flow (vph)	146	0	0	69	39	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	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	74	33	5	45	15	13
Future Vol, veh/h	74	33	5	45	15	13
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	45	7	62	21	18

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	146	0	200	124
Stage 1	-	-	-	-	124	-
Stage 2	-	-	-	-	76	-
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	-	-	1189	-	795	936
Stage 1	-	-	-	-	898	-
Stage 2	-	-	-	-	936	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1189	-	790	936
Mov Cap-2 Maneuver	-	-	-	-	790	-
Stage 1	-	-	-	-	898	-
Stage 2	-	-	-	-	930	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	852	-	-	1189	-
HCM Lane V/C Ratio	0.045	-	-	0.006	-
HCM Control Delay (s)	9.4	-	-	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	23	62	5	13	34
Future Volume (vph)	3	23	62	5	13	34
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	0.882				0.902	
Flt Protected				0.956	0.987	
Satd. Flow (prot)	1249	0	0	1506	1299	0
Flt Permitted				0.956	0.987	
Satd. Flow (perm)	1249	0	0	1506	1299	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	27	74	6	15	40
Shared Lane Traffic (%)						
Lane Group Flow (vph)	31	0	0	80	55	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	6.5

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Vol, veh/h	3	23	62	5	13	34
Future Vol, veh/h	3	23	62	5	13	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, %	-3	-	-	3	-3	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	36	14	25	67	13
Mvmt Flow	4	27	74	6	15	40

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	31	0	172	18
Stage 1	-	-	-	-	18	-
Stage 2	-	-	-	-	154	-
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	-	-	1507	-	709	1031
Stage 1	-	-	-	-	863	-
Stage 2	-	-	-	-	757	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1507	-	674	1031
Mov Cap-2 Maneuver	-	-	-	-	674	-
Stage 1	-	-	-	-	863	-
Stage 2	-	-	-	-	720	-

Approach	NB	SB	NW
HCM Control Delay, s	0	7	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBT	NBR	NWLn1	SBL	SBT
Capacity (veh/h)	-	-	899	1507	-
HCM Lane V/C Ratio	-	-	0.062	0.049	-
HCM Control Delay (s)	-	-	9.3	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.2	-

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	48	548	1138	3	5	114
Future Volume (vph)	48	548	1138	3	5	114
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					0.870	
Flt Protected	0.950				0.998	
Satd. Flow (prot)	1562	1719	1767	0	1683	0
Flt Permitted	0.950				0.998	
Satd. Flow (perm)	1562	1719	1767	0	1683	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	0.96	0.96	0.96	0.96	0.91	0.91
Heavy Vehicles (%)	15%	10%	7%	2%	60%	8%
Adj. Flow (vph)	50	571	1185	3	5	125
Shared Lane Traffic (%)						
Lane Group Flow (vph)	50	571	1188	0	130	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

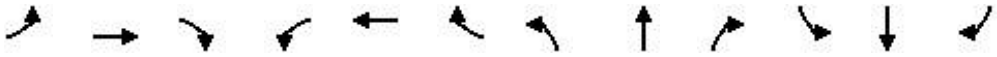
Intersection	
Int Delay, s/veh	4.7

Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Vol, veh/h	48	548	1138	3	5	114
Future Vol, veh/h	48	548	1138	3	5	114
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	96	96	96	96	91	91
Heavy Vehicles, %	15	10	7	2	60	8
Mvmt Flow	50	571	1185	3	5	125

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1188	0	-	0	1858	1187
Stage 1	-	-	-	-	1187	-
Stage 2	-	-	-	-	671	-
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	544	-	-	-	47	209
Stage 1	-	-	-	-	195	-
Stage 2	-	-	-	-	385	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	544	-	-	-	43	209
Mov Cap-2 Maneuver	-	-	-	-	43	-
Stage 1	-	-	-	-	177	-
Stage 2	-	-	-	-	385	-

Approach	NB	SB	SE
HCM Control Delay, s	1	0	65.1
HCM LOS			F

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	544	-	180	-	-
HCM Lane V/C Ratio	0.092	-	0.726	-	-
HCM Control Delay (s)	12.3	-	65.1	-	-
HCM Lane LOS	B	-	F	-	-
HCM 95th %tile Q(veh)	0.3	-	4.6	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	11	71	21	13	14	17	235	19	30	561	11
Future Volume (vph)	8	11	71	21	13	14	17	235	19	30	561	11
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		0.893			0.961			0.991			0.997	
Flt Protected		0.996			0.979			0.997			0.998	
Satd. Flow (prot)	0	1548	0	0	1695	0	0	1743	0	0	1818	0
Flt Permitted		0.996			0.979			0.997			0.998	
Satd. Flow (perm)	0	1548	0	0	1695	0	0	1743	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)	9	13	83	24	15	16	20	273	22	35	652	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	105	0	0	55	0	0	315	0	0	700	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	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	11	71	21	13	14	17	235	19	30	561	11
Future Vol, veh/h	8	11	71	21	13	14	17	235	19	30	561	11
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	9	13	83	24	15	16	20	273	22	35	652	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1069	1064	659	1101	1059	284	665	0	0	295	0	0
Stage 1	729	729	-	324	324	-	-	-	-	-	-	-
Stage 2	340	335	-	777	735	-	-	-	-	-	-	-
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	185	207	450	270	315	784	910	-	-	1249	-	-
Stage 1	393	407	-	760	718	-	-	-	-	-	-	-
Stage 2	656	625	-	499	538	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	165	193	450	198	293	784	910	-	-	1249	-	-
Mov Cap-2 Maneuver	165	193	-	198	293	-	-	-	-	-	-	-
Stage 1	383	389	-	740	699	-	-	-	-	-	-	-
Stage 2	612	609	-	376	514	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.1	20.7	0.6	0.4
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	910	-	-	342	285	1249	-	-
HCM Lane V/C Ratio	0.022	-	-	0.306	0.196	0.028	-	-
HCM Control Delay (s)	9	0	-	20.1	20.7	8	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.3	0.7	0.1	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	55	20	13	74	38	7
Future Volume (vph)	55	20	13	74	38	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	0.964				0.979	
Flt Protected				0.993	0.959	
Satd. Flow (prot)	1654	0	0	1764	1609	0
Flt Permitted				0.993	0.959	
Satd. Flow (perm)	1654	0	0	1764	1609	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	23	15	86	44	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	87	0	0	101	52	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	2.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	55	20	13	74	38	7
Future Vol, veh/h	55	20	13	74	38	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	86	86	86	86	86	86
Heavy Vehicles, %	10	9	2	3	10	2
Mvmt Flow	64	23	15	86	44	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	87	0	192	76
Stage 1	-	-	-	-	76	-
Stage 2	-	-	-	-	116	-
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	-	-	1509	-	804	991
Stage 1	-	-	-	-	939	-
Stage 2	-	-	-	-	907	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1509	-	796	991
Mov Cap-2 Maneuver	-	-	-	-	796	-
Stage 1	-	-	-	-	939	-
Stage 2	-	-	-	-	898	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	821	-	-	1509	-
HCM Lane V/C Ratio	0.064	-	-	0.01	-
HCM Control Delay (s)	9.7	-	-	7.4	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)	5	26	34	2	26	70
Future Volume (vph)	5	26	34	2	26	70
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	0.885				0.901	
Flt Protected				0.955	0.987	
Satd. Flow (prot)	1286	0	0	1633	1412	0
Flt Permitted				0.955	0.987	
Satd. Flow (perm)	1286	0	0	1633	1412	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)	5	28	37	2	28	76
Shared Lane Traffic (%)						
Lane Group Flow (vph)	33	0	0	39	104	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.02	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	5	26	34	2	26	70
Future Vol, veh/h	5	26	34	2	26	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-3	-	-	3	-3	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	33	6	2	43	8
Mvmt Flow	5	28	37	2	28	76

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	33	0	95	19
Stage 1	-	-	-	-	19	-
Stage 2	-	-	-	-	76	-
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	-	-	1553	-	827	1044
Stage 1	-	-	-	-	910	-
Stage 2	-	-	-	-	864	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1553	-	807	1044
Mov Cap-2 Maneuver	-	-	-	-	807	-
Stage 1	-	-	-	-	910	-
Stage 2	-	-	-	-	843	-

Approach	NB	SB	NW
HCM Control Delay, s	0	7	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBT	NBR	NWLn1	SBL	SBT
Capacity (veh/h)	-	-	967	1553	-
HCM Lane V/C Ratio	-	-	0.108	0.024	-
HCM Control Delay (s)	-	-	9.2	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	175	1250	779	10	6	64
Future Volume (vph)	175	1250	779	10	6	64
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		0.877	
Flt Protected	0.950				0.996	
Satd. Flow (prot)	1744	1818	1822	0	1662	0
Flt Permitted	0.950				0.996	
Satd. Flow (perm)	1744	1818	1822	0	1662	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	0.95	0.95	0.95	0.95	0.89	0.89
Heavy Vehicles (%)	3%	4%	3%	44%	2%	13%
Adj. Flow (vph)	184	1316	820	11	7	72
Shared Lane Traffic (%)						
Lane Group Flow (vph)	184	1316	831	0	79	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

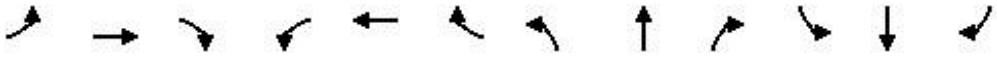
Intersection	
Int Delay, s/veh	2.9

Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Vol, veh/h	175	1250	779	10	6	64
Future Vol, veh/h	175	1250	779	10	6	64
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	95	95	95	95	89	89
Heavy Vehicles, %	3	4	3	44	2	13
Mvmt Flow	184	1316	820	11	7	72

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	831	0	-	0	2510	826
Stage 1	-	-	-	-	826	-
Stage 2	-	-	-	-	1684	-
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	797	-	-	-	24	340
Stage 1	-	-	-	-	392	-
Stage 2	-	-	-	-	137	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	797	-	-	-	18	340
Mov Cap-2 Maneuver	-	-	-	-	18	-
Stage 1	-	-	-	-	301	-
Stage 2	-	-	-	-	137	-

Approach	NB	SB	SE
HCM Control Delay, s	1.3	0	64.4
HCM LOS			F

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	797	-	134	-	-
HCM Lane V/C Ratio	0.231	-	0.587	-	-
HCM Control Delay (s)	10.9	-	64.4	-	-
HCM Lane LOS	B	-	F	-	-
HCM 95th %tile Q(veh)	0.9	-	3	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	18	29	5	9	11	84	641	30	14	323	14
Future Volume (vph)	11	18	29	5	9	11	84	641	30	14	323	14
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		0.932			0.940			0.995			0.995	
Flt Protected		0.991			0.991			0.994			0.998	
Satd. Flow (prot)	0	1655	0	0	1728	0	0	1781	0	0	1851	0
Flt Permitted		0.991			0.991			0.994			0.998	
Satd. Flow (perm)	0	1655	0	0	1728	0	0	1781	0	0	1851	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)	12	20	32	5	10	12	91	697	33	15	351	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	64	0	0	27	0	0	821	0	0	381	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	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	11	18	29	5	9	11	84	641	30	14	323	14
Future Vol, veh/h	11	18	29	5	9	11	84	641	30	14	323	14
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	12	20	32	5	10	12	91	697	33	15	351	15

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1296	1301	359	1311	1292	714	366	0	0	730	0	0
Stage 1	389	389	-	896	896	-	-	-	-	-	-	-
Stage 2	907	912	-	415	396	-	-	-	-	-	-	-
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	129	150	679	210	251	486	1193	-	-	874	-	-
Stage 1	621	595	-	451	484	-	-	-	-	-	-	-
Stage 2	314	335	-	706	689	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	108	128	679	157	214	486	1193	-	-	874	-	-
Mov Cap-2 Maneuver	108	128	-	157	214	-	-	-	-	-	-	-
Stage 1	541	582	-	393	422	-	-	-	-	-	-	-
Stage 2	261	292	-	636	674	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	30.5	20.5	0.9	0.4
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1193	-	-	203	259	874	-	-
HCM Lane V/C Ratio	0.077	-	-	0.311	0.105	0.017	-	-
HCM Control Delay (s)	8.3	0	-	30.5	20.5	9.2	0	-
HCM Lane LOS	A	A	-	D	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	1.3	0.3	0.1	-	-

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

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	3.6

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

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	154	0	280	128
Stage 1	-	-	-	-	128	-
Stage 2	-	-	-	-	152	-
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	-	-	1180	-	724	932
Stage 1	-	-	-	-	895	-
Stage 2	-	-	-	-	876	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1180	-	696	932
Mov Cap-2 Maneuver	-	-	-	-	696	-
Stage 1	-	-	-	-	895	-
Stage 2	-	-	-	-	842	-

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

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

Lane Group	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	6	23	161	8	13	117
Future Volume (vph)	6	23	161	8	13	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	-3%			3%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.893				0.878	
Flt Protected				0.955	0.995	
Satd. Flow (prot)	1291	0	0	1508	1377	0
Flt Permitted				0.955	0.995	
Satd. Flow (perm)	1291	0	0	1508	1377	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)	7	27	192	10	15	139
Shared Lane Traffic (%)						
Lane Group Flow (vph)	34	0	0	202	154	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	7.7

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Vol, veh/h	6	23	161	8	13	117
Future Vol, veh/h	6	23	161	8	13	117
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-3	-	-	3	-3	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	36	14	25	67	13
Mvmt Flow	7	27	192	10	15	139

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

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

Minor Lane/Major Mvmt	NBT	NBR	NWLn1	SBL	SBT
Capacity (veh/h)	-	-	912	1503	-
HCM Lane V/C Ratio	-	-	0.17	0.128	-
HCM Control Delay (s)	-	-	9.8	7.7	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0.4	-

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	132	548	1138	3	5	213
Future Volume (vph)	132	548	1138	3	5	213
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	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	1694	0
Flt Permitted	0.950				0.999	
Satd. Flow (perm)	1562	1719	1767	0	1694	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	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	15%	10%	7%	2%	60%	8%
Adj. Flow (vph)	138	571	1185	3	5	222
Shared Lane Traffic (%)						
Lane Group Flow (vph)	138	571	1188	0	227	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	22.9

Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Vol, veh/h	132	548	1138	3	5	213
Future Vol, veh/h	132	548	1138	3	5	213
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	1	-	2	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	15	10	7	2	60	8
Mvmt Flow	138	571	1185	3	5	222

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1188	0	-	0	2034	1187
Stage 1	-	-	-	-	1187	-
Stage 2	-	-	-	-	847	-
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	544	-	-	-	35	~ 209
Stage 1	-	-	-	-	195	-
Stage 2	-	-	-	-	306	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	544	-	-	-	26	~ 209
Mov Cap-2 Maneuver	-	-	-	-	26	-
Stage 1	-	-	-	-	145	-
Stage 2	-	-	-	-	306	-

Approach	NB	SB	SE
HCM Control Delay, s	2.7	0	205.6
HCM LOS			F

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	544	-	180	-	-
HCM Lane V/C Ratio	0.253	-	1.262	-	-
HCM Control Delay (s)	13.8	-	205.6	-	-
HCM Lane LOS	B	-	F	-	-
HCM 95th %tile Q(veh)	1	-	12.6	-	-

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)	87	11	40	74	10	52
Future Volume (vph)	87	11	40	74	10	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	12	12	10
Grade (%)	0%		-2%			2%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.985		0.913			
Flt Protected	0.957					0.992
Satd. Flow (prot)	1706	0	1527	0	0	1620
Flt Permitted	0.957					0.992
Satd. Flow (perm)	1706	0	1527	0	0	1620
Link Speed (mph)	30		30			30
Link Distance (ft)	513		1280			934
Travel Time (s)	11.7		29.1			21.2
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)	119	15	55	101	14	71
Shared Lane Traffic (%)						
Lane Group Flow (vph)	134	0	156	0	0	85
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.08	0.99	1.01	1.11
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

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	87	11	40	74	10	52
Future Vol, veh/h	87	11	40	74	10	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	-2	-	-	2
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	5	5	11	5	5	8
Mvmt Flow	119	15	55	101	14	71

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	205	106	0	0	156	0
Stage 1	106	-	-	-	-	-
Stage 2	99	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245	-
Pot Cap-1 Maneuver	777	940	-	-	1406	-
Stage 1	911	-	-	-	-	-
Stage 2	917	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	769	940	-	-	1406	-
Mov Cap-2 Maneuver	769	-	-	-	-	-
Stage 1	911	-	-	-	-	-
Stage 2	908	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.5	0	1.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	785	1406	-
HCM Lane V/C Ratio	-	-	0.171	0.01	-
HCM Control Delay (s)	-	-	10.5	7.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0	-

Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	14	28	39	12	24	48
Future Volume (vph)	14	28	39	12	24	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	12	12	10
Grade (%)	0%		3%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.910		0.969			
Flt Protected	0.984					0.984
Satd. Flow (prot)	1620	0	1544	0	0	1631
Flt Permitted	0.984					0.984
Satd. Flow (perm)	1620	0	1544	0	0	1631
Link Speed (mph)	30		30			30
Link Distance (ft)	541		905			1446
Travel Time (s)	12.3		20.6			32.9
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)	19	38	53	16	33	66
Shared Lane Traffic (%)						
Lane Group Flow (vph)	57	0	69	0	0	99
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.11	1.02	1.00	1.09
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	3.4

Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	14	28	39	12	24	48
Future Vol, veh/h	14	28	39	12	24	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	3	-	-	0
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	5	5	11	5	5	8
Mvmt Flow	19	38	53	16	33	66

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	193	61	0	0	69	0
Stage 1	61	-	-	-	-	-
Stage 2	132	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245	-
Pot Cap-1 Maneuver	789	996	-	-	1513	-
Stage 1	954	-	-	-	-	-
Stage 2	887	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	771	996	-	-	1513	-
Mov Cap-2 Maneuver	771	-	-	-	-	-
Stage 1	954	-	-	-	-	-
Stage 2	867	-	-	-	-	-

Approach	WB	NE	SW
HCM Control Delay, s	9.2	0	2.5
HCM LOS	A		

Minor Lane/Major Mvmt	NET	NER	WBLn1	SWL	SWT
Capacity (veh/h)	-	-	908	1513	-
HCM Lane V/C Ratio	-	-	0.063	0.022	-
HCM Control Delay (s)	-	-	9.2	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	16	71	21	17	14	17	235	19	30	561	35
Future Volume (vph)	36	16	71	21	17	14	17	235	19	30	561	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		0.922			0.964			0.991			0.992	
Flt Protected		0.986			0.980			0.997			0.998	
Satd. Flow (prot)	0	1582	0	0	1702	0	0	1743	0	0	1808	0
Flt Permitted		0.986			0.980			0.997			0.998	
Satd. Flow (perm)	0	1582	0	0	1702	0	0	1743	0	0	1808	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)	42	19	83	24	20	16	20	273	22	35	652	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	144	0	0	60	0	0	315	0	0	728	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	5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	36	16	71	21	17	14	17	235	19	30	561	35
Future Vol, veh/h	36	16	71	21	17	14	17	235	19	30	561	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	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	42	19	83	24	20	16	20	273	22	35	652	41

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1085	1078	673	1118	1087	284	693	0	0	295	0	0
Stage 1	743	743	-	324	324	-	-	-	-	-	-	-
Stage 2	342	335	-	794	763	-	-	-	-	-	-	-
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	180	203	442	264	306	784	888	-	-	1249	-	-
Stage 1	386	401	-	760	718	-	-	-	-	-	-	-
Stage 2	654	625	-	491	527	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	158	188	442	188	284	784	888	-	-	1249	-	-
Mov Cap-2 Maneuver	158	188	-	188	284	-	-	-	-	-	-	-
Stage 1	376	383	-	739	699	-	-	-	-	-	-	-
Stage 2	606	608	-	362	503	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	34.6	21.7	0.6	0.4
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	888	-	-	260	275	1249	-	-
HCM Lane V/C Ratio	0.022	-	-	0.55	0.22	0.028	-	-
HCM Control Delay (s)	9.1	0	-	34.6	21.7	8	0	-
HCM Lane LOS	A	A	-	D	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	3	0.8	0.1	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	55	30	61	74	47	46
Future Volume (vph)	55	30	61	74	47	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	-5%			1%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.952				0.934	
Flt Protected				0.978	0.975	
Satd. Flow (prot)	1635	0	0	1743	1600	0
Flt Permitted				0.978	0.975	
Satd. Flow (perm)	1635	0	0	1743	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	35	71	86	55	53
Shared Lane Traffic (%)						
Lane Group Flow (vph)	99	0	0	157	108	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.01	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	4.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	55	30	61	74	47	46
Future Vol, veh/h	55	30	61	74	47	46
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	35	71	86	55	53

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	99	0	310	82
Stage 1	-	-	-	-	82	-
Stage 2	-	-	-	-	228	-
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	-	-	1494	-	701	984
Stage 1	-	-	-	-	934	-
Stage 2	-	-	-	-	822	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1494	-	666	984
Mov Cap-2 Maneuver	-	-	-	-	666	-
Stage 1	-	-	-	-	934	-
Stage 2	-	-	-	-	781	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.4	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	793	-	-	1494	-
HCM Lane V/C Ratio	0.136	-	-	0.047	-
HCM Control Delay (s)	10.3	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Lane Group	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	9	26	152	6	26	213
Future Volume (vph)	9	26	152	6	26	213
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	11	12
Grade (%)	-3%			3%	-3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.901				0.880	
Flt Protected				0.954	0.995	
Satd. Flow (prot)	1345	0	0	1631	1460	0
Flt Permitted				0.954	0.995	
Satd. Flow (perm)	1345	0	0	1631	1460	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)	10	28	165	7	28	232
Shared Lane Traffic (%)						
Lane Group Flow (vph)	38	0	0	172	260	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	8.4

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Vol, veh/h	9	26	152	6	26	213
Future Vol, veh/h	9	26	152	6	26	213
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-3	-	-	3	-3	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	33	6	2	43	8
Mvmt Flow	10	28	165	7	28	232

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	38	0	361	24
Stage 1	-	-	-	-	24	-
Stage 2	-	-	-	-	337	-
Critical Hdwy	-	-	4.16	-	6.23	5.98
Critical Hdwy Stg 1	-	-	-	-	5.23	-
Critical Hdwy Stg 2	-	-	-	-	5.23	-
Follow-up Hdwy	-	-	2.254	-	3.887	3.372
Pot Cap-1 Maneuver	-	-	1547	-	599	1037
Stage 1	-	-	-	-	906	-
Stage 2	-	-	-	-	677	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1547	-	535	1037
Mov Cap-2 Maneuver	-	-	-	-	535	-
Stage 1	-	-	-	-	906	-
Stage 2	-	-	-	-	605	-

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

Minor Lane/Major Mvmt	NBT	NBR	NWLn1	SBL	SBT
Capacity (veh/h)	-	-	941	1547	-
HCM Lane V/C Ratio	-	-	0.276	0.107	-
HCM Control Delay (s)	-	-	10.3	7.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	1.1	0.4	-

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	245	1250	779	10	6	182
Future Volume (vph)	245	1250	779	10	6	182
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		0.869	
Flt Protected	0.950				0.998	
Satd. Flow (prot)	1744	1818	1822	0	1641	0
Flt Permitted	0.950				0.998	
Satd. Flow (perm)	1744	1818	1822	0	1641	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		1804	1967		2341	
Travel Time (s)		27.3	29.8		53.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	4%	3%	44%	2%	13%
Adj. Flow (vph)	258	1316	820	11	6	192
Shared Lane Traffic (%)						
Lane Group Flow (vph)	258	1316	831	0	198	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	11

Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Vol, veh/h	245	1250	779	10	6	182
Future Vol, veh/h	245	1250	779	10	6	182
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	95	95	95	95	95	95
Heavy Vehicles, %	3	4	3	44	2	13
Mvmt Flow	258	1316	820	11	6	192

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	831	0	-	0	2658	826
Stage 1	-	-	-	-	826	-
Stage 2	-	-	-	-	1832	-
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	797	-	-	-	19	340
Stage 1	-	-	-	-	392	-
Stage 2	-	-	-	-	114	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	797	-	-	-	13	340
Mov Cap-2 Maneuver	-	-	-	-	13	-
Stage 1	-	-	-	-	265	-
Stage 2	-	-	-	-	114	-

Approach	NB	SB	SE
HCM Control Delay, s	1.9	0	130
HCM LOS			F

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	797	-	189	-	-
HCM Lane V/C Ratio	0.324	-	1.047	-	-
HCM Control Delay (s)	11.7	-	130	-	-
HCM Lane LOS	B	-	F	-	-
HCM 95th %tile Q(veh)	1.4	-	9.2	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	105	14	66	127	16	50
Future Volume (vph)	105	14	66	127	16	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	12	12	10
Grade (%)	0%		-2%			2%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.984		0.911			
Flt Protected	0.958					0.988
Satd. Flow (prot)	1706	0	1524	0	0	1617
Flt Permitted	0.958					0.988
Satd. Flow (perm)	1706	0	1524	0	0	1617
Link Speed (mph)	30		30			30
Link Distance (ft)	513		1280			934
Travel Time (s)	11.7		29.1			21.2
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)	144	19	90	174	22	68
Shared Lane Traffic (%)						
Lane Group Flow (vph)	163	0	264	0	0	90
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.08	0.99	1.01	1.11
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

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	105	14	66	127	16	50
Future Vol, veh/h	105	14	66	127	16	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	-2	-	-	2
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	5	5	11	5	5	8
Mvmt Flow	144	19	90	174	22	68

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	289	177	0	0	264	0
Stage 1	177	-	-	-	-	-
Stage 2	112	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245	-
Pot Cap-1 Maneuver	695	858	-	-	1283	-
Stage 1	846	-	-	-	-	-
Stage 2	905	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	682	858	-	-	1283	-
Mov Cap-2 Maneuver	682	-	-	-	-	-
Stage 1	846	-	-	-	-	-
Stage 2	889	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.7	0	1.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	699	1283	-
HCM Lane V/C Ratio	-	-	0.233	0.017	-
HCM Control Delay (s)	-	-	11.7	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.9	0.1	-

Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	17	34	59	21	41	50
Future Volume (vph)	17	34	59	21	41	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	12	12	10
Grade (%)	0%		3%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.909		0.964			
Flt Protected	0.984					0.978
Satd. Flow (prot)	1619	0	1539	0	0	1626
Flt Permitted	0.984					0.978
Satd. Flow (perm)	1619	0	1539	0	0	1626
Link Speed (mph)	30		30			30
Link Distance (ft)	541		905			1446
Travel Time (s)	12.3		20.6			32.9
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	47	81	29	56	68
Shared Lane Traffic (%)						
Lane Group Flow (vph)	70	0	110	0	0	124
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.11	1.02	1.00	1.09
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	3.6

Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	17	34	59	21	41	50
Future Vol, veh/h	17	34	59	21	41	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	3	-	-	0
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	5	5	11	5	5	8
Mvmt Flow	23	47	81	29	56	68

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	276	96	0	0	110	0
Stage 1	96	-	-	-	-	-
Stage 2	180	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245	-
Pot Cap-1 Maneuver	707	952	-	-	1462	-
Stage 1	920	-	-	-	-	-
Stage 2	844	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	679	952	-	-	1462	-
Mov Cap-2 Maneuver	679	-	-	-	-	-
Stage 1	920	-	-	-	-	-
Stage 2	810	-	-	-	-	-

Approach	WB	NE	SW
HCM Control Delay, s	9.7	0	3.4
HCM LOS	A		

Minor Lane/Major Mvmt	NET	NER	WBLn1	SWL	SWT
Capacity (veh/h)	-	-	839	1462	-
HCM Lane V/C Ratio	-	-	0.083	0.038	-
HCM Control Delay (s)	-	-	9.7	7.6	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	24	29	5	15	11	84	641	30	14	323	55
Future Volume (vph)	45	24	29	5	15	11	84	641	30	14	323	55
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		0.960			0.951			0.995			0.981	
Flt Protected		0.978			0.992			0.994			0.998	
Satd. Flow (prot)	0	1682	0	0	1750	0	0	1781	0	0	1825	0
Flt Permitted		0.978			0.992			0.994			0.998	
Satd. Flow (perm)	0	1682	0	0	1750	0	0	1781	0	0	1825	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)	49	26	32	5	16	12	91	697	33	15	351	60
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	107	0	0	33	0	0	821	0	0	426	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	45	24	29	5	15	11	84	641	30	14	323	55
Future Vol, veh/h	45	24	29	5	15	11	84	641	30	14	323	55
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	49	26	32	5	16	12	91	697	33	15	351	60

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1321	1323	381	1336	1337	714	411	0	0	730	0	0
Stage 1	411	411	-	896	896	-	-	-	-	-	-	-
Stage 2	910	912	-	440	441	-	-	-	-	-	-	-
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	124	145	659	204	239	486	1148	-	-	874	-	-
Stage 1	604	581	-	451	484	-	-	-	-	-	-	-
Stage 2	313	335	-	690	668	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	100	123	659	144	202	486	1148	-	-	874	-	-
Mov Cap-2 Maneuver	100	123	-	144	202	-	-	-	-	-	-	-
Stage 1	523	568	-	391	419	-	-	-	-	-	-	-
Stage 2	254	290	-	613	653	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	82.4	22.8	0.9	0.3
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1148	-	-	142	236	874	-	-
HCM Lane V/C Ratio	0.08	-	-	0.75	0.143	0.017	-	-
HCM Control Delay (s)	8.4	0	-	82.4	22.8	9.2	0	-
HCM Lane LOS	A	A	-	F	C	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	4.5	0.5	0.1	-	-

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	132	548	1138	3	5	213
Future Volume (vph)	132	548	1138	3	5	213
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	16	16
Grade (%)		1%	1%		2%	
Storage Length (ft)	100			0	0	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	0.120				0.950	
Satd. Flow (perm)	184	1604	1649	0	1266	1678
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						103
Link Speed (mph)		45	45		30	
Link Distance (ft)		1804	1967		2341	
Travel Time (s)		27.3	29.8		53.2	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	15%	10%	7%	2%	60%	8%
Adj. Flow (vph)	138	571	1185	3	5	222
Shared Lane Traffic (%)						
Lane Group Flow (vph)	138	571	1188	0	5	222
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

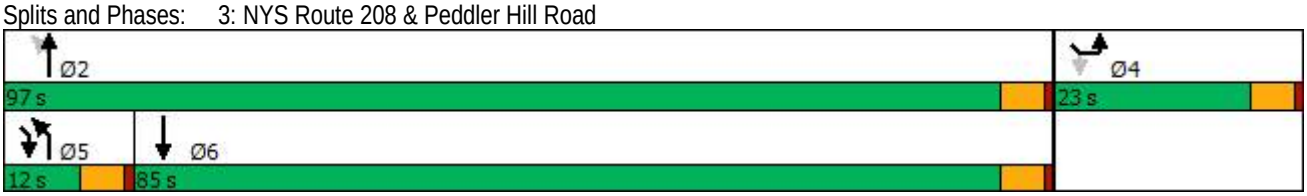
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Switch Phase						
Minimum Initial (s)	3.0	5.0	5.0		5.0	3.0
Minimum Split (s)	8.0	23.0	23.0		10.0	8.0
Total Split (s)	12.0	97.0	85.0		23.0	12.0
Total Split (%)	10.0%	80.8%	70.8%		19.2%	10.0%
Maximum Green (s)	7.0	92.0	80.0		18.0	7.0
Yellow Time (s)	4.0	4.0	4.0		4.0	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	0.53	0.37	0.89		0.07	0.90
Control Delay	11.1	1.3	18.3		48.8	61.5
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	11.1	1.3	18.3		48.8	61.5
Queue Length 50th (ft)	0	0	326		3	~83
Queue Length 95th (ft)	47	94	#1094		16	157
Internal Link Dist (ft)		1724	1887		2261	
Turn Bay Length (ft)	100					100
Base Capacity (vph)	260	1556	1334		228	246
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.53	0.37	0.89		0.02	0.90

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 100	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	

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

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

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



Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (veh/h)	132	548	1138	3	5	213
Future Volume (veh/h)	132	548	1138	3	5	213
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	138	571	1185	3	5	222
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	15	10	7	2	60	8
Cap, veh/h	157	1340	1191	3	146	322
Arrive On Green	0.06	0.77	0.67	0.67	0.15	0.15
Sat Flow, veh/h	1592	1746	1785	5	978	1549
Grp Volume(v), veh/h	138	571	0	1188	5	222
Grp Sat Flow(s),veh/h/ln	1592	1746	0	1790	978	1549
Q Serve(g_s), s	5.4	13.6	0.0	78.8	0.5	15.9
Cycle Q Clear(g_c), s	5.4	13.6	0.0	78.8	0.5	15.9
Prop In Lane	1.00			0.00	1.00	1.00
Lane Grp Cap(c), veh/h	157	1340	0	1194	146	322
V/C Ratio(X)	0.88	0.43	0.00	0.99	0.03	0.69
Avail Cap(c_a), veh/h	157	1340	0	1194	147	323
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.0	4.8	0.0	19.7	43.6	43.9
Incr Delay (d2), s/veh	37.6	0.1	0.0	24.7	0.0	5.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	3.6	0.0	34.8	0.1	13.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	77.6	4.9	0.0	44.5	43.6	49.0
LnGrp LOS	E	A	A	D	D	D
Approach Vol, veh/h		709	1188		227	
Approach Delay, s/veh		19.0	44.5		48.9	
Approach LOS		B	D		D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		97.0		22.9	12.0	85.0
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		92.0		18.0	7.0	80.0
Max Q Clear Time (g_c+I1), s		15.6		17.9	7.4	80.8
Green Ext Time (p_c), s		1.8		0.0	0.0	0.0

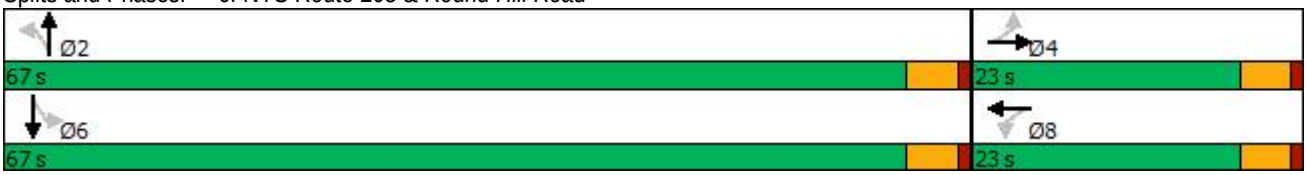
Intersection Summary	
HCM 6th Ctrl Delay	36.5
HCM 6th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	16	71	21	17	14	17	235	19	30	561	35
Future Volume (vph)	36	16	71	21	17	14	17	235	19	30	561	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		0.922			0.964			0.991			0.992	
Flt Protected		0.986			0.980			0.997			0.998	
Satd. Flow (prot)	0	1582	0	0	1702	0	0	1743	0	0	1808	0
Flt Permitted		0.880			0.870			0.951			0.977	
Satd. Flow (perm)	0	1412	0	0	1511	0	0	1662	0	0	1770	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		69			16			10			8	
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)	42	19	83	24	20	16	20	273	22	35	652	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	144	0	0	60	0	0	315	0	0	728	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	

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		67.0	67.0		67.0	67.0	
Total Split (%)	25.6%	25.6%		25.6%	25.6%		74.4%	74.4%		74.4%	74.4%	
Maximum Green (s)	18.5	18.5		18.5	18.5		62.5	62.5		62.5	62.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
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)		4.5			4.5			4.5			4.5	
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	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.44			0.20			0.28			0.60	
Control Delay		15.2			15.3			5.0			8.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		15.2			15.3			5.0			8.4	
Queue Length 50th (ft)		14			8			28			91	
Queue Length 95th (ft)		63			38			71			213	
Internal Link Dist (ft)		1138			654			1351			961	
Turn Bay Length (ft)												
Base Capacity (vph)		667			682			1662			1770	
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		0.22			0.09			0.19			0.41	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 43.5	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 6: 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)	36	16	71	21	17	14	17	235	19	30	561	35
Future Volume (veh/h)	36	16	71	21	17	14	17	235	19	30	561	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1820	1820	1820	2061	2061	2061	1826	1841	1826	2100	2115	2100
Adj Flow Rate, veh/h	42	19	83	24	20	16	20	273	22	35	652	41
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	230	40	130	272	118	73	164	823	63	165	980	60
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.52	0.52	0.52	0.52	0.52	0.52
Sat Flow, veh/h	377	274	885	563	808	499	39	1597	123	44	1902	116
Grp Volume(v), veh/h	144	0	0	60	0	0	315	0	0	728	0	0
Grp Sat Flow(s),veh/h/ln	1536	0	0	1870	0	0	1760	0	0	2062	0	0
Q Serve(g_s), s	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.3	0.0	0.0	0.7	0.0	0.0	2.7	0.0	0.0	6.9	0.0	0.0
Prop In Lane	0.29		0.58	0.40		0.27	0.06		0.07	0.05		0.06
Lane Grp Cap(c), veh/h	400	0	0	463	0	0	1051	0	0	1204	0	0
V/C Ratio(X)	0.36	0.00	0.00	0.13	0.00	0.00	0.30	0.00	0.00	0.60	0.00	0.00
Avail Cap(c_a), veh/h	1226	0	0	1386	0	0	4102	0	0	4920	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.6	0.0	0.0	10.0	0.0	0.0	3.8	0.0	0.0	4.8	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.1	0.0	0.0	0.2	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	0.2	0.0	0.0	0.1	0.0	0.0	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.2	0.0	0.0	10.1	0.0	0.0	3.9	0.0	0.0	5.3	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		144			60			315			728	
Approach Delay, s/veh		11.2			10.1			3.9			5.3	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	18.2	8.4	18.2	8.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	62.5	18.5	62.5	18.5
Max Q Clear Time (g_c+I1), s	4.7	4.3	8.9	2.7
Green Ext Time (p_c), s	1.7	0.5	4.8	0.2

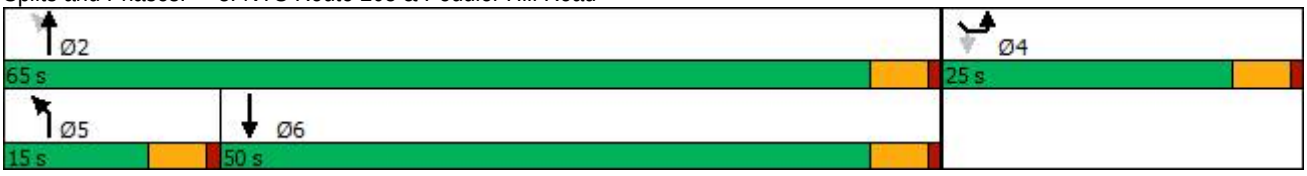
Intersection Summary	
HCM 6th Ctrl Delay	5.9
HCM 6th LOS	A

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	245	1250	779	10	6	182
Future Volume (vph)	245	1250	779	10	6	182
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	0.163				0.950	
Satd. Flow (perm)	279	1697	1701	0	1986	1604
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			1			192
Link Speed (mph)		45	45		30	
Link Distance (ft)		1804	1967		2341	
Travel Time (s)		27.3	29.8		53.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	4%	3%	44%	2%	13%
Adj. Flow (vph)	258	1316	820	11	6	192
Shared Lane Traffic (%)						
Lane Group Flow (vph)	258	1316	831	0	6	192
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	0.65	0.99	0.83		0.04	0.62
Control Delay	14.9	33.2	22.7		31.8	14.7
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	14.9	33.2	22.7		31.8	14.7
Queue Length 50th (ft)	19	369	271		3	0
Queue Length 95th (ft)	#121	#974	#599		14	57
Internal Link Dist (ft)		1724	1887		2261	
Turn Bay Length (ft)	100					100
Base Capacity (vph)	394	1331	1001		519	561
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	0.65	0.99	0.83		0.01	0.34

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 76.6	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

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



Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (veh/h)	245	1250	779	10	6	182
Future Volume (veh/h)	245	1250	779	10	6	182
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	258	1316	820	11	6	192
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	4	3	44	2	13
Cap, veh/h	390	1333	1066	14	277	225
Arrive On Green	0.08	0.73	0.59	0.59	0.15	0.15
Sat Flow, veh/h	1762	1835	1821	24	1829	1484
Grp Volume(v), veh/h	258	1316	0	831	6	192
Grp Sat Flow(s),veh/h/ln	1762	1835	0	1845	1829	1484
Q Serve(g_s), s	4.4	56.9	0.0	27.9	0.2	10.3
Cycle Q Clear(g_c), s	4.4	56.9	0.0	27.9	0.2	10.3
Prop In Lane	1.00			0.01	1.00	1.00
Lane Grp Cap(c), veh/h	390	1333	0	1080	277	225
V/C Ratio(X)	0.66	0.99	0.00	0.77	0.02	0.85
Avail Cap(c_a), veh/h	463	1342	0	1080	446	362
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	13.6	10.8	0.0	12.8	29.6	33.9
Incr Delay (d2), s/veh	1.7	21.3	0.0	3.1	0.0	5.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	20.4	0.0	9.8	0.1	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.3	32.1	0.0	15.9	29.7	39.8
LnGrp LOS	B	C	A	B	C	D
Approach Vol, veh/h		1574	831		198	
Approach Delay, s/veh		29.4	15.9		39.5	
Approach LOS		C	B		D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		64.6		17.4	11.6	53.0
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		58.9		12.3	6.4	29.9
Green Ext Time (p_c), s		0.8		0.2	0.3	2.7

Intersection Summary		
HCM 6th Ctrl Delay		25.8
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

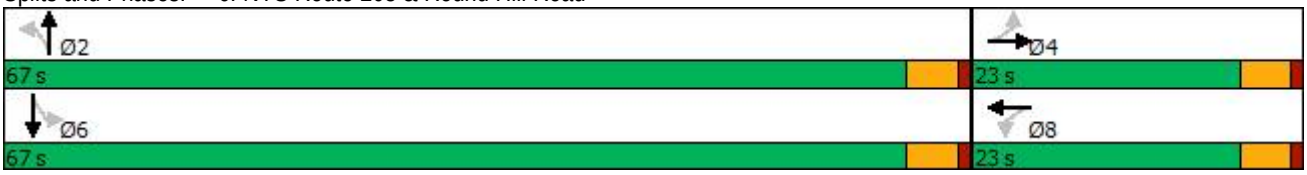
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	24	29	5	15	11	84	641	30	14	323	55
Future Volume (vph)	45	24	29	5	15	11	84	641	30	14	323	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	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		0.960			0.951			0.995			0.981	
Flt Protected		0.978			0.992			0.994			0.998	
Satd. Flow (prot)	0	1682	0	0	1750	0	0	1781	0	0	1825	0
Flt Permitted		0.837			0.943			0.914			0.972	
Satd. Flow (perm)	0	1440	0	0	1663	0	0	1638	0	0	1777	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21			12			5			21	
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)	49	26	32	5	16	12	91	697	33	15	351	60
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	107	0	0	33	0	0	821	0	0	426	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		67.0	67.0		67.0	67.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	25.6%	25.6%		25.6%	25.6%		74.4%	74.4%		74.4%	74.4%	
Maximum Green (s)	18.5	18.5		18.5	18.5		62.5	62.5		62.5	62.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
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)		4.5			4.5			4.5			4.5	
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	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.40			0.11			0.67			0.32	
Control Delay		25.3			19.0			9.5			4.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		25.3			19.0			9.5			4.5	
Queue Length 50th (ft)		25			6			136			44	
Queue Length 95th (ft)		85			33			342			106	
Internal Link Dist (ft)		1138			654			1351			961	
Turn Bay Length (ft)												
Base Capacity (vph)		540			616			1561			1694	
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			0.05			0.53			0.25	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 55.9
Natural Cycle: 65
Control Type: Actuated-Uncoordinated

Splits and Phases: 6: 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)	45	24	29	5	15	11	84	641	30	14	323	55
Future Volume (veh/h)	45	24	29	5	15	11	84	641	30	14	323	55
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	49	26	32	5	16	12	91	697	33	15	351	60
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	246	46	53	156	118	80	199	934	42	133	1044	173
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.60	0.60	0.60	0.60	0.60	0.60
Sat Flow, veh/h	690	411	470	202	1045	712	118	1561	70	22	1746	290
Grp Volume(v), veh/h	107	0	0	33	0	0	821	0	0	426	0	0
Grp Sat Flow(s),veh/h/ln	1570	0	0	1959	0	0	1749	0	0	2058	0	0
Q Serve(g_s), s	1.5	0.0	0.0	0.0	0.0	0.0	3.6	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	10.5	0.0	0.0	3.2	0.0	0.0
Prop In Lane	0.46		0.30	0.15		0.36	0.11		0.04	0.04		0.14
Lane Grp Cap(c), veh/h	346	0	0	354	0	0	1175	0	0	1351	0	0
V/C Ratio(X)	0.31	0.00	0.00	0.09	0.00	0.00	0.70	0.00	0.00	0.32	0.00	0.00
Avail Cap(c_a), veh/h	1084	0	0	1255	0	0	3551	0	0	4147	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	13.1	0.0	0.0	12.5	0.0	0.0	4.5	0.0	0.0	3.2	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.1	0.0	0.0	0.8	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	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	0.2	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.6	0.0	0.0	12.6	0.0	0.0	5.3	0.0	0.0	3.3	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		107			33			821			426	
Approach Delay, s/veh		13.6			12.6			5.3			3.3	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	23.1	8.0	23.1	8.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	62.5	18.5	62.5	18.5
Max Q Clear Time (g_c+I1), s	12.5	4.0	5.2	2.5
Green Ext Time (p_c), s	6.1	0.4	2.4	0.1

Intersection Summary	
HCM 6th Ctrl Delay	5.5
HCM 6th LOS	A

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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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