

Traffic Impact Study

Route 6 Logistics Center Town of Wawayanda, U.S. Route 6 Orange County, NY Project No. 22011192A

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Prepared for:

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I. Introduction

A. Project Description and Location

(Figure No. 1)

This study was prepared to evaluate the potential traffic impacts associated with a planned warehouse facility (3333 U.S. Route 6) of approximately 403,000 square feet that is proposed to be developed on a parcel located on the north side of U.S. Route 6, east of the existing Home Depot warehouse in the Town of Wawayanda, New York. This study follows the same methodology used in the approved Slate Hill Commerce Center Traffic Impact Study revised November 18, 2022. Access to the Site is proposed via two new access drives to U.S. Route 6 to be located approximately 300 and 1200 feet east of the CPV Energy Center. The western access drive will be restricted to trucks only and the eastern driveway will be restricted to cars only.

A Design Year of 2026 has been utilized in completing the traffic analysis 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 proposed warehouse development.

The Year 2021 Existing Traffic Volumes that were established for the Slate Hill Commerce Center considered all available traffic count data for the study area intersections including traffic counts from previous reports prepared by our office as well as 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).

The Year 2021 Existing Traffic Volumes were projected to the 2026 Design Year and take into account background traffic growth. In addition, traffic associated with other specific potential or approved developments in the area were estimated and added to the Projected Traffic Volumes to obtain the Year 2026 No-Build Traffic Volumes.

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

The Existing, No-Build and Build Traffic Volumes were 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 support the future traffic volumes.



II. Existing Roadway and Traffic Descriptions

A. Description of Existing Roadways

As shown on Figure No. 1, the proposed warehouse development will have access from U.S. Route 6. The following is a brief description of the roadways located within the study area. In addition, Section III-F provides a description of the existing intersection geometrics, traffic control measures 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 that identify the existing geometrics (including lane widths) and other characteristics for each of the individual intersections studied.

1. NYS Route 17M

NYS Route 17M traverses this area in a north/south direction and consists of two travel lanes in each direction and is furnished with separate left turn lanes plus shoulders. Within the Site environs the posted speed limit is 45 MPH. NYS Route 17M is classified as an Urban Minor Arterial (Functional Class 16).

2. I-84

I-84 is a four-lane, divided, limited access facility which traverses New York from the Delaware River in the west at Port Jervis, across Orange, Dutchess, and Putnam Counties to the border at Connecticut in the east; and beyond. I-84 has a posted speed limit of 65 MPH and is provided with a cloverleaf type interchange with NYS Route 17M east of the Site. Interstate 84 is classified as an Urban Interstate (Functional Class 11).

3. U.S. Route 6

U.S. Route 6 is a two-lane roadway that operates as a combined route with NYS Route 17 to Goshen where it then connects with NYS Route 17M southeast of I-84. The routes separate at a signalized intersection with NYS Route 17M and Sunrise Park Drive. U.S. Route 6 continues in a westerly direction intersecting with other local roadways through Wawayanda to Port Jervis and beyond. The posted speed limit in the vicinity of the site is 55 MPH. U.S. Route 6 is classified as an Urban Minor Arterial (Functional Class 16).



4. C.R. 56

Davis Highway, also known as County Route 56 traverses in a generally east/west direction from C.R. 12 in the east to U.S. Route 6. In the immediate vicinity of the Site it is a two-lane roadway with paved shoulders. The posted speed limit in this area is 55 MPH. C.R. 56 is classified as an Urban Major Collector (Functional Class 17).

5. McBride Road

McBride Road is a two-lane Town roadway that intersects with U.S. Route 6 at an unsignalized, stop-controlled intersection. The roadway serves residential land uses in this area and has a posted speed limit of 35 MPH. The Middletown & New Jersey Railroad (freight rail) crosses McBride Road approximately 200 feet north of U.S. Route 6.

6. Hoops Road

Hoops Road is a two-lane dead ended, stop controlled roadway that intersects with U.S. Route 6. The roadway serves industrial land uses in this area and does not have a posted speed limit. The Middletown & New Jersey Railroad (freight rail) crosses Hoops Road approximately 1,200 feet north of U.S. Route 6.

7. Creedon Hill Road

Creedon Hill Road is a two-lane roadway located approximately 150 feet east of Hoops Road that intersects U.S. Route 6 at an unsignalized intersection. The roadway serves the E.Tetz & Sons facility.

8. Ridgebury Hill Road

Ridgebury Hill Road is a two-lane Town roadway that intersects U.S. Route 6 at an unsignalized intersection located approximately 3,500 feet west of Hoops Road. The roadway serves commercial, residential and institutional land uses and has a posted speed limit of 35 MPH.

9. NYS Route 284

NYS Route 284 is a two-lane roadway that intersects U.S. Route 6 about 1.5 miles west of the site in the form of a "T" type, unsignalized intersection. NYS Route 284 continues in a southwesterly direction into New Jersey. NYS Route 284 is classified as a Rural Minor Arterial (Functional Class 6).

10. Seward Road

Seward Road traverses in a generally north/south direction between U.S. Route 6 in the north and Ridgebury Road in the south. It is a two-lane Town roadway with a posted speed limit of 35 MPH.



B. Year 2021 Existing Traffic Volumes

(Figures No. 2. and 3)

As discussed in Section I.B, the Year 2021 Existing Traffic Volumes which were established for the Slate Hill Commencer Center considered all available traffic count data for the study area intersections including traffic counts from previous reports prepared by our office as well as 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). In addition, automatic traffic recorder (ATR) counts were collected March 22-23, 2023 in the vicinity of the proposed Site Access.

Based on this information, the Year 2021 Existing Traffic Volumes were established for the Weekday Peak AM and Weekday Peak PM Hours at the following study area intersections (1).

- U.S. Route 6 and NYS Route 284
- U.S. Route 6 and Ridgebury Hill Road
- U.S. Route 6 and McBride Road
- U.S. Route 6 and Hoops Road
- U.S. Route 6 and Creedon Hill Road
- U.S. Route 6 and Slate Hill Commerce Center/Project Liberty
- U.S. Route 6 and Seward Road
- U.S. Route 6 and C.R. 56
- U.S. Route 6 and Proposed Site Access (Trucks)
- U.S. Route 6 and Proposed Site Access (Cars)
- NYS Route 17M and U.S. Route 6
- NYS Route 17M and I-84 On/Off Ramps
- (1) Manual traffic counts were collected by representatives of Colliers Engineering & Design CT, P.C. on Tuesday, May 25, 2021 between 6:30 AM 9:30 AM and 3:30 PM 6:30 PM to determine the AM and PM Peak Hours. These traffic counts were then compared to traffic volume data from previous traffic studies conducted by our office and traffic volume data available from the New York State Department of Transportation (NYSDOT) for the NYS Route 17M, U.S. Route 6, and NYS Route 284 corridors. Seward Road/U.S. Route 6 counts were conducted in October 2022.

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

Weekday Peak AM Hour
 Weekday Peak PM Hour
 4:30 PM - 5:30 PM

The resulting Year 2021 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

A summary of the 2018-2020 accident data within the study area of U.S. Route 6 was completed. A summary of the NYSDOT information categorized by location, date, time, traffic control, severity, number of vehicles/injuries, light conditions, road surface condition, weather, manner of collision and apparent contributing factors is summarized in Table No. 3 (Appendix E) for the study area.

A review of the accident data indicates typical type of accidents which includes rear-end accidents with apparent contributing factors such as failure to yield right-of-way and animal action.

In addition, based on the NYSDOT 2019 Priority Investigation Locations (PILs) and Safety Deficiency Locations (SDLs) reports, the NYSDOT has not identified any High Accident Locations (HAL) within the study area.

Appendix E contains a copy of the NYSDOT PIL/SDL report, NYSDOT accident severity summary and verbal description reports.



III. Evaluation of Future Traffic Conditions

A. Year 2026 No-Build Traffic Volumes

(Figures No. 4 through 9)

The Year 2021 Existing Traffic Volumes were increased by a growth factor of 0.5% per year (based on NYSDOT historical data) for a total of 2.5% to account for general background growth resulting in the Year 2026 Projected Traffic Volumes that are shown on Figures No. 4 and 5 for the AM and PM Peak Hours, respectively.

In addition, traffic from other specific potential developments in the area including the approved Slate Hill Commerce Center (925,000 SF warehouse), approved 1081 Dolsontown Road (241,000 SF warehouse), the proposed Project Liberty (854,000 SF warehouse), RDM Dewpoint North (32,000 SF warehouse), RDM Dewpoint South (125,000 SF warehouse), RDM East (532,000 SF warehouse), Marangi Solid Waste Handling Facility, Dunkin Donuts, RDM C.R. 56 (277,500 SF light industrial) and RDM Simon (387,000 SF warehouse which was previously analyzed for Simon Business Park) were included. No other formal applications related to other developments within the site access along U.S. Route 6 have been identified by the Town. The resulting traffic volumes associated with these other developments are shown on Figures No. 6 and 7 for the AM and PM Peak Hours, respectively.

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. It should be noted that the resulting 2026 No-Build Traffic Volumes represent the Year 2026 Build Traffic Volumes contained in the Slate Hill Commerce Center Traffic Impact Study.

B. Site Generated Traffic Volumes

(Table No. 1)

Estimates of the amount of traffic to be generated by the proposed warehouse were developed based on information published by the Institute of Transportation Engineers (ITE) as contained in the report entitled "Trip Generation", 11th Edition, 2021. To provide a conservative analysis, the "higher" Trip Generation Rates for Land Use Category – 130 Industrial Park (which includes manufacturing and warehouse uses) were utilized. Table No. 1 summarizes the trip generation rates and corresponding site generated traffic volumes for the Weekday Peak AM and Weekday Peak PM Hours.

C. Arrival/Departure Distribution

(Figures No. 10 through 13)

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 for passenger vehicles are shown on Figures No. 10 and 11, respectively. The anticipated arrival and departure distributions for trucks are shown on Figures No 12 and 13 respectively.

D. 2026 Build Conditions Traffic Volumes

(Figures No. 14 through 19)

The site generated traffic volumes were assigned to the roadway network based on the arrival and departure distributions referenced above. The resulting site generated passenger vehicle traffic volumes for each of the study area intersections are shown on Figures No. 14 and 15 for the AM and PM Peak Hours, respectively. The site generated truck traffic volumes are shown on Figures No. 16 and 17 for each of the AM and PM 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. 18 and 19 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:

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.

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 that 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 is 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 2021 Existing, 2026 No-Build and 2026 Build Conditions. Appendix "D" contains copies of the capacity analysis that also indicate the existing geometrics (including lane widths) and other characteristics for each of the individual intersections studied.

1. U.S. Route 6 and NYS Route 284

U.S. Route 6 and NYS Route 284 intersect at an unsignalized, "T" type intersection. All approaches to the intersection consist of one lane with the NYS Route 284 approach "stop" sign controlled.

Capacity analysis conducted for this intersection utilizing the 2021 Existing Traffic Volumes indicates that the NYS Route 284 approach is currently operating at Level of Service "C" during both the AM and PM Peak Hours with the U.S. Route 6 westbound left turn operating at Level of Service "A".

Capacity analysis conducted for this intersection utilizing the 2026 No-Build Traffic Volumes indicates that the NYS Route 284 approach is projected to operate at Level of Service "F" during the AM and PM Peak Hours with the U.S. Route 6 westbound left turn operating at Level of Service "A".

Capacity analysis conducted for this intersection utilizing the 2026 Build Traffic Volumes indicates that the NYS Route 284 approach is projected to continue to operate at Level of Service "F" during the AM and PM Peak Hours with the U.S. Route 6 westbound left turn operating at Level of Service "B" or better.

It should be noted that for unsignalized intersections, it is not uncommon for the side road approach (NYS Route 284) or driveway approach to operate with delays while the major road (U.S. Route 6) operates at better Levels of Service. In order to improve the operation of this unsignalized intersection under future conditions, traffic signal installation would be required. As part of the Slate Hill Commerce Center recommendations, this intersection will be monitored for possible signalization in the future.



2. <u>U.S. Route 6 and Ridgebury Hill Road</u>

U.S. Route 6 and Ridgebury Hill Road intersect at an unsignalized, "T" type intersection. All approaches to the intersection consist of one lane with the Ridgebury Hill Road approach "stop" sign controlled.

Capacity analysis conducted for this intersection utilizing the 2021 Existing Traffic Volumes indicates that the Ridgebury Hill Road approach is currently operating at Level of Service "C" during the AM and PM Peak Hours with the U.S. Route 6 westbound left turn operating at Level of Service "A".

Capacity analysis conducted for this intersection utilizing the 2026 No-Build Traffic Volumes indicates that the Ridgebury Hill Road approach is projected to operate at a Level of Service "D" during the AM Peak Hour and projected to operate at Level of Service "E" during the PM Peak Hour with the U.S. Route 6 westbound left turn operating at Level of Service "B" or better.

Capacity analysis conducted for this intersection utilizing the 2026 Build Traffic Volumes indicates that the Ridgebury Hill Road approach is projected to operate at a Level of Service "E" during the AM Peak Hour and projected to continue to operate at a Level of Service "E" during the PM Peak Hour with the U.S. Route 6 westbound left turn operating at Level of Service "B" or better.

As previously noted, at unsignalized intersections, it is not uncommon for the side road approach (Ridgebury Hill Road) or driveway approach to operate with delays while the major road (U.S. Route 6) operates at better Levels of Service.

In order to improve the operation of this unsignalized intersection under future conditions, traffic signal installation would be required. It is recommended that this intersection be monitored for possible signalization in the future.

3. U.S. Route 6 and McBride Road

U.S. Route 6 and McBride Road intersect at an unsignalized, "T" type intersection. All approaches to the intersection consist of one lane with the McBride Road approach "stop" sign controlled.

Capacity analysis conducted for this intersection utilizing the 2021 Existing Traffic Volumes indicates that the McBride Road approach is currently operating at Level of Service "C" during both the AM and PM Peak Hours with the U.S. Route 6 eastbound left turn operating at Level of Service "A".

Capacity analysis conducted for this intersection utilizing the 2026 No-Build Traffic Volumes indicates that the McBride Road approach is projected to operate at Level of Service "F" during the AM Peak Hour and projected to operate at a Level of Service "E" during the PM Peak Hour with the U.S. Route 6 eastbound left turn operating at Level of Service "B" or better.



Capacity analysis conducted for this intersection utilizing the 2026 Build Traffic Volumes indicates that the McBride Road approach is projected to continue to operate at Level of Service "F" during the AM Peak Hour and projected to continue to operate at a Level of Service "E" during the PM Peak Hour with the U.S. Route 6 eastbound left turn operating at Level of Service "B" or better.

As previously noted, at unsignalized intersections, it is not uncommon for the side road approach (McBride Road) or driveway approach to operate with delays while the major road (U.S. Route 6) operates at better Levels of Service.

In order to improve the operation of this unsignalized intersection under future conditions, traffic signal installation would be required. It is recommended that this intersection be monitored for possible signalization in the future.

4. <u>U.S. Route 6 and Hoops Road</u>

U.S. Route 6 and Hoops Road intersect at an unsignalized, "T" type intersection. All approaches to the intersection consist of one lane with the Hoops Road approach "stop" sign controlled.

Capacity analysis conducted for this intersection utilizing the 2021 Existing Traffic Volumes indicates that the Hoops Road approach is currently operating at Level of Service "C" during both the AM and PM Peak Hours with the U.S. Route 6 eastbound left turn operating at a Level of Service "A".

Capacity analysis conducted for this intersection utilizing the 2026 No-Build Traffic Volumes indicates that the Hoops Road approach is projected to continue to operate at Level of Service "C" during the AM Peak hour and projected to operate at Level of Service "D" during the PM Peak Hour with the U.S. Route 6 eastbound left turn operating at Level of Service "A".

Capacity analysis conducted for this intersection utilizing the 2026 Build Traffic Volumes indicates that the Hoops Road approach is projected to operate at Level of Service "D" during the AM Peak Hour and projected to continue to operate at a Level of Service "D" during the PM Peak Hour with the U.S. Route 6 eastbound left turn operating at Level of Service "A".

5. U.S. Route 6 and Creedon Hill Road

U.S. Route 6 and Creedon Hill Road intersect at an unsignalized, "T" type intersection. All approaches to the intersection consist of one lane with the Creedon Hill Road approach "stop" sign controlled.

Capacity analysis conducted for this intersection utilizing the 2021 Existing Traffic Volumes indicates that the Creedon Hill Road approach is currently operating at Level of Service "B" during both the AM and PM Peak Hours with the U.S. Route 6 westbound left turn operating at Level of Service "A".

Capacity analysis conducted for this intersection utilizing the 2026 No-Build Traffic Volumes indicates that the Creedon Hill Road approach is projected to operate at Level of Service "C"



during the AM Peak Hour and is projected to operate at Level of Service "B" during the PM Peak Hour. The U.S. Route 6 westbound left turn is projected to operate at Level of Service "B" or better.

Capacity analysis conducted for this intersection utilizing the 2026 Build Traffic Volumes indicates that the Creedon Hill Road approach is projected to continue to operate at Level of Service "C" during the AM Peak Hour and is projected to continue to operate at Level of Service "B" during the PM Peak Hour. The U.S. Route 6 westbound left turn is projected to operate at Level of Service 'B" or better.

6. <u>U.S. Route 6 and Slate Hill Commerce Center/Project Liberty</u>

The U.S. Route 6 and access driveway which will be constructed as part of the approved Slate Hill Commerce Center and will also serve Project Liberty if approved, will be signalized with the eastbound approach to the intersection consisting of one left turn lane and one through lane, the westbound approach consisting of one right turn lane and one through lane and the southbound (Access Driveway) approach consisting of one left turn lane and one right turn lane.

The capacity analysis conducted using the 2026 No-Build Traffic Volumes indicates that the intersection is projected to operate at overall Levels of Service "B" or better during the AM and PM Peak Hours.

The capacity analysis conducted using the 2026 Build Traffic Volumes indicates that the intersection is projected to continue to operate at overall Levels of Service "C" or better during the AM and PM Peak Hours.

7. U.S. Route 6 and Seward Road

U.S. Route 6 and Seward Road intersect at an unsignalized, "T" type intersection. All approaches to the intersection consist of one lane with the Seward Road approach "stop" sign controlled.

Capacity analysis conducted for this intersection utilizing the 2021 Existing Traffic Volumes indicates that the Seward Road approach is currently operating at Level of Service "B" during both the AM and PM Peak Hours with the U.S. Route 6 westbound left turn operating at a Level of Service "A".

Capacity analysis conducted for this intersection utilizing the 2026 No-Build Traffic Volumes indicates that the Seward Road approach is projected to operate at Level of Service "C" during both the AM and PM Peak Hours with the U.S. Route 6 westbound left turn operating at Level of Service "A".

Capacity analysis conducted for this intersection utilizing the 2026 Build Traffic Volumes indicates that the Seward Road approach is projected to continue to operate at Level of Service "C" during the AM and PM Peak Hours with the U.S. Route 6 westbound left turn operating at Level of Service "A".



8. U.S. Route 6 and C.R. 56

U.S. Route 6 and County Route 56 intersect at a "T" type intersection. The U.S Route 6 eastbound and C.R. 56 southbound approaches consist of one lane per direction with the C.R. 56 approach "stop" sign controlled. The U.S. Route 6 westbound approach is also furnished with a separate left turn lane. The eastbound U.S. Route 6 right turn to C.R. 56 is channelized and is currently free-flowing.

Capacity analysis conducted for this intersection utilizing the 2021 Existing Traffic Volumes indicates that the C.R. 56 approach is currently operating at Level of Service "C" during the AM Peak Hour and at Level of Service "D" during the PM Peak Hour with the U.S. Route 6 westbound left turn operating at Level of Service 'A".

As part of the Slate Hill Commerce Center development, a traffic signal will be installed at this location and the right turn to C.R. 56 will be yield controlled.

The capacity analysis conducted using the 2026 No-Build Traffic Volumes indicates that with signalization the intersection is projected to operate at overall Level of Service "A" during the AM and PM Peak Hours.

The capacity analysis conducted using the 2026 Build Traffic Volumes indicates that the intersection is projected to continue to operate at overall Level of Service "A" during the AM and PM Peak Hours.

9. <u>U.S. Route 6 and Proposed Site Driveway (Trucks)</u>

The U.S. Route 6 and access driveway which will be constructed as part of RDM U.S. Route 6 warehouse, will be unsignalized with the northbound approach to the intersection consisting of one left/through lane, the southbound approach consisting of one right turn lane and one through lane and the eastbound (Access Driveway) approach consisting of one lane. See Conceptual Improvement Plan – Appendix G.

The capacity analysis conducted using the 2026 Build Traffic Volumes indicates that the Access Driveway is projected to operate at Level of Service "E" during the AM Peak Hour and is projected to operate at Level of Service "F" during the PM Peak Hour with the U.S. Route 6 westbound left turn operating at Level of Service "B".

As previously noted, at unsignalized intersections, it is not uncommon for the side road approach or driveway approach to operate with delays while the major road (U.S. Route 6) operates at better Levels of Service.

Based on the Automatic Traffic Recorder traffic counts conducted by our office along U.S. Route 6 in the vicinity of the proposed Access Driveway, there were an average of 90 gaps during the Weekday Peak AM Hour and an average of 72 gaps during the Weekday Peak PM Hour in the U.S. Route 6 traffic stream of 13 seconds or greater, which would be able to accommodate the anticipated additional trucks during peak hours. A listing of the gaps in the vicinity of the proposed access is contained in Appendix F.



10. <u>U.S. Route 6 and Proposed Site Driveway (Cars)</u>

The U.S. Route 6 and access driveway which will be constructed as part of RDM U.S. Route 6 warehouse, will be unsignalized with the northbound approach to the intersection consisting of one left turn lane and one through lane, the southbound approach consisting of one right/through lane and the eastbound (Access Driveway) approach consisting of one lane. See Conceptual Improvement Plan – Appendix G.

The capacity analysis conducted using the 2026 Build Traffic Volumes indicates that the Access Driveway is projected to operate at Level of Service "D" during the AM Peak Hour and is projected to operate at Level of Service "F" during the PM Peak Hour with the U.S. Route 6 westbound left turn operating at Level of Service "A".

As previously noted, at unsignalized intersections, it is not uncommon for the side road approach or driveway approach to operate with delays while the major road (U.S. Route 6) operates at better Levels of Service.

Based on the Automatic Traffic Recorder traffic counts conducted by our office along U.S. Route 6 in the vicinity of the proposed Access Driveway, there were an average of 145 gaps during the Weekday Peak AM Hour and an average of 133 gaps during the Weekday Peak PM Hour in the U.S. Route 6 traffic stream of 8 seconds or greater, which would be able to accommodate the anticipated additional passenger vehicles during peak hours. A listing of the gaps in the vicinity of the proposed access is contained in Appendix F.

11. NYS Route 17M and U.S. Route 6/Sunrise Park Road

NYS Route 17M, U.S. Route 6, and Sunrise Park Road intersect at a four-way, signalized intersection. The NYS Route 17M northbound approach consists of three lanes in the form of a separate left turn lane, separate through lane, and shared through/right turn lane. The NYS Route 17M southbound approach consists of four lanes in the form of a separate left turn lane, two through lanes, and a channelized right turn lane. The U.S Route 6 approach (eastbound approach) consists of two lanes in form of a shared left/through lane and a channelized right turn lane. The Sunrise Park Road approach (westbound approach) consists of a single lane for left/through/and right turn movements.

Capacity analysis conducted for this intersection utilizing the 2021 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service "B" during both the AM and PM Peak Hours.

As part of the Slate Hill Commerce Center development, an additional eastbound left turn lane will be constructed. These changes will be accompanied by traffic signal equipment upgrades including detection cameras.

The capacity analysis conducted using the 2026 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service "C" during the AM Peak Hour and projected to operate at an overall Level of Service "D" during the PM Peak Hour.



The capacity analysis conducted using the 2026 Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service "D" during the AM Peak Hour and is projected to continue to operate at an overall Level of Service "D" during the PM Peak Hour.

W/ Signal Timing Changes

The intersection was analyzed with signal timing changes to improve the overall operation of the intersection resulting in a decrease in overall intersection delay.

12. NYS Route 17M and I-84 On/Off Ramps

U.S. Route 6/NYS Route 17M intersects with Interstate 84 at a grade-separated full clover leaf interchange. Through this interchange area NYS Route 17M consists of two through lanes in each direction. Separate acceleration and deceleration lanes are also provided for each of the ramp intersections with the exception of the I-84 westbound off-ramp to NYS Route 17M northbound, which is controlled by a "Stop" sign. The NYS Route 17M overpass has a third lane in each direction which allows for weaving movements for vehicles entering and exiting I-84 eastbound and westbound.

It should be noted that the Levels of Service for each of the I-84 ramp intersections with NYS Route 17M, with the exception of the I-84 westbound off-ramp to NYS Route 17M, were computed utilizing the Highway Capacity Software (HCS) since Synchro does not provide analysis results for merge and diverge ramp intersections or weaving segment type intersections. Levels of Service for merge and diverge ramps and for weaving segments are measured by density which is expressed in units of passenger cars per mile per lane. A further explanation of the Levels of Service for merge and diverge ramp intersections as well as weaving segments is provided in Appendix "C" of this report.

The results of the ramp analysis are summarized in Table No. 2 (Appendix B).

As part of the Slate Hill Commerce Center, to mitigate the delays for the I-84 westbound off-ramp to NYS Route 17M northbound, the northbound Route 17M approach between the westbound I-84 on ramp and the westbound I-84 off ramp to Route 17M northbound will be reduced to a single lane through the use of a striped taper. This modification will allow the I-84 westbound exit movement to Route 17M northbound to be provided with a dedicated lane, eliminating the need for a "Stop" condition the I-84 WB off-ramp to NYS Route 17M WB/U.S. Route 6 (weave) is projected to operate at a Level of Service "C" or better.

As shown on Table No. 2, the I-84 EB off-ramp to NYS Route 17M WB and I-84 WB on-ramp from NYS 17M WB (weave), I-84 EB on-ramp from NYS Route 17M WB (diverge), I-84 WB on-ramp from NYS 17M EB (diverge), I-84 WB off-ramp to NYS 17M EB and I-84 EB on-ramp from NYS 17M EB (weave) and the I-84 EB off-ramp to NYS 17M EB (merge) are projected to operate at a Level of Service "B" or better.



IV. Recommended Improvements

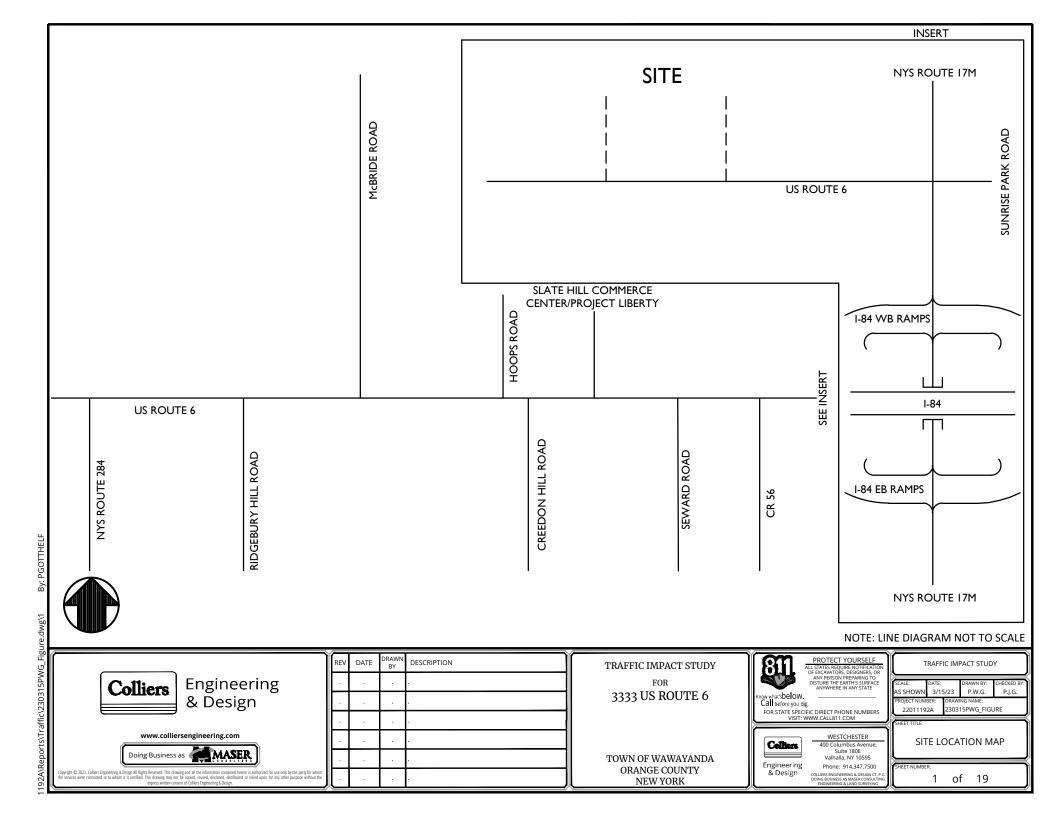
Based on the results of the analysis provided in this Study, the following improvements are recommended:

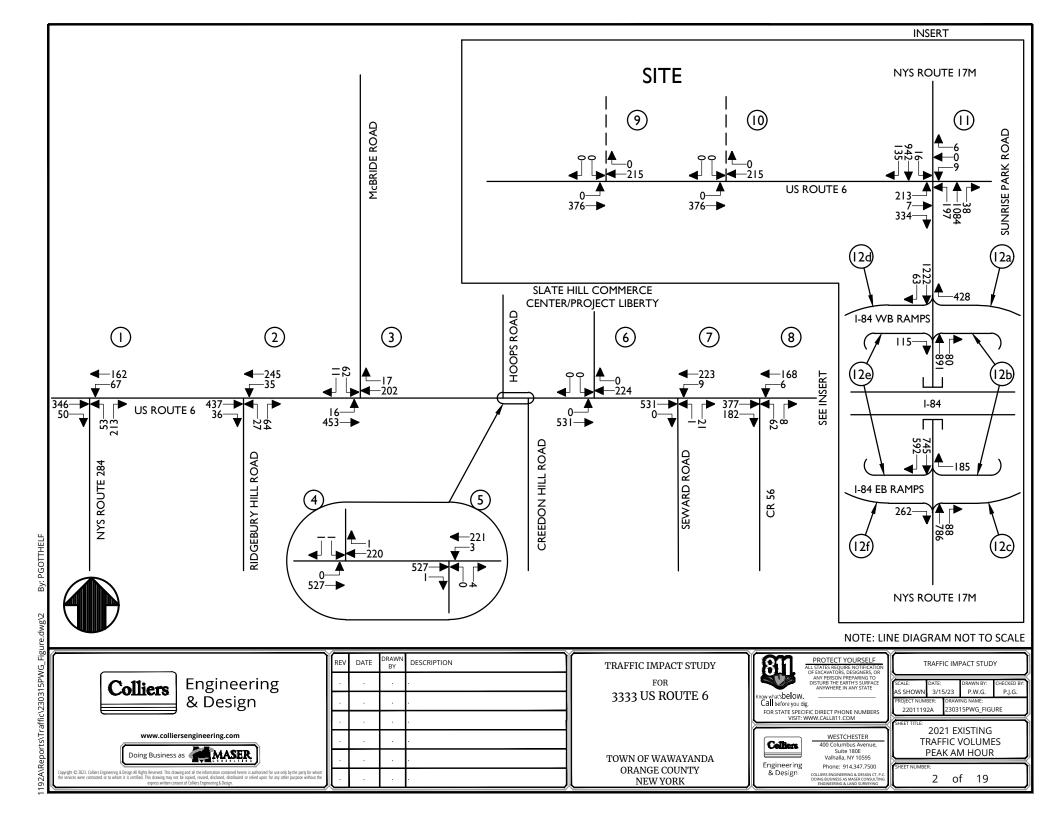
- The intersection of U.S. Route 6 & NYS Route 284 should continue to be monitored for future signalization.
- The intersection of U.S. Route 6 & Ridgebury Hill Road should continue to be monitored for future signalization.
- The intersection of U.S. Route 6 & McBride Road should continue to be monitored for future signalization.
- Traffic signal timing changes could be implemented at the U.S. Route 6 & NYS Route 17M intersection based on future traffic projections/demand.

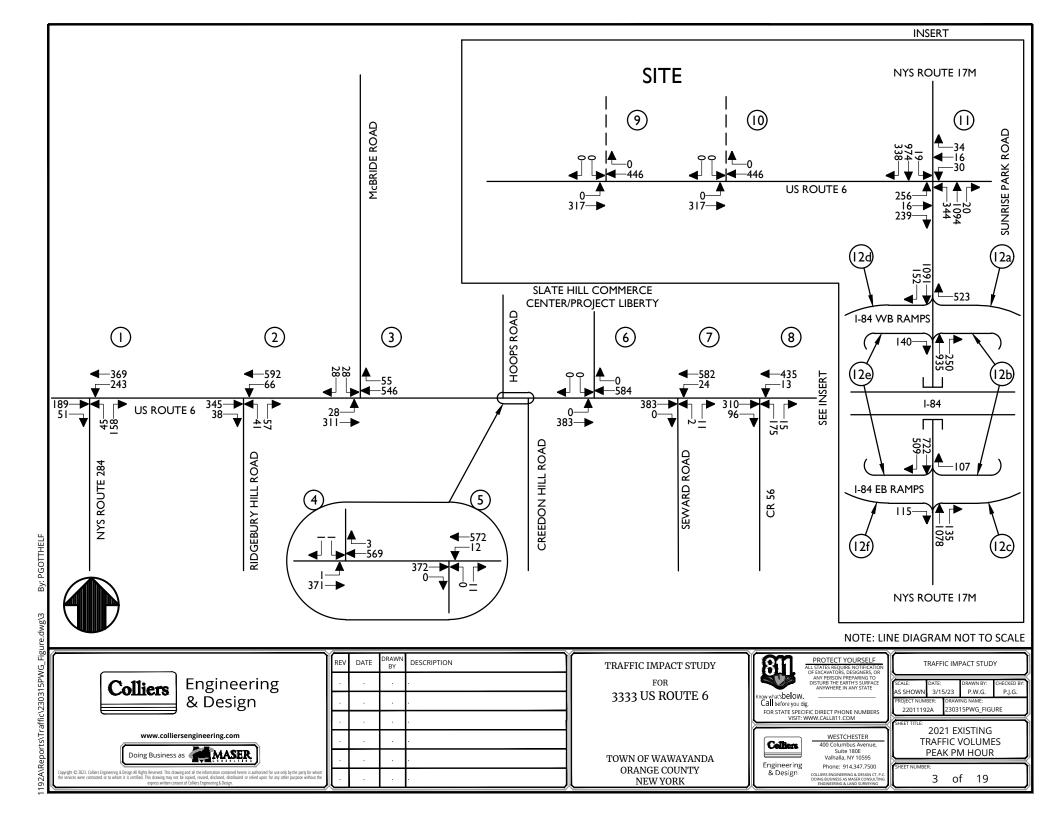


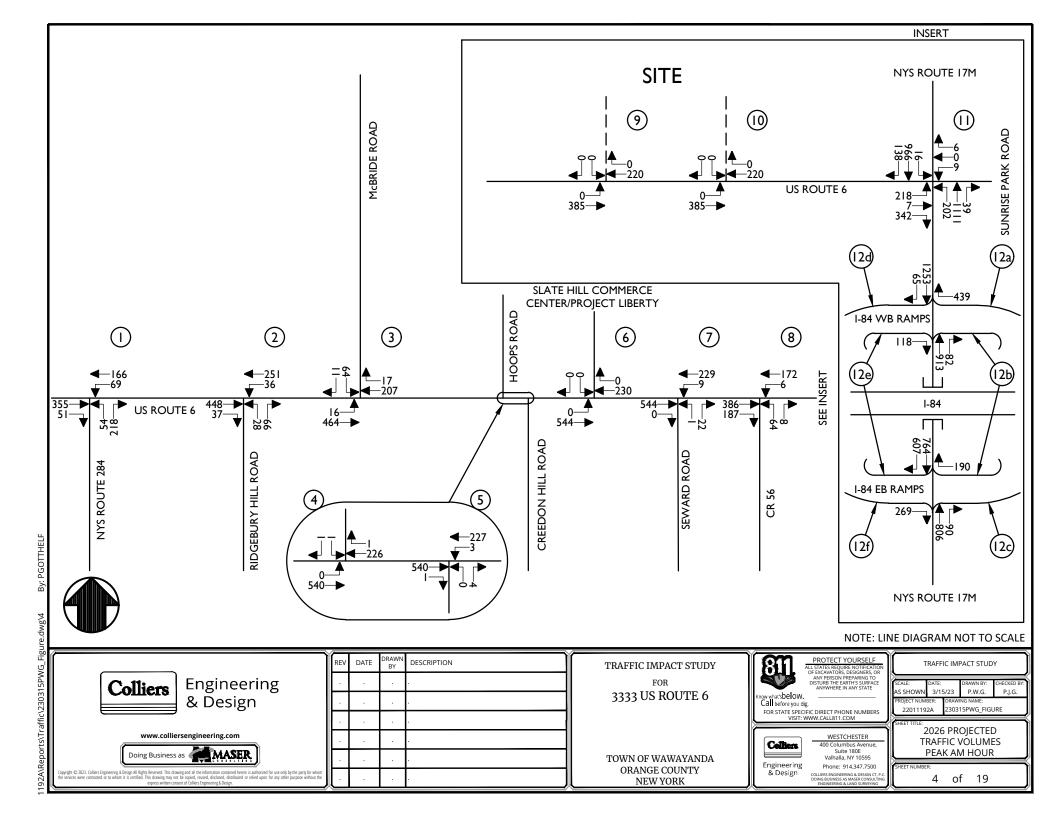
Traffic Impact Study

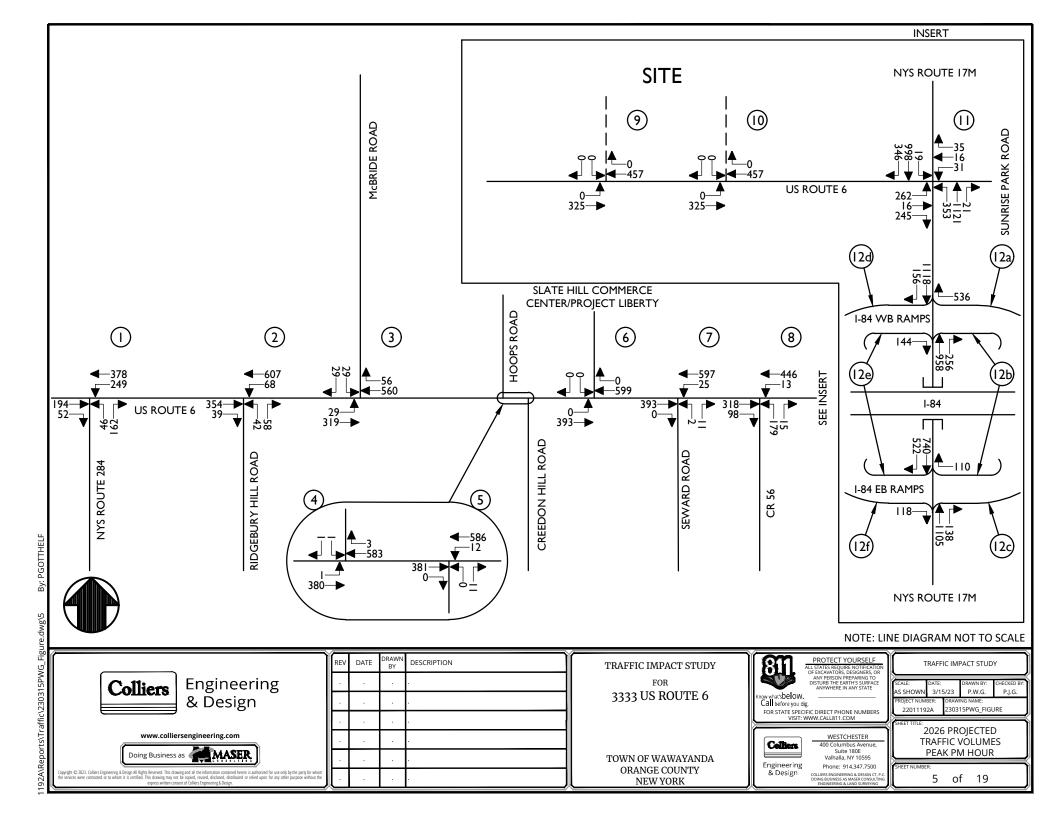
Appendix A | Traffic Figures

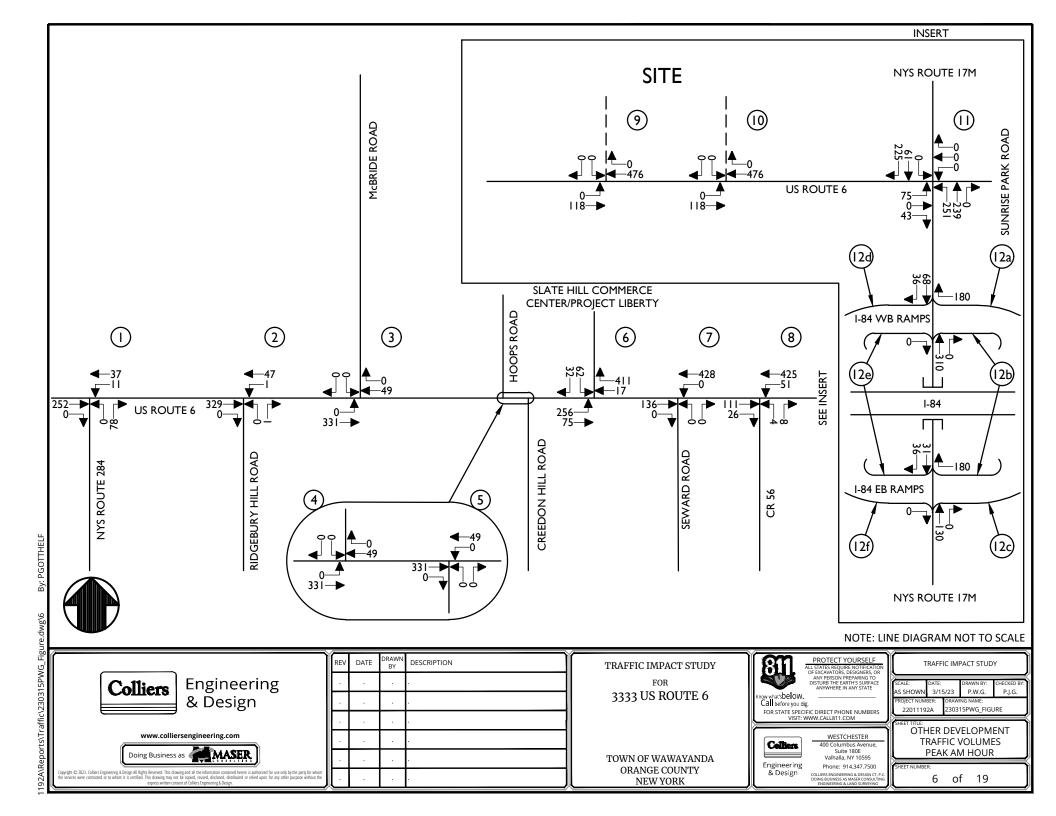


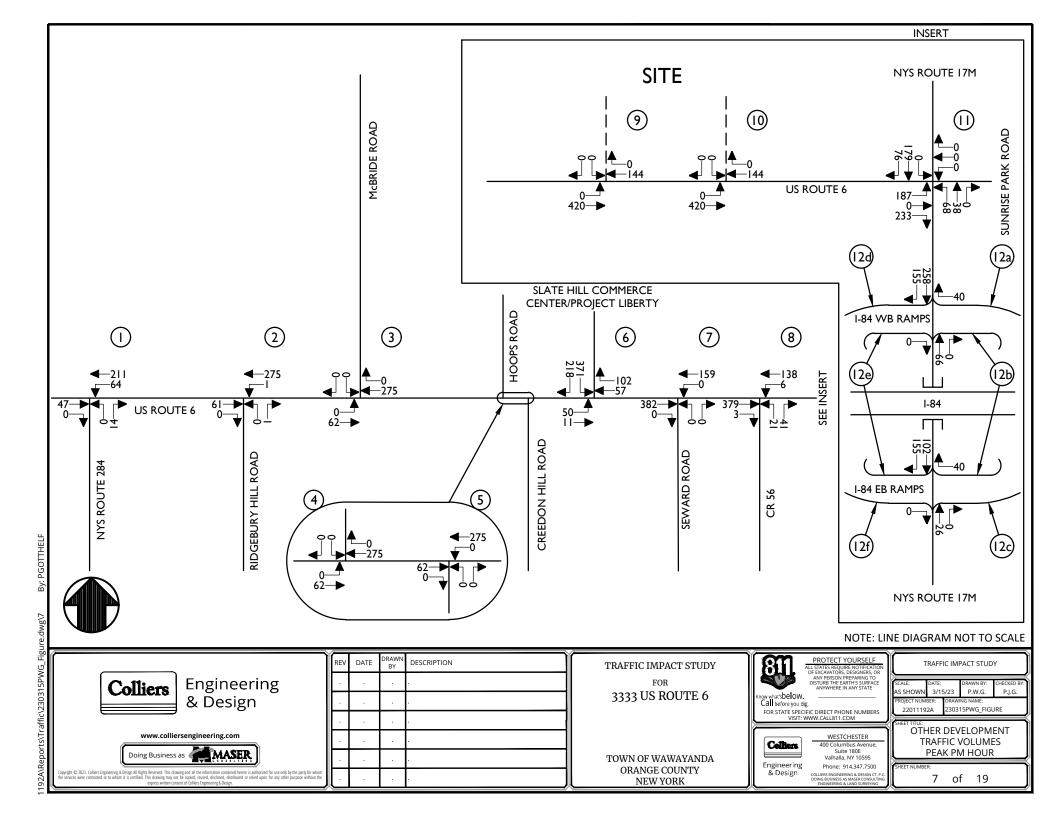


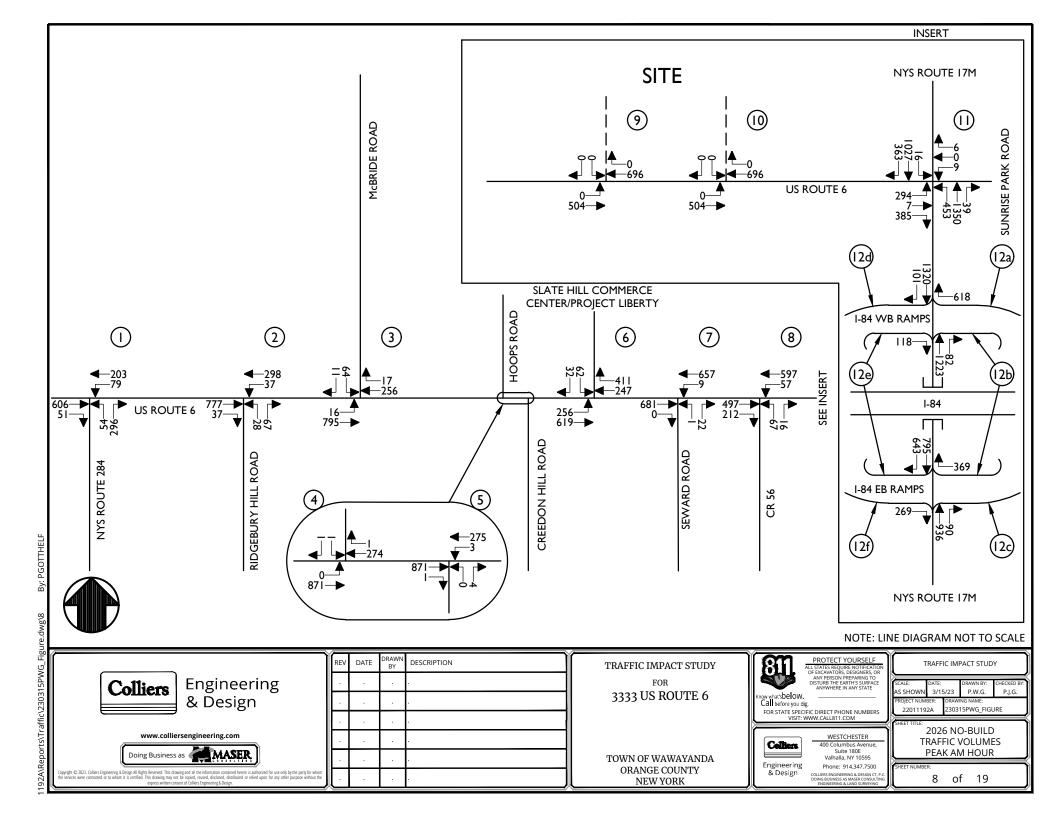


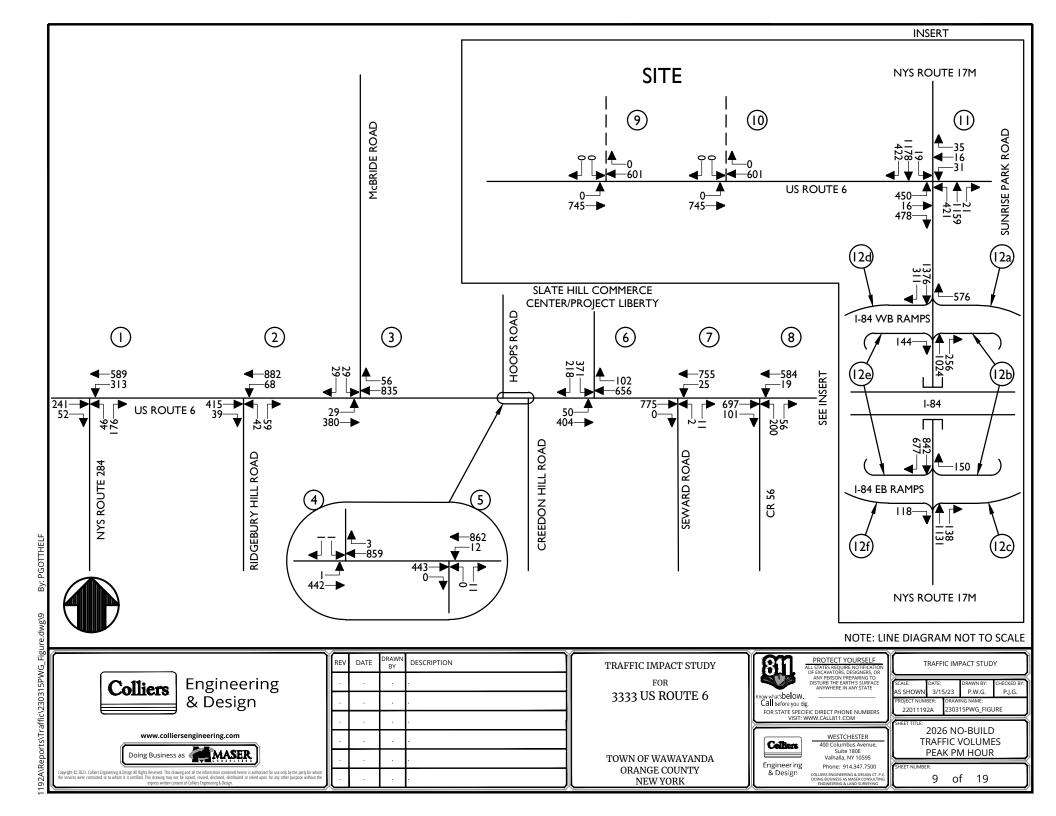


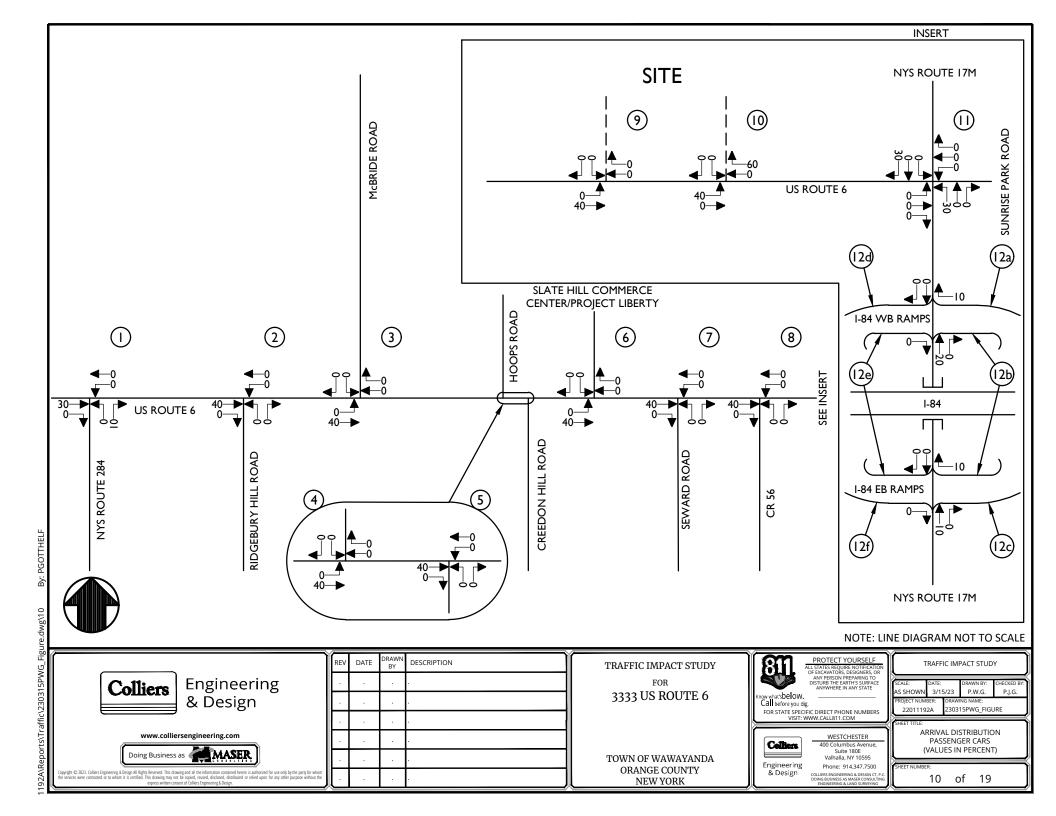


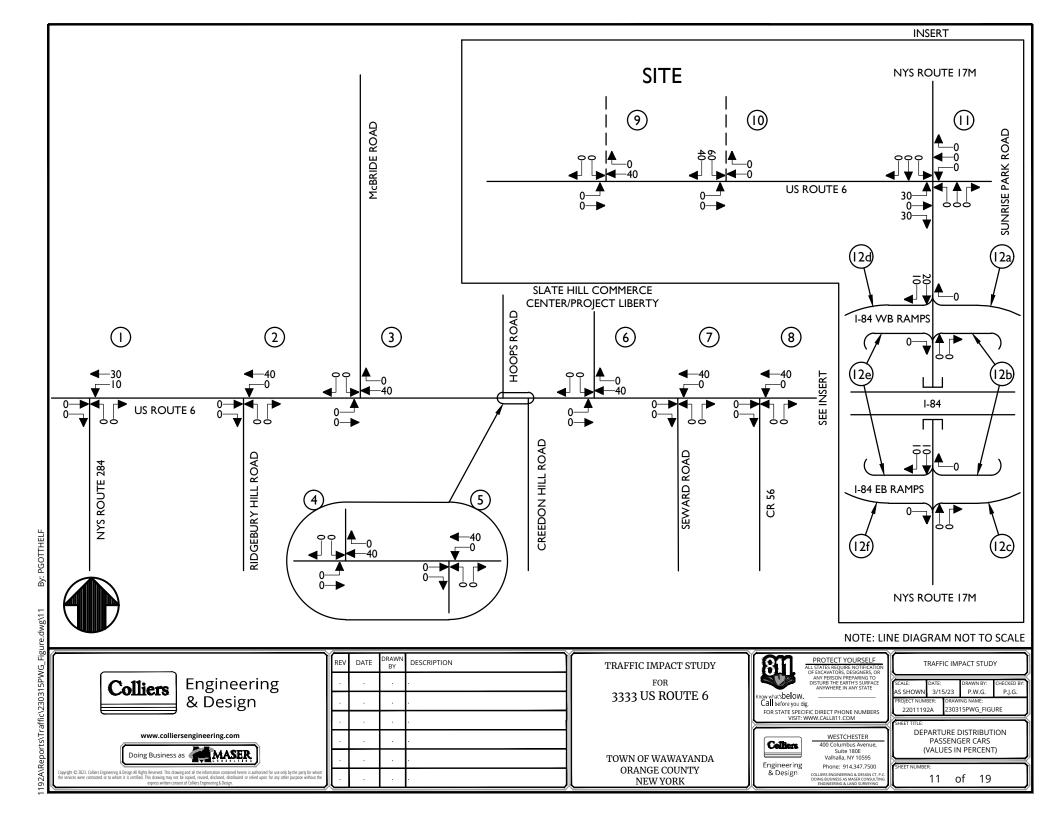


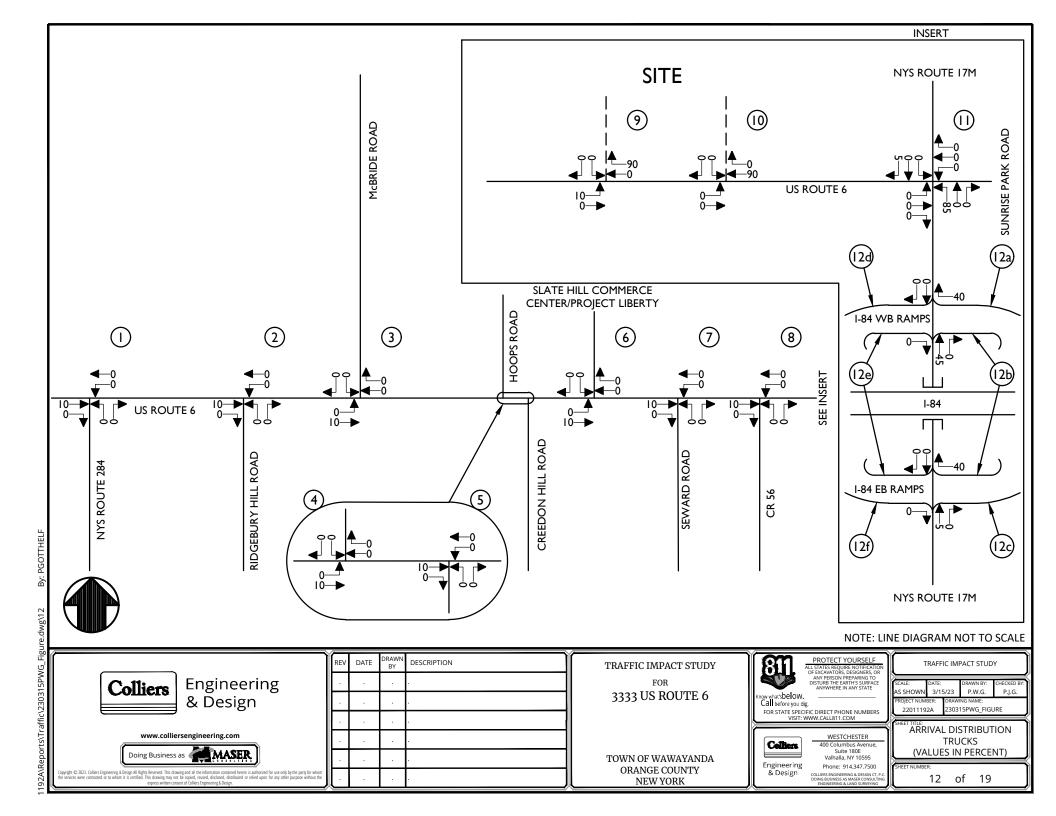


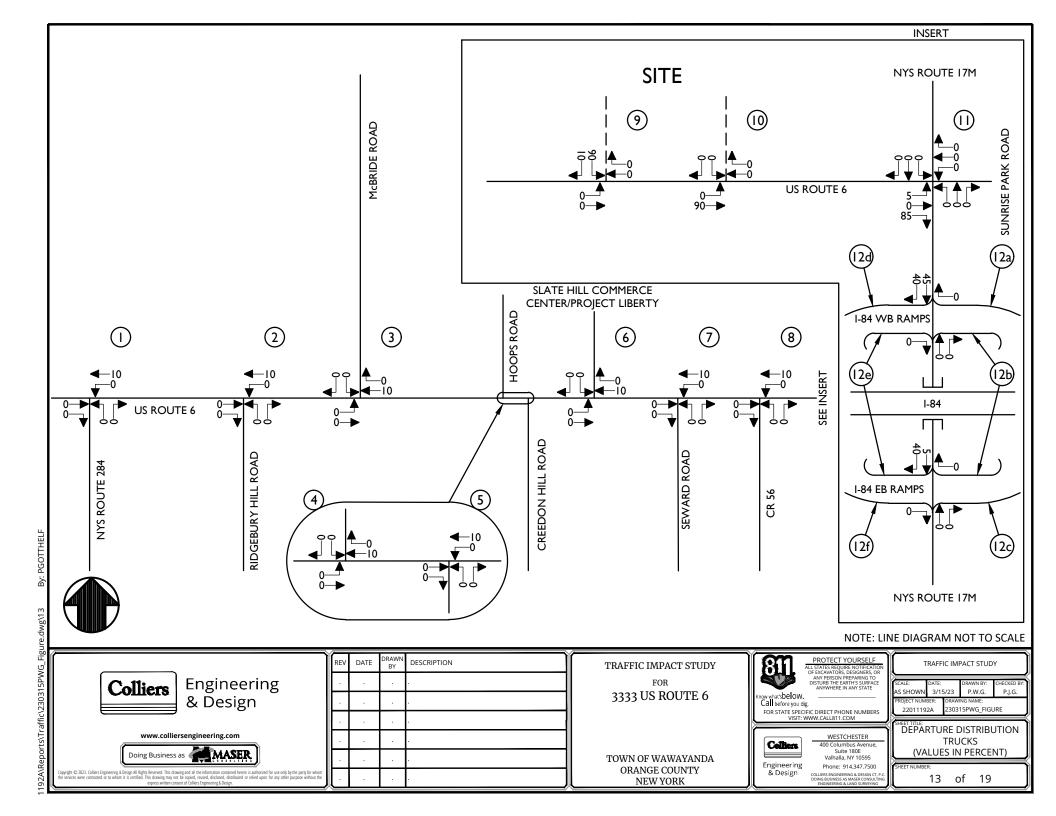


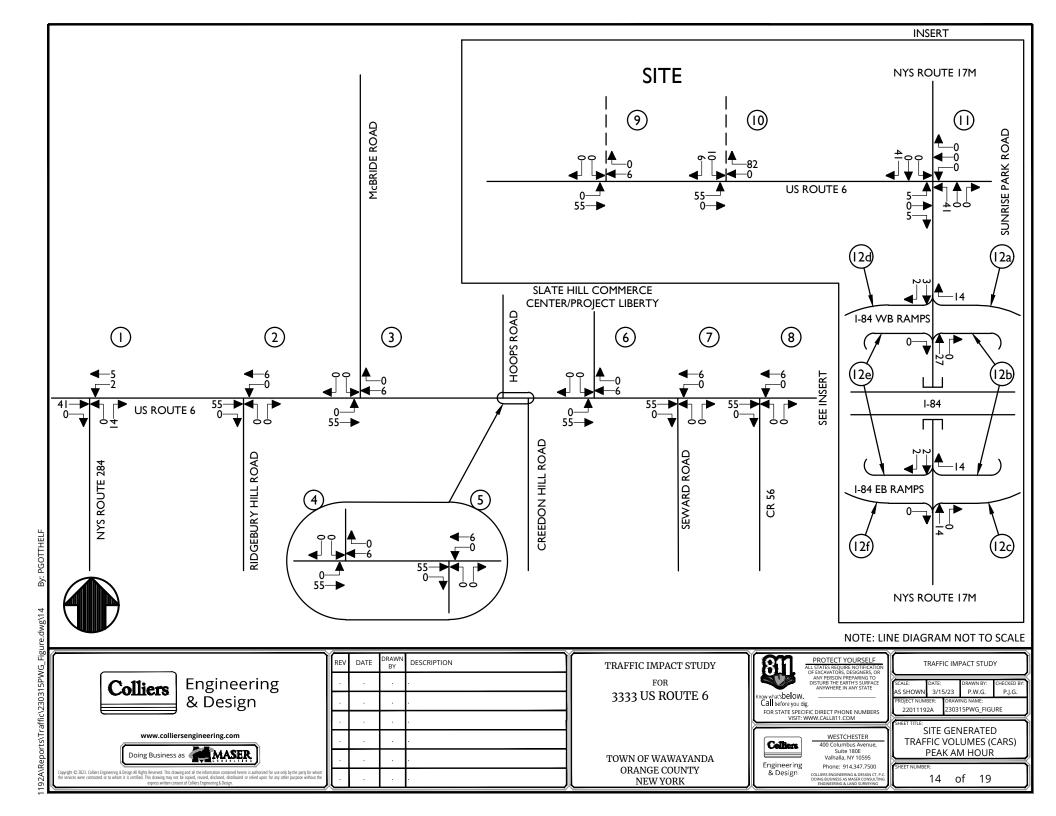


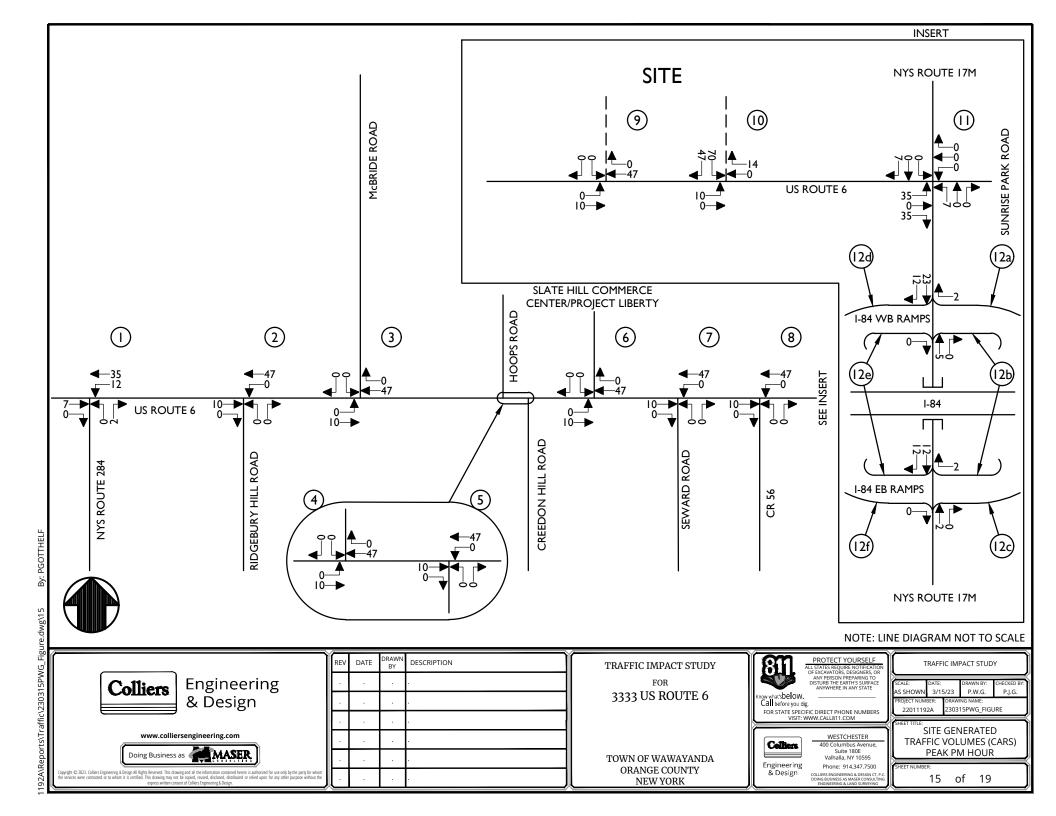


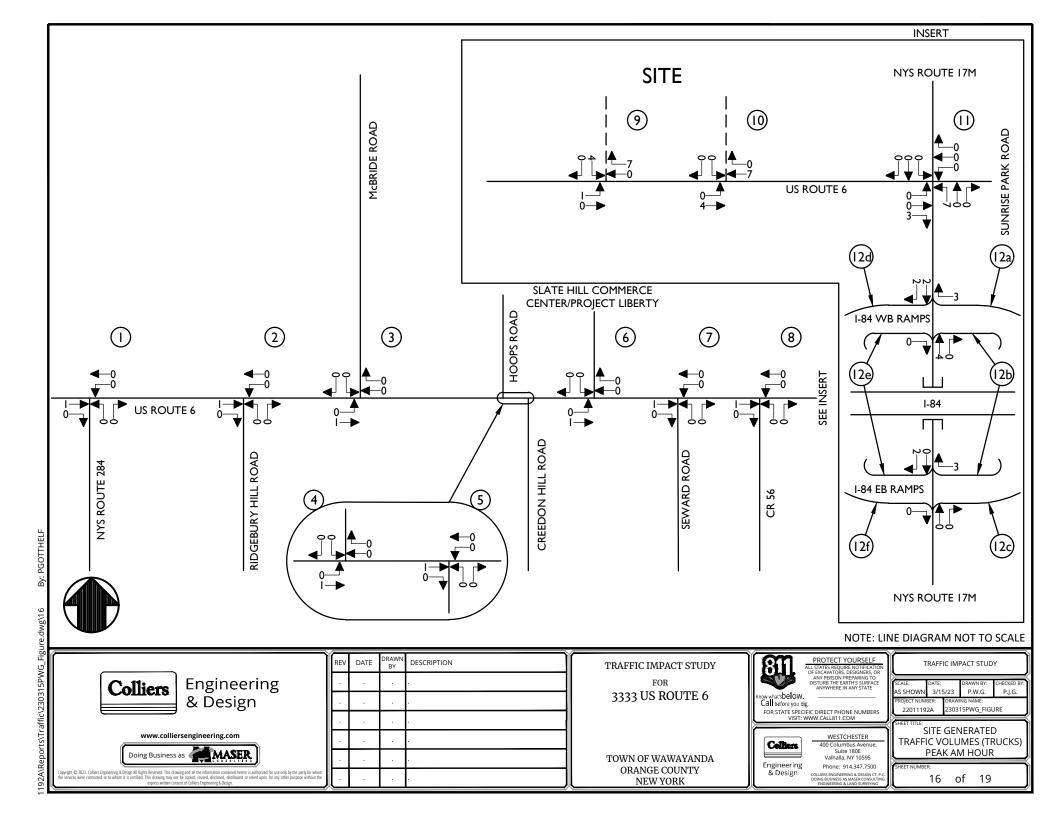


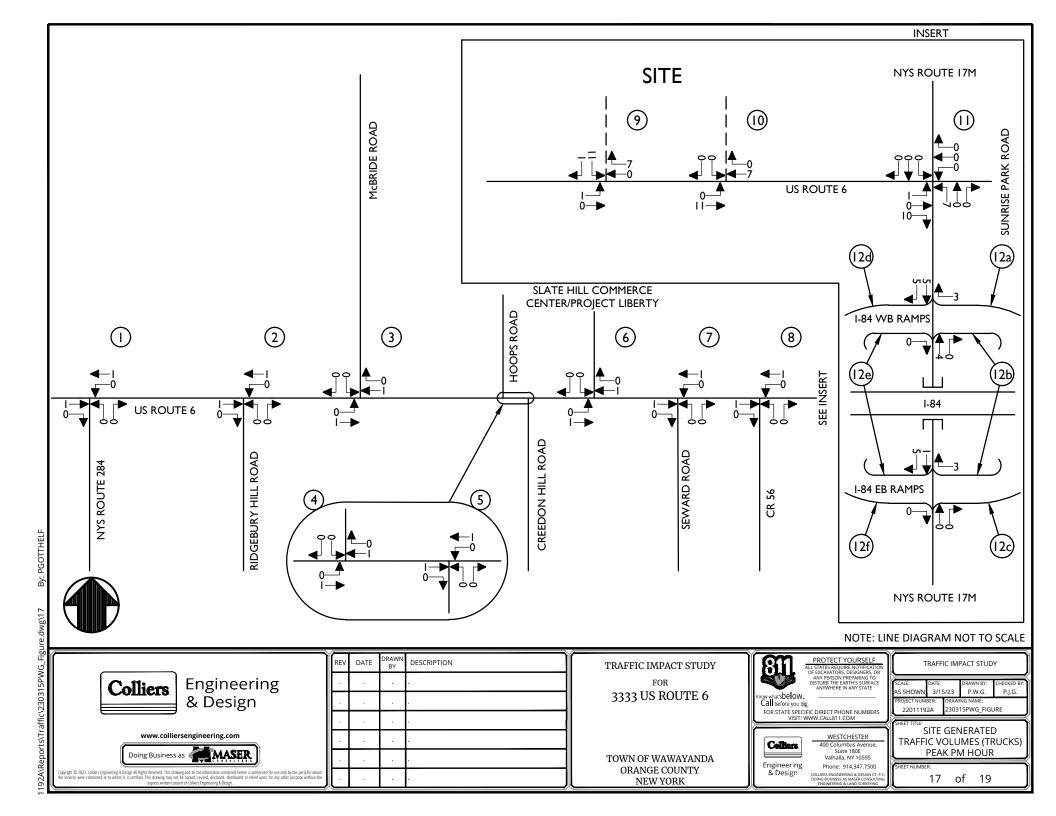


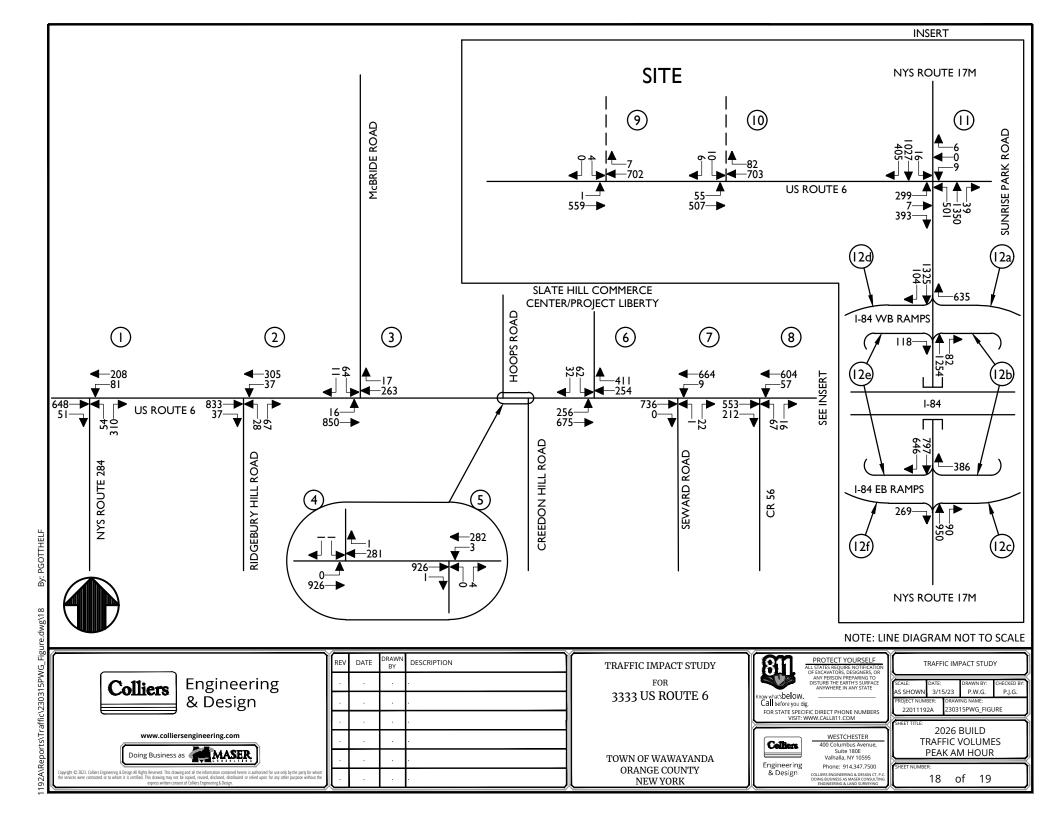


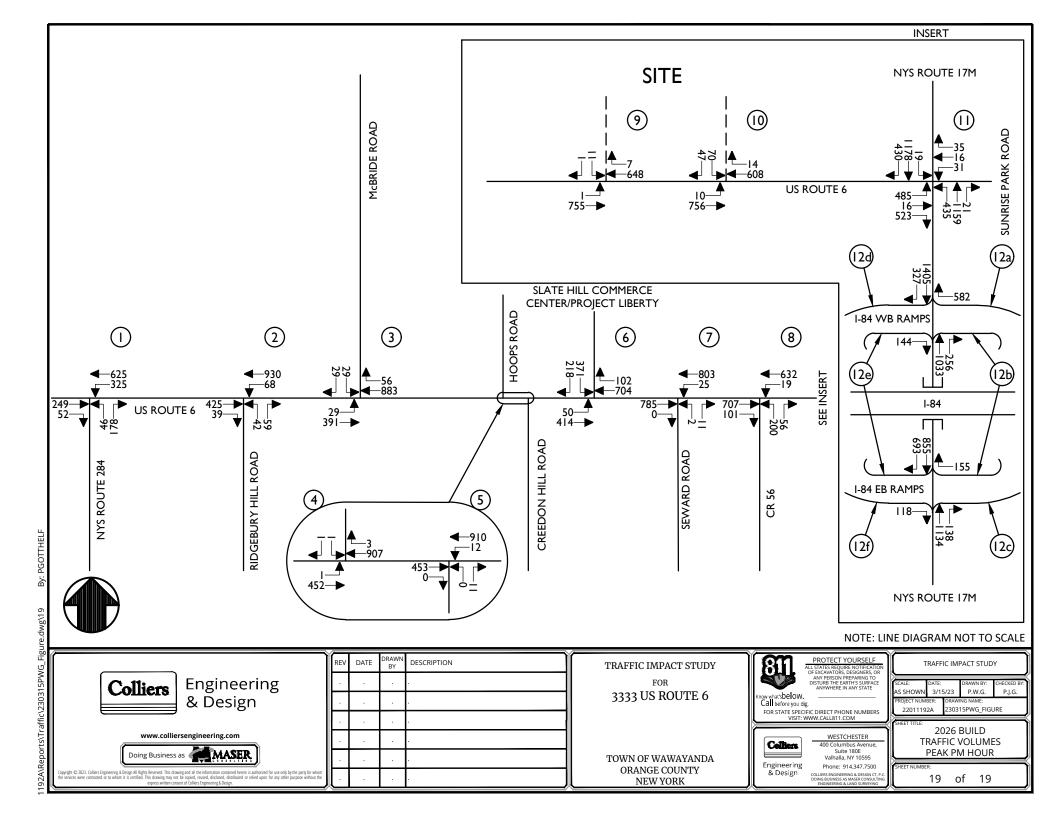














Traffic Impact Study

Appendix B | Tables



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

RDM Group - Route 6 Warehouse		En	try			Ex	kit	
		Passenger		Total		Passenger		Total
Town of Wawayanda, Orange County, NY	HTGR ¹	Cars	Trucks	Volume	HTGR ¹	Cars	Trucks	Volume
Warehouse (402,854 Sq. Ft.)								
Peak AM Hour	0.36	137	8	145	0.05	16	4	20
Peak PM Hour	0.08	24	8	32	0.32	117	12	129

NOTES:

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



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

		2021 Existing 2026 No-Build				ıild		2026 Build	d	Change in Delay		
			v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build
1	U.S. Route 6 & NYS Route 284	Unsignalized										
	U.S. Route 6	WB LT	0.07	Α	8.6	0.11	Α	9.9	0.12	В	10.2	0.3
	NYS Route 284	NB LR	0.60	C	21.9	1.20	F	147.0	1.33	F	202.7	55.7
	NTS Route 204	ND EK	0.00	Č	21.5	1.20	'	147.0	1.55	'	202.7	33.7
2	U.S. Route 6 & Ridgebury Hill Road	Unsignalized										
	U.S. Route 6	SB LT	0.04	Α	8.8	0.06	В	10.4	0.07	В	10.8	0.4
	Ridgebury Hill Road	WB LR	0.25	С	16.2	0.47	D	33.3	0.53	E	39.2	5.9
				<u> </u>			ļ			ļ	ļ	
3	U.S. Route 6 & McBride Road	Unsignalized										
	U.S. Route 6	NEB LT	0.01	Α	7.8	0.02	Α	7.9	0.02	Α	7.9	0.0
	McBride Road	SEB LR	0.27	С	20.1	0.55	F	51.6	0.60	F	61.6	10.0
4	U.S. Route 6 & Hoops Road	Unsignalized	+	!	<u>i</u> :		<u> </u>	<u>i</u> :		<u> </u>	<u> </u>	
4	o.s. Route 6 & Hoops Road	Unsignalized										
	U.S. Route 6	EB LT	0.00	Α	0.0	0.00	Α	0.0	0.00	Α	0.0	0.0
	Hoops Road	SB LR	0.01	C	15.5	0.01	C	24.4	0.01	D	26.7	2.3
5	U.S. Route 6 & Creedon Hill Road	Unsignalized	1	<u> </u>	 	1		 				
	U.S. Route 6	WB LT	0.00	Α	9.3	0.01	В	11.2	0.01	В	11.6	0.4
	Creedon Hill Road	NB LR	0.01	В	13.3	0.02	C	20.4	0.02	С	22.1	1.7
6	U.S. Route 6 &	Signalized										
	Slate Hill Commerce Center/Project Liberty	· ·										
	LLC Parity C	ED. I				0.41		F 4	0.42		F 2	0.1
	U.S. Route 6	EB L	-	-	-	0.41 0.63	A A	5.1 4.4	0.42 0.69	A A	5.2 4.9	0.1 0.5
		EB Overall		-	-	0.03	A	4.4	-	A	4.9	0.3
	U.S. Route 6	WB T	_	_	_	0.40	A	9.2	0.41	A	9.3	0.1
		R	-	-	-	0.77	В	12.8	0.77	В	12.8	0.0
		WB Overall	-	-	-	-	В	11.5	-	В	11.4	-0.1
	Access Driveway	SB L	-	-	-	0.60	С	23.7	0.60	С	23.7	0.0
		R	-	-	-	0.28	В	19.6	0.28	В	19.6	0.0
		SB Overall	-	-	-	-	C	22.3	-	С	22.3	0.0
		Overall	-	-	-	-	Α	8.4	-	Α	8.5	0.1
7	U.S. Route 6 & Seward Road	Unsignalized		i	! !		! !	! !		<u> </u>	! !	
		Ü										
	ILC Davida C	WB LT	0.01		0.7	0.01		0.3	0.01		0.5	0.3
	U.S. Route 6 Seward Road	WB LT NB LR	0.01 0.05	A B	8.7 12.7	0.01 0.07	A C	9.3 15.4	0.01 0.08	A C	9.5 16.4	0.2 1.0
	Sewai U ROdu	ואט בא	0.03	D	14.7	0.07	,	13.4	0.00	ر	10.4	1.0
8	U.S. Route 6 & C.R. 56	Unsignalized										
	U.S. Route 6	SWB L	0.01	А	8.7	_	_	_	_	_	-	_
	C.R. 56	WB LR	0.19	C	15.4	-	-	-	-	-	-	-
	With Traffic Signal	Signalized										
	U.S. Route 6	NEB T	-	-	-	0.58	Α	4.8	0.63	Α	5.0	0.2
		R	-	-	-	0.00	Α	0.0	0.00	Α	0.0	0.0
		NEB Overall	-	-	-	-	Α	4.8	-	Α	5.0	0.2
	U.S. Route 6		-	-	-	0.12	Α	6.7	0.13	Α	7.3	0.6
		T	-	-	-	0.70	Α	5.7	0.69	Α	5.5	-0.2
		SWB Overall	-	-	-	-	A	5.8	-	A	5.7	-0.1
	C.R. 56		-	-	-	0.57	В	14.3	0.58	В	14.9	0.6
		Overall	-	-	-	-	Α	6.0	-	Α	6.0	0.0



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

			ı	21	021 Existi	ng	20	26 No-Bu	ıild		2026 Buile	Н	Change in Delay
			ı	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build
9	U.S. Route 6 & Site Driveway (Trucks)	Unsignal	ized			,						,	
	·	_											
	U.S. Route 6	NB	L		_	_			_	0.00	В	11.0	
	Access Driveway	EB	LR	-	-	-	-	-	-	0.00	E	11.8 42.6	=
	Access Driveway	ED	LK	-	-	-	-	-	-	0.04	-	42.0	-
10	U.S. Route 6 & Site Driveway (Cars)	Unsignal	ized										
	U.S. Route 6	NB	L	_	_	_	-	_	_	0.08	Α	9.9	_
	Access Driveway	EB	LR	_	-	-	-	-	_	0.10	D	28.1	_
11	U.S. Route 6 & NYS Route 17M	Signaliz	ed										
	U.S. Route 6	EB	LT	0.67	С	33.4	-	_	_	_	_	_	_
			R	0.00	A	0.0	-	-	-	-	-	-	-
		EB Over	rall	-	С	33.4	-	-	-	-	-	-	=
	Sunrise Park Road	WB	LTR	0.04	С	26.2	-	-	-	-	-	-	-
	NYS Route 17M	NB	L	0.63	В	14.7	-	-	-	-	-	-	-
		7	T, TR	0.55	Α	9.6	-	-	-	-	-	-	-
		NB Ove	rall	-	В	10.4	-	-	-	-	-	-	-
	NYS Route 17M	SB	L	0.07	В	13.1	-	-	-	-	-	-	-
			T, T	0.65	В	17.9	-	-	-	-	-	-	=
			R	0.00	Α	0.0	-	-	-	-	-	-	-
		SB Over		-	В	17.9	-	-	-	-	-	-	-
		Overa	III	-	В	15.3	-	-	-	-	-	-	-
	With Additional EB Left Turn Lane	Signaliz	ed										
	U.S. Route 6	EB I	L, LT	_	-	-	0.82	D	54.0	-	-	-	-
			R	-	-	-	0.00	Α	0.0	-	-	-	-
		EB Over	rall	-	-	-	-	D	54.0	-	-	-	=
	Sunrise Park Road	WB	LTR	-	-	-	0.57	Е	70.6	-	-	-	-
	NYS Route 17M	NB	L	-	-	-	0.99	Е	66.8	-	-	-	=
			T, TR	-	-	-	0.63	В	11.3	-	-	-	-
		NB Ove		-	-	-	-	C	24.9	-	-	-	-
	NYS Route 17M	SB	L	-	-	-	0.10	С	24.0	-	-	-	-
			T, T R	-	- -	- -	0.89 0.00	D A	41.5 0.0	-	-	-	-
		SB Over		-	-	-	0.00	D	41.2	-	_	-	-
		Overa		_	_	_	_	c	33.2	_		_	_
	With Signal Timing Changes	Signaliz						_	55.2				
	U.S. Route 6	_			_	_	_		_	0.83	D	54.4	0.4
	U.S. Route 6	CD I	L, LT R	-	-	-	-	-	- -	0.83	A	0.0	0.4
		EB Over		-	-	-	_		-	0.00	D	54.4	0.4
	Sunrise Park Road		LTR	_	_	_	_	-	_	0.57	E	71.5	0.9
	NYS Route 17M	NB	L	-	-	-	-	-	-	1.05	F	84.0	17.2
			T, TR	_	-	-	-	-	-	0.63	В	11.5	0.2
		NB Ove		-	-	-	-	-	-	-	С	30.7	5.8
	NYS Route 17M	SB	L	-	-	-	-	-	-	0.11	С	26.1	2.1
			T, T	-	-	-	-	-	-	0.94	D	50.3	8.8
			R	-	-	-	-	-	-	0.00	Α	0.0	0.0
		SB Over		-	-	-	-	-	-	-	D	49.9	8.7
		Overa	III	-	-	-	-	-	-	-	D	39.3	6.1
						:		:				:	1



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

				2	021 Existi	ng	20	26 No-Bu	ild		2026 Buil	d	Change in Delay
				v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build
		NYS Route 17M & I-84 Interchange	Unsignalized			(2)							
1	2a	I-84 WB Off-Ramp to NYS 17M WB	WB R	1.00	F	68.5	(2)	(2)	(2)	(2)	(2)	(2)	-

			20	021 Existi	ng	20	26 No-Bu	ıild		2026 Buile	d	Change in Delay
			v/c	LOS	Density	v/c	LOS	Density	v/c	LOS	Density	No-Build to Build
	NYS Route 17M & I-84 Interchange (3)	Ramps										
12a	I-84 WB Off-Ramp to NYS 17M WB/U.S. Route 6	Weave	-	-	-	0.67	С	25.0	0.69	С	25.8	0.8
12b	I-84 EB Off-Ramp to NYS 17M WB & I-84 WB On-Ramp from NYS 17M WB	Weave	0.23	А	8.8	0.32	В	12.2	0.33	В	12.6	0.4
12c	I-84 EB On-Ramp from NYS Route 17M WB	Diverge	0.07	В	11.9	0.07	В	13.4	0.07	В	13.6	0.2
12d	I-84 WB On-Ramp from NYS 17M EB	Diverge	0.05	В	15.4	0.08	В	16.6	0.08	В	16.7	0.1
12e	I-84 WB Off-Ramp to NYS 17M EB & I-84 EB On-Ramp from NYS 17M EB	Weave	0.37	В	12.0	0.4	В	13.2	0.41	В	13.3	0.1
12f	I-84 EB Off-Ramp to NYS 17M EB	Merge	0.19	В	13.7	0.19	В	14.1	0.19	В	14.3	0.2

NOTES:

- 1) THE ABOVE REPRESENTS THE LEVEL OF SERVICE AND VEHICLE DELAY IN SECONDS, C [16.2], FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.
- 2) TO MITIGATE THESE DELAYS UNDER THE EXISTING, NO-BUILD AND BUILD CONDITIONS IT IS SUGGESTED THAT THE NORTHBOUND ROUTE 17M APPROACH BETWEEN THE WESTBOUND I-84 ON RAMP AND THE WESTBOUND I-84 OFF RAMP TO ROUTE 17M NORTHBOUND BE REDUCED TO A SINGLE LANE THROUGH THE USE OF A TAPER. THIS MODIFICATION WOULD ALLOW THE I-84 WESTBOUND EXIT MOVEMENT TO ROUTE 17M NORTHBOUND TO BE PROVIDED WITH A DEDICATED LANE, ELIMINATING THE NEED FOR A "STOP" CONDITION.
- 3) INTERSECTION 8B-F ARE MERGE/DIVERGE RAMPS AND WEAVING SEGMENT TYPE INTERSECTIONS. ANALYSIS FOR THESE INTERSECTIONS WAS CONDUCTED UTILIZING THE HIGHWAY CAPACITY MANUAL (6TH EDITION) METHODOLOGY WITH THE HCS 7 ANALYSIS SOFTWARE. LEVEL OF SERVICE FOR RAMP AND WEAVING SEGMENT TYPE INTERSECTIONS IS DETERMINED BY THE DENSITY MEASURED IN UNITS OF PASSENGER CARS PER MILE PER LANE, WHICH ARE THE VALUES SUMMARIZED ABOVE. APPENDIX "C" CONTAINS A DESCRIPTION OF THE LEVELS OF SERVICE FOR RAMP AND WEAVING SEGMENTS.



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

			2	021 Existi	ng	20	26 No-Bu	ıild		2026 Build	d	Change in Delay
			v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build
1	U.S. Route 6 & NYS Route 284	Unsignalized										
	U.S. Route 6	WB LT	0.20	Α	8.5	0.27	Α	9.0	0.28	Α	9.1	0.1
	NYS Route 284	NB LR	0.20	Ċ	21.7	0.27	F	90.7	1.10	F	136.9	46.2
	1415 Route 204	ND EK	0.51		21.7	0.50	'	30.7	1.10	'	130.3	40.2
2	U.S. Route 6 & Ridgebury Hill Road	Unsignalized										
	U.S. Route 6	SB LT	0.06	Α	8.4	0.07	Α	8.6	0.07	Α	8.7	0.1
	Ridgebury Hill Road	WB LR	0.32	c	21.0	0.52	E	40.4	0.57	E	46.5	6.1
			0.52	Ĭ	20	0.52		.0	0.57		.0.5	0
3	U.S. Route 6 & McBride Road	Unsignalized										
	U.S. Route 6	NEB LT	0.03	А	8.9	0.04	В	10.1	0.04	В	10.4	0.3
	McBride Road	SEB LR	0.20	С	19.9	0.35	Е	36.4	0.39	E	41.3	4.9
_				<u> </u>				<u> </u>				
4	U.S. Route 6 & Hoops Road	Unsignalized										
	U.S. Route 6	EB LT	0.00	Α	8.6	0.00	Α	9.7	0.00	Α	9.9	0.2
	Hoops Road	SB LR	0.01	С	18.1	0.01	D	27.5	0.01	D	29.8	2.3
_	H.C. Davida C.O. C. J. 1991 D. J.	Marsian P. C.	-		<u> </u>							
5	U.S. Route 6 & Creedon Hill Road	Unsignalized										
	U.S. Route 6	WB LT	0.01	Α	9.1	0.02	Α	9.3	0.02	Α	9.4	0.1
	Creedon Hill Road	NB LR	0.02	В	11.7	0.02	В	12.6	0.02	В	12.7	0.1
6	U.S. Route 6 &	Signalized	-									
0	Slate Hill Commerce Center/Project Liberty	Signalizeu										
	State Tim Commerce Center/1 Toject Liberty											
	U.S. Route 6	EB L	-	-	-	0.24	C	20.6	0.27	С	22.0	1.4
		Т	-	-	-	0.60	В	11.2	0.62	В	11.6	0.4
	116.0	EB Overall	-	-	-	-	В	12.2	-	В	12.7	0.5
	U.S. Route 6	WB T	-	-	-	0.88 0.21	C A	22.7 8.3	0.94 0.21	C A	31.6 8.3	8.9 0.0
		WB Overall	_		_	0.21	C	20.8	-	C	28.7	7.9
	Access Driveway	SB L	_	_	_	0.77	В	17.5	0.77	В	17.5	0.0
	,	R	-	-	-	0.47	В	12.8	0.47	В	12.8	0.0
		SB Overall	-	-	-	-	В	15.8	-	В	15.8	0.0
		Overall	-	-	-	-	В	17.0	-	С	20.6	3.6
7	U.S. Route 6 & Seward Road	Unsignalized		<u> </u>	<u>i</u>		<u> </u>	<u>i</u> !				
′	0.5. Route 6 & Seward Road	Unsignalized										
	U.S. Route 6	WB LT	0.02	Α	8.2	0.03	Α	9.6	0.03	Α	9.7	0.1
	Seward Road	NB LR	0.03	В	12.4	0.06	C	20.0	0.06	С	20.9	0.9
8	U.S. Route 6 & C.R. 56	Unsignalized										
		J	1									
	U.S. Route 6	SWB L	0.01	A	8.2	-	-	-	-	-	-	-
	C.R. 56	WB LR	0.59	D	28.6	-	-	-	-	-	-	-
	With Traffic Signal	Signalized										
	116.5	NED T				0.00		0.0	0.00		0.0	0.1
	U.S. Route 6	NEB T R	1 -	_	-	0.80	A A	8.9 0.0	0.80 0.00	A A	9.0 0.0	0.1 0.0
		NEB Overall		_	_	-	A	8.9	-	A	9.0	0.0
	U.S. Route 6		_	_	_	0.07	В	13.0	0.07	В	13.1	0.1
	3.3.116416 0	T	-	-	-	0.67	A	7.3	0.71	A	7.7	0.4
		SWB Overall	-	-	-	-	Α	7.5	-	Α	7.8	0.3
	C.R. 56		-	-	-	0.76	В	16.8	0.76	В	17.3	0.5
		Overall	-	-	-	-	Α	9.7	-	Α	9.9	0.2
			1	i	i			i		i .	i	



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

			2	021 Existi	ng	20)26 No-Bu	ıild		2026 Buile	d	Change in Delay
			v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build
9	U.S. Route 6 & Site Driveway	Unsignalized										
	-											
	HC D + C	N.B.							0.00	_		
	U.S. Route 6	NB L	-	_	-	-	-	-	0.00	B F	11.4	-
	Access Driveway	EB LR	-	-	-	-	-	-	0.16	F	56.3	-
10	U.S. Route 6 & Site Driveway (Cars)	Unsignalized										
	HC D + C	N.B.							0.04			
	U.S. Route 6	NB L	_	_	_	-	_	-	0.01	A F	8.9	-
	Access Driveway	EB LR	-	-	-	-	-	-	0.69	F	59.5	-
11	U.S. Route 6 & NYS Route 17M	Signalized										
				_								
	U.S. Route 6	EB LT	0.70	C	33.8	-	-	-	-	-	-	-
		R	0.00	A	0.0	-	-	-	-	· -	-	-
	Sunrise Park Road	EB Overall WB LTR	0.19	C	33.8 27.0	-	-	-	-	-	-	-
	NYS Route 17M	NB L	0.19	C C	27.0	-	-	-	_	-	1	-
	INTS ROUTE 17M	NB L		A	22.8 9.3	_			_	_	1 -	[
		NB Overall	0.49	В	12.4	-	_	_	-	_		
	NYS Route 17M	SB L	0.07	В	14.5	-		-	-			
	N13 Route 17W	3Б L Т, Т	0.66	C	21.0	_	_	-	-	-	_	-
		1, 1 R	0.00	A	0.0	_		_	-	_		-
		SB Overall	0.00	ć	20.8	_		_	_			_
		Overall		В	17.9							_
		Overan		_	17.5	_	_	_	-		_	
	With Additional EB Left Turn Lane	Signalized										
	U.S. Route 6	EB L, LT		_	_	0.89	Е	62.3	_	_	_	_
	o.s. Noute o	R R	_	_		0.00	A	0.0	_	_	_	=
		EB Overall	_	l .	l .	-	E	62.3	_	_	l _	_
	Sunrise Park Road	WB LTR	_	_	_	0.79	Е	64.4	_	-	-	_
	NYS Route 17M	NB L	_		_	0.99	Е	75.6	-	-		_
		T, TF	-	-	-	0.53	В	13.6	-	-	-	-
		NB Overall	-	-	-	-	С	29.9	-	-	-	=
	NYS Route 17M	SB L	-	-	-	0.09	С	25.7	-	-	-	=
		Т, Т	-	-	-	0.97	D	54.9	-	-	-	=
		R	-	-	-	0.00	Α	0.0	-	-	-	-
		SB Overall	-	-	-	-	D	54.5	-	-	-	-
		Overall	-	-	-	-	D	44.0	-	-	-	-
	With Signal Timing Changes	Signalized										
	U.S. Route 6	EB L, LT		_	_	_	_	-	0.92	Е	71.1	8.8
	J.S. Notice o	R R	_	_	_	_	_	_	0.00	A	0.0	0.0
		EB Overall	_	_	_	_	_	_	-	E	71.1	8.8
	Sunrise Park Road	WB LTR	_		_	_	_	_	0.81	E	74.9	10.5
	NYS Route 17M	NB L	_		_	_	_	_	1.03	F	88.7	13.1
	s.nsate 17M	T, TF	-	_	_	-	_	-	0.52	В	14.0	0.4
		NB Overall	_	_	-	_	-	-	-	C	34.1	4.2
	NYS Route 17M	SB L	_	-	_	-	_	-	0.09	C	26.8	1.1
	s.nsate 17M	T, T	_	-	_	-	_	-	0.94	D	52.7	-2.2
		,, . R	-	-	-	-	_	-	0.00	A	0.0	0.0
		SB Overall	-	-	-	-	_	-	-	D	52.2	-2.3
		Overall	_	-	-	-	-	-	-	D	46.9	2.9
										_		



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

				2	021 Existi	ng	20	26 No-Bu	iild		2026 Buil	d	Change in Delay
				v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build
		NYS Route 17M & I-84 Interchange	Unsignalized			(2)							
1	2a	I-84 WB Off-Ramp to NYS 17M WB	WB R	1.03	F	74.6	(2)	(2)	(2)	(2)	(2)	(2)	-

			20	021 Existi	ng	20	26 No-Bu	iild		2026 Buil	d	Change in Delay
			v/c	LOS	Density	v/c	LOS	Density	v/c	LOS	Density	No-Build to Build
	NYS Route 17M & I-84 Interchange (3)	Ramps										
12a	I-84 WB Off-Ramp to NYS 17M WB/U.S. Route 6	Weave	-	-	-	0.52	В	18.8	0.54	В	19.6	0.8
12b	I-84 EB Off-Ramp to NYS 17M WB & I-84 WB On-Ramp from NYS 17M WB	Weave	0.24	А	9.0	0.26	А	10.0	0.27	В	10.1	0.1
12c	I-84 EB On-Ramp from NYS Route 17M WB	Diverge	0.08	В	13.2	0.08	В	13.7	0.08	В	13.7	0.0
12d	I-84 WB On-Ramp from NYS 17M EB	Diverge	0.09	В	12.6	0.19	В	16.2	0.21	В	16.6	0.4
12e	I-84 WB Off-Ramp to NYS 17M EB & I-84 EB On-Ramp from NYS 17M EB	Weave	0.31	А	10.0	0.4	В	13.0	0.42	В	13.5	0.5
12f	I-84 EB Off-Ramp to NYS 17M EB	Merge	0.08	В	11.1	0.08	В	12.1	0.08	В	12.2	0.1

NOTES:

- 1) THE ABOVE REPRESENTS THE LEVEL OF SERVICE AND VEHICLE DELAY IN SECONDS, C [16.2], FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.
- 2) TO MITIGATE THESE DELAYS UNDER THE EXISTING, NO-BUILD AND BUILD CONDITIONS IT IS SUGGESTED THAT THE NORTHBOUND ROUTE 17M APPROACH BETWEEN THE WESTBOUND I-84 ON RAMP AND THE WESTBOUND I-84 OFF RAMP TO ROUTE 17M NORTHBOUND BE REDUCED TO A SINGLE LANE THROUGH THE USE OF A TAPER. THIS MODIFICATION WOULD ALLOW THE I-84 WESTBOUND EXIT MOVEMENT TO ROUTE 17M NORTHBOUND TO BE PROVIDED WITH A DEDICATED LANE, ELIMINATING THE NEED FOR A "STOP" CONDITION.
- 3) INTERSECTION 8B-F ARE MERGE/DIVERGE RAMPS AND WEAVING SEGMENT TYPE INTERSECTIONS. ANALYSIS FOR THESE INTERSECTIONS WAS CONDUCTED UTILIZING THE HIGHWAY CAPACITY MANUAL (6TH EDITION) METHODOLOGY WITH THE HCS 7 ANALYSIS SOFTWARE. LEVEL OF SERVICE FOR RAMP AND WEAVING SEGMENT TYPE INTERSECTIONS IS DETERMINED BY THE DENSITY MEASURED IN UNITS OF PASSENGER CARS PER MILE PER LANE, WHICH ARE THE VALUES SUMMARIZED ABOVE. APPENDIX "C" CONTAINS A DESCRIPTION OF THE LEVELS OF SERVICE FOR RAMP AND WEAVING SEGMENTS.

TABLE 3

ACCIDENT SUMMARY
US ROUTE 6 BETWEEN NYS ROUTE 284 AND NYS ROUTE 17M

Node/Link	Location	Mile Marker	Date	Time	Traffic	Accident	# of Vehicles	Light Condition	Road	Weather	Manner of Collision	Apparent Contributing Factors
Node/Link	Location	Wille Warker	Date	Time	Control	Class	Injuries		Condition		Mainler of Collision	
Route 6	At Int. w/ Route 284	6 83012119	01/09/18	07:05pm	STOP SIGN	PDO	2-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	UNKNOWN	NOT ENTERED
Route 284	At Int. w/ Route 6	6 83012119	02/26/18	04:10pm	STOP SIGN	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
Route 6	At Int. w/ Route 284	6 83012119	04/01/18	02:20pm	STOP SIGN	PDO & I	2-2	DAYLIGHT	DRY	CLEAR	LEFT TURN (AGAINST OTHER CAR)	NOT ENTERED
Route 6	At Int. w/ Route 284	6 83012119	05/08/18	08:40am	STOP SIGN	PDO	2-0	DAYLIGHT	DRY	CLEAR	RIGHT TURN (WITH OTHER CAR)	FAILURE TO YIELD RIGHT OF WAY
Route 6	At Int. w/ Route 284	6 83012119	07/09/18	12:00am	UNKNOWN	PDO	2-0	UNKNOWN	UNKNOWN	UNKNOWN	LEFT TURN (AGAINST OTHER CAR)	NOT ENTERED
Route 6	Route 6	6 83012119	07/11/18	05:15pm	NO PASSING ZONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	LEFT TURN (AGAINST OTHER CAR)	NOT APPLICABLE
Route 6	At Int. w/ Route 284	6 83012119	07/27/18	07:29pm	NONE	PDO	2-0	DAYLIGHT	WET	RAIN	UNKNOWN	FAILURE TO YIELD RIGHT OF WAY
Route 284	At Int. w/ Route 6	6 83012119	09/27/18	01:25pm	STOP SIGN	PDO	2-0	DAYLIGHT	DRY	CLEAR	UNKNOWN	FAILURE TO YIELD RIGHT OF WAY
Route 284	Route 284	6 83012119	12/19/18	10:25am	STOP SIGN	PDO	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	FOLLOWING TOO CLOSELY
Route 6	At Int. w/ Route 284	6 83012119	07/10/19	12:33pm	NO PASSING ZONE	PDO	2-0	DAYLIGHT	DRY	CLOUDY	SIDESWIPE	FAILURE TO YIELD RIGHT OF WAY
Route 6	At Int. w/ Route 284	6 83012119	09/06/19	03:35pm	STOP SIGN	PDO	2-0	DAYLIGHT	DRY	CLOUDY	LEFT TURN (AGAINST OTHER CAR)	FAILURE TO YIELD RIGHT OF WAY
Route 284	At Int. w/ Route 6	6 83012119	12/28/19	12:00am	UNKNOWN	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	OTHER	NOT APPLICABLE
Route 6	At Int. w/ Route 284	6 83012119	04/08/20	01:50pm	STOP SIGN	PDO	2-0	DAYLIGHT	DRY	CLOUDY	RIGHT ANGLE	FAILURE TO YIELD RIGHT OF WAY
Route 6	Route 6	6 83012120	11/10/18	07:50am	NO PASSING ZONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	OVERTAKING	PASSING OR LANE USAGE IMPROPERLY
Route 6	Route 6	6 83012121	09/29/19	05:58am	NO PASSING ZONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	OTHER	ALCOHOL INVOLVEMENT
Route 6	Route 6	6 83012121	11/21/20	08:42am	NO PASSING ZONE	PDO & I	1-1	DAYLIGHT	DRY	CLEAR	OTHER	UNSAFE SPEED
Route 6	Route 6	6 83012121	12/10/20	04:15pm	NO PASSING ZONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	SIDESWIPE	UNKNOWN
Route 6	Route 6	6 83012122	01/20/20	06:34pm	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	OTHER	ANIMAL'S ACTION
Route 6	Route 6	6 83012123	02/24/18	11:10am	NONE	PDO	1-0	DAYLIGHT	WET	CLOUDY	OTHER	ANIMAL'S ACTION
Route 6	Route 6	6 83012124	01/14/18	10:09pm	NO PASSING ZONE	N/R	1-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	OTHER	ANIMAL'S ACTION
Route 6	Route 6	6 83012124	04/29/18	08:40pm	NO PASSING ZONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	OTHER	ANIMAL'S ACTION
Route 6	Route 6	6 83012124	02/01/19	09:40pm	NO PASSING ZONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	OTHER	ANIMAL'S ACTION
Route 6	Route 6	6 83012124	07/16/19	01:05pm	NO PASSING ZONE	PDO	1-0	DAYLIGHT	DRY	CLEAR	OTHER	ANIMAL'S ACTION
Route 6	Route 6	6 83012125	08/08/18	07:30pm	NO PASSING ZONE	PDO	2-0	DUSK	DRY	CLOUDY	LEFT TURN (AGAINST OTHER CAR)	FAILURE TO YIELD RIGHT OF WAY
Route 6	Route 6	6 83012125	05/04/20	12:26am	NONE	PDO	1-0	DARK-ROAD UNLIGHTED		CLOUDY	OTHER	ANIMAL'S ACTION
Route 6	Route 6	6 83012125	08/06/20	02:47pm	NO PASSING ZONE	PDO & I	2-1	DAYLIGHT	DRY	CLEAR	REAR END	NOT APPLICABLE
Route 6	Route 6	6 83012126	10/29/19	05:10pm	NONE	PDO	2-0	DAYLIGHT	WET	RAIN	REAR END	FOLLOWING TOO CLOSELY
Route 6	Route 6	6 83012126	12/27/20	11:45pm	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	OTHER	ANIMAL'S ACTION
Route 6	At Int. w/ Ridgebury Hill Rd	6 83012127	11/16/18	07:25pm	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	OTHER	ANIMAL'S ACTION
Ridgebury Hill Rd	At Int. w/ Route 6	6 83012127	11/18/18	11:00am	STOP SIGN	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
Route 6	At Int. w/ Ridgebury Hill Rd	6 83012127	11/30/18	07:25pm	NO PASSING ZONE	PDO	1-0	DARK-ROAD UNLIGHTED		CLOUDY	OTHER	ANIMAL'S ACTION
Route 6	At Int. w/ Ridgebury Hill Rd	6 83012127	11/17/19	09:25pm	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	OTHER	ANIMAL'S ACTION
Route 6	At Int. w/ Ridgebury Hill Rd	6 83012127	01/02/20	10:15pm	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	OTHER	ANIMAL'S ACTION
Route 6	Route 6	6 83012127 6 83012127	03/03/20 09/25/20	02:10am	NONE NONE	PDO PDO	1-0 1-0	DARK-ROAD UNLIGHTED	DRY DRY	CLOUDY CLEAR	OTHER OTHER	ANIMAL'S ACTION
Route 6	Route 6			11:00am	NONE	PDO		DAYLIGHT DARK-ROAD UNLIGHTED	DRY	CLOUDY	OTHER	ANIMAL'S ACTION ANIMAL'S ACTION
Route 6	Route 6	6 83012128	11/18/18	08:30pm			1-0					
Route 6	Route 6 Route 6	6 83012129	09/25/19 12/18/19	04:00pm 06:00pm	NONE NONE	PDO & I N/R	3-2 2-0	DAYLIGHT DARK-ROAD UNLIGHTED	DRY DRY	CLEAR CLOUDY	OTHER OVERTAKING	UNSAFE SPEED AGGRESSIVE DRIVING/ROAD RAGE
Route 6		6 83012129			NONE	PDO	2-0		DRY	CLOUDY	RIGHT ANGLE	NOT APPLICABLE
Route 6 Route 6	Route 6 At Int. w/ McBride Rd	6 83012130 6 83012130	08/23/18 08/20/19	09:25am	NO PASSING ZONE	PDO	2-0	DAYLIGHT DAYLIGHT	DRY	CLEAR	RIGHT ANGLE REAR END	NOT APPLICABLE NOT APPLICABLE
Route 6	Route 6	6 83012132	09/07/18	03:35pm 07:20am	NONE NONE	- FDO	2-0 1-1	DAYLIGHT	DRY	CLOUDY	OTHER	DRIVER INATTENTION
Route 6	Route 6	6 83012132	12/01/19	07:20am 05:59pm	NONE	PDO	1-1	DAYLIGHT DARK-ROAD UNLIGHTED		SNOW	OTHER	UNSAFE SPEED
Route 6		6 83012134	11/16/18	05:59pm 07:38am	NONE	N/R	2-0	DAYLIGHT ED		T/HAIL/FREEZING		PAVEMENT SLIPPERY
Route 6	At Int. w/ Hoops Rd Route 6	6 83012134	07/05/19	07:38am 06:30am	NONE	PDO & I	2-0 2-1	DAYLIGHT	DRY		OVERTAKING	PASSING TOO CLOSELY
Route 6	Route o	0 03012134	07/05/19	บอ:อบลเท	NUNE	PDO & I	Z- I	DATLIGHT	UKT	CLOUDY	OVERTAKING	PASSING TOO CLUSELY

TABLE 3

ACCIDENT SUMMARY
US ROUTE 6 BETWEEN NYS ROUTE 284 AND NYS ROUTE 17M

Node/Link	Location	Mile Marker	Date	Time	Traffic Control	Accident Class	# of Vehicles Injuries	Light Condition	Road Condition	Weather	Manner of Collision	Apparent Contributing Factors
Route 6	Route 6	6 83012135	11/10/19	06:35am	NO PASSING ZONE	PDO	1-0	DAWN	DRY	CLOUDY	OTHER	ANIMAL'S ACTION
Route 6	Route 6	6 83012135	11/02/20	08:17am	NO PASSING ZONE	PDO	1-0	DAYLIGHT	DRY	CLOUDY	OTHER	ANIMAL'S ACTION
Route 6	Route 6	6 83012136	10/30/20	07:25pm	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	OTHER	ANIMAL'S ACTION
Route 6	Route 6	6 83012137	06/09/18	06:20pm	NO PASSING ZONE	PDO	1-0	DAYLIGHT	DRY	CLOUDY	OTHER	ANIMAL'S ACTION
Route 6	At Int. w/ Seward Rd	6 83012138	10/08/19	07:45am	NONE	PDO	1-0	DAYLIGHT	DRY	CLEAR	OTHER	NOT ENTERED
Route 6	Route 6	6 83012138	02/01/20	06:35pm	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	OTHER	ANIMAL'S ACTION
Route 6	Route 6	6 83012139	07/15/19	09:55pm	NO PASSING ZONE	PDO	1-0	DARK-ROAD LIGHTED	DRY	CLOUDY	OTHER	ANIMAL'S ACTION
Route 6	Route 6	6 83012139	11/14/19	08:33pm	NO PASSING ZONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	OTHER	ANIMAL'S ACTION
Route 6	Route 6	6 83012139	10/16/20	07:15am	NONE	PDO	1-0	DAWN	DRY	CLOUDY	OTHER	ANIMAL'S ACTION
Route 6	Route 6	6 83012139	10/19/20	06:45am	NO PASSING ZONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	OTHER	ANIMAL'S ACTION
Route 6	At Int. w/ County Route 56	6 83012140	01/03/18	05:25pm	UNKNOWN	PDO	1-0	UNKNOWN	UNKNOWN	UNKNOWN	OTHER	NOT ENTERED
Route 6	At Int. w/ County Route 56	6 83012140	07/15/18	09:55pm	NO PASSING ZONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	OTHER	ANIMAL'S ACTION
County Route 56	At Int. w/ Route 6	6 83012140	10/19/18	01:02pm	STOP SIGN	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
Route 6	Route 6	6 83012140	06/03/19	10:15pm	NO PASSING ZONE	PDO	1-0	DARK-ROAD LIGHTED	DRY	CLOUDY	OTHER	OTHER (VEHICLE)
Route 6	Route 6	6 83012140	06/03/19	09:58pm	NO PASSING ZONE	PDO	1-0	DARK-ROAD LIGHTED	DRY	CLOUDY	OTHER	ANIMAL'S ACTION
Route 6	At Int. w/ County Route 56	6 83012140	06/05/19	02:50pm	STOP SIGN	PDO	2-0	DAYLIGHT	DRY	CLOUDY	RIGHT ANGLE	FAILURE TO YIELD RIGHT OF WAY
Route 6	Route 6	6 83012140	08/30/19	08:25pm	NO PASSING ZONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	OTHER	ANIMAL'S ACTION
Route 6	At Int. w/ County Route 56	6 83012140	03/04/20	07:33am	NO PASSING ZONE	PDO & I	2-2	DAYLIGHT	DRY	CLEAR	RIGHT ANGLE	FAILURE TO YIELD RIGHT OF WAY
Route 6	At Int. w/ County Route 56	6 83012140	03/17/20	05:10am	NO PASSING ZONE	PDO	1-0	DARK-ROAD UNLIGHTED	WET	SNOW	OTHER	ANIMAL'S ACTION
Route 6	Route 6	6 83012141	09/28/18	04:00pm	NONE	PDO	2-0	DAYLIGHT	DRY	CLOUDY	OVERTAKING	TURNING IMPROPER
Route 6	Route 6	6 83012141	12/02/19	07:10am	NO PASSING ZONE	PDO & I	1-2	DAYLIGHT	SNOW/ICE	SNOW	OTHER	PAVEMENT SLIPPERY
Route 6	Route 6	6 83012142	03/23/20	12:23pm	NO PASSING ZONE	PDO	2-0	DAYLIGHT	SNOW/ICE	T/HAIL/FREEZING	RIGHT ANGLE	FAILURE TO YIELD RIGHT OF WAY
Route 6	Route 6	6 83012143	03/28/19	09:15pm	NO PASSING ZONE	PDO & I	2-1	DARK-ROAD UNLIGHTED	DRY	CLOUDY	RIGHT ANGLE	FAILURE TO YIELD RIGHT OF WAY
184	184	6 83012144	02/20/19	02:35pm	NONE	PDO	1-0	DAYLIGHT	SNOW/ICE	SNOW	OTHER	UNSAFE SPEED
US Route 6	US Route 6	6 83012144	05/24/20	08:35am	NO PASSING ZONE	PDO	1-0	DAYLIGHT	DRY	CLOUDY	OTHER	ANIMAL'S ACTION
Route 6	Route 6	6 83012145	02/02/18	09:30am	NONE	PDO & I	2-1	DAYLIGHT	WET	CLEAR	REAR END	NOT APPLICABLE
Route 6	At Int. w/ Unnamed Street	6 83012145	09/25/18	01:00pm	STOP SIGN	PDO	2-0	DAYLIGHT	WET	RAIN	LEFT TURN (AGAINST OTHER CAR)	FAILURE TO YIELD RIGHT OF WAY
Route 6	Route 6	6 83012145	07/01/20	06:38pm	NONE	PDO	2-0	DAYLIGHT	WET	CLOUDY	ÜNKNOWN	UNKNOWN
Route 6	Route 6	6 83012146	07/12/18	09:50pm	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	OTHER	ANIMAL'S ACTION
Route 6	Route 6	6 83012147	02/04/19	05:50pm	NONE	PDO	1-0	DUSK	DRY	CLEAR	OTHER	ANIMAL'S ACTION
Route 6	Route 6	6 83012148	04/16/18	11:46pm	NONE	PDO	1-0	DARK-ROAD LIGHTED	DRY	CLEAR	OTHER	ANIMAL'S ACTION
Route 6	Route 6	6 83012148	08/03/18	07:10am	NONE	PDO	1-0	DAWN	WET	CLOUDY	OTHER	ANIMAL'S ACTION
Route 6	Route 6	6 83012148	12/18/19	10:50am	NONE	N/R	2-0	DAYLIGHT	WET	CLOUDY	OTHER	OBSTRUCTION/DEBRIS
Route 6	Route 6	6 83012149	08/19/20	08:38pm	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	OTHER	ANIMAL'S ACTION
Route 6	Route 6	6 83012150	03/17/18	03:00pm	NONE	PDO	1-0	DAYLIGHT	DRY	CLEAR	OTHER	ANIMAL'S ACTION
Route 6	Route 6	6 83012150	03/26/20	07:55am	NONE	PDO	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	FOLLOWING TOO CLOSELY
Route 6	At Int. w/ Kirbytown Rd	6 83012151	04/22/18	06:15pm	STOP SIGN	PDO & I	2-2	DAYLIGHT	DRY	CLOUDY	RIGHT TURN (AGAINST OTHER CAR)	FAILURE TO YIELD RIGHT OF WAY
Route 6	At Int. w/ Kirbytown Rd	6 83012151	06/25/18	03:30pm	NO PASSING ZONE	PDO & I	2-1	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
Route 6	Route 6	6 83012151	09/16/18	09:05am	NO PASSING ZONE	PDO & I	1-1	DAYLIGHT	DRY	CLEAR	OTHER	UNSAFE SPEED
Kirbytown Rd	At Int. w/ Apple Lane Dr	6 83012151	05/13/19	10:28pm	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	WET	CLEAR	OTHER	ALCOHOL INVOLVEMENT
Route 6	At Int. w/ Kirbytown Rd	6 83012151	11/13/19	01:40pm	NONE	PDO	1-0	DAYLIGHT	DRY	CLEAR	OTHER	REACTION TO OTHER UNINVOLVED VEHICL
Route 6	Route 6	6 83012151	12/09/20	04:00pm	NO PASSING ZONE	PDO & I	3-1	DUSK	WET	SNOW	OTHER	UNSAFE SPEED
Route 6	Route 6	6 83012151	12/23/20	09:05pm	NO PASSING ZONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	OTHER	ANIMAL'S ACTION
Route 6	Route 6	6 83012153	08/23/18	12:00pm	NO PASSING ZONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	RIGHT ANGLE	TURNING IMPROPER
Route 6	Route 6	6 83012153	08/02/19	12:20pm	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	PASSING OR LANE USAGE IMPROPERLY
Route 6	Route 6	6 83012153	09/19/20	01:40am	NO PASSING ZONE	PDO	2-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY

JOB NO. 22011192A

TABLE 3

ACCIDENT SUMMARY
US ROUTE 6 BETWEEN NYS ROUTE 284 AND NYS ROUTE 17M

Node/Link	Location	Mile Marker	Date	Time	Traffic Control	Accident Class	# of Vehicles Injuries	Light Condition	Road Condition	Weather	Manner of Collision	Apparent Contributing Factors
Sunrise Park Rd	At Int. w/ Dolson Ave	6 83012154	01/13/18	03:20pm	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
Route 6	Route 6	6 83012154	01/14/18	02:17pm	TRAFFIC SIGNAL	N/R	2-0	DAYLIGHT	DRY	CLEAR	REAR END	NOT APPLICABLE
Dolson Ave	Dolson Ave	6 83012154	01/15/18	06:14pm	TRAFFIC SIGNAL	PDO	2-0	DARK-ROAD LIGHTED	DRY	CLEAR	REAR END	DRIVER INATTENTION
Dolson Ave	At Int. w/ Route 6	6 83012154	01/18/18	09:30am	UNKNOWN	PDO	2-0	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	NOT ENTERED
Dolson Ave	At Int. w/ Route 6	6 83012154	01/19/18	05:20pm	TRAFFIC SIGNAL	PDO & I	2-1	DUSK	DRY	CLEAR	RIGHT TURN (AGAINST OTHER CAR)	DRIVER INATTENTION
Route 6	At Int. w/ Ramp	6 83012154	02/01/18	05:30pm	YIELD SIGN	PDO & I	2-1	DARK-ROAD UNLIGHTED	DRY	CLOUDY	REAR END	FOLLOWING TOO CLOSELY
Dolson Ave	Dolson Ave	6 83012154	02/02/18	05:05pm	NONE	PDO	2-0	DUSK	SNOW/ICE	CLEAR	SIDESWIPE	UNSAFE SPEED
Route 6	Route 6	6 83012154	02/02/18	12:30pm	NO PASSING ZONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	LEFT TURN (AGAINST OTHER CAR)	NOT APPLICABLE
Dolson Ave	Dolson Ave	6 83012154	02/03/18	01:45pm	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	DRIVER INATTENTION
Dolson Ave	Dolson Ave	6 83012154	02/13/18	08:02am	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
Sunrise Park Rd	At Int. w/ Dolson Ave	6 83012154	02/20/18	08:43am	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	WET	CLOUDY	LEFT TURN (AGAINST OTHER CAR)	FAILURE TO YIELD RIGHT OF WAY
Route 6	At Int. w/ Old Route 17M	6 83012154	03/06/18	08:15am	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	LEFT TURN (AGAINST OTHER CAR)	FAILURE TO YIELD RIGHT OF WAY
Route 17M	Route 17M	6 83012154	03/06/18	05:00pm	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
Dolson Ave	Dolson Ave	6 83012154	03/12/18	09:10am	TRAFFIC SIGNAL	PDO & I	3-1	DAYLIGHT	DRY	CLEAR	OTHER	NOT APPLICABLE
Route 6	Route 6	6 83012154	03/15/18	09:50pm	TRAFFIC SIGNAL	PDO	1-0	DARK-ROAD UNLIGHTED		CLOUDY	OTHER	UNSAFE SPEED
Dolson Ave	At Int. w/ Sunrise Park Rd	6 83012154	04/13/18	02:15pm	TRAFFIC SIGNAL	PDO & I	2-1	DAYLIGHT	DRY	CLEAR	RIGHT ANGLE	NOT APPLICABLE
Dolson Ave	At Int. w/ Ramp	6 83012154	04/24/18	08:54am	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
Route 6	Route 6	6 83012154	05/30/18	08:27pm	NONE	PDO	1-0	DUSK	DRY	CLEAR	OTHER	ANIMAL'S ACTION
Ramp	Ramp	6 83012154	06/12/18	11:45pm	NONE	PDO & I	1-1	DARK-ROAD LIGHTED	DRY	CLEAR	OTHER	ILLNESS
Dolson Ave	At Int. w/ Sunrise Park Rd	6 83012154	07/16/18	05:10pm	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	RIGHT TURN (AGAINST OTHER CAR)	NOT APPLICABLE
Route 6	Route 6	6 83012154	07/28/18	07:30am	NONE	PDO	1-0	DAYLIGHT	DRY	CLEAR	OTHER	NOT ENTERED
Ramp	At Int. w/ Route 6	6 83012154	08/01/18	07:05pm	TRAFFIC SIGNAL	PDO & I	3-1	DAYLIGHT	DRY	CLOUDY	OTHER	NOT APPLICABLE
Dolson Ave	At Int. w/ Route 6	6 83012154	08/17/18	03:30pm	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	RIGHT ANGLE	NOT APPLICABLE
Route 6	At Int. w/ Notice of	6 83012154	10/03/18	08:10pm	TRAFFIC SIGNAL	PDO	2-0	DARK-ROAD LIGHTED	DRY	CLOUDY	LEFT TURN (AGAINST OTHER CAR)	FAILURE TO YIELD RIGHT OF WAY
Route 17M	At Int. w/ Surinse Fair No	6 83012154	10/03/18	09:45pm	TRAFFIC SIGNAL	PDO	2-0	DARK-ROAD LIGHTED	DRY	CLOUDY	RIGHT ANGLE	FAILURE TO YIELD RIGHT OF WAY
Route 17M	At Int. w/ Route 6	6 83012154	10/09/18	05:40am	TRAFFIC SIGNAL	PDO & I	2-0	DARK-ROAD LIGHTED	DRY	CLOUDY	LEFT TURN (AGAINST OTHER CAR)	FAILURE TO YIELD RIGHT OF WAY
Route 6	At Int. w/ Route 6	6 83012154	12/05/18	03:40am	TRAFFIC SIGNAL	PDO	2-1	DAYLIGHT	DRY	CLEAR	LEFT TURN (WITH OTHER CAR)	PASSING OR LANE USAGE IMPROPERLY
US Route 6	At Int. W/ Route 17M	6 83012154	01/10/19	07:20pm	TRAFFIC SIGNAL	PDO & I	2-0	DARK-ROAD LIGHTED	DRY	CLEAR	REAR END	NOT APPLICABLE
Dolson Ave	Dolson Ave	6 83012154	01/10/19	12:40pm	NONE	PDO	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	FOLLOWING TOO CLOSELY
Dolson Ave	Dolson Ave	6 83012154	01/19/19	10:05pm	NO PASSING ZONE	PDO	1-0	DARK-ROAD UNLIGHTED		SNOW	OTHER	UNSAFE SPEED
Route 17M	At Int. w/ Route 6	6 83012154	01/19/19	08:02pm	TRAFFIC SIGNAL	PDO & I	2-1	DARK-ROAD UNLIGHTED	WET	RAIN	LEFT TURN (AGAINST OTHER CAR)	FAILURE TO YIELD RIGHT OF WAY
Route 17M	Route 17M	6 83012154	03/11/19	04:45pm	TRAFFIC SIGNAL	PDO	2-1	DAYLIGHT ED	DRY	CLEAR	REAR END	NOT APPLICABLE
Dolson Ave	Dolson Ave	6 83012154	06/08/19	03:15am	NONE	1	2-1	DARK-ROAD UNLIGHTED	DRY	CLEAR	UNKNOWN	ALCOHOL INVOLVEMENT
Route 17M	Route 17M	6 83012154	06/14/19	09:55am	NONE	PDO	2-1	DAYLIGHT ED	DRY	CLOUDY	REAR END	FOLLOWING TOO CLOSELY
Dolson Ave	Dolson Ave	6 83012154	06/25/19	09:35am 09:16pm	TRAFFIC SIGNAL	PDO	2-0	DARK-ROAD LIGHTED	DRY	CLOUDY	REAR END	FOLLOWING TOO CLOSELY
Dolson Ave	At Int. w/ Sunrise Park Rd	6 83012154	07/31/19	12:40pm	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	WET	RAIN	REAR END	FOLLOWING TOO CLOSELY
Route 17M	At Int. w/ Surinse Fair Ru	6 83012154	08/22/19	08:36pm	TRAFFIC SIGNAL	PDO	1-0	DARK-ROAD LIGHTED	WET	RAIN	OTHER	TURNING IMPROPER
	Dolson Ave	6 83012154	08/23/19	10:10pm	TRAFFIC SIGNAL	PDO & I	2-1	DARK-ROAD UNLIGHTED	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
Dolson Ave Dolson Ave	Dolson Ave	6 83012154	08/29/19	01:40pm	TRAFFIC SIGNAL	PDO & I	2-1	DAYLIGHT ED	DRY	CLOUDY	REAR END	FOLLOWING TOO CLOSELY
Route 6	At Int. w/ Old Route 17M	6 83012154	10/04/19	02:15pm	TRAFFIC SIGNAL	PDO	2-2	DAYLIGHT	DRY	CLOUDY	LEFT TURN (AGAINST OTHER CAR)	FAILURE TO YIELD RIGHT OF WAY
Route 17M	At Int. w/ Old Route 17 W	6 83012154	10/04/19	02.13pm 07:07pm	NONE	FDO	2-1	DARK-ROAD LIGHTED	DRY	CLEAR	REAR END	DRIVER INATTENTION
Dolson Ave	Dolson Ave	6 83012154	11/02/19	07:07pm	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	DRIVER INATTENTION
Ramp	At Int. w/ Route 6	6 83012154	11/02/19	03.13pm	YIELD SIGN	PDO & I	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	NOT APPLICABLE
Route 17M	At Int. w/ Route 6	6 83012154	11/12/19	03:10pm	TRAFFIC SIGNAL	PDO	2-2	DAYLIGHT	DRY	CLOUDY	LEFT TURN (WITH OTHER CAR)	NOT APPLICABLE
Dolson Ave	Dolson Ave	6 83012154	11/12/19	03.10pm	YIELD SIGN	PDO	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	FOLLOWING TOO CLOSELY
Ramp	At Int. w/ Route 6	6 83012154	03/14/20	05:05pm	YIELD SIGN	PDO & I	2-1	DAYLIGHT	DRY	CLOUDY	REAR END	FOLLOWING TOO CLOSELY
	Route 6	6 83012154	05/27/20	05:05pm 01:15pm	TRAFFIC SIGNAL		2-1	DAYLIGHT	DRY	CLOUDY	REAR END	FOLLOWING TOO CLOSELY FOLLOWING TOO CLOSELY
Route 6	Dolson Ave	6 83012154	05/27/20	12:45pm	TRAFFIC SIGNAL	PDO I	2-0 2-2	DAYLIGHT	DRY	CLOODY	REAR END	FOLLOWING TOO CLOSELY FOLLOWING TOO CLOSELY
Dolson Ave			07/01/20		NONE	PDO	2-2 2-0		DRY	CLOUDY		NOT APPLICABLE
Ramp Route 17M	At Int. w/ Dolson Ave At Int. w/ Sunrise Park Rd	6 83012154 6 83012154	07/11/20	11:31am 05:45pm	TRAFFIC SIGNAL	PDO	2-0 2-0	DAYLIGHT DAYLIGHT	DRY	CLOUDY	OVERTAKING LEFT TURN (AGAINST OTHER CAR)	FAILURE TO YIELD RIGHT OF WAY
Dolson Ave	At Int. w/ Sunrise Park Rd At Int. w/ Sunrise Park Rd	6 83012154	07/15/20	05:45pm 02:16am	TRAFFIC SIGNAL	PDO	2-0 2-0	DAYLIGHT DARK-ROAD LIGHTED	DRY	CLOUDY	LEFT TURN (AGAINST OTHER CAR)	FAILURE TO YIELD RIGHT OF WAY FAILURE TO YIELD RIGHT OF WAY
						PDO						
Route 6	Route 6	6 83012154	07/28/20	03:50pm	TRAFFIC SIGNAL	I I	4-2	DAYLIGHT	DRY	CLEAR	OTHER	UNSAFE SPEED
Route 17M	At Int. w/ Route 6	6 83012154	09/01/20	05:40pm	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	LEFT TURN (AGAINST OTHER CAR)	FAILURE TO YIELD RIGHT OF WAY
Dolson Ave	Dolson Ave	6 83012154	09/18/20	05:30pm	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	FOLLOWING TOO CLOSELY
Route 17M	At Int. w/ Route 6	6 83012154	10/29/20	06:20pm	TRAFFIC SIGNAL	PDO	2-0	DARK-ROAD LIGHTED	WET	RAIN	RIGHT ANGLE	FAILURE TO YIELD RIGHT OF WAY
Ramp	At Int. w/ Route 6	6 83012154	11/20/20	06:30pm	YIELD SIGN	N/R	2-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
Route 6	At Int. w/ Old Route 17M	6 83012154	11/30/20	04:45pm	YIELD SIGN	PDO	2-0	DARK-ROAD UNLIGHTED	WET	RAIN	REAR END	FOLLOWING TOO CLOSELY
Route 17M	Route 17M	6 83012154	12/03/20	06:21pm	NONE	PDO & I	2-2	DARK-ROAD LIGHTED	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
Route 17M	At Int. w/ Route 6	6 83012154	12/10/20	06:11am	TRAFFIC SIGNAL	PDO & I	2-1	DARK-ROAD UNLIGHTED		CLEAR	RIGHT ANGLE	FAILURE TO YIELD RIGHT OF WAY
Route 17M	At Int. w/ Ramp	6 83012154	12/23/20	08:00am	NONE	N/R	2-0	DAYLIGHT	DRY	CLEAR	REAR END	REACTION TO OTHER UNINVOLVED VEHICL

ACCIDENT DATA OBTAINED FROM THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION (NYSDOT) RECORDS ACCESS DEPARTMENT FOR THE TIME PERIOD BETWEEN JANUARY 1, 2018 THROUGH DECEMBER 31, 2020



Traffic Impact Study

Appendix C | Level of Service Standards



Level of Service Standards

Level of Service for Signalized Intersections

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

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

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



The Level of Service Criteria for signalized intersections are given in Exhibit 19-8 from the *Highway Capacity Manual, 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	А	F
>10-20	В	F
>20-35	С	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	А	F
>10-15	В	F
>15-25	С	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	А	F
>10-15	В	F
>15-25	С	F
>25-35	D	F
>35-50	Е	F
>50	F	F

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



LEVEL OF SERVICE CRITERIA FOR MERGE/DIVERGE AREA

Level of Service merge and diverge influence areas are determined by density for all cases of stable operations, represented by Level of Service A through E. Level of Service F exists when the total flow departing from the merge area or diverge area (v) exceeds the capacity of the downstream freeway segment.

Level of Service criteria for merge and diverge areas are listed in Exhibit 14-3. The density values shown for Level of Service A through E assume stable operations, with no breakdowns within the merge or diverge influence area.

Level of Service thresholds for merge and diverge areas are summarized below:

Exhibit 14-3
Level of Service Criteria for Merge/Diverge Areas

Level of Service	Density Range
(LOS)	(pc/mi/ln)
A	≤10
В	>10-20
С	>20-28
D	>28-35
E	>35
F	Demand Exceeds Capacity

Criteria from the Highway Capacity Manual, 6th Edition, published by the Transportation Research Board



LEVEL OF SERVICE CRITERIA FOR WEAVING SEGMENTS

The Level of Service in a weaving segment, as in all freeway analysis, is related to the density in the segment. Exhibit 13-6 provides Level of Service criteria for weaving segments on freeways, collector-distributor (C-D) roadways and multilane highways. A single Level of Service is used to characterize total flow in the weaving segment, although it is recognized that in some situations (particularly in cases of constrained operations) non-weaving vehicles may achieve higher –quality operations than weaving vehicles.

Level of Service thresholds for weaving conditions are summarized below:

Exhibit 13-6

	Density (pc/mi/in)
LOS	Freeway Weaving Segments	Weaving Segments on Multilane Highways or C-D Roadways
A	0-10	0-12
В	>10-20	>12-24
С	>20-28	>24-32
D	>28-35	>32-36
Е	>35-43	>36-40
F	>43, or demand exceeds capacity	>40, or demand exceeds capacity

Criteria from the Highway Capacity Manual, 6th Edition, published by the Transportation Research Board



LEVEL OF SERVICE CRITERIA FOR FREEWAY SEGMENTS

A basic freeway segment cab be characterized by three performance measures – density in terms of passenger cars per mile per lane, speed in terms of mean passenger car speed and volume-to-capacity (v/c) ratio. Each of these measures is an indication of how well traffic flow is being accommodated by the freeway. The measure used to provide an estimate of Level of Service is density.

Level of Service thresholds for a basic freeway segment are summarized below.

Exhibit 10-6 Level of Service Criteria for Basic Freeway Segments

Level of Service	Freeway Facility I	Density (pc/mi/in)
LOS	Urban	Rural
A	≤11	≤6
В	>11-18	>6-14
С	>18-26	>14-22
D	>26-35	>22-29
Е	>35-45	>29-39
F	>45, or demand exceeds capacity	>39, or demand exceeds capacity

Criteria from the Highway Capacity Manual, 6th Edition, published by the Transportation Research Board



Traffic Impact Study

Appendix D | Capacity Analysis

	\rightarrow	7	*	•	•	/
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations	7			र्स	Y	•
Traffic Volume (vph)	346	50	67	162	53	213
Future Volume (vph)	346	50	67	162	53	213
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.983				0.892	
Flt Protected				0.986	0.990	
Satd. Flow (prot)	1774	0	0	1774	1568	0
FIt Permitted				0.986	0.990	
Satd. Flow (perm)	1774	0	0	1774	1568	0
Link Speed (mph)	55			55	30	
Link Distance (ft)	733			606	476	
Travel Time (s)	9.1			7.5	10.8	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	5%	7%	7%	5%	7%	7%
Adj. Flow (vph)	407	59	79	191	62	251
Shared Lane Traffic (%)						
Lane Group Flow (vph)	466	0	0	270	313	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						

Intersection Summary

Area Type: Other Control Type: Unsignalized

Intersection						
Int Delay, s/veh	7.2					
Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations	<u></u>			4	¥	
Traffic Vol, veh/h	346	50	67	162	53	213
Future Vol, veh/h	346	50	67	162	53	213
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-		-		-	None
Storage Length	-	-	-	_	0	-
Veh in Median Storage	e,# 0	-	-	0	0	-
Grade, %	0	_	_	0	0	_
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	5	7	7	5	7	7
Mvmt Flow	407	59	79	191	62	251
WIVIII(I IOW	1 01	33	13	131	UZ	201
Major/Minor	Major1	N	Major2	<u> </u>	Minor1	
Conflicting Flow All	0	0	466	0	786	437
Stage 1	-	-	-	-	437	-
Stage 2	-	-	-	-	349	-
Critical Hdwy	-	_	4.17	-	6.47	6.27
Critical Hdwy Stg 1	-	-	-	-	5.47	-
Critical Hdwy Stg 2	-	-	-	-	5.47	-
Follow-up Hdwy	-	-	2.263	-	3.563	3.363
Pot Cap-1 Maneuver	-	-	1070	-	354	609
Stage 1	-	-	-	_	641	-
Stage 2	_	_	_	_	703	-
Platoon blocked, %	-	-		_	. 55	
Mov Cap-1 Maneuver		_	1070		325	609
Mov Cap-1 Maneuver	-	<u>-</u>	-	<u>-</u>	325	- 003
Stage 1		_		<u>-</u>	641	_
Stage 2	-	-	_	_	645	_
Staye 2	-	-	-	-	040	-
Approach	EB		WB		NE	
HCM Control Delay, s	0		2.5		21.9	
HCM LOS					С	
				FFF	14.7	1675
Minor Lane/Major Mvn	nt I	NELn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		519	-	-	1070	-
HCM Lane V/C Ratio		0.603	-	-	0.074	-
HCM Control Delay (s)		21.9	-	-	8.6	0
HCM Lane LOS		С	-	-	Α	Α
HCM 95th %tile Q(veh)	4	-	-	0.2	-

	*	€	×	/	6	×
Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations	M		f)			र्स
Traffic Volume (vph)	27	64	437	36	35	245
Future Volume (vph)	27	64	437	36	35	245
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		1%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.905		0.990			
FIt Protected	0.985					0.994
Satd. Flow (prot)	1613	0	1782	0	0	1799
Flt Permitted	0.985					0.994
Satd. Flow (perm)	1613	0	1782	0	0	1799
Link Speed (mph)	30		55			55
Link Distance (ft)	535		1495			1423
Travel Time (s)	12.2		18.5			17.6
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	32	75	514	42	41	288
Shared Lane Traffic (%)						
Lane Group Flow (vph)	107	0	556	0	0	329
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	1.01	1.01	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						

Area Type: Other Control Type: Unsignalized

2.1					
WBL	WBR	NET	NER	SWL	SWT
					4
	64		36	35	245
					245
					0
					Free
-		-			None
	-	_			-
		Λ			0
					0
					85
					5
32	75	514	42	41	288
Minor1	N	Major1		Major2	
					0
			-	-	-
			_	_	<u>-</u>
					_
			_	4.13	_
		_	_	_	
		-	-		-
					-
		-	-	1000	-
	-	-	-	-	-
692	-	-	-	-	-
		-	-		-
	540	-	-	1000	-
288	-	-	-	-	-
581	-	-	-	-	-
658	-	-	-	-	_
				61.	
		0		1.1	
С					
.+	NET	NEDV	MDI 51	C/V/I	SWT
ıt .					
	-	-	429	1000	-
	-	-	0.25	0.041	-
			400	~ ~	
	-	-	16.2	8.8	0
		-	16.2 C	8.8 A 0.1	0 A
	WBL 27 27 0 Stop - 0,# 0 85 5 32 Minor1 905 535 370 6.45 5.45 5.45 3.545 3.545 3.03 581 692 288 288 581	WBL WBR 27 64 27 64 0 0 Stop Stop - None 0 8,# 0 85 85 5 5 32 75 Minor1 905 535 535 370 6.45 6.25 5.45 5.45 5.45 5.45 3.345 303 540 581 692 288 540 288 581 658 WB 16.2 C	WBL WBR NET Y 1 27 64 437 0 0 0 Stop Stop Free None - 0 0 - - 4,# 0 - 0 0 - 1 85 85 85 5 5 5 5 5 5 5 14 Major1 Major1 905 535 0 535 - - 370 - - 6.45 6.25 - - 5.45 - - 5.45 - - 3.545 3.345 - 3.345 - - - 288 540 - - - 288 -	WBL WBR NET NER Y Image: Control of the cont	WBL WBR NET NER SWL Y 1 1 27 64 437 36 35 0 0 0 0 0 Stop Stop Free Free Free - None - None - 0 - - - - 8,# 0 - 0 - - 85 85 85 85 85 85 85 6 535 5 <

	≠	7	•	×	×	1
Lane Group	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations	W			र्स	1→	
Traffic Volume (vph)	62	11	16	453	202	17
Future Volume (vph)	62	11	16	453	202	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	12	12
Grade (%)	2%			1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.980				0.990	
Flt Protected	0.959			0.998		
Satd. Flow (prot)	1453	0	0	1800	1707	0
Flt Permitted	0.959			0.998		
Satd. Flow (perm)	1453	0	0	1800	1707	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	266			1423	2064	
Travel Time (s)	6.0			17.6	25.6	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	16%	0%	0%	5%	7%	41%
Adj. Flow (vph)	73	13	19	533	238	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	86	0	0	552	258	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	10			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.01	1.01	1.01	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type: (Other					
Control Type: Unsignalized						

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Intersection				_		_
Int Delay, s/veh	2.1					
Movement	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations	¥	LDIX	1122	4	1>	OWIT
Traffic Vol, veh/h	62	11	16	453	202	17
Future Vol, veh/h	62	11	16	453	202	17
Conflicting Peds, #/hr	02	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	Stop -	None		None	-	None
Storage Length	0	-	-		-	None
				0	0	-
Veh in Median Storage		-				
Grade, %	2	-	-	1	1	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	16	0	0	5	7	41
Mvmt Flow	73	13	19	533	238	20
Major/Minor N	Minor2	N	Major1	N	Major2	
Conflicting Flow All	819	248	258	0	-	0
Stage 1	248		-	_	_	_
Stage 2	571	_	_	_	_	_
Critical Hdwy	6.96	6.4	4.1	_	_	_
Critical Hdwy Stg 1	5.96	- 0.4	7.1	_	_	_
Critical Hdwy Stg 2	5.96	_		-	-	_
, ,			-	-		-
Follow-up Hdwy	3.644	3.3	2.2	-	-	_
Pot Cap-1 Maneuver	298	785	1318	-	-	-
Stage 1	741			-	-	
Stage 2	505	-	-	-	-	-
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	292	785	1318	-	-	-
Mov Cap-2 Maneuver	292	-	-	-	-	-
Stage 1	726	-	-	-	-	-
Stage 2	505	-	-	-	-	-
Approach	EB		NE		SW	
HCM Control Delay, s	20.1		0.3		0	
HCM LOS	С					
Minor Lane/Major Mvm	t	NEL	NET	EBLn1	SWT	SWR
Capacity (veh/h)		1318	-		-	-
HCM Lane V/C Ratio		0.014	_	0.266	-	-
HCM Control Delay (s)		7.8	0		_	_
HCM Lane LOS		A	A	C	_	-
LICINI LAHE LOO		, ,	, ,			
HCM 95th %tile Q(veh)		0	_	1	_	-

	>	-	←	*_	\	4
Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		ર્ન	1		W	
Traffic Volume (vph)	0	527	220	1	1	1
Future Volume (vph)	0	527	220	1	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	11
Grade (%)		2%	-5%		0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.932	
Flt Protected					0.976	
Satd. Flow (prot)	0	1758	1753	0	1114	0
Flt Permitted					0.976	
Satd. Flow (perm)	0	1758	1753	0	1114	0
Link Speed (mph)		55	55		30	
Link Distance (ft)		219	226		485	
Travel Time (s)		2.7	2.8		11.0	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	7%	11%	0%	100%	0%
Adj. Flow (vph)	0	613	256	1	1	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	613	257	0	2	0
Enter Blocked Intersection	n No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	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	1.01	0.97	0.97	1.04	1.04
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary	Other					

Area Type: Other Control Type: Unsignalized

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SEL	SER
	EDL			WDK		SEK
Lane Configurations	^	€	\$	4	Y	4
Traffic Vol, veh/h	0	527	220	1	1	1
Future Vol, veh/h	0	527	220	1	1	1
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, %	-	2	-5	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	7	11	0	100	0
Mymt Flow	0	613	256	1	1	1
IVIVIIIL I IUVV	U	010	200			
Major/Minor N	//ajor1	N	Major2	N	Minor2	
Conflicting Flow All	257	0	-	0	870	257
Stage 1	-	-	-	-	257	-
Stage 2	_	-	_	-	613	-
Critical Hdwy	4.1	_	_	_	7.4	6.2
Critical Hdwy Stg 1	7.1	_		<u>-</u>	6.4	- 0.2
	_	_	-		6.4	_
Critical Hdwy Stg 2		_	-	-		
Follow-up Hdwy	2.2	-	-	-	4.4	3.3
Pot Cap-1 Maneuver	1320	-	-	-	222	787
Stage 1	-	-	-	-	604	-
Stage 2	-	-	-	-	391	-
Platoon blocked, %				-		
Mov Cap-1 Maneuver	1320	-	-	-	222	787
Mov Cap-2 Maneuver	-	-	-	-	222	-
Stage 1	_	_	_	-	604	_
Stage 2	_	_	_	_	391	_
J. 1350 L					301	
Approach	EB		WB		SE	
HCM Control Delay, s	0		0		15.5	
HCM LOS	•				C	
					J	
Minor Lane/Major Mvm	t	EBL	EBT	WBT	WBR :	
Capacity (veh/h)		1320	-	-		346
HCM Lane V/C Ratio		-	-	-	-	0.007
HCM Control Delay (s)		0	-	-		15.5
HCM Lane LOS		A	-	-	_	С
HCM 95th %tile Q(veh)		0	-	-	-	0

	\rightarrow	*	1	•	1	-
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1			ર્ન	1	
Traffic Volume (vph)	527	1	3	221	0	4
Future Volume (vph)	527	1	3	221	0	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	11
Grade (%)	5%			-5%	8%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.865	
FIt Protected				0.999		
Satd. Flow (prot)	1731	0	0	1749	1525	0
FIt Permitted				0.999		
Satd. Flow (perm)	1731	0	0	1749	1525	0
Link Speed (mph)	55			55	30	
Link Distance (ft)	226			439	325	
Travel Time (s)	2.8			5.4	7.4	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	7%	0%	33%	11%	0%	0%
Adj. Flow (vph)	606	1	3	254	0	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	607	0	0	257	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12	•		12	11	•
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	0.97	0.97	1.10	1.10
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						

Area Type: Control Type: Unsignalized Other

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Int Delay, s/veh Movement Lane Configurations Traffic Vol, veh/h Future Vol, veh/h Conflicting Peds, #/h Sign Control RT Channelized Storage Length Veh in Median Stora Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Conflicting Flow All Stage 1 Stage 2	Free - -	EBR 1 1 0 Free None 87 0 1	WBL 3 3 0 Free 87 33 3 Major2	WBT 221 221 0 Free None - 0 -5 87 11 254	NBL 0 0 0 Stop - 0 8 87 0 0	NBR 4 4 0 Stop None 87 0 5
Lane Configurations Traffic Vol, veh/h Future Vol, veh/h Conflicting Peds, #/h Sign Control RT Channelized Storage Length Veh in Median Stora Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Conflicting Flow All Stage 1	527 527 527 r 0 Free - ge, # 0 5 87 7 606	1 1 0 Free None - - - 87 0	3 3 0 Free - - - 87 33 3	221 221 0 Free None - 0 -5 87 11 254	0 0 0 Stop - 0 0 8 87 0	4 4 0 Stop None - - - 87
Lane Configurations Traffic Vol, veh/h Future Vol, veh/h Conflicting Peds, #/h Sign Control RT Channelized Storage Length Veh in Median Stora Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Conflicting Flow All Stage 1	527 527 527 r 0 Free - ge, # 0 5 87 7 606	1 1 0 Free None - - - 87 0	3 3 0 Free - - - 87 33 3	221 221 0 Free None - 0 -5 87 11 254	0 0 0 Stop - 0 0 8 87 0	4 4 0 Stop None - - - 87
Traffic Vol, veh/h Future Vol, veh/h Conflicting Peds, #/h Sign Control RT Channelized Storage Length Veh in Median Stora Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Conflicting Flow All Stage 1	527 527 r 0 Free - ge, # 0 5 87 7 606	1 0 Free None - - - 87 0 1	3 0 Free - - - 87 33 3	221 221 0 Free None - 0 -5 87 11 254	0 0 0 Stop 0 0 8 8 87 0	4 0 Stop None - - - 87 0
Future Vol, veh/h Conflicting Peds, #/h Sign Control RT Channelized Storage Length Veh in Median Stora Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Conflicting Flow All Stage 1	527 r 0 Free - ge, # 0 5 87 7 606	1 0 Free None - - - 87 0 1	3 0 Free - - - 87 33 3	221 0 Free None - 0 -5 87 11 254	0 0 Stop - 0 0 8 87 0	4 0 Stop None - - - 87 0
Conflicting Peds, #/h Sign Control RT Channelized Storage Length Veh in Median Stora Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Conflicting Flow All Stage 1	r 0 Free - ge, # 0 5 87 7 606	0 Free None - - - 87 0	0 Free - - - 87 33 3	0 Free None - 0 -5 87 11 254	0 Stop 0 0 8 87 0	0 Stop None - - - 87 0
Sign Control RT Channelized Storage Length Veh in Median Stora Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Conflicting Flow All Stage 1	Free ge, # 0 5 87 7 606	Free None 87 0 1	Free 87 33 3	Free None - 0 -5 87 11 254	Stop - 0 0 8 87 0	Stop None - - - 87 0
RT Channelized Storage Length Veh in Median Stora Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Conflicting Flow All Stage 1	- ge, # 0 5 87 7 606 Major1	None 87 0 1	- - - 87 33 3	None 0 -5 87 11 254	0 0 8 87 0	None 87 0
Storage Length Veh in Median Stora Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Conflicting Flow All Stage 1	ge, # 0 5 87 7 606 Major1	- - 87 0 1	87 33 3	0 -5 87 11 254	0 0 8 87 0	- - 87 0
Veh in Median Stora Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Conflicting Flow All Stage 1	ge, # 0 5 87 7 606 Major1	- 87 0 1	87 33 3	0 -5 87 11 254	0 8 87 0	- 87 0
Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Conflicting Flow All Stage 1	5 87 7 606 Major1	- 87 0 1	87 33 3	-5 87 11 254	8 87 0 0	- 87 0
Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Conflicting Flow All Stage 1	87 7 606 Major1	87 0 1	87 33 3	87 11 254	87 0 0	87 0
Heavy Vehicles, % Mvmt Flow Major/Minor Conflicting Flow All Stage 1	7 606 Major1	0 1	33 3	11 254	0	0
Mymt Flow Major/Minor Conflicting Flow All Stage 1	606 Major1	1	3	254	0	
Major/Minor Conflicting Flow All Stage 1	Major1 0	ľ				5
Conflicting Flow All Stage 1	0		Major2			
Conflicting Flow All Stage 1	0		Major2	N		
Conflicting Flow All Stage 1	0		viajorz		11:1	
Stage 1		0			Minor1	
	-		607	0	867	607
Stage 2		-	-	-	607	-
	-	-	-	-	260	-
Critical Hdwy	-	-	4.43	-	8	7
Critical Hdwy Stg 1	-	-	-	-	7	-
Critical Hdwy Stg 2	-	-	-	-	7	-
Follow-up Hdwy	-	-	2.497	-	3.5	3.3
Pot Cap-1 Maneuver	· -	-	837	_	222	437
Stage 1	_	_	-	_	418	-
Stage 2	_	_	_	_	702	_
Platoon blocked, %	_	_		<u>-</u>	102	
Mov Cap-1 Maneuve			837		221	437
		-		-		
Mov Cap-2 Maneuve	er -	-	-	-	221	-
Stage 1	-	-	-	-	418	-
Stage 2	-	-	-	-	699	-
Approach	EB		WB		NB	
			0.1		13.3	
HCM Control Delay,	S U		0.1			
HCM LOS					В	
Minor Lane/Major M	vmt 1	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		437			837	_
HCM Lane V/C Ratio	`	0.011	_		0.004	<u>-</u>
HCM Control Delay		13.3			9.3	0
HCM Lane LOS	(3)	13.3 B	-			A
	.b\		-	-	A	
HCM 95th %tile Q(ve	(11)	0	-	-	0	-

	•	-	←	*	1	1
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	7	↑	1		W	
Traffic Volume (vph)	0	531	224	0	0	0
Future Volume (vph)	0	531	224	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		5%	0%		0%	
Storage Length (ft)	150			150	150	0
Storage Lanes	1			0	0	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1853	1731	1696	0	1900	0
Flt Permitted						
Satd. Flow (perm)	1853	1731	1696	0	1900	0
Link Speed (mph)		55	55		30	
Link Distance (ft)		439	1697		451	
Travel Time (s)		5.4	21.0		10.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	7%	12%	0%	0%	0%
Adj. Flow (vph)	0	577	243	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	577	243	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	1.00	1.00	1.00	1.00
Turning Speed (mph)	60			60	60	60
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other Control Type: Unsignalized

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	T T	<u></u>	₩ ₽	אטא	₩.	אפט
		T 531	224	٥	0	0
Traffic Vol, veh/h	0			0		0
Future Vol, veh/h	0	531	224	0	0	0
Conflicting Peds, #/hr	0	_ 0	_ 0	_ 0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	-	-
Veh in Median Storage,	# -	0	0	-	0	-
Grade, %	-	5	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	7	12	0	0	0
Mvmt Flow	0	577	243	0	0	0
Maiaa/Miaaa	1-:1		4-:0		A: O	
	/lajor1		Major2		/linor2	0.10
Conflicting Flow All	243	0	-	0	820	243
Stage 1	-	-	-	-	243	-
Stage 2	-	-	-	-	577	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1335	-	-	-	347	801
Stage 1	-	-	-	-	802	-
Stage 2	-	-	-	-	566	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1335	-	_	-	347	801
Mov Cap-2 Maneuver	-	_	-	_	347	_
Stage 1	_	_	_	_	802	_
Stage 2	_	_	_	_	566	_
Olago Z					000	
Approach	EB		WB		SB	
HCM Control Delay, s	0		0		0	
HCM LOS					Α	
Mineral and Maria Na		ED!	CDT	MPT	MDD	ODI 4
Minor Lane/Major Mvmt		EBL	EBT	WBT	WBR :	SBLNI
Capacity (veh/h)		1335	-	-	-	-
HCM Lane V/C Ratio		-	-	-	-	-
HCM Control Delay (s)		0	-	-	-	0
HCM Lane LOS		Α	-	-	-	Α
HCM 95th %tile Q(veh)		0	-	-	-	-

 22011192A - P.W.G.
 Synchro 11 Report

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	-	*	1	•	1	1
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1₃			र्स	W	
Traffic Volume (vph)	531	0	9	223	1	21
Future Volume (vph)	531	0	9	223	1	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	13	12	12
Grade (%)	-5%			2%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.870	
Flt Protected				0.998	0.998	
Satd. Flow (prot)	1820	0	0	1724	1650	0
Flt Permitted				0.998	0.998	
Satd. Flow (perm)	1820	0	0	1724	1650	0
Link Speed (mph)	55			55	30	
Link Distance (ft)	1697			872	363	
Travel Time (s)	21.0			10.8	8.3	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	7%	0%	0%	13%	0%	0%
Adj. Flow (vph)	597	0	10	251	1	24
Shared Lane Traffic (%)						
Lane Group Flow (vph)	597	0	0	261	25	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	0.97	0.97	0.97	1.00	1.00
Turning Speed (mph)		60	60		60	60
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					

Area Type: Control Type: Unsignalized

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1>			4	¥	
Traffic Vol, veh/h	531	0	9	223	1	21
Future Vol, veh/h	531	0	9	223	1	21
Conflicting Peds, #/hr		0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-		_	None	-	None
Storage Length	_	-	_	-	0	-
Veh in Median Storag	e,# 0	_	-	0	0	_
Grade, %	-5	_	_	2	0	_
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	7	0	0	13	0	0
Mymt Flow	597	0	10	251	1	24
IVIVIII(I IOVV	551	U	10	201	!	27
Major/Minor	Major1	N	/lajor2	N	Minor1	
Conflicting Flow All	0	0	597	0	868	597
Stage 1	-	-	-	-	597	-
Stage 2	-	-	-	-	271	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	989	-	325	507
Stage 1	_	-	_	-	554	_
Stage 2	_	_	-	_	779	_
Platoon blocked, %	_	_		_		
Mov Cap-1 Maneuver		_	989	_	321	507
Mov Cap-2 Maneuver		_	-	_	321	-
Stage 1	_	_	_	_	554	_
Stage 2	_		_	_	770	_
Stage 2	-	-	-	-	110	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.3		12.7	
HCM LOS					В	
Minor Long/Major Ma	ant I	VIDL 4	EDT	EDD	WDI	WDT
Minor Lane/Major Mvi	nt I	VBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		494	-	-	989	-
HCM Lane V/C Ratio	,	0.05	-	-	0.01	-
HCM Control Delay (s	6)	12.7	-	-	8.7	0
HCM Lane LOS	,	В	-	-	A	Α
HCM 95th %tile Q(vel	1)	0.2	-	-	0	-

	*	€_	×	/	6	×
Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations	W		7		*	↑
Traffic Volume (vph)	62	8	377	182	6	168
Future Volume (vph)	62	8	377	182	6	168
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	13
Grade (%)	-2%		-2%			1%
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.985		0.956			
Flt Protected	0.958				0.950	
Satd. Flow (prot)	1635	0	1730	0	1350	1729
FIt Permitted /	0.958				0.950	
Satd. Flow (perm)	1635	0	1730	0	1350	1729
Link Speed (mph)	55		55			55
Link Distance (ft)	2121		872			1130
Travel Time (s)	26.3		10.8			14.0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	8%	0%	7%	4%	33%	13%
Adj. Flow (vph)	70	9	424	204	7	189
Shared Lane Traffic (%)						
Lane Group Flow (vph)	79	0	628	0	7	189
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	0.99	0.99	1.01	0.96
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						

Area Type: Control Type: Unsignalized Other

1.4 WBL	WDD				
WRI	MDD				
	WBR	NET	NER	SWL	SWT
Y	WEIT	1>	11211	ሻ	↑
	8		182		168
					168
					0
					Free
					None
					None
					0
					1
					89
					13
70	9	424	204	7	189
Minor1	N	Major1	N	Major2	
729			0		0
	_	_	_	-	_
	_	_	_	_	_
	6	_	_	4.43	_
	-	_	_	-	_
	_	_	_	_	-
	3.3	_	_	2 497	_
		_	_		_
	-	_	_	-	_
	_		_		_
030	_	_	_	_	_
- 410	572		_	088	
	312	_	_		_
	-	-	-		-
	-	-	-		-
630	_	-	-	-	-
WB		NE		SW	
15.4		0		0.3	
	NET	MEDY	VDL 4	0\4#	OME
nt					SWT
	-				-
,	-				-
s)	-	-		8.7	-
			_		
h)	-	-	0.7	A 0	-
	Stop - 0 e, # 0 -2 89 8 70 Minor1 729 526 203 6.08 5.08 5.08 3.572 413 616 836 - 410 616 830 WB	62 8 0 0 Stop Stop - None 0 1e, # 0 2 89 89 8 0 70 9 Minor1	62 8 377 0 0 0 0 Stop Stop Free - None - 0 1e, # 0 - 0 -22 89 89 89 8 0 7 70 9 424 Minor1 Major1 729 526 0 526 203 6.08 6 - 5.08 5.08 5.08 5.08 410 572 - 410 616 830 WB NE 6 15.4 0 C	62 8 377 182 0 0 0 0 0 Stop Stop Free Free - None - Yield 0	62 8 377 182 6 0 0 0 0 0 0 Stop Stop Free Free Free - None - Yield - 0 200 1e, # 0 - 0 222 89 89 89 89 89 8 0 7 4 33 70 9 424 204 7 Minor1 Major1 Major2 729 526 0 0 424 526 203 5.08 5.08 3.572 3.3 - 2.497 413 572 - 988 616 836 836 836 837 838 838 838 838 838 838 839 89 89 89 89 89 89 89 89 89 89 89 89 89

Lane Configurations		۶	→	•	•	←	•	1	†	~	/	Ţ	4
Traffic Volume (vph)	Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	Lane Configurations		ર્ન	7		4		*	1		*	44	7
Future Volume (vph)		213			9		6			38			
Ideal Flow (yphpl)	\ <i>,</i>					0							
Crade (%)	(, ,		1900		1900	1900							
Storage Length (ft)													
Storage Lanes		0		0	0		0	525		0	100		0
Taper Length (ft)													
Lane Util. Factor					25						25		
Fith			1.00	1.00		1.00	1.00		0.95	0.95		0.95	1.00
Fit Protected													
Satd. Flow (prot)			0.954					0.950			0.950		
Fit Permitted		0		1509	0		0		3472	0		3471	1583
Satd. Flow (perm)		•			-		•		•	•			
Page		0		1509	0		0		3472	0		3471	1583
Satd. Flow (RTOR)	(1)	-							•	-			
Link Speed (mph)						109			7				
Link Distance (ft)	,		55									45	
Travel Time (s)													
Peak Hour Factor													
Heavy Vehicles (%)		0.86		0.86	0.86		0.86	0.86		0.86	0.86		0.86
Adj. Flow (vph) 248 8 388 10 0 7 229 1260 44 19 1095 157 Shared Lane Traffic (%) Lane Group Flow (vph) 0 256 388 0 17 0 229 1304 0 19 1095 157 Enter Blocked Intersection No No <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>													
Shared Lane Traffic (%) Lane Group Flow (vph) 0 256 388 0 17 0 229 1304 0 19 1095 157													
Lane Group Flow (vph)													
Enter Blocked Intersection No No No No No No No		0	256	388	0	17	0	229	1304	0	19	1095	157
Median Width(ft) 0 0 12 12 Link Offset(ft) 0 0 0 0 Crosswalk Width(ft) 16 16 16 16 16 Two way Left Turn Lane Headway Factor 1.00 1.00 1.00 1.03 1.03 0.99 0.99 0.99 1.00 1.00 1.00 Turning Speed (mph) 15 9 15 5 <td> ,</td> <td>No</td> <td></td>	,	No	No	No	No	No	No	No	No	No	No	No	
Median Width(ft) 0 0 12 12 Link Offset(ft) 0 0 0 0 Crosswalk Width(ft) 16 16 16 16 16 Two way Left Turn Lane Headway Factor 1.00 1.00 1.00 1.03 1.03 0.99 0.99 0.99 1.00 1.00 1.00 Turning Speed (mph) 15 9 15 <	Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Crosswalk Width(ft) 16 16 16 16 16 Two way Left Turn Lane Headway Factor 1.00 1.00 1.00 1.03 1.03 1.03 0.99 0.99 0.99 1.00 1.00 1.00 Turning Speed (mph) 15 9 15 5 5 5 5 5	Median Width(ft)		0			0			12			12	
Headway Factor 1.00 1.00 1.00 1.03 1.03 1.03 0.99 0.99 0.99 1.00	Link Offset(ft)		0			0			0			0	
Headway Factor	Crosswalk Width(ft)		16			16			16			16	
Turning Speed (mph) 15 9 15 2 5 <td>Two way Left Turn Lane</td> <td></td>	Two way Left Turn Lane												
Number of Detectors 1 2 2 1 2	Headway Factor	1.00	1.00	1.00	1.03	1.03	1.03	0.99	0.99	0.99	1.00	1.00	1.00
Number of Detectors 1 2 2 1 2	Turning Speed (mph)	15		9	15		9	15		9	15		9
Leading Detector (ft) 20 83 83 20 83 </td <td>Number of Detectors</td> <td>-</td> <td>2</td> <td>2</td> <td>1</td> <td>2</td> <td></td> <td>2</td> <td>2</td> <td></td> <td>2</td> <td>2</td> <td>2</td>	Number of Detectors	-	2	2	1	2		2	2		2	2	2
Trailing Detector (ft) 0 -5 -5 0 -5 <td>Detector Template</td> <td>Left</td> <td></td> <td></td> <td>Left</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	Detector Template	Left			Left								
Detector 1 Position(ft) 0 -5 -5 0 -5 </td <td></td> <td>20</td> <td></td> <td></td> <td>20</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>		20			20								
Detector 1 Size(ft) 20 40 40 20 40 <td>Trailing Detector (ft)</td> <td>0</td> <td>-5</td> <td>-5</td> <td>0</td> <td>-5</td> <td></td> <td>-5</td> <td>-5</td> <td></td> <td>-5</td> <td>-5</td> <td>-5</td>	Trailing Detector (ft)	0	-5	-5	0	-5		-5	-5		-5	-5	-5
Detector 1 Type CI+Ex	Detector 1 Position(ft)				0							-5	
Detector 1 Channel Detector 1 Extend (s) 0.0	Detector 1 Size(ft)	20	40	40	20	40		40	40		40	40	40
Detector 1 Extend (s) 0.0	Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex
Detector 1 Queue (s) 0.0	Detector 1 Channel												
Detector 1 Delay (s) 0.0	Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0	0.0
Detector 2 Position(ft) 43	Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Size(ft) 40 40 40 40 40 40 40 40 40 Detector 2 Type CI+Ex CI	Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Type CI+Ex CI	Detector 2 Position(ft)		43	43		43		43	43		43	43	43
Detector 2 Channel	Detector 2 Size(ft)		40	40		40		40	40		40	40	40
	Detector 2 Type		Cl+Ex	Cl+Ex		CI+Ex		CI+Ex	CI+Ex		CI+Ex	Cl+Ex	CI+Ex
Detector 2 Extend (s) 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	Detector 2 Channel												
	Detector 2 Extend (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Turn Type Perm NA Perm Perm NA pm+pt NA Perm NA Perm	Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm

11: NYS Route 17M & US Route 6/Sunrise Park Rd

	٠	-	*	1	•	*	1	†	1	1	↓	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		6
Detector Phase	4	4	4	8	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0		11.0	24.0		24.0	24.0	24.0
Total Split (s)	31.0	31.0	31.0	31.0	31.0		21.0	59.0		38.0	38.0	38.0
Total Split (%)	34.4%	34.4%	34.4%	34.4%	34.4%		23.3%	65.6%		42.2%	42.2%	42.2%
Maximum Green (s)	25.0	25.0	25.0	25.0	25.0		15.0	53.0		32.0	32.0	32.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	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	0.0		0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	Max		Max	Max	Max
Walk Time (s)	7.0	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	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0		0	0	0
v/c Ratio		0.81	0.61		0.04		0.74	0.61		0.12	0.77	0.21
Control Delay		51.6	8.6		0.2		31.3	12.2		21.8	28.5	4.3
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay		51.6	8.6		0.2		31.3	12.2		21.8	28.5	4.3
Queue Length 50th (ft)		131	12		0		70	226		7	287	0
Queue Length 95th (ft)		#209	71		0		140	278		23	#367	35
Internal Link Dist (ft)		239			312			675			565	
Turn Bay Length (ft)							525			100		
Base Capacity (vph)		376	693		468		358	2144		163	1417	739
Starvation Cap Reductn		0	0		0		0	0		0	0	0
Spillback Cap Reductn		0	0		0		0	0		0	0	0
Storage Cap Reductn		0	0		0		0	0		0	0	0
Reduced v/c Ratio		0.68	0.56		0.04		0.64	0.61		0.12	0.77	0.21

Intersection Summary

Area Type: Other

Cycle Length: 90

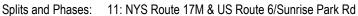
Actuated Cycle Length: 86.2

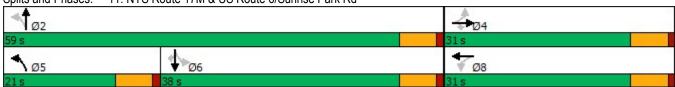
Natural Cycle: 70

Control Type: Actuated-Uncoordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.





2021 Existing Traffic Volumes 11: NYS Route 17M & US Route 6/Sunrise Park Rd

	۶	→	*	•	+	4	1	†	~	1	†	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	7		4		*	†		*	^	7
Traffic Volume (veh/h)	213	7	334	9	0	6	197	1084	38	16	942	135
Future Volume (veh/h)	213	7	334	9	0	6	197	1084	38	16	942	135
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1900	1796	1643	1806	1806	1729	1879	1894	1900	1841	1870
Adj Flow Rate, veh/h	248	8	0	10	0	7	229	1260	44	19	1095	0
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, %	6	0	7	11	0	0	14	4	3	0	4	2
Cap, veh/h	373	9		255	17	141	362	2289	80	284	1682	
Arrive On Green	0.20	0.20	0.00	0.20	0.00	0.20	0.10	0.65	0.65	0.48	0.48	0.00
Sat Flow, veh/h	1411	46	1522	913	84	698	1647	3520	123	429	3497	1585
Grp Volume(v), veh/h	256	0	0	17	0	0	229	639	665	19	1095	0
Grp Sat Flow(s),veh/h/ln	1457	0	1522	1695	0	0	1647	1785	1857	429	1749	1585
Q Serve(g_s), s	13.2	0.0	0.0	0.0	0.0	0.0	5.2	15.9	15.9	2.1	19.3	0.0
Cycle Q Clear(g_c), s	13.8	0.0	0.0	0.7	0.0	0.0	5.2	15.9	15.9	4.2	19.3	0.0
Prop In Lane	0.97	0.0	1.00	0.59	0.0	0.41	1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	382	0		413	0	0	362	1161	1208	284	1682	
V/C Ratio(X)	0.67	0.00		0.04	0.00	0.00	0.63	0.55	0.55	0.07	0.65	
Avail Cap(c_a), veh/h	532	0.00		562	0.00	0	508	1161	1208	284	1682	
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	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	31.4	0.0	0.0	26.2	0.0	0.0	12.9	7.8	7.8	12.6	16.0	0.0
Incr Delay (d2), s/veh	2.0	0.0	0.0	0.0	0.0	0.0	1.8	1.9	1.8	0.5	2.0	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	4.6	0.0	0.0	0.3	0.0	0.0	1.6	4.9	5.1	0.2	7.0	0.0
Unsig. Movement Delay, s/veh		0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.1	0.2	7.0	0.0
LnGrp Delay(d),s/veh	33.4	0.0	0.0	26.2	0.0	0.0	14.7	9.6	9.6	13.1	17.9	0.0
LnGrp LOS	C	Α	0.0	C	Α	A	В	Α	Α	В	В	0.0
Approach Vol, veh/h		256	Α		17			1533			1114	Α
Approach Delay, s/veh		33.4			26.2			10.4			17.9	
Approach LOS		00.4 C			20.2 C			В			17.9 B	
Approach 203		C			C			Ь			Ь	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		59.0		22.5	13.8	45.2		22.5				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		53.0		25.0	15.0	32.0		25.0				
Max Q Clear Time (g_c+l1), s		17.9		15.8	7.2	21.3		2.7				
Green Ext Time (p_c), s		8.8		0.7	0.6	5.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			15.3									
HCM 6th LOS			В									
Notes												

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

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Lane Group	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER	
Lane Configurations		7		^			↑ ↑				
Traffic Volume (vph)	0	428	0	891	0	0	1222	63	0	0	
Future Volume (vph)	0	428	0	891	0	0	1222	63	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	14	12	12	12	12	12	12	12	12	
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	
Frt		0.865					0.993				
Flt Protected											
Satd. Flow (prot)	0	1638	0	3374	0	0	3424	0	0	0	
Flt Permitted											
Satd. Flow (perm)	0	1638	0	3374	0	0	3424	0	0	0	
Link Speed (mph)	30			45			45		30		
Link Distance (ft)	567			429			228		250		
Travel Time (s)	12.9			6.5			3.5		5.7		
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	
Heavy Vehicles (%)	0%	7%	0%	7%	0%	0%	4%	18%	0%	0%	
Adj. Flow (vph)	0	492	0	1024	0	0	1405	72	0	0	
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	492	0	1024	0	0	1477	0	0	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Right	Left	Left	Right	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	1.00	0.92	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9	15		9	15		9	15	9	
Sign Control	Stop			Free			Free		Free		
Intersection Summary											

Area Type: Control Type: Unsignalized Other

Intersection										
Int Delay, s/veh	11.3									
Movement	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations		7		^			†			
Traffic Vol, veh/h	0	428	0	891	0	0	1222	63	0	0
Future Vol, veh/h	0	428	0	891	0	0	1222	63	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None	-	-
Storage Length	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage	, # 0	-	-	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	-	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	7	0	7	0	0	4	18	0	0
Mvmt Flow	0	492	0	1024	0	0	1405	72	0	0
Major/Minor I	Minor1	N	/lajor1		<u> </u>	Major2				
Conflicting Flow All	-	512	-	0	-	-	-	0		
Stage 1	-	-	-	-	-	-	-	-		
Stage 2	-	-	-	-	-	-	-	-		
Critical Hdwy	-	7.04	-	-	-	-	-	-		
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-		
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-		
Follow-up Hdwy	-	3.37	-	-	-	-	-	-		
Pot Cap-1 Maneuver	0	494	0	-	0	0	-	-		
Stage 1	0	-	0	-	0	0	-	-		
Stage 2	0	-	0	-	0	0	-	-		
Platoon blocked, %				-			-	-		
Mov Cap-1 Maneuver	-	494	-	-	-	-	-	-		
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-		
Stage 1	-	-	-	-	-	-	-	-		
Stage 2	-	-	-	-	-	-	-	-		
Approach	WB		NB			SB				
HCM Control Delay, s	68.5		0			0				
HCM LOS	F									
Minor Lane/Major Mvm	nt	NBTV	VBLn1	SBT	SBR					
Capacity (veh/h)		-		-	-					
HCM Lane V/C Ratio		-	0.996	-	-					
HCM Control Delay (s)		-	68.5	_	-					
HCM Lane LOS		-	F	-	-					
HCM 95th %tile Q(veh)		-	13.5	-	-					
222 7000 24(100)										

	-	7	*	•	•	/
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations	ĵ.			र्स	W	
Traffic Volume (vph)	189	51	243	369	45	158
Future Volume (vph)	189	51	243	369	45	158
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.971				0.895	
Flt Protected				0.981	0.989	
Satd. Flow (prot)	1790	0	0	1792	1572	0
Flt Permitted				0.981	0.989	
Satd. Flow (perm)	1790	0	0	1792	1572	0
Link Speed (mph)	55			55	30	
Link Distance (ft)	733			606	476	
Travel Time (s)	9.1			7.5	10.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	7%	7%	2%	7%	7%
Adj. Flow (vph)	201	54	259	393	48	168
Shared Lane Traffic (%)						
Lane Group Flow (vph)	255	0	0	652	216	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						

Intersection Summary

Area Type: Other Control Type: Unsignalized

Intersection						
Int Delay, s/veh	6.1					
Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations	ĵ.			स	Y	
Traffic Vol, veh/h	189	51	243	369	45	158
Future Vol, veh/h	189	51	243	369	45	158
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-		-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage	e, # 0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	7	7	2	7	7
Mvmt Flow	201	54	259	393	48	168
Major/Minor	Major1		Major	, n	liner1	
	Major1		Major2		Minor1	000
Conflicting Flow All	0	0	255	0	1139	228
Stage 1	-	-	-	-	228	-
Stage 2	-	-	-	-	911	-
Critical Hdwy	-	-	4.17	-	6.47	6.27
Critical Hdwy Stg 1	-	-	-	-	5.47	-
Critical Hdwy Stg 2	-	-	-	-	5.47	-
Follow-up Hdwy	-	-	2.263	-	3.563	
Pot Cap-1 Maneuver	-	-	1281	-	218	799
Stage 1	-	-	-	-	798	-
Stage 2	-	-	-	-	384	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1281	-	162	799
Mov Cap-2 Maneuver	-	-	-	-	162	-
Stage 1	-	-	-	-	798	-
Stage 2	-	-	-	-	285	-
Annroach	EB		WB		NE	
Approach						
HCM Control Delay, s	0		3.4		21.7	
HCM LOS					С	
Minor Lane/Major Mvn	nt 1	NELn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		427	-	-	1281	-
HCM Lane V/C Ratio		0.506	_		0.202	_
HCM Control Delay (s)		21.7	_	_	8.5	0
HCM Lane LOS		C	_	_	Α	A
HCM 95th %tile Q(veh)	2.8	-	-	0.8	-
	,				3.0	

	F	€	×	/	6	×
Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations	N.		f)			ર્ન
Traffic Volume (vph)	41	57	345	38	66	592
Future Volume (vph)	41	57	345	38	66	592
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		1%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.922		0.987			
Flt Protected	0.979					0.995
Satd. Flow (prot)	1633	0	1824	0	0	1848
Flt Permitted	0.979					0.995
Satd. Flow (perm)	1633	0	1824	0	0	1848
Link Speed (mph)	30		55			55
Link Distance (ft)	535		1495			1423
Travel Time (s)	12.2		18.5			17.6
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	5%	5%	2%	5%	5%	2%
Adj. Flow (vph)	44	61	367	40	70	630
Shared Lane Traffic (%)						
Lane Group Flow (vph)	105	0	407	0	0	700
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	1.01	1.01	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						

Other

Area Type: Control Type: Unsignalized

Intersection						
Int Delay, s/veh	2.3					
Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations	¥	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	1>			4
Traffic Vol, veh/h	41	57	345	38	66	592
Future Vol, veh/h	41	57	345	38	66	592
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	Stop -	None	riee -			None
	0	none -		None	-	None
Storage Length			-	-	-	-
Veh in Median Storage		-	0	-	-	0
Grade, %	0	-	1	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	2	5	5	2
Mvmt Flow	44	61	367	40	70	630
Major/Minor I	Minor1	N	Major1		Major2	
Conflicting Flow All	1157	387	0	0	407	0
				U		
Stage 1	387	-	-	-	-	-
Stage 2	770	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy			-	-	2.245	-
Pot Cap-1 Maneuver	214	654	-	-	1136	-
Stage 1	680	-	-	-	-	-
Stage 2	452	-	-	-	-	-
Platoon blocked, %			_	_		-
Mov Cap-1 Maneuver	194	654	_	_	1136	_
Mov Cap-2 Maneuver	194	-	_	_	-	_
Stage 1	680	_		_	_	_
_	409	_	_	_		-
Stage 2	409	-	-	-	-	-
Approach	WB		NE		SW	
HCM Control Delay, s	21		0		0.8	
HCM LOS	С		*			
					0)	017
Minor Lane/Major Mvm	<u>it</u>	NET	NERV	VBLn1	SWL	SWT
Capacity (veh/h)		-	-	328	1136	-
HCM Lane V/C Ratio		-	-	0.318		-
HCM Control Delay (s)		-	-	21	8.4	0
HCM Lane LOS		-	-	С	Α	Α
HCM 95th %tile Q(veh)		-	-	1.3	0.2	-

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Lane Group	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations	W			ર્લ	ĵ.	
Traffic Volume (vph)	28	28	28	311	546	55
Future Volume (vph)	28	28	28	311	546	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	12	12
Grade (%)	2%			1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932				0.988	
Flt Protected	0.976			0.996		
Satd. Flow (prot)	1492	0	0	1849	1823	0
Flt Permitted	0.976			0.996		
Satd. Flow (perm)	1492	0	0	1849	1823	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	266			1423	2064	
Travel Time (s)	6.0			17.6	25.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	14%	0%	0%	2%	2%	7%
Adj. Flow (vph)	30	30	30	331	581	59
Shared Lane Traffic (%)						
Lane Group Flow (vph)	60	0	0	361	640	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	10	· ·		0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.01	1.01	1.01	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						

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Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations	Y	LDIK	INLL	4	\$₩1	OVVIX
Traffic Vol, veh/h	28	28	28	311	546	55
Future Vol, veh/h	28	28	28	311	546	55
		28 0		311		0
Conflicting Peds, #/hr	0		0		0	
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	
Storage Length	0	-	-	-	-	-
Veh in Median Storage		-	-	0	0	-
Grade, %	2	-	-	1	1	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	14	0	0	2	2	7
Mvmt Flow	30	30	30	331	581	59
Major/Minor	Minor2	N	/lajor1	N	Major2	
Conflicting Flow All	1002	611	640	0	viajui 2 -	0
Stage 1	611					
		-	-	-	-	-
Stage 2	391	- C 4	-	-	-	-
Critical Hdwy	6.94	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.94	-	-	-	-	-
Critical Hdwy Stg 2	5.94	-	-	-	-	-
Follow-up Hdwy	3.626	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	228	481	954	-	-	-
Stage 1	485	-	-	-	-	-
Stage 2	630	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	219	481	954	-	-	-
Mov Cap-2 Maneuver	219	-	-	_	-	-
Stage 1	466	_	_	-	-	-
Stage 2	630	_	_	_	_	_
Olugo Z	550					
Approach	EB		NE		SW	
HCM Control Delay, s	19.9		0.7		0	
HCM LOS	С					
Minor Lanc/Major Muss	\	NEL	NET	EDI 51	C\A/T	CIVID
Minor Lane/Major Mvm	IL	NEL 054		EBLn1	SVVI	SWR
Capacity (veh/h)		954	-	•••	-	-
HCM Lane V/C Ratio		0.031		0.198	-	-
HCM Control Delay (s)		8.9	0	19.9	-	-
HCM Lane LOS		Α	Α	С	-	-
HCM 95th %tile Q(veh		0.1	-	0.7	-	-

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Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		ર્ન	1		N/	
Traffic Volume (vph)	1	371	569	3	1	1
Future Volume (vph)	1	371	569	3	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	11
Grade (%)		2%	-5%		0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.932	
Flt Protected					0.976	
Satd. Flow (prot)	0	1792	1889	0	1114	0
Flt Permitted					0.976	
Satd. Flow (perm)	0	1792	1889	0	1114	0
Link Speed (mph)		55	55		30	
Link Distance (ft)		219	226		485	
Travel Time (s)		2.7	2.8		11.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	5%	3%	0%	100%	0%
Adj. Flow (vph)	1	382	587	3	1	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	383	590	0	2	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	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	1.01	0.97	0.97	1.04	1.04
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						

Other

Area Type:
Control Type: Unsignalized

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations	LUL	4	₩ 1	אופאי	¥*	OLIN
Traffic Vol, veh/h	1	371	569	3	T	1
Future Vol, veh/h		371	569	3	-	1
	1			0	1	0
Conflicting Peds, #/hr		0	0			
	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	110110	-	None	-	
Storage Length	-	-	-	-	0	-
Veh in Median Storage,	# -	0	0	-	0	-
Grade, %	-	2	-5	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	5	3	0	100	0
Mvmt Flow	1	382	587	3	1	1
Major/Minor M	ajor1	N	Major2	N	/linor2	
	590					589
Conflicting Flow All		0	-	0	973	
Stage 1	-	-	-	-	589	-
Stage 2	-	-	-	-	384	-
Critical Hdwy	4.1	-	-	-	7.4	6.2
Critical Hdwy Stg 1	-	-	-	-	6.4	-
Critical Hdwy Stg 2	-	-	-	-	6.4	-
Follow-up Hdwy	2.2	-	-	-	4.4	3.3
Pot Cap-1 Maneuver	995	-	-	-	189	512
Stage 1	-	-	-	-	403	-
Stage 2	-	-	-	-	518	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	995	-	-	-	189	512
Mov Cap-2 Maneuver	-	-	-	-	189	-
Stage 1	_	_	_	_	403	_
Stage 2	_	_	_	_	518	_
Olago Z	_				510	
Approach	EB		WB		SE	
HCM Control Delay, s	0		0		18.1	
HCM LOS					С	
Mineral and (NA 11 NA 11		EDI	CDT	MOT	MDD	OFL 4
Minor Lane/Major Mvmt		EBL	EBT	WBT	WBR:	
Capacity (veh/h)		995	-	-	-	
HCM Lane V/C Ratio		0.001	-	-		0.007
HCM Control Delay (s)		8.6	0	-	-	18.1
HCM Lane LOS		Α	Α	-	-	С
HCM 95th %tile Q(veh)		0	-	-	-	0

	-	*	1	—	1	-
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	f)			4	N/F	
Traffic Volume (vph)	372	0	12	572	0	11
Future Volume (vph)	372	0	12	572	0	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	11
Grade (%)	5%			-5%	8%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.865	
Flt Protected				0.999		
Satd. Flow (prot)	1764	0	0	1866	1121	0
Flt Permitted				0.999		
Satd. Flow (perm)	1764	0	0	1866	1121	0
Link Speed (mph)	55			55	30	
Link Distance (ft)	226			439	325	
Travel Time (s)	2.8			5.4	7.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	5%	0%	67%	3%	0%	36%
Adj. Flow (vph)	384	0	12	590	0	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	384	0	0	602	11	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	0.97	0.97	1.10	1.10
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	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	₽	LDIN	VVDL	4	¥	ווטוו
Traffic Vol, veh/h	372	0	12	572	0	11
Future Vol, veh/h	372	0	12	572	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	riee -	None				None
			-		-	
Storage Length	-	-	-	-	0	-
Veh in Median Storage		-	-	0	0	-
Grade, %	5	-	-	-5	8	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	5	0	67	3	0	36
Mvmt Flow	384	0	12	590	0	11
Major/Minor I	Major1	N	Major2	ı	Minor1	
Conflicting Flow All	0	0	384	0	998	384
Stage 1	-	-	-	-	384	-
Stage 2	_		_	_	614	_
Critical Hdwy		_	4.77	_	8	7.36
Critical Hdwy Stg 1	_	_	4.11	-	7	1.30
Critical Hdwy Stg 1		-	-	_	7	
, ,	-	-	2.803	-		3.624
Follow-up Hdwy	-	-		-		
Pot Cap-1 Maneuver	-	-	893	-	175	546
Stage 1	-	-	-	-	584	-
Stage 2	-	-	-	-	414	-
Platoon blocked, %	-	-	000	-	470	540
Mov Cap-1 Maneuver	-	-	893	-	172	546
Mov Cap-2 Maneuver	-	-	-	-	172	-
Stage 1	-	-	-	-	584	-
Stage 2	-	-	-	-	406	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.2		11.7	
	U		0.2			
HCM LOS					В	
Minor Lane/Major Mvm	nt N	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		546	-	-	893	-
HCM Lane V/C Ratio		0.021	-	-	0.014	-
HCM Control Delay (s)		11.7	-	-	9.1	0
HCM Lane LOS		В	-	-	Α	Α
HCM 95th %tile Q(veh))	0.1	-	-	0	-

	٠	→	←		-	1
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	*	↑	1₃		W	
Traffic Volume (vph)	0	383	584	0	0	0
Future Volume (vph)	0	383	584	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		5%	0%		0%	
Storage Length (ft)	150			150	150	0
Storage Lanes	1			0	0	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1853	1748	1845	0	1900	0
FIt Permitted						
Satd. Flow (perm)	1853	1748	1845	0	1900	0
Link Speed (mph)		55	55		30	
Link Distance (ft)		439	1697		451	
Travel Time (s)		5.4	21.0		10.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	6%	3%	0%	0%	0%
Adj. Flow (vph)	0	416	635	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	416	635	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12	•	12	· ·
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	1.00	1.00	1.00	1.00
Turning Speed (mph)	60			60	60	60
Sign Control		Free	Free		Stop	
•			•			

Intersection Summary

Area Type: Other Control Type: Unsignalized

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	7	<u> </u>	1		¥	
Traffic Vol, veh/h	0	383	584	0	0	0
Future Vol, veh/h	0	383	584	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	_	-	_	-
Veh in Median Storage,		0	0	-	0	-
Grade, %	_	5	0	_	0	_
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	6	3	0	0	0
Mymt Flow	0	416	635	0	0	0
IVIVIIIL I IOW	U	710	000	U	0	U
Major/Minor N	1ajor1	<u> </u>	Major2	<u> </u>	/linor2	
Conflicting Flow All	635	0	-	0	1051	635
Stage 1	-	-	-	-	635	-
Stage 2	-	-	-	-	416	-
Critical Hdwy	4.1	-	_	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	_	5.4	-
Critical Hdwy Stg 2	-	_	_	_	5.4	_
Follow-up Hdwy	2.2	_	_	_	3.5	3.3
Pot Cap-1 Maneuver	958	-	_	_	253	482
Stage 1	-	_	_	_	532	-
Stage 2	_	_	_	_	670	_
Platoon blocked, %		_	_	<u>-</u>	010	
Mov Cap-1 Maneuver	958		_	_	253	482
Mov Cap-1 Maneuver	900	-	_	_	253	402
Stage 1		<u>-</u>	-	-	532	
•		-		-	670	
Stage 2	-	-	-	-	0/0	-
Approach	EB		WB		SB	
HCM Control Delay, s	0		0		0	
HCM LOS					A	
					, ,	
				14/5-		.
Minor Lane/Major Mvm		EBL	EBT	WBT	WBR:	SBLn1
Capacity (veh/h)		958	-	-	-	-
HCM Lane V/C Ratio		-	-	-	-	-
HCM Control Delay (s)		0	-	-	-	0
HCM Lane LOS		Α	-	-	-	Α
HCM 95th %tile Q(veh)		0	-	-	-	-
Holvi Jour Joule Q(Veri)			U	0	0 -	0

	-	*	1	←	1	-
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1>			ર્ન	W	
Traffic Volume (vph)	383	0	24	582	2	11
Future Volume (vph)	383	0	24	582	2	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	13	12	12
Grade (%)	-5%			2%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.884	
Flt Protected				0.998	0.993	
Satd. Flow (prot)	1820	0	0	1834	1668	0
Flt Permitted				0.998	0.993	
Satd. Flow (perm)	1820	0	0	1834	1668	0
Link Speed (mph)	55			55	30	
Link Distance (ft)	1697			872	363	
Travel Time (s)	21.0			10.8	8.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	7%	0%	0%	6%	0%	0%
Adj. Flow (vph)	416	0	26	633	2	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	416	0	0	659	14	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0	•		0	12	•
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	0.97	0.97	0.97	1.00	1.00
Turning Speed (mph)		60	60		60	60
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					

Area Type: Other Control Type: Unsignalized

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	\$	LUIK	VVDL	₩ <u>₩</u>	₩.	HOIN
Traffic Vol, veh/h	383	0	24	582	2	11
Future Vol, veh/h	383	0	24	582	2	11
Conflicting Peds, #/hr	0	0	0	0	0	0
	Free	Free	Free	Free	Stop	Stop
RT Channelized	-		-	None	- Olop	None
Storage Length	_	-	<u> </u>	-	0	-
Veh in Median Storage,		_	_	0	0	_
Grade, %	# 0 -5	_	_	2	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	92	92	6	92	92
Mvmt Flow	416		26	633	2	12
IVIVITIL FIOW	410	0	20	033	2	12
Major/Minor M	lajor1	N	/lajor2	N	Minor1	
Conflicting Flow All	0	0	416	0	1101	416
Stage 1	-	-	-	-	416	-
Stage 2	_	_	_	_	685	_
Critical Hdwy	-	_	4.1	_	6.4	6.2
Critical Hdwy Stg 1	_	_		_	5.4	-
Critical Hdwy Stg 2	_	_	_	_	5.4	_
Follow-up Hdwy	_	_	2.2	<u>-</u>	3.5	3.3
Pot Cap-1 Maneuver	_	_	1154	_	237	641
Stage 1	_		1107	<u>-</u>	670	-
Stage 2		_	_		504	_
Platoon blocked, %				<u> </u>	JU -1	_
Mov Cap-1 Maneuver	-	-	1154	-	229	641
•		-	1104	-	229	041
Mov Cap-2 Maneuver	-	-	-			
Stage 1	-	-	-	-	670	-
Stage 2	-	-	-	-	486	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.3		12.4	
HCM LOS			3.0		В	
Minor Lane/Major Mvmt	1	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		502			1154	-
HCM Lane V/C Ratio		0.028	_		0.023	<u> </u>
HCM Control Delay (s)		12.4			8.2	0
HCM Lane LOS		В	_	_	Α	A
HCM 95th %tile Q(veh)		0.1	_	_	0.1	-
How Jour Joure Q(veri)		0.1			0.1	

	*	€	×	/	6	×
Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations	W		f)		7	^
Traffic Volume (vph)	175	15	310	96	13	435
Future Volume (vph)	175	15	310	96	13	435
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	13
Grade (%)	-2%		-2%			1%
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990		0.968			
Flt Protected	0.956				0.950	
Satd. Flow (prot)	1684	0	1755	0	1562	1843
Flt Permitted	0.956				0.950	
Satd. Flow (perm)	1684	0	1755	0	1562	1843
Link Speed (mph)	55		55			55
Link Distance (ft)	2121		872			1130
Travel Time (s)	26.3		10.8			14.0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	7%	7%	2%	15%	6%
Adj. Flow (vph)	190	16	337	104	14	473
Shared Lane Traffic (%)						
Lane Group Flow (vph)	206	0	441	0	14	473
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11	, i	12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	0.99	0.99	1.01	0.96
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						

Area Type: Control Type: Unsignalized Other

Intersection						
Int Delay, s/veh	5.3					
Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations	¥	אופוז	1>	TTEIT	ሻ	<u> </u>
Traffic Vol, veh/h	175	15	310	96	13	435
Future Vol, veh/h	175	15	310	96	13	435
Conflicting Peds, #/hr	0	0	0	0	0	433
		Stop			Free	Free
Sign Control RT Channelized	Stop		Free	Free		
	-	None	-	Yield	-	None
Storage Length	0	-	-	-	200	-
Veh in Median Storage		-	0	-	-	0
Grade, %	-2	-	-2	-	-	1
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	4	7	7	2	15	6
Mvmt Flow	190	16	337	104	14	473
Major/Minor	Minor1	N	Major1		Major2	
Conflicting Flow All	890	389	0	0	337	0
Stage 1	389	-	_	_	-	-
Stage 2	501	_	_	_	_	_
Critical Hdwy	6.04	6.07	_	_	4.25	_
Critical Hdwy Stg 1	5.04	-	<u>_</u>	_	4.20	_
Critical Hdwy Stg 2	5.04	_	_	_	_	_
Follow-up Hdwy	3.536		_	_	2.335	_
Pot Cap-1 Maneuver	343	663	_	_	1153	
	711	003	-	-	1100	-
Stage 1	639	-	_	_	_	-
Stage 2	639	-	-	-	-	-
Platoon blocked, %	000	000	-	-	4450	-
Mov Cap-1 Maneuver	339	663	-	-	1153	-
Mov Cap-2 Maneuver	339	-	-	-	-	-
Stage 1	711	-	-	-	-	-
Stage 2	631	-	-	-	-	-
Approach	WB		NE		SW	
HCM Control Delay, s	28.6		0		0.2	
HCM LOS	20.0 D		U		0.2	
TIOW LOO						
Minor Lane/Major Mvn	nt	NET	NERV	VBLn1	SWL	SWT
Capacity (veh/h)		-	-		1153	-
HCM Lane V/C Ratio		-	-	0.585	0.012	-
HCM Control Delay (s)		-	-	28.6	8.2	-
TICIVI CUITITUI DETAY (S				D	Α	_
HCM Lane LOS		-	-	U	А	
)	-	-	3.5	0	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		ર્ન	7		4		*	†		*	^	7
Traffic Volume (vph)	256	16	239	30	16	34	344	1094	20	19	974	338
Future Volume (vph)	256	16	239	30	16	34	344	1094	20	19	974	338
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			4%			-1%			0%	
Storage Length (ft)	0		0	0		0	525		0	100		0
Storage Lanes	0		1	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt			0.850		0.942			0.997				0.850
Flt Protected		0.955			0.981		0.950			0.950		
Satd. Flow (prot)	0	1781	1495	0	1659	0	1680	3511	0	1719	3539	1599
Flt Permitted		0.718			0.767		0.114			0.247		
Satd. Flow (perm)	0	1339	1495	0	1297	0	202	3511	0	447	3539	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			246		35			3				348
Link Speed (mph)		55			45			45			45	
Link Distance (ft)		319			392			755			645	
Travel Time (s)		4.0			5.9			11.4			9.8	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	0%	8%	3%	0%	6%	8%	3%	5%	5%	2%	1%
Adj. Flow (vph)	264	16	246	31	16	35	355	1128	21	20	1004	348
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	280	246	0	82	0	355	1149	0	20	1004	348
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	J		0	J		12	3 -		12	J
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.03	1.03	1.03	0.99	0.99	0.99	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	2	1	2		2	2		2	2	2
Detector Template	Left			Left								
Leading Detector (ft)	20	83	83	20	83		83	83		83	83	83
Trailing Detector (ft)	0	-5	-5	0	-5		-5	-5		-5	-5	-5
Detector 1 Position(ft)	0	-5	-5	0	-5		-5	-5		-5	-5	-5
Detector 1 Size(ft)	20	40	40	20	40		40	40		40	40	40
Detector 1 Type	CI+Ex	Cl+Ex	CI+Ex	Cl+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		43	43		43		43	43		43	43	43
Detector 2 Size(ft)		40	40		40		40	40		40	40	40
Detector 2 Type		Cl+Ex	CI+Ex		CI+Ex		CI+Ex	CI+Ex		CI+Ex	Cl+Ex	CI+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
	. 0.111	1 1/1	. 0.111	. 5.111	11/1		μ Μι	14/1		. 0.111	1 1// 1	. 5.111

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		6
Detector Phase	4	4	4	8	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0		11.0	24.0		24.0	24.0	24.0
Total Split (s)	31.0	31.0	31.0	31.0	31.0		21.0	59.0		38.0	38.0	38.0
Total Split (%)	34.4%	34.4%	34.4%	34.4%	34.4%		23.3%	65.6%		42.2%	42.2%	42.2%
Maximum Green (s)	25.0	25.0	25.0	25.0	25.0		15.0	53.0		32.0	32.0	32.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	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	0.0		0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	Max		Max	Max	Max
Walk Time (s)	7.0	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	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0		0	0	0
v/c Ratio		0.83	0.44		0.23		0.94	0.54		0.12	0.77	0.43
Control Delay		52.3	6.2		17.8		57.0	11.5		22.1	29.7	4.2
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay		52.3	6.2		17.8		57.0	11.5		22.1	29.7	4.2
Queue Length 50th (ft)		145	0		20		148	193		8	266	0
Queue Length 95th (ft)		#267	54		56		#325	248		25	345	56
Internal Link Dist (ft)		239			312			675			565	
Turn Bay Length (ft)							525			100		
Base Capacity (vph)		384	604		397		378	2141		164	1302	808
Starvation Cap Reductn		0	0		0		0	0		0	0	0
Spillback Cap Reductn		0	0		0		0	0		0	0	0
Storage Cap Reductn		0	0		0		0	0		0	0	0
Reduced v/c Ratio		0.73	0.41		0.21		0.94	0.54		0.12	0.77	0.43

Intersection Summary

Area Type: Other

Cycle Length: 90

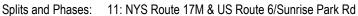
Actuated Cycle Length: 87.1

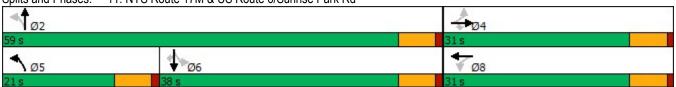
Natural Cycle: 80

Control Type: Actuated-Uncoordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.





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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	7		4		*	†		7	^	7
Traffic Volume (veh/h)	256	16	239	30	16	34	344	1094	20	19	974	338
Future Volume (veh/h)	256	16	239	30	16	34	344	1094	20	19	974	338
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	1870	1900	1781	1761	1806	1717	1819	1894	1864	1826	1870	1885
Adj Flow Rate, veh/h	264	16	0	31	16	35	355	1128	21	20	1004	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	0	8	3	0	6	8	3	5	5	2	1
Cap, veh/h	383	18		174	96	157	438	2314	43	292	1529	
Arrive On Green	0.21	0.21	0.00	0.21	0.21	0.21	0.14	0.64	0.64	0.43	0.43	0.00
Sat Flow, veh/h	1391	84	1510	530	449	729	1733	3614	67	478	3554	1598
Grp Volume(v), veh/h	280	0	0	82	0	0	355	562	587	20	1004	0
Grp Sat Flow(s), veh/h/ln	1475	0	1510	1708	0	0	1733	1800	1882	478	1777	1598
Q Serve(g_s), s	11.7	0.0	0.0	0.0	0.0	0.0	8.7	13.5	13.5	2.1	18.6	0.0
Cycle Q Clear(g_c), s	15.0	0.0	0.0	3.3	0.0	0.0	8.7	13.5	13.5	2.1	18.6	0.0
Prop In Lane	0.94	0.0	1.00	0.38	0.0	0.43	1.00	10.0	0.04	1.00	10.0	1.00
Lane Grp Cap(c), veh/h	401	0	1.00	427	0	0.10	438	1152	1205	292	1529	1.00
V/C Ratio(X)	0.70	0.00		0.19	0.00	0.00	0.81	0.49	0.49	0.07	0.66	
Avail Cap(c_a), veh/h	523	0.00		558	0.00	0.00	513	1152	1205	292	1529	
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	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	31.1	0.0	0.0	26.8	0.0	0.0	14.5	7.8	7.8	14.0	18.7	0.0
Incr Delay (d2), s/veh	2.7	0.0	0.0	0.2	0.0	0.0	8.3	1.5	1.4	0.5	2.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	0.0	0.0	1.3	0.0	0.0	3.6	4.3	4.5	0.2	7.1	0.0
Unsig. Movement Delay, s/veh		0.0	0.0	1.0	0.0	0.0	0.0	4.5	4.5	0.2	7.1	0.0
LnGrp Delay(d),s/veh	33.8	0.0	0.0	27.0	0.0	0.0	22.8	9.3	9.2	14.5	21.0	0.0
LnGrp LOS	00.0 C	Α	0.0	C C	Α	Α	22.0 C	3.5 A	3.2 A	В	C C	0.0
Approach Vol, veh/h		280	А		82			1504		<u> </u>	1024	A
		33.8	А		27.0			12.4			20.8	A
Approach LOS		33.0 C			27.0 C						20.6 C	
Approach LOS		C			C			В			C	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		59.0		23.8	17.4	41.6		23.8				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		53.0		25.0	15.0	32.0		25.0				
Max Q Clear Time (g_c+l1), s		15.5		17.0	10.7	20.6		5.3				
Green Ext Time (p_c), s		7.3		0.7	0.7	4.7		0.3				
Intersection Summary												
HCM 6th Ctrl Delay			17.9									
HCM 6th LOS			В									
Notes												

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

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Lane Group	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER	
Lane Configurations		7		^			†				
Traffic Volume (vph)	0	523	0	935	0	0	1091	152	0	0	
Future Volume (vph)	0	523	0	935	0	0	1091	152	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	14	12	12	12	12	12	12	12	12	
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	
Frt		0.865					0.982				
FIt Protected											
Satd. Flow (prot)	0	1686	0	3438	0	0	3376	0	0	0	
FIt Permitted											
Satd. Flow (perm)	0	1686	0	3438	0	0	3376	0	0	0	
Link Speed (mph)	30			45			45		30		
Link Distance (ft)	567			429			228		250		
Travel Time (s)	12.9			6.5			3.5		5.7		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	
Heavy Vehicles (%)	0%	4%	0%	5%	0%	0%	5%	5%	0%	0%	
Adj. Flow (vph)	0	539	0	964	0	0	1125	157	0	0	
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	539	0	964	0	0	1282	0	0	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Right	Left	Left	Right	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	1.00	0.92	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9	15		9	15		9	15	9	
Sign Control	Stop			Free			Free		Free		
Intersection Summary											

Area Type: Control Type: Unsignalized Other

Intersection											
Int Delay, s/veh	14.4										
Movement	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER	
Lane Configurations	1100	7	1102	^	TTDIT.	002	†	OBIT	1122	11211	
Traffic Vol, veh/h	0	523	0	935	0	0	1091	152	0	0	
-uture Vol, veh/h	0	523	0	935	0	0	1091	152	0	0	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free	
RT Channelized	-	None	_	-	None	_	_	None	_	-	
Storage Length	-	0	-	-	-	-	-	-	-	-	
eh in Median Storage	, # 0	-	-	0	-	-	0	-	0	-	
Grade, %	0	-	-	0	-	-	0	-	0	-	
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	
leavy Vehicles, %	0	4	0	5	0	0	5	5	0	0	
lvmt Flow	0	539	0	964	0	0	1125	157	0	0	
Major/Minor I	Minor1	N	Major1		Λ	//ajor2					
Conflicting Flow All	-	482	viajoi i -	0	-	- najoiz	_	0			
Stage 1	_	402		-	_		_	-			
Stage 2	<u>-</u>	_	<u>-</u>	_	_	<u>-</u>	<u>-</u>	_			
Critical Hdwy	_	6.98	_	_	_	_	_	_			
ritical Hdwy Stg 1	_	-	_	_	_	_	_	_			
ritical Hdwy Stg 2	_	_	_	_	_	_	_	_			
ollow-up Hdwy	_	3.34	_	_	_	_	_	_			
ot Cap-1 Maneuver	0	~ 525	0	_	0	0	_	_			
Stage 1	0	-	0	_	0	0	_	_			
Stage 2	0	_	0	-	0	0	_	_			
latoon blocked, %				_			_	_			
lov Cap-1 Maneuver	-	~ 525	-	-	-	-	-	-			
lov Cap-2 Maneuver	-	-	-	-	-	-	-	-			
Stage 1	-	-	-	-	-	-	-	-			
Stage 2	-	-	-	-	-	-	-	-			
pproach	WB		NB			SB					
HCM Control Delay, s	74.6		0			0					
HCM LOS	F		•			•					
	•										
Minor Lane/Major Mvm	nt.	NDTV	VBLn1	SBT	SBR						
Capacity (veh/h)	IL	IND I V	525	- 201	ODK						
ICM Lane V/C Ratio			1.027	-	-						
ICM Control Delay (s)		-	74.6		_						
ICM Lane LOS		-	74.0 F	-	-						
ICM 95th %tile Q(veh)	\		15.1	-							
` '			10.1								
lotes											
Yolume exceeds cap	pacity	\$: De	lay exc	eeds 30	10s +	⊦: Com _l	outation	Not De	efined	*: All r	major volume in platoon

	-	7	~	←	•	/
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations	7			ર્ન	Y	
Traffic Volume (vph)	606	51	79	203	54	296
Future Volume (vph)	606	51	79	203	54	296
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990				0.886	
Flt Protected				0.986	0.992	
Satd. Flow (prot)	1821	0	0	1779	1586	0
Flt Permitted				0.986	0.992	
Satd. Flow (perm)	1821	0	0	1779	1586	0
Link Speed (mph)	55			55	30	
Link Distance (ft)	733			606	476	
Travel Time (s)	9.1			7.5	10.8	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	3%	7%	6%	5%	7%	5%
Adj. Flow (vph)	713	60	93	239	64	348
Shared Lane Traffic (%)						
Lane Group Flow (vph)	773	0	0	332	412	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						

Intersection Summary

Area Type: Control Type: Unsignalized Other

Intersection						
Int Delay, s/veh	40.5					
Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations	4	LDIX	VVDL	4	¥	IVEIX
Traffic Vol, veh/h	606	51	79	203	54	296
Future Vol, veh/h	606	51	79	203	54	296
<u> </u>	000	0	0	203	0	290
Conflicting Peds, #/hr						
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	
Storage Length	-	-	-	-	0	-
Veh in Median Storage		-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	3	7	6	5	7	5
Mvmt Flow	713	60	93	239	64	348
Major/Minor N	//ajor1	_	Major2	_	Minor1	
Conflicting Flow All	0	0	773	0	1168	743
Stage 1	-	-		-	743	-
Stage 2	_		_	_	425	_
Critical Hdwy	-	-	4.16		6.47	6.25
	-	-	4.10	-		
Critical Hdwy Stg 1	-	-	-	-	5.47	-
Critical Hdwy Stg 2	-	-	-	-	5.47	-
Follow-up Hdwy	-	-	2.254	-	3.563	
Pot Cap-1 Maneuver	-	-	825	-	209	410
Stage 1	-	-	-	-	461	-
Stage 2	-	-	-	-	649	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	825	-	182	410
Mov Cap-2 Maneuver	-	-	-	-	182	-
Stage 1	-	-	-	-	461	-
Stage 2	_	_	_	-	565	-
<u>-</u>						
A	FD		\A/D		N.I.	
Approach	EB		WB		NE	
HCM Control Delay, s	0		2.8		147	
HCM LOS					F	
Minor Lane/Major Mvm	t 1	NELn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	. 1	344	-	-	825	-
HCM Lane V/C Ratio		1.197			0.113	
			-			-
HCM Control Delay (s)		147	-	-	9.9	0
HCM Lane LOS		F	-	-	A	Α
HCM 95th %tile Q(veh)		17.4	-	-	0.4	-

	*	€.	×	/	6	×
Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations	M		f)			4
Traffic Volume (vph)	28	67	777	37	37	298
Future Volume (vph)	28	67	777	37	37	298
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		1%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.905		0.994			
FIt Protected	0.985					0.994
Satd. Flow (prot)	1613	0	1823	0	0	1799
Flt Permitted	0.985					0.994
Satd. Flow (perm)	1613	0	1823	0	0	1799
Link Speed (mph)	30		55			55
Link Distance (ft)	535		1495			1423
Travel Time (s)	12.2		18.5			17.6
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	5%	5%	3%	5%	5%	5%
Adj. Flow (vph)	33	79	914	44	44	351
Shared Lane Traffic (%)						
Lane Group Flow (vph)	112	0	958	0	0	395
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	1.01	1.01	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
	2					

Other

Area Type:
Control Type: Unsignalized

Intersection						
Int Delay, s/veh	2.9					
		WDD	МГТ	NED	CIVII	CIA/T
Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations	Y	67	1>	07	07	4
Traffic Vol, veh/h	28	67	777	37	37	298
Future Vol, veh/h	28	67	777	37	37	298
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	e, # 0	-	0	-	-	0
Grade, %	0	-	1	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	5	5	3	5	5	5
Mvmt Flow	33	79	914	44	44	351
Major/Minor	Minor1		Anier1		Majora	
	Minor1		Major1		Major2	
Conflicting Flow All	1375	936	0	0	958	0
Stage 1	936	-	-	-	-	-
Stage 2	439	-	-	-	-	-
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	158	317	-	-	706	-
Stage 1	377	-	-	-	-	-
Stage 2	644	-	_	-	-	_
Platoon blocked, %			_	_		_
Mov Cap-1 Maneuver	146	317	_	_	706	_
Mov Cap-2 Maneuver	146	-	_	<u>_</u>	-	_
Stage 1	377	_		_	_	
	594	_	_	-	_	_
Stage 2	394	-	-	-	-	-
Approach	WB		NE		SW	
HCM Control Delay, s	33.3		0		1.2	
HCM LOS	D		*			
Minor Lane/Major Mvm	nt	NET	NERV	VBLn1	SWL	SWT
Capacity (veh/h)		-	-	200	706	-
HCM Lane V/C Ratio		-	-	0.474		-
HCM Control Delay (s)		-	-	33.3	10.4	0
HCM Lane LOS		-	-	D	В	Α
		-	- -	D 2.3	0.2	A -

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Lane Group	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations	M			4	ĵ.	
Traffic Volume (vph)	64	11	16	795	256	17
Future Volume (vph)	64	11	16	795	256	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	12	12
Grade (%)	2%			1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.980				0.992	
Flt Protected	0.959			0.999		
Satd. Flow (prot)	1452	0	0	1835	1720	0
Flt Permitted	0.959			0.999		
Satd. Flow (perm)	1452	0	0	1835	1720	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	266			1423	2064	
Travel Time (s)	6.0			17.6	25.6	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	16%	0%	0%	3%	7%	40%
Adj. Flow (vph)	75	13	19	935	301	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	88	0	0	954	321	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	10			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.01	1.01	1.01	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					

Control Type: Unsignalized

Intersection						
Int Delay, s/veh	3.5					
Movement	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations	¥			स	1>	
Traffic Vol, veh/h	64	11	16	795	256	17
Future Vol, veh/h	64	11	16	795	256	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-		-		-	None
Storage Length	0	-	_	-	_	-
Veh in Median Storage		_	_	0	0	_
Grade, %	2	_	_	1	1	_
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	16	0	0	3	7	40
Mymt Flow	75	13	19	935	301	20
IVIVIIIL I IOVV	13	13	13	333	301	20
Major/Minor	Minor2	ľ	Major1	N	Major2	
Conflicting Flow All	1284	311	321	0	-	0
Stage 1	311	-	-	-	-	-
Stage 2	973	-	-	-	-	-
Critical Hdwy	6.96	6.4	4.1	-	_	_
Critical Hdwy Stg 1	5.96	_	_	_	-	_
Critical Hdwy Stg 2	5.96	_	_	_	_	_
Follow-up Hdwy	3.644	3.3	2.2	_	_	_
Pot Cap-1 Maneuver	147	721	1250	_	_	_
Stage 1	688	121	1200	_	_	_
Stage 2	310	_			_	
Platoon blocked, %	310	-	-	-	_	-
	142	721	1250	-		-
Mov Cap-1 Maneuver		121	1250	-	-	-
Mov Cap-2 Maneuver	142	-	-	-	-	-
Stage 1	666	-	-	-	-	-
Stage 2	310	-	-	-	-	-
Approach	EB		NE		SW	
HCM Control Delay, s	51.6		0.2		0	
HCM LOS	F		0.2			
1 JOINI LOO	ı					
Minor Lane/Major Mvn	nt	NEL	NET	EBLn1	SWT	SWR
Capacity (veh/h)		1250	-	161	-	-
HCM Lane V/C Ratio		0.015	-	0.548	-	-
HCM Control Delay (s)		7.9	0	51.6	-	-
HCM Lane LOS		Α	Α	F	-	-
HCM 95th %tile Q(veh)	0	-	2.8	-	-

	>	→	←	*_	\	4
Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		4	1		N/	
Traffic Volume (vph)	0	871	274	1	1	1
Future Volume (vph)	0	871	274	1	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	11
Grade (%)		2%	-5%		0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.932	
FIt Protected					0.976	
Satd. Flow (prot)	0	1791	1771	0	1121	0
Flt Permitted					0.976	
Satd. Flow (perm)	0	1791	1771	0	1121	0
Link Speed (mph)		55	55		30	
Link Distance (ft)		219	226		485	
Travel Time (s)		2.7	2.8		11.0	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	5%	10%	0%	98%	0%
Adj. Flow (vph)	0	1013	319	1	1	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1013	320	0	2	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	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	1.01	0.97	0.97	1.04	1.04
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
O (I T I I						

Control Type: Unsignalized

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations	LDL	4	₩ <u>₽</u>	אוטיא	₩.	OLIV
	0		274	1	T	1
Traffic Vol, veh/h	0	871			-	
Future Vol, veh/h	0	871	274	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	
Storage Length	-	-	-	-	0	-
Veh in Median Storage	, # -	0	0	-	0	-
Grade, %	-	2	-5	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	5	10	0	98	0
Mvmt Flow	0	1013	319	1	1	1
	Major1		Major2		Minor2	
Conflicting Flow All	320	0	-	0	1333	320
Stage 1	-	-	-	-	320	-
Stage 2	-	-	-	-	1013	-
Critical Hdwy	4.1	-	-	-	7.38	6.2
Critical Hdwy Stg 1	-	-	-	-	6.38	-
Critical Hdwy Stg 2	-	_	_	-	6.38	-
Follow-up Hdwy	2.2	_	_	_	4.382	3.3
Pot Cap-1 Maneuver	1251	_	_	_	108	725
Stage 1	1201	_	_	_	563	-
Stage 2	_		_	_	237	_
Platoon blocked, %	_	-	_	-	231	_
	1251	-	_		108	725
Mov Cap-1 Maneuver		-		-		
Mov Cap-2 Maneuver	-	-	-	-	108	-
Stage 1	-	-	-	-	563	-
Stage 2	-	-	-	-	237	-
Approach	EB		WB		SE	
HCM Control Delay, s	0		0		24.4	
HCM LOS					С	
Minor Lane/Major Mvm	ıt	EBL	EBT	WBT	WBR :	SELn1
Capacity (veh/h)		1251				188
HCM Lane V/C Ratio		1201		_		0.012
		-	-			
HCM Long LOS		0	-	-		24.4
HCM Lane LOS		A	-	-	-	С
HCM 95th %tile Q(veh)		U	-	-	-	0
HCM 95th %tile Q(veh)		0	-	-	-	

	-	*	1	•	1	-
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	ĵ.			ર્લ	N/	
Traffic Volume (vph)	871	1	3	275	0	4
Future Volume (vph)	871	1	3	275	0	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	11
Grade (%)	5%			-5%	8%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.865	
Flt Protected						
Satd. Flow (prot)	1764	0	0	1767	1525	0
Flt Permitted						
Satd. Flow (perm)	1764	0	0	1767	1525	0
Link Speed (mph)	55			55	30	
Link Distance (ft)	226			439	325	
Travel Time (s)	2.8			5.4	7.4	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	5%	0%	33%	10%	0%	0%
Adj. Flow (vph)	1001	1	3	316	0	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1002	0	0	319	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	0.97	0.97	1.10	1.10
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary	Other					

Area Type: Other Control Type: Unsignalized

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1>			4	Y	
Traffic Vol, veh/h	871	1	3	275	0	4
Future Vol, veh/h	871	1	3	275	0	4
Conflicting Peds, #/hr	0/1	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-		Stop -	None
Storage Length	-	NOTIE	_	None -	0	None -
Veh in Median Storage			-	0	0	
				-5		
Grade, %	5	- 07	- 07		8	- 07
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	5	0	33	10	0	0
Mvmt Flow	1001	1	3	316	0	5
Major/Minor	Major1	N	Major2	N	Minor1	
Conflicting Flow All	0	0	1002	0	1324	1002
Stage 1	-	-		-	1002	-
Stage 2	_	_	_	_	322	_
Critical Hdwy	_	_	4.43	_	8	7
Critical Hdwy Stg 1	<u>-</u>	_	+0	_	7	_
Critical Hdwy Stg 2	_	_		_	7	_
Follow-up Hdwy	_	_	2.497	<u> </u>	3.5	3.3
Pot Cap-1 Maneuver		-	583		96	238
	-	-	303	-	229	230
Stage 1	-	-	-		641	-
Stage 2	-	-	-	-	041	-
Platoon blocked, %	-	-	500	-	٥٢	000
Mov Cap-1 Maneuver	-	-	583	-	95	238
Mov Cap-2 Maneuver	-	-	-	-	95	-
Stage 1	-	-	-	-	229	-
Stage 2	-	-	-	-	637	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		20.4	
HCM LOS	U		0.1		20.4 C	
TIOWI LOG					U	
Minor Lane/Major Mvn	nt 1	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		238	-	-	583	-
HCM Lane V/C Ratio		0.019	-	-	0.006	-
HCM Control Delay (s))	20.4	-	-	11.2	0
HCM Lane LOS		С	-	-	В	Α
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	T LDL	<u></u>		₩DIN	JDL	7
Traffic Volume (vph)	256	T 619	T 247	411	62	32
Future Volume (vph)	256	619	247	411	62	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1900	5%	0%	1300	0%	1300
Storage Length (ft)	150	370	U 70	150	150	0
	150					
Storage Lanes	•			1	1	1
Taper Length (ft)	25	1.00	1.00	1.00	25	1.00
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.0=0			0.850	0.050	0.850
Flt Protected	0.950	4= 10	4=10	4 * • • •	0.950	4504
Satd. Flow (prot)	1742	1748	1712	1495	1410	1524
Flt Permitted	0.411				0.950	
Satd. Flow (perm)	754	1748	1712	1495	1410	1524
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				478		37
Link Speed (mph)		55	55		30	
Link Distance (ft)		439	1697		451	
Travel Time (s)		5.4	21.0		10.3	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	1%	6%	11%	8%	28%	6%
Adj. Flow (vph)	298	720	287	478	72	37
Shared Lane Traffic (%)	200	120	201	410	12	01
Lane Group Flow (vph)	298	720	287	478	72	37
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	1.00	1.00	1.00	1.00
Turning Speed (mph)	60			60	60	60
Number of Detectors	2	2	2	2	2	2
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	CI+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	CI+Ex
Detector 1 Channel	O1. LX	OI? EX	OI? EX	OI? EX	OI · LA	OI - LA
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
. ,	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)						
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	CI+Ex	Cl+Ex	CI+Ex	CI+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm

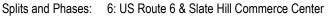
	•	\rightarrow	•	•	-	4
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Protected Phases	7	4	8		6	
Permitted Phases	4			8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	24.0	66.0	42.0	42.0	24.0	24.0
Total Split (%)	26.7%	73.3%	46.7%	46.7%	26.7%	26.7%
Maximum Green (s)	19.0	61.0	37.0	37.0	19.0	19.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None
Walk Time (s)		7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0
v/c Ratio	0.37	0.52	0.52	0.59	0.27	0.11
Control Delay	5.0	6.4	18.4	5.3	23.4	9.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.0	6.4	18.4	5.3	23.4	9.8
Queue Length 50th (ft)	30	103	69	0	18	0
Queue Length 95th (ft)	65	206	144	46	57	20
Internal Link Dist (ft)		359	1617		371	
Turn Bay Length (ft)	150			150	150	
Base Capacity (vph)	1012	1720	1364	1288	673	747
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.42	0.21	0.37	0.11	0.05
Intersection Summary						

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 45.4 Natural Cycle: 60

Control Type: Actuated-Uncoordinated





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Movement EBL EBT WBT WBR SBL SBR Lane Configurations 1
Traffic Volume (veh/h) 256 619 247 411 62 32 Future Volume (veh/h) 256 619 247 411 62 32 Initial Q (Qb), veh 0 0 0 0 0 0 Ped-Bike Adj(A_pbT) 1.00 1.00 1.00 1.00 1.00 Parking Bus, Adj 1.00 1.00 1.00 1.00 1.00 Work Zone On Approach No No No Adj Sat Flow, veh/h/ln 1738 1664 1737 1781 1485 1811
Traffic Volume (veh/h) 256 619 247 411 62 32 Future Volume (veh/h) 256 619 247 411 62 32 Initial Q (Qb), veh 0 0 0 0 0 0 Ped-Bike Adj(A_pbT) 1.00 1.00 1.00 1.00 1.00 Parking Bus, Adj 1.00 1.00 1.00 1.00 1.00 Work Zone On Approach No No No Adj Sat Flow, veh/h/ln 1738 1664 1737 1781 1485 1811
Initial Q (Qb), veh
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 Work Zone On Approach No No No Adj Sat Flow, veh/h/ln 1738 1664 1737 1781 1485 1811
Parking Bus, Adj 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 1738 1664 1737 1781 1485 1811
Work Zone On Approach No No No Adj Sat Flow, veh/h/ln 1738 1664 1737 1781 1485 1811
Adj Sat Flow, veh/h/ln 1738 1664 1737 1781 1485 1811
•
Adj Flow Rate, veh/h 298 720 287 478 72 37
Peak Hour Factor 0.86 0.86 0.86 0.86 0.86
Percent Heavy Veh, % 1 6 11 8 28 6
Cap, veh/h 721 1135 718 624 120 130
Arrive On Green 0.15 0.68 0.41 0.41 0.08 0.08
Sat Flow, veh/h 1655 1664 1737 1510 1414 1535
Grp Volume(v), veh/h 298 720 287 478 72 37
Grp Sat Flow(s), veh/h/ln 1655 1664 1737 1510 1414 1535
Q Serve(g_s), s 3.7 10.4 5.0 11.7 2.1 1.0
Cycle Q Clear(g_c), s 3.7 10.4 5.0 11.7 2.1 1.0
Prop In Lane 1.00 1.00 1.00 1.00
Lane Grp Cap(c), veh/h 721 1135 718 624 120 130
V/C Ratio(X) 0.41 0.63 0.40 0.77 0.60 0.28
Avail Cap(c_a), veh/h 1203 2367 1499 1303 627 680
HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00
Upstream Filter(I) 1.00 1.00 1.00 1.00 1.00 1.00
Uniform Delay (d), s/veh 4.7 3.8 8.8 10.8 18.9 18.4
Incr Delay (d2), s/veh 0.4 0.6 0.4 2.0 4.8 1.2 Initial Q Delay(d3),s/veh 0.0 0.0 0.0 0.0 0.0 0.0
%ile BackOfQ(50%),veh/ln 0.3 0.2 1.1 2.4 0.8 0.9 Unsig. Movement Delay, s/veh
LnGrp Delay(d),s/veh 5.1 4.4 9.2 12.8 23.7 19.6
LnGrp LOS A A A B C B
Approach Vol, veh/h 1018 765 109
Approach Delay, s/veh 4.6 11.5 22.3
Approach LOS A B C
Timer - Assigned Phs 4 6 7 8
Phs Duration (G+Y+Rc), s 34.2 8.6 11.5 22.7
Change Period (Y+Rc), s 5.0 5.0 5.0
Max Green Setting (Gmax), s 61.0 19.0 37.0
Max Q Clear Time (g_c+l1), s 12.4 4.1 5.7 13.7
Green Ext Time (p_c), s 4.2 0.4 1.1 4.1
Intersection Summary
HCM 6th Ctrl Delay 8.4
HCM 6th LOS A

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	-	*	1	←	1	-
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	7			4	N/	
Traffic Volume (vph)	681	0	9	657	1	22
Future Volume (vph)	681	0	9	657	1	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	13	12	12
Grade (%)	-5%			2%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.870	
Flt Protected				0.999	0.998	
Satd. Flow (prot)	1803	0	0	1783	1650	0
Flt Permitted				0.999	0.998	
Satd. Flow (perm)	1803	0	0	1783	1650	0
Link Speed (mph)	55			55	30	
Link Distance (ft)	1697			872	363	
Travel Time (s)	21.0			10.8	8.3	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	8%	0%	0%	9%	0%	0%
Adj. Flow (vph)	765	0	10	738	1	25
Shared Lane Traffic (%)						
Lane Group Flow (vph)	765	0	0	748	26	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	0.97	0.97	0.97	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Araa Turau	Othor					

Area Type: Other Control Type: Unsignalized

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Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1>			4	W	
Traffic Vol, veh/h	681	0	9	657	1	22
Future Vol, veh/h	681	0	9	657	1	22
Conflicting Peds, #/hr		0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	_	-	_	-	0	-
Veh in Median Storag	ie,# 0	_	_	0	0	_
Grade, %	-5	_	_	2	0	_
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	8	0	0	9	0	0
Mymt Flow	765	0	10	738	1	25
IVIVIIIL FIOW	700	U	10	130	ı	25
Major/Minor	Major1	N	Major2	I	Minor1	
Conflicting Flow All	0	0	765	0	1523	765
Stage 1	_	-	-	_	765	-
Stage 2	_	_	_	_	758	_
Critical Hdwy	_	_	4.1	_	6.4	6.2
Critical Hdwy Stg 1	_	_	- '	_	5.4	-
Critical Hdwy Stg 2	_	_	_	_	5.4	_
Follow-up Hdwy	_	_	2.2	_	3.5	3.3
Pot Cap-1 Maneuver		_	857	_	131	406
Stage 1	_		-	_	463	400
Stage 2		_			466	
Platoon blocked, %			_		400	_
	-	-	0.57	-	100	406
Mov Cap-1 Maneuver		-	857	-	128	
Mov Cap-2 Maneuver		-	-	-	128	-
Stage 1	-	-	-	-	463	-
Stage 2	-	-	-	-	457	-
Approach	EB		WB		NB	
HCM Control Delay, s			0.1		15.4	
HCM LOS	0		U. I		15.4 C	
I IOIVI LOS					U	
Minor Lane/Major Mvi	mt l	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		371	-	-	857	-
HCM Lane V/C Ratio		0.07	_	_	0.012	_
HCM Control Delay (s		15.4	_	_	9.3	0
	- /				A	A
HCM Lane LOS		С	-	-	~	
HCM Lane LOS HCM 95th %tile Q(vel	h)	0.2	-	-	0	-

	/	€.	×	/	6	K
Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations	W	11511	1>	.,	ሻ	<u> </u>
Traffic Volume (vph)	67	16	497	212	57	597
Future Volume (vph)	67	16	497	212	57	597
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	1300	12	12	12	12	1300
Grade (%)	-2%	12	-2%	12	12	1%
Storage Length (ft)	0	0	-2 /0	0	200	1 /0
Storage Lanes	1	0		0	1	
Taper Length (ft)	25	U		U	25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.974	1.00	0.960	1.00	1.00	1.00
FIt Protected	0.961		0.900		0.950	
	1644	0	1711	0	1744	1792
Satd. Flow (prot)		0	1714	0		1/92
Flt Permitted	0.961	^	1744	^	0.271	4700
Satd. Flow (perm)	1644	0	1714	0	497	1792
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	18		53			
Link Speed (mph)	55		55			55
Link Distance (ft)	2121		872			1130
Travel Time (s)	26.3		10.8			14.0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	7%	0%	9%	4%	3%	9%
Adj. Flow (vph)	75	18	558	238	64	671
Shared Lane Traffic (%)						
Lane Group Flow (vph)	93	0	796	0	64	671
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11	, i	12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			. •			. •
Headway Factor	1.03	0.99	0.99	0.99	1.01	0.96
Turning Speed (mph)	15	9	0.00	9	15	0.00
Number of Detectors	1	<u> </u>	2	<u> </u>	13	2
Detector Template						2
Leading Detector (ft)	20		100		20	100
• ,						
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	CI+Ex		CI+Ex		CI+Ex	CI+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			CI+Ex			CI+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Esterio (3)			0.0			0.0

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Lane Group	WBL	WBR	NET	NER	SWL	SWT
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	24.0		24.0		24.0	24.0
Total Split (s)	24.0		36.0		36.0	36.0
Total Split (%)	40.0%		60.0%		60.0%	60.0%
Maximum Green (s)	19.0		31.0		31.0	31.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.0		5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		None		None	None
Walk Time (s)	7.0		7.0		7.0	7.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
v/c Ratio	0.23		0.60		0.17	0.49
Control Delay	15.6		8.2		5.6	6.4
Queue Delay	0.0		0.0		0.0	0.0
Total Delay	15.6		8.2		5.6	6.4
Queue Length 50th (ft)	17		108		6	86
Queue Length 95th (ft)	50		#262		23	189
Internal Link Dist (ft)	2041		792			1050
Turn Bay Length (ft)					200	
Base Capacity (vph)	1040		1358		390	1408
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	0.09		0.59		0.16	0.48

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Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 36.3

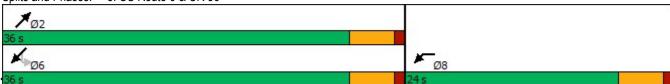
Natural Cycle: 60

Control Type: Actuated-Uncoordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 8: US Route 6 & CR 56



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Movement	WBL	WBR	NET	NER	SWL	SWT	
Lane Configurations	W		1		*	^	
Traffic Volume (veh/h)	67	16	497	212	57	597	
Future Volume (veh/h)	67	16	497	212	57	597	
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	1874	1979	1844	1919	1850	1831	
Adj Flow Rate, veh/h	75	18	558	0	64	671	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	
Percent Heavy Veh, %	7	0	9	4	3	9	
Cap, veh/h	132	32	960		540	953	
Arrive On Green	0.09	0.09	0.52	0.00	0.52	0.52	
Sat Flow, veh/h	1391	334	1844	0	842	1831	
Grp Volume(v), veh/h	94	0	558	0	64	671	
Grp Sat Flow(s), veh/h/ln	1744	0	1844	0	842	1831	
Q Serve(g_s), s	1.3	0.0	5.4	0.0	1.5	7.2	
Cycle Q Clear(g_c), s	1.3	0.0	5.4	0.0	6.9	7.2	
Prop In Lane	0.80	0.19	U. 1	0.00	1.00	1.5	
Lane Grp Cap(c), veh/h	165	0.10	960	0.00	540	953	
V/C Ratio(X)	0.57	0.00	0.58		0.12	0.70	
Avail Cap(c_a), veh/h	1274	0	2198		1105	2183	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00	
Uniform Delay (d), s/veh	11.3	0.0	4.3	0.0	6.6	4.7	
Incr Delay (d2), s/veh	3.1	0.0	0.6	0.0	0.1	1.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.1	0.0	0.1	0.3	
Jnsig. Movement Delay, s/veh				3.0	3		
_nGrp Delay(d),s/veh	14.3	0.0	4.8	0.0	6.7	5.7	
_nGrp LOS	В	A	A		A	A	
Approach Vol, veh/h	94		558	Α		735	
Approach Delay, s/veh	14.3		4.8	7.		5.8	
Approach LOS	В		A			A	
Fimer - Assigned Phs		2				6	8
Phs Duration (G+Y+Rc), s		18.5				18.5	7.5
Change Period (Y+Rc), s		5.0				5.0	5.0
Max Green Setting (Gmax), s		31.0				31.0	19.0
Max Q Clear Time (g_c+l1), s		7.4				9.2	3.3
Green Ext Time (p_c), s		3.1				4.3	0.2
·		0.1				-7.0	0.2
ntersection Summary			0.0				
HCM 6th Ctrl Delay			6.0				
HCM 6th LOS			Α				

User approved volume balancing among the lanes for turning movement.

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

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	ર્ન	7		4		*	†		*	^	7
Traffic Volume (vph)	294	7	385	9	0	6	453	1350	39	16	1027	363
Future Volume (vph)	294	7	385	9	0	6	453	1350	39	16	1027	363
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			4%			-1%	,,,,,		0%	
Storage Length (ft)	0	• • • • • • • • • • • • • • • • • • • •	0	0	.,,	0	525	.,,	0	100	• • • • • • • • • • • • • • • • • • • •	0
Storage Lanes	1		1	0		0	1		0	1		1
Taper Length (ft)	25		•	25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt	0.00	0.00	0.850	1.00	0.944	1.00	1.00	0.996	0.00	1.00	0.00	0.850
Flt Protected	0.950	0.954	0.000		0.971		0.950	0.000		0.950		0.000
Satd. Flow (prot)	1649	1659	1455	0	1603	0	1605	3508	0	1805	3505	1599
Flt Permitted	0.950	0.954	1100		0.971	•	0.081	0000		0.154	0000	1000
Satd. Flow (perm)	1649	1659	1455	0	1603	0	137	3508	0	293	3505	1599
Right Turn on Red	10-13	1000	Yes	0	1000	Yes	107	0000	Yes	200	0000	Yes
Satd. Flow (RTOR)			448		121	100		4	100			289
Link Speed (mph)		55	770		45			45			45	200
Link Distance (ft)		319			392			755			645	
Travel Time (s)		4.0			5.9			11.4			9.8	
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 (%)	4%	0.00	11%	11%	0.00	0.00	13%	3%	3%	0.00	3%	1%
Adj. Flow (vph)	342	8	448	10	0 /0	7	527	1570	45	19	1194	422
Shared Lane Traffic (%)	49%	U	440	10	U	1	JZI	1070	70	13	1134	722
Lane Group Flow (vph)	174	176	448	0	17	0	527	1615	0	19	1194	422
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)	Leit	12	rtigiit	Leit	12	rtigitt	Leit	12	rtigrit	Leit	12	rtigitt
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		10			10			10			10	
Headway Factor	1.00	1.00	1.00	1.03	1.03	1.03	0.99	0.99	0.99	1.00	1.00	1.00
Turning Speed (mph)	1.00	1.00	9	1.03	1.03	9	15	0.33	9	1.00	1.00	9
Number of Detectors	13	2	2	2	2	9	2	2	9	2	2	2
Detector Template	ı			Left								
Leading Detector (ft)	20	83	83	83	83		83	83		83	83	83
Trailing Detector (ft)	0	-5	-5	-5	-5		-5	-5		-5	-5	-5
Detector 1 Position(ft)	0	-5 -5	-5 -5	-5 -5	-5 -5		-5 -5	-5 -5		-5 -5	-5 -5	-5 -5
Detector 1 Size(ft)	20	40	40	40	40		40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	CI+Ex		CI+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel	CITEX	CITEX	CITEX	CITEX	CITEX		CITEX	CITEX		CITEX	CITEX	CITEX
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
			0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s) Detector 2 Position(ft)	0.0	0.0 43	43	43	43		43	43		43	43	0.0
												43
Detector 2 Size(ft)		40 CL Ex	40 CL Ex	40 CL Ex	40 CL Ev		40 CL Ex	40 CL Ev		40 CL Ex	40 CL Ex	40
Detector 2 Type		Cl+Ex	Cl+Ex	Cl+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	Cl+Ex	CI+Ex
Detector 2 Channel		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Extend (s)	O=1:1	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Split	NA	Perm	Split	NA		pm+pt	NA		Perm	NA	Perm

	•	-	*	1	←	*	1	1	1	1	Ţ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2			6	
Permitted Phases			4				2			6		6
Detector Phase	4	4	4	8	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0		11.0	24.0		24.0	24.0	24.0
Total Split (s)	26.0	26.0	26.0	24.0	24.0		36.0	85.0		49.0	49.0	49.0
Total Split (%)	19.3%	19.3%	19.3%	17.8%	17.8%		26.7%	63.0%		36.3%	36.3%	36.3%
Maximum Green (s)	20.0	20.0	20.0	18.0	18.0		30.0	79.0		43.0	43.0	43.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	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		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0		6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	Max		Max	Max	Max
Walk Time (s)	7.0	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	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0		0	0	0
v/c Ratio	0.71	0.71	0.75		0.09		1.08	0.65		0.17	0.89	0.53
Control Delay	62.4	62.7	12.9		0.9		95.8	11.9		31.2	42.9	11.7
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	62.4	62.7	12.9		0.9		95.8	11.9		31.2	42.9	11.7
Queue Length 50th (ft)	121	122	0		0		~356	263		8	397	61
Queue Length 95th (ft)	209	210	78		0		#627	449		31	#586	157
Internal Link Dist (ft)		239			312			675			565	
Turn Bay Length (ft)							525			100		
Base Capacity (vph)	294	296	627		359		489	2476		112	1346	792
Starvation Cap Reductn	0	0	0		0		0	0		0	0	0
Spillback Cap Reductn	0	0	0		0		0	0		0	0	0
Storage Cap Reductn	0	0	0		0		0	0		0	0	0
Reduced v/c Ratio	0.59	0.59	0.71		0.05		1.08	0.65		0.17	0.89	0.53

Other Area Type:

Cycle Length: 135

Actuated Cycle Length: 112.6

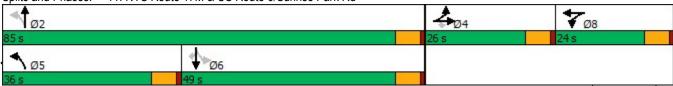
Natural Cycle: 145

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: 11: NYS Route 17M & US Route 6/Sunrise Park Rd



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	र्स	7		4		*	†		7	^	7
Traffic Volume (veh/h)	294	7	385	9	0	6	453	1350	39	16	1027	363
Future Volume (veh/h)	294	7	385	9	0	6	453	1350	39	16	1027	363
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1900	1737	1643	1806	1806	1744	1894	1894	1900	1856	1885
Adj Flow Rate, veh/h	348	0	0	10	0	7	527	1570	45	19	1194	0
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, %	4	0	11	11	0	0	13	3	3	0	3	1
Cap, veh/h	423	0	0.00	18	0	12	535	2506	72	185	1346	0.00
Arrive On Green	0.12	0.00	0.00	0.02	0.00	0.02	0.27	0.70	0.70	0.38	0.38	0.00
Sat Flow, veh/h	3506	0	1472	963	0	674	1661	3573	102	318	3526	1598
Grp Volume(v), veh/h	348	0	0	17	0	0	527	789	826	19	1194	0
Grp Sat Flow(s),veh/h/ln	1753	0	1472	1636	0	0	1661	1800	1876	318	1763	1598
Q Serve(g_s), s	10.9	0.0	0.0	1.2	0.0	0.0	29.2	26.3	26.5	4.4	35.7	0.0
Cycle Q Clear(g_c), s	10.9	0.0	0.0	1.2	0.0	0.0	29.2	26.3	26.5	4.4	35.7	0.0
Prop In Lane	1.00	0	1.00	0.59	0	0.41	1.00	4000	0.05	1.00	4040	1.00
Lane Grp Cap(c), veh/h	423	0		30	0	0	535	1262	1315	185	1346	
V/C Ratio(X)	0.82	0.00		0.57	0.00	0.00	0.99	0.63	0.63	0.10	0.89	
Avail Cap(c_a), veh/h	622 1.00	1.00	1.00	261 1.00	0 1.00	1.00	535	1262	1315	185 1.00	1346 1.00	1.00
HCM Platoon Ratio	1.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00 1.00	1.00	1.00	1.00	0.00
Upstream Filter(I) Uniform Delay (d), s/veh	48.4	0.00	0.00	54.9	0.00	0.00	31.7	9.0	9.0	22.9	32.6	0.00
Incr Delay (d2), s/veh	5.7	0.0	0.0	15.7	0.0	0.0	35.1	2.3	2.3	1.1	9.0	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	4.9	0.0	0.0	0.6	0.0	0.0	13.0	9.0	9.4	0.4	15.9	0.0
Unsig. Movement Delay, s/ver		0.0	0.0	0.0	0.0	0.0	10.0	3.0	J. T	0.4	10.0	0.0
LnGrp Delay(d),s/veh	54.0	0.0	0.0	70.6	0.0	0.0	66.8	11.3	11.3	24.0	41.5	0.0
LnGrp LOS	D	Α	0.0	7 0.0 E	Α	Α	E	В	В	Z4.0	T1.5	0.0
Approach Vol, veh/h		348	А		17			2142			1213	A
Approach Velay, s/veh		54.0	Л		70.6			24.9			41.2	\wedge
Approach LOS		D			7 U.U			C C			T1.2	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		85.0		19.6	36.0	49.0		8.1				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		79.0		20.0	30.0	43.0		18.0				
Max Q Clear Time (g_c+I1), s		28.5		12.9	31.2	37.7		3.2				
Green Ext Time (p_c), s		13.9		0.7	0.0	3.2		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			33.2									
HCM 6th LOS			С									

User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

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	-	7	*	•	•	/
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations	ĵ.			4	N/	
Traffic Volume (vph)	241	52	313	589	46	176
Future Volume (vph)	241	52	313	589	46	176
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.976				0.893	
Flt Protected				0.983	0.990	
Satd. Flow (prot)	1788	0	0	1813	1582	0
Flt Permitted				0.983	0.990	
Satd. Flow (perm)	1788	0	0	1813	1582	0
Link Speed (mph)	55			55	30	
Link Distance (ft)	733			606	476	
Travel Time (s)	9.1			7.5	10.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	7%	5%	2%	7%	6%
Adj. Flow (vph)	256	55	333	627	49	187
Shared Lane Traffic (%)						
Lane Group Flow (vph)	311	0	0	960	236	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						

Area Type: Other Control Type: Unsignalized

16.2					
EBT	EBR	WBL	WBT	NEL	NER
	52	313			176
					176
					0
					Stop
	-				-
	_				_
					-
-					94
					6
256	55	333	627	49	187
Major1	N	Major2	N	Minor1	
0	0	311	0	1577	284
-	-	-	-	284	-
-	-	-	-	1293	-
_	-	4.15	-		6.26
_	_	-	_		-
_	_	_	_		_
_	_				
_	_				746
					-
	_				_
		_		201	_
	-	1000		60	740
	-				746
-	-	-			-
-	-	-	-		-
-	-	-	-	147	-
FR		WB		NF	
U		J. I			
				۲	
nt 1	NELn1	EBT	EBR	WBL	WBT
	246	-	-	1233	-
			_	0.27	-
	0.96	-	-		
	0.96 90.7	-	_		0
	90.7		- -	9	0 A
)		-	-		0 A
	EBT 241 241 0 Free	EBT EBR 241 52 241 52 0 0 Free Free - None 9, # 0 - 94 94 3 7 256 55 Major1	EBT EBR WBL 241 52 313 241 52 313 0 0 0 0 Free Free Free Free - None 94 94 94 3 7 5 256 55 333 Major1 Major2 0 0 311 4.15 2.245 - 1233 1233 1233 1233 1233 1233 1233 1233 1233 EB WB 0 3.1	EBT EBR WBL WBT 241 52 313 589 241 52 313 589 0 0 0 0 0 Free Free Free Free - None 0 0 0 94 94 94 94 3 7 5 2 256 55 333 627 Major1 Major2	EBT EBR WBL WBT NEL 241 52 313 589 46 241 52 313 589 46 0 0 0 0 0 0 0 Free Free Free Free Stop - None - None 0 0 0 0 0 0 - 0 0 94 94 94 94 94 3 7 5 2 7 256 55 333 627 49 Major1 Major2 Minor1 0 0 311 0 1577 284 1293 - 4.15 - 6.47 5.47 2.245 - 3.563 - 1233 - 117 5.47 1233 - 117 753 1233 - 69 1233 - 69 1233 - 69 753 1233 - 69 753 1233 - 69 753 1233 - 69 753 1233 - 753 1233 - 753 1233 - 69 753 1233 - 69 753 1233 - 69 753 1233 - 69 753 1233 - 69 753 147

	*	€	×	/	6	×
Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations	M		1			4
Traffic Volume (vph)	42	59	415	39	68	882
Future Volume (vph)	42	59	415	39	68	882
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		1%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.921		0.989			
Flt Protected	0.980					0.996
Satd. Flow (prot)	1633	0	1812	0	0	1851
Flt Permitted	0.980					0.996
Satd. Flow (perm)	1633	0	1812	0	0	1851
Link Speed (mph)	30		55			55
Link Distance (ft)	535		1495			1423
Travel Time (s)	12.2		18.5			17.6
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	5%	5%	3%	5%	5%	2%
Adj. Flow (vph)	45	63	441	41	72	938
Shared Lane Traffic (%)						
Lane Group Flow (vph)	108	0	482	0	0	1010
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	1.01	1.01	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					

Area Type:
Control Type: Unsignalized

Intersection						
Int Delay, s/veh	3.1					
Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations	WDL.	אופייי	1	TILIT	OVVE	- दी
Traffic Vol, veh/h	'T'	59	415	39	68	882
	42				68	882
Future Vol, veh/h		59	415	39		
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	
Storage Length	0	-	-	-	-	-
Veh in Median Storage		-	0	-	-	0
Grade, %	0	-	1	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	3	5	5	2
Mvmt Flow	45	63	441	41	72	938
Major/Minor	Minor1	N	Major1	_	Major2	
Conflicting Flow All	1544	462	0	0	482	0
Stage 1	462	- 402	-	_	-70 2	-
Stage 2	1082	_	_			_
	6.45	6.25		-	4.15	
Critical Hdwy		0.25	-	-	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	124	594	-	-	1065	-
Stage 1	628	-	-	-	-	-
Stage 2	321	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	107	594	-	-	1065	-
Mov Cap-2 Maneuver	107	-	_	_	_	_
Stage 1	628	_	_	-	-	-
Stage 2	276	_	_	_	_	_
Olaye Z	210	_	-	-	-	
Approach	WB		NE		SW	
HCM Control Delay, s	40.4		0		0.6	
HCM LOS	Ε					
Minor Lane/Major Mvm	nt	NET	NERV	VBLn1	SWL	SWT
	IC .	INL			1065	
Capacity (veh/h)		-	-			-
HCM Cantrol Dalay (a)		-		0.524		-
HCM Control Delay (s)		-	-		8.6	0
HCM Lane LOS		-	-	E	A	Α
HCM 95th %tile Q(veh))	-	-	2.7	0.2	-

	⊸ #	7	•	×	K	1
Lane Group	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations	¥			र्स	1	
Traffic Volume (vph)	29	29	29	380	835	56
Future Volume (vph)	29	29	29	380	835	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	12	12
Grade (%)	2%			1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932				0.991	
Flt Protected	0.976			0.996		
Satd. Flow (prot)	1492	0	0	1849	1831	0
Flt Permitted	0.976			0.996		
Satd. Flow (perm)	1492	0	0	1849	1831	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	266			1423	2064	
Travel Time (s)	6.0			17.6	25.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	14%	0%	0%	2%	2%	7%
Adj. Flow (vph)	31	31	31	404	888	60
Shared Lane Traffic (%)						
Lane Group Flow (vph)	62	0	0	435	948	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	10			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.01	1.01	1.01	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					

Area Type: Control Type: Unsignalized

Intersection Int Delay, s/veh Movement Lane Configurations Traffic Vol, veh/h Future Vol, veh/h Conflicting Peds, #/hr Sign Control RT Channelized Storage Length Veh in Median Storag Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor	Stop - 0	29 29 0 Stop None - - - 94 0 31	NEL 29 0 Free 94 0 31	NET 380 380 0 Free None - 0 1 94 2 404	SWT 835 835 0 Free - 0 1 94	56 56 0 Free None - - - 94 7
Lane Configurations Traffic Vol, veh/h Future Vol, veh/h Conflicting Peds, #/hr Sign Control RT Channelized Storage Length Veh in Median Storag Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow	29 29 0 Stop - 0 ge, # 0 2 94 14 31	29 29 0 Stop None - - - 94 0	29 29 0 Free - - - 94 0	380 380 0 Free None - 0 1 94 2	835 835 0 Free - 0 1 94 2	56 56 0 Free None - - - 94
Lane Configurations Traffic Vol, veh/h Future Vol, veh/h Conflicting Peds, #/hr Sign Control RT Channelized Storage Length Veh in Median Storag Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow	29 29 0 Stop - 0 ge, # 0 2 94 14 31	29 29 0 Stop None - - - 94 0	29 29 0 Free - - - 94 0	380 380 0 Free None - 0 1 94 2	835 835 0 Free - 0 1 94 2	56 56 0 Free None - - - 94
Traffic Vol, veh/h Future Vol, veh/h Conflicting Peds, #/hr Sign Control RT Channelized Storage Length Veh in Median Storag Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow	29 29 0 Stop - 0 ge, # 0 2 94 14 31	29 0 Stop None - - - 94 0	29 0 Free - - - 94 0	380 380 0 Free None - 0 1 94 2	835 0 Free - 0 1 94 2	56 0 Free None - - - 94
Future Vol, veh/h Conflicting Peds, #/hr Sign Control RT Channelized Storage Length Veh in Median Storag Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow	29 Stop - 0 ge, # 0 2 94 14 31	29 0 Stop None - - - 94 0	29 0 Free - - - 94 0	380 0 Free None - 0 1 94 2	835 0 Free - 0 1 94 2	56 0 Free None - - - 94
Conflicting Peds, #/hr Sign Control RT Channelized Storage Length Veh in Median Storag Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow	0 Stop 0 ge, # 0 2 94 14 31	0 Stop None - - - 94 0	0 Free - - - - 94 0	0 Free None - 0 1 94 2	0 Free - 0 1 94 2	0 Free None - - - 94
Sign Control RT Channelized Storage Length Veh in Median Storage Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow	Stop - 0 ge, # 0 2 94 14 31	Stop None - - - 94 0	Free 94 0	Free None - 0 1 94 2	Free - 0 1 94 2	Free None - - - 94
RT Channelized Storage Length Veh in Median Storag Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow	94 14 31	None 94 0	- - - 94 0	None - 0 1 94 2	0 1 94 2	None - - - 94
Storage Length Veh in Median Storag Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow	ge, # 0 2 94 14 31	- - 94 0	- 94 0	0 1 94 2	0 1 94 2	- - - 94
Veh in Median Storag Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow	2 94 14 31	94 0	94 0	1 94 2	1 94 2	94
Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow	2 94 14 31	94 0	94 0	1 94 2	1 94 2	94
Peak Hour Factor Heavy Vehicles, % Mvmt Flow	94 14 31	0	0	94	94 2	
Heavy Vehicles, % Mvmt Flow	14 31	0	0	2	2	
Mvmt Flow	31					
		01	O.		888	60
Major/Minor	Minor2				000	00
Maior/Minor	Minor2					
			Major1	N	Major2	
Conflicting Flow All	1384	918	948	0	-	0
Stage 1	918	-	-	-	-	-
Stage 2	466	-	-	-	-	-
Critical Hdwy	6.94	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.94	-	-	-	-	-
Critical Hdwy Stg 2	5.94	-	-	-	-	-
Follow-up Hdwy	3.626	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	128	316	732	-	-	-
Stage 1	335	-	-	-	-	-
Stage 2	577	-	-	_	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	r 121	316	732	-	_	-
Mov Cap-2 Maneuve		-	_	_	-	_
Stage 1	317	_	_	_	_	_
Stage 2	577	_	_	_	_	_
o talgo _	<u> </u>					
Approach	EB		NE		SW	
HCM Control Delay, s			0.7		0	
HCM LOS	Е					
Minor Lane/Major Mv	mt	NEL	NET	EBLn1	SWT	SWR
Capacity (veh/h)		732	-		-	OVVIC
HCM Lane V/C Ratio		0.042		0.353		-
HCM Control Delay (10.1	0	36.4	-	-
HCM Lane LOS	9)	10.1 B	A	30.4 E	-	-
HCM 95th %tile Q(ve	h)	0.1	- A	1.5	-	-
HOW SOUT /OUIE Q(VE	11)	U. I	_	1.0	-	_

	>	-	•	*_	\	4
Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		4	1		M	
Traffic Volume (vph)	1	442	859	3	1	1
Future Volume (vph)	1	442	859	3	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	11
Grade (%)		2%	-5%		0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.932	
Flt Protected					0.976	
Satd. Flow (prot)	0	1792	1891	0	1121	0
Flt Permitted					0.976	
Satd. Flow (perm)	0	1792	1891	0	1121	0
Link Speed (mph)		55	55		30	
Link Distance (ft)		219	226		485	
Travel Time (s)		2.7	2.8		11.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	5%	3%	0%	98%	0%
Adj. Flow (vph)	1	456	886	3	1	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	457	889	0	2	0
Enter Blocked Intersection	n No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	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	1.01	0.97	0.97	1.04	1.04
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						

Area Type: Other Control Type: Unsignalized

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations	LDL	4	₩ ₽	VVDIX	¥.	OLIN
Traffic Vol, veh/h	1	442	859	3	T	1
Future Vol, veh/h	1	442	859		1	1
·				3		•
Conflicting Peds, #/hr	0	_ 0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage,	,# -	0	0	-	0	-
Grade, %	-	2	-5	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	5	3	0	98	0
Mvmt Flow	1	456	886	3	1	1
		_				
	//ajor1		Major2	<u> </u>	Minor2	
Conflicting Flow All	889	0	-	0	1346	888
Stage 1	-	-	-	-	888	-
Stage 2	-	-	-	-	458	-
Critical Hdwy	4.1	_	-	-	7.38	6.2
Critical Hdwy Stg 1	-	-	_	-	6.38	-
Critical Hdwy Stg 2	_	_	_	_	6.38	_
Follow-up Hdwy	2.2	_	_		4.382	3.3
Pot Cap-1 Maneuver	771	_	_	-	106	345
Stage 1	771			_	279	-
Stage 2					476	
	_	-	-	-	4/0	-
Platoon blocked, %	774	-	-	-	400	0.45
Mov Cap-1 Maneuver	771	-	-	-	106	345
Mov Cap-2 Maneuver	-	-	-	-	106	-
Stage 1	-	-	-	-	278	-
Stage 2	-	-	-	-	476	-
A	ED		WD		C.E.	
Approach	EB		WB		SE	
HCM Control Delay, s	0		0		27.5	
HCM LOS					D	
Minor Lane/Major Mvm	+	EBL	EBT	WRT	WBR	QEI n1
				VVDI		
Capacity (veh/h)		771	-	-		162
HCM Lane V/C Ratio		0.001	-	-		0.013
HCM Control Delay (s)		9.7	0	-	-	
HCM Lane LOS		Α	Α	-	-	D
HCM 95th %tile Q(veh)		0	-	-	-	0

	\rightarrow	*	1	•	1	-
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	\$			र्स	W	
Traffic Volume (vph)	443	0	12	862	0	11
Future Volume (vph)	443	0	12	862	0	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	11
Grade (%)	5%			-5%	8%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.865	
Flt Protected				0.999		
Satd. Flow (prot)	1764	0	0	1874	1130	0
Flt Permitted				0.999		
Satd. Flow (perm)	1764	0	0	1874	1130	0
Link Speed (mph)	55			55	30	
Link Distance (ft)	226			439	325	
Travel Time (s)	2.8			5.4	7.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	5%	0%	65%	3%	0%	35%
Adj. Flow (vph)	457	0	12	889	0	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	457	0	0	901	11	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12	•		12	11	· ·
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	0.97	0.97	1.10	1.10
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					

Area Type:
Control Type: Unsignalized

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1>			4	N/	
Traffic Vol, veh/h	443	0	12	862	0	11
Future Vol, veh/h	443	0	12	862	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-		-	None
Storage Length	_	-	_	-	0	-
Veh in Median Storage	e, # 0	_	_	0	0	-
Grade, %	5	_	_	-5	8	_
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	5	0	65	3	0	35
Mymt Flow	457	0	12	889	0	11
IVIVIIIL I IOW	701	U	12	003	U	11
Major/Minor	Major1	<u> </u>	Major2		Minor1	
Conflicting Flow All	0	0	457	0	1370	457
Stage 1	-	-	-	-	457	-
Stage 2	-	-	-	-	913	-
Critical Hdwy	-	-	4.75	-	8	7.35
Critical Hdwy Stg 1	-	-	-	-	7	-
Critical Hdwy Stg 2	-	-	_	-	7	-
Follow-up Hdwy	-	-	2.785	-		3.615
Pot Cap-1 Maneuver	_	_	840	-	89	488
Stage 1	-	_	-	-	524	-
Stage 2	_	-	_	_	263	_
Platoon blocked, %	_	_		_	_00	
Mov Cap-1 Maneuver	_	_	840	_	87	488
Mov Cap-1 Maneuver	_	_	-	_	87	-
Stage 1	_	_	_		524	_
•	-	_			256	
Stage 2	-	-	-	-	200	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		12.6	
HCM LOS					В	
Minor Lanc/Major Myn	nt I	NBLn1	EDT	EDD	\//DI	WBT
Minor Lane/Major Mvn	it l		EBT	EBR	WBL	WBI
Capacity (veh/h)		488	-	-	840	-
HCM Lane V/C Ratio		0.023	-	-	0.015	-
HCM Control Delay (s)		12.6	-	-	9.3	0
HCM Lane LOS		В	-	-	A	Α
HCM 95th %tile Q(veh)	0.1	-	-	0	-
HCM 95th %tile Q(veh)	0.1		-		0

Lane Group EBL EBT WBT WBR SBL SBR Lane Configurations 1 1 1 1 1 1 1 1 1 1 1 1 1 1 218 1 218 1 1 218 1 1 218 1 1 1 218 1 <t< th=""></t<>
Lane Configurations 1 6 7 218 18 18 18 18 18 19
Traffic Volume (vph) 50 404 656 102 371 218 Future Volume (vph) 50 404 656 102 371 218 Ideal Flow (vphpl) 1900 1900 1900 1900 1900 1900 Grade (%) 5% 0% 0% Storage Length (ft) 150 150 0 Storage Lanes 1 1 1 1
Future Volume (vph) 50 404 656 102 371 218 Ideal Flow (vphpl) 1900 1900 1900 1900 1900 1900 Grade (%) 5% 0% 0% Storage Length (ft) 150 150 150 0 Storage Lanes 1 1 1 1 1
Ideal Flow (vphpl) 1900 1900 1900 1900 1900 1900 1900 1900 Grade (%) 5% 0% 0% Storage Length (ft) 150 150 150 0 Storage Lanes 1 1 1 1
Grade (%) 5% 0% 0% Storage Length (ft) 150 150 150 0 Storage Lanes 1 1 1 1 1
Storage Length (ft) 150 150 0 Storage Lanes 1 1 1 1
Storage Lanes 1 1 1 1
<u>*</u>
Tanor Longth (ft) 25
1 0 1 7
Lane Util. Factor 1.00 1.00 1.00 1.00 1.00 1.00
Frt 0.850 0.850
Flt Protected 0.950 0.950
Satd. Flow (prot) 1645 1764 1845 1233 1583 1568
Flt Permitted 0.221 0.950
Satd. Flow (perm) 383 1764 1845 1233 1583 1568
Right Turn on Red Yes Yes
Satd. Flow (RTOR) 105 100
Link Distance (ft) 439 1697 451
Travel Time (s) 5.4 21.0 10.3
Peak Hour Factor 0.97 0.97 0.97 0.97 0.97
Heavy Vehicles (%) 7% 5% 3% 31% 14% 3%
Adj. Flow (vph) 52 416 676 105 382 225
Shared Lane Traffic (%)
Lane Group Flow (vph) 52 416 676 105 382 225
Enter Blocked Intersection No No No No No No
Lane Alignment Left Left Right Left Right
Median Width(ft) 12 12 12
Link Offset(ft) 0 0 0
Crosswalk Width(ft) 16 16
Two way Left Turn Lane
/
Turning Speed (mph) 15 9 15 9
Number of Detectors 2 2 2 2 2 2
Detector Template Left Thru Thru Right Left Right
Leading Detector (ft) 83 83 83 83 83
Trailing Detector (ft) -5 -5 -5 -5 -5
Detector 1 Position(ft) -5 -5 -5 -5 -5
Detector 1 Size(ft) 40 40 40 40 40 40
Detector 1 Type CI+Ex CI+Ex CI+Ex CI+Ex CI+Ex
Detector 1 Channel
Detector 1 Extend (s) 0.0 0.0 0.0 0.0 0.0 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 0.0
• , ,
Detector 2 Position(ft) 43 43 43 43 43 43 43 43 43
Detector 2 Size(ft) 40 40 40 40 40 40
Detector 2 Type CI+Ex CI+Ex CI+Ex CI+Ex CI+Ex
Detector 2 Channel
Detector 2 Extend (s) 0.0 0.0 0.0 0.0 0.0 0.0
Turn Type Perm NA NA Perm Prot Perm

	•	→	←	•	>	4
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Protected Phases		4	8		6	
Permitted Phases	4			8		6
Detector Phase	4	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Maximum Green (s)	18.0	18.0	18.0	18.0	18.0	18.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	Min	Min
Walk Time (s)	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
Pedestrian Calls (#/hr)	0	0	0	0	0	0
v/c Ratio	0.34	0.59	0.91	0.19	0.73	0.39
Control Delay	18.4	15.7	35.8	3.8	22.5	8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.4	15.7	35.8	3.8	22.5	8.6
Queue Length 50th (ft)	10	87	170	0	84	23
Queue Length 95th (ft)	37	166	#364	22	#159	61
Internal Link Dist (ft)		359	1617		371	
Turn Bay Length (ft)	150			150	150	
Base Capacity (vph)	153	708	741	558	636	689
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.59	0.91	0.19	0.60	0.33
readou vo ratio	0.04	0.00	0.01	0.10	0.00	0.00

Area Type: Other

Cycle Length: 48

Actuated Cycle Length: 45.1

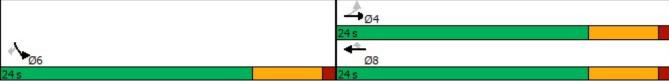
Natural Cycle: 60

Control Type: Actuated-Uncoordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.





Movement EBL EBT WBT WBR SBL SBR
MOVEMENT EDL EDI WOT VIDE SEK
Lane Configurations 7 7 7 7
Traffic Volume (veh/h) 50 404 656 102 371 218
Future Volume (veh/h) 50 404 656 102 371 218
Initial Q (Qb), veh 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
Work Zone On Approach No No No
Adj Sat Flow, veh/h/ln 1649 1679 1856 1441 1693 1856
Adj Flow Rate, veh/h 52 416 676 105 382 225
Peak Hour Factor 0.97 0.97 0.97 0.97 0.97
Percent Heavy Veh, % 7 5 3 31 14 3
Cap, veh/h 216 698 771 508 495 483
Arrive On Green 0.42 0.42 0.42 0.31 0.31
Sat Flow, veh/h 610 1679 1856 1221 1612 1572
Grp Volume(v), veh/h 52 416 676 105 382 225
Grp Sat Flow(s), veh/h/ln 610 1679 1856 1221 1612 1572
Q Serve(g_s), s 3.5 8.3 14.5 2.4 9.3 5.0
Cycle Q Clear(g_c), s 18.0 8.3 14.5 2.4 9.3 5.0
Prop In Lane 1.00 1.00 1.00 1.00
Lane Grp Cap(c), veh/h 216 698 771 508 495 483
V/C Ratio(X) 0.24 0.60 0.88 0.21 0.77 0.47
Avail Cap(c_a), veh/h 216 698 771 508 670 654 HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00
1 (7
Uniform Delay (d), s/veh 20.0 9.8 11.6 8.1 13.6 12.1
Incr Delay (d2), s/veh 0.6 1.4 11.1 0.2 3.9 0.7
Initial Q Delay(d3),s/veh 0.0 0.0 0.0 0.0 0.0
%ile BackOfQ(50%),veh/ln 0.4 1.9 5.6 0.4 3.2 1.5
Unsig. Movement Delay, s/veh
LnGrp Delay(d),s/veh 20.6 11.2 22.7 8.3 17.5 12.8
LnGrp LOS C B C A B B
Approach Vol, veh/h 468 781 607
Approach Delay, s/veh 12.2 20.8 15.8
Approach LOS B C B
Timer - Assigned Phs 4 6
Phs Duration (G+Y+Rc), s 24.0 19.3
Change Period (Y+Rc), s 6.0 6.0
Max Green Setting (Gmax), s 18.0 18.0
10- 7
Green Ext Time (p_c), s 0.0 2.0
Intersection Summary
HCM 6th Ctrl Delay 17.0
HCM 6th LOS B

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	→	*	1	←	1	-
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	ĵ.			4	Y	
Traffic Volume (vph)	775	0	25	755	2	11
Future Volume (vph)	775	0	25	755	2	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	13	12	12
Grade (%)	-5%			2%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.884	
Flt Protected				0.998	0.993	
Satd. Flow (prot)	1770	0	0	1833	1668	0
Flt Permitted				0.998	0.993	
Satd. Flow (perm)	1770	0	0	1833	1668	0
Link Speed (mph)	55			55	30	
Link Distance (ft)	1697			872	363	
Travel Time (s)	21.0			10.8	8.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	0%	0%	6%	0%	0%
Adj. Flow (vph)	842	0	27	821	2	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	842	0	0	848	14	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0	•		0	12	•
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	0.97	0.97	0.97	1.00	1.00
Turning Speed (mph)		60	60		60	60
Sign Control	Free			Free	Stop	
Intersection Summary						
Arao Tuno.	Othor					

Area Type: Other Control Type: Unsignalized

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1>			स	**	
Traffic Vol, veh/h	775	0	25	755	2	11
Future Vol, veh/h	775	0	25	755	2	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-		-	None
Storage Length	_	-	_	-	0	-
Veh in Median Storage	, # 0	_	_	0	0	_
Grade, %	-5	_	_	2	0	_
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	10	0	0	6	0	0
Mymt Flow	842	0	27	821	2	12
INIVITIL FIOW	042	U	21	021		12
Major/Minor N	Major1	N	Major2	ľ	Minor1	
Conflicting Flow All	0	0	842	0	1717	842
Stage 1	-	_	-	-	842	-
Stage 2	-	-	-	-	875	-
Critical Hdwy	-	_	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	_	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	_	802	-	100	367
Stage 1	_	_	_	_	426	-
Stage 2	_	_	_	-	411	-
Platoon blocked, %	_	_		_	711	
Mov Cap-1 Maneuver	_	_	802	_	94	367
Mov Cap-2 Maneuver	_	_	- 002	_	94	- 307
Stage 1	_	-	_	_	426	
_		-				
Stage 2	-	-	-	-	386	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.3		20	
HCM LOS			0.0		C	
110111 200						
Minor Lane/Major Mvm	nt 1	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		254	-	-	802	-
HCM Lane V/C Ratio		0.056	-	-	0.034	-
HCM Control Delay (s)		20	-	-	9.6	0
HCM Lane LOS		С	-	-	Α	Α
HCM 95th %tile Q(veh)		0.2	-	-	0.1	-

	_	٤	×	/	6	K
Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations	W		1>		ሻ	↑
Traffic Volume (vph)	200	56	697	101	19	584
Future Volume (vph)	200	56	697	101	19	584
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	13
Grade (%)	-2%	12	-2%	12	12	1%
Storage Length (ft)	0	0	270	0	200	170
Storage Lanes	1	0		0	1	
Taper Length (ft)	25			U	25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.970	1.00	0.983	1.00	1.00	1.00
FIt Protected	0.962		0.963		0.950	
		0	1717	0		1776
Satd. Flow (prot)	1671	0	1717	0	1618	1776
Flt Permitted	0.962		4747		0.152	4770
Satd. Flow (perm)	1671	0	1717	0	259	1776
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	25		18			
Link Speed (mph)	30		55			55
Link Distance (ft)	2121		872			1130
Travel Time (s)	48.2		10.8			14.0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	2%	11%	2%	11%	10%
Adj. Flow (vph)	217	61	758	110	21	635
Shared Lane Traffic (%)						
Lane Group Flow (vph)	278	0	868	0	21	635
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11	ragiit	12	rugiit	LGIL	12
Link Offset(ft)	0		0			0
. ,	16		16			16
Crosswalk Width(ft)	10		10			10
Two way Left Turn Lane	4.00	0.00	0.00	0.00	1.04	0.00
Headway Factor	1.03	0.99	0.99	0.99	1.01	0.96
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template						
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	CI+Ex		CI+Ex		CI+Ex	CI+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)	0.0		94		0.0	94
			94			94
Detector 2 Size(ft)						
Detector 2 Type			CI+Ex			CI+Ex
Detector 2 Channel			0.0			0.0
Detector 2 Extend (s)			0.0			0.0

Lane Group WBL WBR NET NER SWL SWT		*	€.	×	/	•	×
Protected Phases 8	Lane Group	WBL	WBR	NET	NER	SWL	SWT
Protected Phases 8 2 6 Permitted Phases 8 2 6 6 Switch Phase 8 2 6 6 Switch Phase 8 2 5.0 6 6 Minimum Initial (s) 5.0 5.0 5.0 5.0 5.0 Minimum Split (s) 24.0 24.0 24.0 24.0 24.0 24.0 24.0 24.0 24.0 24.0 24.0 24.0 24.0 24.0 24.0 24.0 24.0 36.0 31.0 31.0 31.0 31.0 31.0 31.0 31.0 31.0 <		Prot		NA		Perm	NA
Detector Phase Switch Phase Sw							
Switch Phase Minimum Initial (s) 5.0 5.0 5.0 5.0 Minimum Split (s) 24.0 24.0 24.0 24.0 24.0 Total Split (s) 24.0 36.0 36.0 36.0 36.0 Total Split (%) 40.0% 60.0% 60.0% 60.0% 60.0% Maximum Green (s) 19.0 31.0 31.0 31.0 31.0 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 Optimize? Vehicle Extension (s) 3.0<	Permitted Phases					6	
Minimum Initial (s) 5.0 5.0 5.0 5.0 Minimum Split (s) 24.0 24.0 24.0 24.0 24.0 Total Split (%) 40.0% 60.0% 60.0% 60.0% 60.0% Maximum Green (s) 19.0 31.0 31.0 31.0 31.0 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 Optimize? Vehicle Extension (s) 3.0 3.0 3.0 3.0 3.0 Recall Mode None	Detector Phase	8		2		6	6
Minimum Split (s) 24.0 24.0 24.0 36.0 36.0 36.0 Total Split (%) 40.0% 60.0% 60.0% 60.0% Maximum Green (s) 19.0 31.0 31.0 31.0 Yellow Time (s) 4.0 4.0 4.0 4.0 All-Red Time (s) 1.0 1.0 1.0 1.0 Lost Time Adjust (s) 0.0 0.0 0.0 0.0 Total Lost Time (s) 5.0 5.0 5.0 5.0 Lead/Lag Lead-Lag Optimize? Vehicle Extension (s) 3.0 3.0 3.0 3.0 Recall Mode None None None None None None Walk Time (s) 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 11.0 12.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	Switch Phase						
Total Split (s) 24.0 36.0 36.0 36.0 Total Split (%) 40.0% 60.0% 60.0% 60.0% Maximum Green (s) 19.0 31.0 31.0 31.0 Yellow Time (s) 4.0 4.0 4.0 4.0 All-Red Time (s) 1.0 1.0 1.0 1.0 Lost Time Adjust (s) 0.0 0.0 0.0 0.0 Total Lost Time (s) 5.0 5.0 5.0 5.0 Lead/Lag Lead-Lag Optimize? Vehicle Extension (s) 3.0 3.0 3.0 3.0 Recall Mode None None None None None None Walk Time (s) 7.0 <t< td=""><td>Minimum Initial (s)</td><td>5.0</td><td></td><td>5.0</td><td></td><td>5.0</td><td>5.0</td></t<>	Minimum Initial (s)	5.0		5.0		5.0	5.0
Total Split (%) 40.0% 60.0% 60.0% 60.0% Maximum Green (s) 19.0 31.0 31.0 31.0 Yellow Time (s) 4.0 4.0 4.0 4.0 All-Red Time (s) 1.0 1.0 1.0 1.0 Lost Time Adjust (s) 0.0 0.0 0.0 0.0 Total Lost Time (s) 5.0 5.0 5.0 5.0 Lead/Lag Lead-Lag Optimize? Vehicle Extension (s) 3.0 3.0 3.0 3.0 Recall Mode None None None None None None Walk Time (s) 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 11.0 11.0 11.0 12.0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 <td< td=""><td>Minimum Split (s)</td><td>24.0</td><td></td><td>24.0</td><td></td><td>24.0</td><td>24.0</td></td<>	Minimum Split (s)	24.0		24.0		24.0	24.0
Maximum Green (s) 19.0 31.0 31.0 31.0 Yellow Time (s) 4.0 4.0 4.0 4.0 All-Red Time (s) 1.0 1.0 1.0 1.0 Lost Time Adjust (s) 0.0 0.0 0.0 0.0 Total Lost Time (s) 5.0 5.0 5.0 5.0 Lead/Lag Lead-Lag Optimize? Vehicle Extension (s) 3.0 3.0 3.0 3.0 Recall Mode None None None None Walk Time (s) 7.0 7.0 7.0 7.0 Flash Dont Walk (s) 11.0 11.0 11.0 11.0 11.0 Pedestrian Calls (#/hr) 0 0 0 0 0 0 0 V/c Ratio 0.64 0.89 0.14 0.64 0.09 0.14 0.64 0.0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Total Split (s)	24.0		36.0		36.0	36.0
Maximum Green (s) 19.0 31.0 31.0 31.0 Yellow Time (s) 4.0 4.0 4.0 4.0 All-Red Time (s) 1.0 1.0 1.0 1.0 Lost Time Adjust (s) 0.0 0.0 0.0 0.0 Total Lost Time (s) 5.0 5.0 5.0 5.0 Lead/Lag Lead-Lag Optimize? Vehicle Extension (s) 3.0 3.0 3.0 3.0 Recall Mode None None <td>Total Split (%)</td> <td>40.0%</td> <td></td> <td>60.0%</td> <td></td> <td>60.0%</td> <td>60.0%</td>	Total Split (%)	40.0%		60.0%		60.0%	60.0%
All-Red Time (s) 1.0 1.0 1.0 1.0 Lost Time Adjust (s) 0.0 0.0 0.0 0.0 0.0 0.0 Total Lost Time (s) 5.0 5.0 5.0 5.0 5.0 Lead/Lag Lead-Lag Optimize? Vehicle Extension (s) 3.0 3.0 3.0 3.0 Recall Mode None None None Walk Time (s) 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 Pedestrian Calls (#/hr) 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		19.0		31.0		31.0	31.0
Lost Time Adjust (s) 0.0 0.0 0.0 0.0 Total Lost Time (s) 5.0 5.0 5.0 5.0 Lead/Lag Lead-Lag Optimize? Vehicle Extension (s) 3.0 3.0 3.0 3.0 Recall Mode None None None None None Walk Time (s) 7.0 7.0 7.0 7.0 7.0 Flash Dont Walk (s) 11.0	Yellow Time (s)	4.0		4.0		4.0	4.0
Total Lost Time (s) 5.0 5.0 5.0 5.0 Lead/Lag Lead-Lag Optimize? Vehicle Extension (s) 3.0 3.0 3.0 3.0 Recall Mode None None None None Walk Time (s) 7.0 7.0 7.0 7.0 Flash Dont Walk (s) 11.0 11.0 11.0 11.0 Pedestrian Calls (#/hr) 0 0 0 0 0 v/c Ratio 0.64 0.89 0.14 0.64 Control Delay 23.8 26.3 10.1 12.6 Queue Delay 0.0 0.0 0.0 0.0 Total Delay 23.8 26.3 10.1 12.6 Queue Length 50th (ft) 73 207 3 120 Queue Length 95th (ft) 136 #525 16 267 Internal Link Dist (ft) 2041 792 1050 Turn Bay Length (ft) 200 152 1047 Starvation	()	1.0		1.0		1.0	1.0
Total Lost Time (s) 5.0 5.0 5.0 5.0 Lead/Lag Lead-Lag Optimize? Vehicle Extension (s) 3.0 3.0 3.0 3.0 Recall Mode None None None None None Walk Time (s) 7.0 7.0 7.0 7.0 Flash Dont Walk (s) 11.0 11.0 11.0 11.0 Pedestrian Calls (#/hr) 0 0 0 0 v/c Ratio 0.64 0.89 0.14 0.64 Control Delay 23.8 26.3 10.1 12.6 Queue Delay 0.0 0.0 0.0 0.0 Total Delay 23.8 26.3 10.1 12.6 Queue Length 50th (ft) 73 207 3 120 Queue Length 95th (ft) 136 #525 16 267 Internal Link Dist (ft) 2041 792 1050 Turn Bay Length (ft) 200 152 1047 Starvation Cap Reductn <t< td=""><td></td><td>0.0</td><td></td><td>0.0</td><td></td><td>0.0</td><td>0.0</td></t<>		0.0		0.0		0.0	0.0
Lead/Lag Lead-Lag Optimize? Vehicle Extension (s) 3.0 3.0 3.0 3.0 Recall Mode None None None None Walk Time (s) 7.0 7.0 7.0 7.0 Flash Dont Walk (s) 11.0 11.0 11.0 11.0 Pedestrian Calls (#/hr) 0 0 0 0 v/c Ratio 0.64 0.89 0.14 0.64 Control Delay 23.8 26.3 10.1 12.6 Queue Delay 0.0 0.0 0.0 0.0 Total Delay 23.8 26.3 10.1 12.6 Queue Length 50th (ft) 73 207 3 120 Queue Length 95th (ft) 136 #525 16 267 Internal Link Dist (ft) 2041 792 1050 Turn Bay Length (ft) 200 152 1047 Starvation Cap Reductn 0 0 0 0 Spillback Cap Reductn 0 0 0 0 Storage Cap Reductn <td>• ()</td> <td>5.0</td> <td></td> <td>5.0</td> <td></td> <td>5.0</td> <td>5.0</td>	• ()	5.0		5.0		5.0	5.0
Vehicle Extension (s) 3.0 3.0 3.0 3.0 Recall Mode None None None None None Walk Time (s) 7.0 7.0 7.0 7.0 7.0 Flash Dont Walk (s) 11.0							
Recall Mode None None None None Walk Time (s) 7.0 7.0 7.0 7.0 Flash Dont Walk (s) 11.0 11.0 11.0 11.0 11.0 Pedestrian Calls (#/hr) 0 0 0 0 0 0 v/c Ratio 0.64 0.89 0.14 0.64 0.64 0.89 0.14 0.64 Control Delay 23.8 26.3 10.1 12.6 0.0 0	Lead-Lag Optimize?						
Walk Time (s) 7.0 7.0 7.0 7.0 Flash Dont Walk (s) 11.0 11.0 11.0 11.0 11.0 Pedestrian Calls (#/hr) 0 0 0 0 0 v/c Ratio 0.64 0.89 0.14 0.64 Control Delay 23.8 26.3 10.1 12.6 Queue Delay 0.0 0.0 0.0 0.0 Total Delay 23.8 26.3 10.1 12.6 Queue Length 50th (ft) 73 207 3 120 Queue Length 95th (ft) 136 #525 16 267 Internal Link Dist (ft) 2041 792 1050 Turn Bay Length (ft) 200 20 152 1047 Starvation Cap Reductn 0 0 0 0 0 Spillback Cap Reductn 0 0 0 0 0 0 Storage Cap Reductn 0 0 0 0 0 0 0<		3.0		3.0		3.0	3.0
Flash Dont Walk (s) 11.0 0	Recall Mode	None		None		None	None
Pedestrian Calls (#/hr) 0 0 0 0 v/c Ratio 0.64 0.89 0.14 0.64 Control Delay 23.8 26.3 10.1 12.6 Queue Delay 0.0 0.0 0.0 0.0 Total Delay 23.8 26.3 10.1 12.6 Queue Length 50th (ft) 73 207 3 120 Queue Length 95th (ft) 136 #525 16 267 Internal Link Dist (ft) 2041 792 1050 Turn Bay Length (ft) 200 Base Capacity (vph) 619 1020 152 1047 Starvation Cap Reductn 0 0 0 0 Spillback Cap Reductn 0 0 0 0 Storage Cap Reductn 0 0 0 0	Walk Time (s)	7.0		7.0		7.0	7.0
v/c Ratio 0.64 0.89 0.14 0.64 Control Delay 23.8 26.3 10.1 12.6 Queue Delay 0.0 0.0 0.0 0.0 Total Delay 23.8 26.3 10.1 12.6 Queue Length 50th (ft) 73 207 3 120 Queue Length 95th (ft) 136 #525 16 267 Internal Link Dist (ft) 2041 792 1050 Turn Bay Length (ft) 200 20 152 1047 Starvation Cap Reductn 0 0 0 0 Spillback Cap Reductn 0 0 0 0 Storage Cap Reductn 0 0 0 0	Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Control Delay 23.8 26.3 10.1 12.6 Queue Delay 0.0 0.0 0.0 0.0 Total Delay 23.8 26.3 10.1 12.6 Queue Length 50th (ft) 73 207 3 120 Queue Length 95th (ft) 136 #525 16 267 Internal Link Dist (ft) 2041 792 1050 Turn Bay Length (ft) 200 Base Capacity (vph) 619 1020 152 1047 Starvation Cap Reductn 0 0 0 0 Spillback Cap Reductn 0 0 0 0 Storage Cap Reductn 0 0 0 0	Pedestrian Calls (#/hr)			0		0	0
Queue Delay 0.0 0.0 0.0 0.0 Total Delay 23.8 26.3 10.1 12.6 Queue Length 50th (ft) 73 207 3 120 Queue Length 95th (ft) 136 #525 16 267 Internal Link Dist (ft) 2041 792 1050 Turn Bay Length (ft) 200 200 Base Capacity (vph) 619 1020 152 1047 Starvation Cap Reductn 0 0 0 0 Spillback Cap Reductn 0 0 0 0 Storage Cap Reductn 0 0 0 0	v/c Ratio	0.64		0.89		0.14	0.64
Total Delay 23.8 26.3 10.1 12.6 Queue Length 50th (ft) 73 207 3 120 Queue Length 95th (ft) 136 #525 16 267 Internal Link Dist (ft) 2041 792 1050 Turn Bay Length (ft) 200 Base Capacity (vph) 619 1020 152 1047 Starvation Cap Reductn 0 0 0 0 Spillback Cap Reductn 0 0 0 0 Storage Cap Reductn 0 0 0 0	Control Delay	23.8		26.3		10.1	12.6
Total Delay 23.8 26.3 10.1 12.6 Queue Length 50th (ft) 73 207 3 120 Queue Length 95th (ft) 136 #525 16 267 Internal Link Dist (ft) 2041 792 1050 Turn Bay Length (ft) 200 Base Capacity (vph) 619 1020 152 1047 Starvation Cap Reductn 0 0 0 0 Spillback Cap Reductn 0 0 0 0 Storage Cap Reductn 0 0 0 0	•	0.0		0.0		0.0	0.0
Queue Length 50th (ft) 73 207 3 120 Queue Length 95th (ft) 136 #525 16 267 Internal Link Dist (ft) 2041 792 1050 Turn Bay Length (ft) 200 Base Capacity (vph) 619 1020 152 1047 Starvation Cap Reductn 0 0 0 0 Spillback Cap Reductn 0 0 0 0 Storage Cap Reductn 0 0 0 0		23.8		26.3		10.1	12.6
Queue Length 95th (ft) 136 #525 16 267 Internal Link Dist (ft) 2041 792 1050 Turn Bay Length (ft) 200 Base Capacity (vph) 619 1020 152 1047 Starvation Cap Reductn 0 0 0 0 Spillback Cap Reductn 0 0 0 0 Storage Cap Reductn 0 0 0 0	•	73		207		3	120
Internal Link Dist (ft) 2041 792 1050 Turn Bay Length (ft) 200 200 Base Capacity (vph) 619 1020 152 1047 Starvation Cap Reductn 0 0 0 0 Spillback Cap Reductn 0 0 0 0 Storage Cap Reductn 0 0 0 0	• ,	136		#525		16	267
Turn Bay Length (ft) 200 Base Capacity (vph) 619 1020 152 1047 Starvation Cap Reductn 0 0 0 0 Spillback Cap Reductn 0 0 0 0 Storage Cap Reductn 0 0 0 0							1050
Base Capacity (vph) 619 1020 152 1047 Starvation Cap Reductn 0 0 0 0 Spillback Cap Reductn 0 0 0 0 Storage Cap Reductn 0 0 0 0	\ \ \ \					200	
Spillback Cap Reductn 0 0 0 0 0 Storage Cap Reductn 0 0 0 0	Base Capacity (vph)	619		1020		152	1047
Spillback Cap Reductn 0 0 0 0 0 Storage Cap Reductn 0 0 0 0		0		0		0	0
Storage Cap Reductn 0 0 0		0		0		0	0
		0		0		0	0
1.000.000 0.17 0.01	Reduced v/c Ratio	0.45		0.85		0.14	0.61

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 53.3

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 8: US Route 6 & CR 56



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Movement	WBL	WBR	NET	NER	SWL	SWT	
Lane Configurations	W		f		*	†	
Traffic Volume (veh/h)	200	56	697	101	19	584	
Future Volume (veh/h)	200	56	697	101	19	584	
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	1919	1949	1814	1949	1731	1816	
Adj Flow Rate, veh/h	217	61	758	0	21	635	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	4	2	11	2	11	10	
Cap, veh/h	287	81	942		311	943	
Arrive On Green	0.21	0.21	0.52	0.00	0.52	0.52	
Sat Flow, veh/h	1384	389	1814	0.00	654	1816	
Grp Volume(v), veh/h	279	0	758	0	21	635	
1 7	1779	0	1814	0	654	1816	
Grp Sat Flow(s),veh/h/ln	5.4	0.0	12.6	0.0	1.0	9.5	
Q Serve(g_s), s	5.4 5.4		12.6	0.0	13.6	9.5	
Cycle Q Clear(g_c), s	0.78	0.0 0.22	12.0			9.5	
Prop In Lane			042	0.00	1.00	0.42	
Lane Grp Cap(c), veh/h	369	0	942		311	943 0.67	
V/C Ratio(X)	0.76	0.00	0.80		0.07		
Avail Cap(c_a), veh/h	924	1.00	1536	1.00	525	1538	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00	
Uniform Delay (d), s/veh	13.6	0.0	7.3	0.0	12.9	6.5	
Incr Delay (d2), s/veh	3.2	0.0	1.7	0.0	0.1	8.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	2.0	0.0	1.6	0.0	0.1	1.1	
Unsig. Movement Delay, s/veh					10.0		
LnGrp Delay(d),s/veh	16.8	0.0	8.9	0.0	13.0	7.3	
LnGrp LOS	В	Α	Α		В	Α	
Approach Vol, veh/h	279		758	Α		656	
Approach Delay, s/veh	16.8		8.9			7.5	
Approach LOS	В		Α			Α	
Timer - Assigned Phs		2				6	
Phs Duration (G+Y+Rc), s		24.0				24.0	
Change Period (Y+Rc), s		5.0				5.0	
Max Green Setting (Gmax), s		31.0				31.0	
Max Q Clear Time (g_c+l1), s		14.6				15.6	
Green Ext Time (p_c), s		4.2				3.4	
Intersection Summary							
HCM 6th Ctrl Delay			9.7				
HCM 6th LOS			9.7 A				
			A				
Notos							

User approved volume balancing among the lanes for turning movement.

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

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	ર્ન	7		4		*	†		*	^	7
Traffic Volume (vph)	450	16	478	31	16	35	421	1159	21	19	1178	422
Future Volume (vph)	450	16	478	31	16	35	421	1159	21	19	1178	422
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			4%			-1%			0%	
Storage Length (ft)	0		0	0		0	525		0	100		0
Storage Lanes	1		1	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt			0.850		0.942			0.997				0.850
Flt Protected	0.950	0.955			0.981		0.950			0.950		
Satd. Flow (prot)	1681	1692	1417	0	1659	0	1605	3511	0	1719	3539	1583
Flt Permitted	0.950	0.955			0.981		0.087			0.231		
Satd. Flow (perm)	1681	1692	1417	0	1659	0	147	3511	0	418	3539	1583
Right Turn on Red			Yes	-	,,,,,	Yes			Yes			Yes
Satd. Flow (RTOR)			493		25			2				317
Link Speed (mph)		55			45			45			45	
Link Distance (ft)		319			392			755			645	
Travel Time (s)		4.0			5.9			11.4			9.8	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	0%	14%	3%	0%	6%	13%	3%	5%	5%	2%	2%
Adj. Flow (vph)	464	16	493	32	16	36	434	1195	22	20	1214	435
Shared Lane Traffic (%)	48%	10	100	02				1100				100
Lane Group Flow (vph)	241	239	493	0	84	0	434	1217	0	20	1214	435
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.03	1.03	1.03	0.99	0.99	0.99	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15	0.00	9	15		9
Number of Detectors	1	2	2	2	2	-	2	2	-	2	2	2
Detector Template	•	_	_	Left	_		_	_		_	_	_
Leading Detector (ft)	20	83	83	83	83		83	83		83	83	83
Trailing Detector (ft)	0	-5	-5	-5	-5		-5	-5		-5	-5	-5
Detector 1 Position(ft)	0	-5	-5	-5	-5		-5	-5		-5	-5	-5
Detector 1 Size(ft)	20	40	40	40	40		40	40		40	40	40
Detector 1 Type	CI+Ex	Cl+Ex	Cl+Ex	Cl+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel	OI - EX	OI - EX	OI EX	OI - EX	O. LA		OI LX	OI ZX		OI LX	OI - EX	OI EX
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	0.0	43	43	43	43		43	43		43	43	43
Detector 2 Size(ft)		40	40	40	40		40	40		40	40	40
Detector 2 Type		CI+Ex	CI+Ex	Cl+Ex	Cl+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex
Detector 2 Channel		OITEX	OITEX	OITEX	OITLA		OFFER	OITEX		OITEX	OITEX	OITEX
Detector 2 Extend (s)		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
. ,	Split	NA	Perm		NA						NA	Perm
Turn Type	Spilit	NΑ	rem	Split	NA		pm+pt	NA		Perm	NΑ	reim

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2			6	
Permitted Phases			4				2			6		6
Detector Phase	4	4	4	8	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0		11.0	24.0		24.0	24.0	24.0
Total Split (s)	24.0	24.0	24.0	24.0	24.0		31.0	77.0		46.0	46.0	46.0
Total Split (%)	19.2%	19.2%	19.2%	19.2%	19.2%		24.8%	61.6%		36.8%	36.8%	36.8%
Maximum Green (s)	18.0	18.0	18.0	18.0	18.0		25.0	71.0		40.0	40.0	40.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	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		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0		6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	Max		Max	Max	Max
Walk Time (s)	7.0	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	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0		0	0	0
v/c Ratio	0.91	0.90	0.77		0.52		1.06	0.56		0.14	0.98	0.57
Control Delay	85.4	82.7	13.3		48.5		93.9	14.5		30.9	58.5	12.0
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	85.4	82.7	13.3		48.5		93.9	14.5		30.9	58.5	12.0
Queue Length 50th (ft)	190	188	0		43		~318	269		10	476	63
Queue Length 95th (ft)	#372	#368	120		94		#554	366		32	#677	176
Internal Link Dist (ft)		239			312			675			565	
Turn Bay Length (ft)							525			100		
Base Capacity (vph)	265	267	639		283		411	2188		146	1242	761
Starvation Cap Reductn	0	0	0		0		0	0		0	0	0
Spillback Cap Reductn	0	0	0		0		0	0		0	0	0
Storage Cap Reductn	0	0	0		0		0	0		0	0	0
Reduced v/c Ratio	0.91	0.90	0.77		0.30		1.06	0.56		0.14	0.98	0.57

Area Type: Other

Cycle Length: 125

Actuated Cycle Length: 114.4

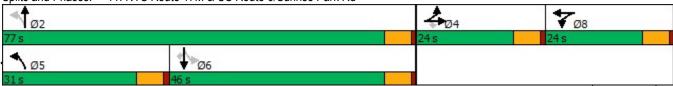
Natural Cycle: 145

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: 11: NYS Route 17M & US Route 6/Sunrise Park Rd



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	र्स	7		4		*	†		7	^	7
Traffic Volume (veh/h)	450	16	478	31	16	35	421	1159	21	19	1178	422
Future Volume (veh/h)	450	16	478	31	16	35	421	1159	21	19	1178	422
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	1870	1900	1693	1761	1806	1717	1744	1894	1864	1826	1870	1870
Adj Flow Rate, veh/h	475	0	0	32	16	36	434	1195	22	20	1214	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	0	14	3	0	6	13	3	5	5	2	2
Cap, veh/h	536	0		41	20	46	437	2264	42	221	1254	
Arrive On Green	0.15	0.00	0.00	0.06	0.06	0.06	0.22	0.63	0.63	0.35	0.35	0.00
Sat Flow, veh/h	3563	0	1434	628	314	706	1661	3615	67	448	3554	1585
Grp Volume(v), veh/h	475	0	0	84	0	0	434	595	622	20	1214	0
Grp Sat Flow(s),veh/h/ln	1781	0	1434	1647	0	0	1661	1800	1882	448	1777	1585
Q Serve(g_s), s	14.8	0.0	0.0	5.7	0.0	0.0	24.7	20.9	20.9	3.4	38.1	0.0
Cycle Q Clear(g_c), s	14.8	0.0	0.0	5.7	0.0	0.0	24.7	20.9	20.9	3.4	38.1	0.0
Prop In Lane	1.00		1.00	0.38		0.43	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	536	0		106	0	0	437	1127	1179	221	1254	
V/C Ratio(X)	0.89	0.00		0.79	0.00	0.00	0.99	0.53	0.53	0.09	0.97	
Avail Cap(c_a), veh/h	566	0		262	0	0	437	1127	1179	221	1254	
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	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	47.2	0.0	0.0	52.3	0.0	0.0	34.5	11.8	11.8	24.9	36.1	0.0
Incr Delay (d2), s/veh	15.1	0.0	0.0	12.2	0.0	0.0	41.1	1.8	1.7	8.0	18.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	0.0	0.0	2.7	0.0	0.0	11.6	7.9	8.2	0.4	18.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.3	0.0	0.0	64.4	0.0	0.0	75.6	13.6	13.5	25.7	54.9	0.0
LnGrp LOS	<u>E</u>	A		<u>E</u>	A	A	E	В	В	С	D	
Approach Vol, veh/h		475	Α		84			1651			1234	Α
Approach Delay, s/veh		62.3			64.4			29.9			54.5	
Approach LOS		E			Е			С			D	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		77.0		23.1	31.0	46.0		13.3				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		71.0		18.0	25.0	40.0		18.0				
Max Q Clear Time (g_c+l1), s		22.9		16.8	26.7	40.1		7.7				
Green Ext Time (p_c), s		8.2		0.2	0.0	0.0		0.2				
Intersection Summary												
HCM 6th Ctrl Delay			44.0									
HCM 6th LOS			D									

User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

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	-	7	~	←	•	/
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations	ĵ.			ર્ન	W	
Traffic Volume (vph)	648	51	81	208	54	310
Future Volume (vph)	648	51	81	208	54	310
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990				0.885	
Flt Protected				0.986	0.993	
Satd. Flow (prot)	1821	0	0	1779	1586	0
Flt Permitted				0.986	0.993	
Satd. Flow (perm)	1821	0	0	1779	1586	0
Link Speed (mph)	55			55	30	
Link Distance (ft)	733			606	476	
Travel Time (s)	9.1			7.5	10.8	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	3%	7%	6%	5%	7%	5%
Adj. Flow (vph)	762	60	95	245	64	365
Shared Lane Traffic (%)						
Lane Group Flow (vph)	822	0	0	340	429	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						

Area Type: Control Type: Unsignalized Other

Intersection						
	55.2					
		EDD	\\/DI	\\/DT	NEL	NED
	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations	1	- 1	0.4	4	Y	0.40
Traffic Vol, veh/h	648	51	81	208	54	310
Future Vol, veh/h	648	51	81	208	54	310
Conflicting Peds, #/hr	0	0	0	0	0	0
•	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	# 0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	3	7	6	5	7	5
Mvmt Flow	762	60	95	245	64	365
N. A. 1. (N. A.)						
	ajor1		Major2		Minor1	
Conflicting Flow All	0	0	822	0	1227	792
Stage 1	-	-	-	-	792	-
Stage 2	-		-	-	435	-
Critical Hdwy	-	-	4.16	-	6.47	6.25
Critical Hdwy Stg 1	-	-	-	-	5.47	-
Critical Hdwy Stg 2	-	-	-	-	5.47	-
Follow-up Hdwy	-	_	2.254	-	3.563	3.345
Pot Cap-1 Maneuver	-	_	790	_	192	384
Stage 1	_	_	-	_	438	-
Stage 2				_	642	_
Platoon blocked, %	_	_	_	_	U4Z	_
-	-		790		165	384
Mov Cap-1 Maneuver	-	-		-		
Mov Cap-2 Maneuver	-	-	-	-	165	-
Stage 1	-	-	-	-	438	-
Stage 2	-	-	-	-	553	-
Approach	EB		WB		NE	
HCM Control Delay, s	0		2.9		202.7	
HCM LOS	- 0		2.0		F	
TOW LOO					I.	
Minor Lane/Major Mvmt	1	VELn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		321	-	-	790	-
HCM Lane V/C Ratio		1.334	-	-	0.121	-
HCM Control Delay (s)		202.7	-	-	10.2	0
HCM Lane LOS		F	-	-	В	Α
HCM 95th %tile Q(veh)		21	_	_	0.4	-
, , , , , , , , , , , , , , , ,						

	*	€	×	/	6	×
Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations	N/		1→			ની
Traffic Volume (vph)	28	67	833	37	37	305
Future Volume (vph)	28	67	833	37	37	305
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		1%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.905		0.994			
Flt Protected	0.985					0.995
Satd. Flow (prot)	1613	0	1823	0	0	1800
Flt Permitted	0.985					0.995
Satd. Flow (perm)	1613	0	1823	0	0	1800
Link Speed (mph)	30		55			55
Link Distance (ft)	535		1495			1423
Travel Time (s)	12.2		18.5			17.6
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	5%	5%	3%	5%	5%	5%
Adj. Flow (vph)	33	79	980	44	44	359
Shared Lane Traffic (%)						
Lane Group Flow (vph)	112	0	1024	0	0	403
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	1.01	1.01	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						

Area Type: Control Type: Unsignalized

Other

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Intersection						
Int Delay, s/veh	3.2					
Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations	W		1			4
Traffic Vol, veh/h	28	67	833	37	37	305
Future Vol, veh/h	28	67	833	37	37	305
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-		-	None
Storage Length	0	-	_	_	-	_
Veh in Median Storage,		_	0	_	_	0
Grade, %	0	_	1	_	_	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	5	5	3	5	5	5
Mymt Flow	33	79	980	44	44	359
WWIIICI IOW	00	13	300	77	77	000
Major/Minor N	/linor1	N	Major1	N	Major2	
Conflicting Flow All	1449	1002	0	0	1024	0
Stage 1	1002	-	-	-	-	-
Stage 2	447	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	_	-	_	-
	3.545	3.345	-	_	2.245	_
Pot Cap-1 Maneuver	142	290	-	_	666	_
Stage 1	350	-	-	_	-	_
Stage 2	638	_	_	-	_	_
Platoon blocked, %	000		_	_		_
Mov Cap-1 Maneuver	130	290	_	_	666	_
Mov Cap-2 Maneuver	130	-	_	_	-	_
Stage 1	350	_	-	-	_	<u>-</u>
Stage 2	585	_	_	_	_	_
Slaye Z	505	-	-	-	-	-
Approach	WB		NE		SW	
HCM Control Delay, s	39.2		0		1.2	
HCM LOS	Е					
		NET	MES	MDL 4	0) * "	01:7
Minor Lane/Major Mvm	t	NET		VBLn1	SWL	SWT
Capacity (veh/h)		-	-	213	666	-
HCM Lane V/C Ratio		-	-	0.525		-
HCM Control Delay (s)		-	-	39.2	10.8	0
		-	-	Ε	В	Α
HCM Lane LOS HCM 95th %tile Q(veh)				2.7	0.2	, ,

	_#	7	•	×	K	~
Lane Group	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations	W			ર્લ	1	
Traffic Volume (vph)	64	11	16	850	263	17
Future Volume (vph)	64	11	16	850	263	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	12	12
Grade (%)	2%			1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.980				0.992	
Flt Protected	0.959			0.999		
Satd. Flow (prot)	1452	0	0	1835	1719	0
Flt Permitted	0.959			0.999		
Satd. Flow (perm)	1452	0	0	1835	1719	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	266			1423	2064	
Travel Time (s)	6.0			17.6	25.6	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	16%	0%	0%	3%	7%	41%
Adj. Flow (vph)	75	13	19	1000	309	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	88	0	0	1019	329	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	10			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.01	1.01	1.01	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
	Other					
Control Type: Unsignalized						

Intersection						
Int Delay, s/veh	3.9					
Movement	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations	¥			र्स	1>	
Traffic Vol, veh/h	64	11	16	850	263	17
Future Vol, veh/h	64	11	16	850	263	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-		-	None
Storage Length	0	-	_	-	_	-
Veh in Median Storage		_	_	0	0	_
Grade, %	2	_	_	1	1	_
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	16	0	0	3	7	41
Mymt Flow	75	13	19	1000	309	20
IVIVIIIL FIOW	75	13	19	1000	309	20
Major/Minor	Minor2	N	Major1	N	Major2	
Conflicting Flow All	1357	319	329	0	-	0
Stage 1	319	-	-	-	-	-
Stage 2	1038	-	_	_	_	-
Critical Hdwy	6.96	6.4	4.1	_	-	_
Critical Hdwy Stg 1	5.96	_	_	_	_	_
Critical Hdwy Stg 2	5.96	_	_	_	_	_
Follow-up Hdwy	3.644	3.3	2.2	_	_	_
Pot Cap-1 Maneuver	132	714	1242	_	_	_
Stage 1	682	-	1272	_	_	_
Stage 2	286	_	_	_		
Platoon blocked, %	200	_	_	_	_	_
Mov Cap-1 Maneuver	128	714	1242	_	-	-
	128	114	1242	_		_
Mov Cap-2 Maneuver		-	-	-	-	-
Stage 1	659	-	-	-	-	-
Stage 2	286	-	-	-	-	-
Approach	EB		NE		SW	
HCM Control Delay, s	61.6		0.1		0	
HCM LOS	F		0.1		U	
I IOIVI LOO	1					
Minor Lane/Major Mvm	nt	NEL	NET I	EBLn1	SWT	SWR
Capacity (veh/h)		1242	-	146	-	-
HCM Lane V/C Ratio		0.015	-	0.604	-	-
HCM Control Delay (s)		7.9	0	61.6	-	-
HCM Lane LOS		A	A	F	_	-
HCM 95th %tile Q(veh))	0	-	3.2	-	-
.,						

	>	-	•	*_	\	4
Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		र्स	ĵ.		N.	
Traffic Volume (vph)	0	926	281	1	1	1
Future Volume (vph)	0	926	281	1	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	11
Grade (%)		2%	-5%		0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.932	
Flt Protected					0.976	
Satd. Flow (prot)	0	1809	1771	0	1114	0
FIt Permitted					0.976	
Satd. Flow (perm)	0	1809	1771	0	1114	0
Link Speed (mph)		55	55		30	
Link Distance (ft)		219	226		485	
Travel Time (s)		2.7	2.8		11.0	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	4%	10%	0%	100%	0%
Adj. Flow (vph)	0	1077	327	1	1	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1077	328	0	2	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	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	1.01	0.97	0.97	1.04	1.04
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type: O	ther					
Control Type: Unsignalized						

Intersection	on						
Int Delay,		0					
Movemen		EBL	EBT	WBT	WBR	SEL	SER
	ifigurations	LDL	4	₩ 1	WOIX	₩.	OLIV
Traffic Vo		0	원 926	281	1	T	1
						-	
Future Vo		0	926	281	1	1	1
	g Peds, #/hr	0	0	0	0	0	0
Sign Cont		Free	Free	Free	Free	Stop	Stop
RT Chann		-	None	-	None	-	
Storage L		-	-	-	-	0	-
	edian Storage	,# -	0	0	-	0	-
Grade, %		-	2	-5	-	0	-
Peak Hou	ır Factor	86	86	86	86	86	86
Heavy Ve	hicles, %	0	4	10	0	100	0
Mvmt Flov		0	1077	327	1	1	1
Major/Min		Major1		Major2		Minor2	
Conflicting		328	0	-	0	1405	328
	ge 1	-	-	-	-	328	-
Sta	ge 2	-	-	-	-	1077	-
Critical Ho		4.1	-	-	-	7.4	6.2
Critical Ho		-	-	-	-	6.4	-
Critical Ho		-	-	-	-	6.4	-
Follow-up		2.2	-	-	_	4.4	3.3
	Maneuver	1243	_	_	_	95	718
	ge 1		_	_	_	554	-
	ge 2	_	_	_	_	217	_
Platoon b					<u> </u>	4 11	
		1243	-	-		95	718
	1 Maneuver		-	-	-		
	-2 Maneuver	-	-	-	-	95	-
	ge 1	-	-	-	-	554	-
Sta	ge 2	-	-	-	-	217	-
Approach		EB		WB		SE	
	ntrol Delay, s	0		0		26.7	
HCM LOS						D	
Minor Lar	ne/Major Mvm	t	EBL	EBT	WBT	WBR :	SELn1
Capacity (1243				168
	e V/C Ratio		1240	_	_		0.014
			-	-			
	ntrol Delay (s)		0	-	-	-	
HCM Lan			A	-	-	-	D
HCM 95th	n %tile Q(veh)		U	-	-	-	0
HCM 95th	n %tile Q(veh)		0	-	-		-

	→	*	1	•	1	-
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1			4	N/	
Traffic Volume (vph)	926	1	3	282	0	4
Future Volume (vph)	926	1	3	282	0	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	11
Grade (%)	5%			-5%	8%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.865	
Flt Protected						
Satd. Flow (prot)	1781	0	0	1767	1525	0
FIt Permitted						
Satd. Flow (perm)	1781	0	0	1767	1525	0
Link Speed (mph)	55			55	30	
Link Distance (ft)	226			439	325	
Travel Time (s)	2.8			5.4	7.4	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	4%	0%	33%	10%	0%	0%
Adj. Flow (vph)	1064	1	3	324	0	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1065	0	0	327	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	0.97	0.97	1.10	1.10
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Δrea Type:	Other					

Area Type: Other Control Type: Unsignalized

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1>		1,00	4	Y	11511
Traffic Vol, veh/h	926	1	3	282	0	4
Future Vol, veh/h	926	1	3	282	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-		Stop -	None
Storage Length	_	-	_	-	0	-
Veh in Median Storage			-	0	0	
	s, # 0 5			-5	8	
Grade, %		- 07	- 07			- 07
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	4	0	33	10	0	0
Mvmt Flow	1064	1	3	324	0	5
Major/Minor	Major1	I	Major2	ı	Minor1	
Conflicting Flow All	0	0	1065	0	1395	1065
Stage 1		-	-	-	1065	-
Stage 2	_	_	_	_	330	_
Critical Hdwy	_	_	4.43	_	8	7
Critical Hdwy Stg 1	_	_	+0	_	7	_
Critical Hdwy Stg 2	_	_		_	7	_
Follow-up Hdwy	-	_	2.497	_	3.5	3.3
Pot Cap-1 Maneuver		-	550	_	85	215
•	-	-	550	-	208	213
Stage 1	-	-	-			-
Stage 2	-	-	-	-	633	-
Platoon blocked, %	-	-	0	-	0.4	045
Mov Cap-1 Maneuver	-	-	550	-	84	215
Mov Cap-2 Maneuver	-	-	-	-	84	-
Stage 1	-	-	-	-	208	-
Stage 2	-	-	-	-	629	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		22.1	
HCM LOS	U		0.1		C	
115W EGG					J	
Minor Lane/Major Mvm	nt 1	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		215	-	-	550	-
HCM Lane V/C Ratio		0.021	-	-	0.006	-
HCM Control Delay (s)	1	22.1	-	-	11.6	0
HCM Lane LOS		С	-	-	В	Α
HCM 95th %tile Q(veh))	0.1	-	-	0	-

	٠	→	←	*	-	4
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	7	<u></u>	<u>₩</u>	7)	7
Traffic Volume (vph)	256	675	254	411	62	32
Future Volume (vph)	256	675	254	411	62	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
,	1900	5%	0%	1300	0%	1300
Grade (%)	150	5%	0%	150		^
Storage Length (ft)	150			150	150	0
Storage Lanes	1			1	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		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1742	1748	1712	1495	1410	1524
Flt Permitted	0.393				0.950	
Satd. Flow (perm)	721	1748	1712	1495	1410	1524
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				478		37
Link Speed (mph)		55	55	110	30	- 01
Link Distance (ft)		439	1697		451	
Travel Time (s)		5.4	21.0		10.3	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
	1%	6%	11%	8%	28%	6%
Heavy Vehicles (%)						
Adj. Flow (vph)	298	785	295	478	72	37
Shared Lane Traffic (%)	222					
Lane Group Flow (vph)	298	785	295	478	72	37
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	1.00	1.00	60	60	60
Number of Detectors	2	2	2	2	2	2
	Left	Thru	Thru		Left	
Detector Template				Right		Right
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	CI+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	CI+Ex	Cl+Ex	CI+Ex	Cl+Ex	CI+Ex	CI+Ex
Detector 2 Channel	OI. LX	OI LX	OI? LX	OI LX	OI LX	OI! LX
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
. ,						
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm

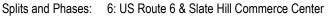
	•	\rightarrow	•	•	-	4
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Protected Phases	7	4	8		6	
Permitted Phases	4			8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	24.0	66.0	42.0	42.0	24.0	24.0
Total Split (%)	26.7%	73.3%	46.7%	46.7%	26.7%	26.7%
Maximum Green (s)	19.0	61.0	37.0	37.0	19.0	19.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None
Walk Time (s)		7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0
v/c Ratio	0.41	0.63	0.56	0.60	0.28	0.12
Control Delay	5.9	8.8	20.0	5.5	24.1	9.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.9	8.8	20.0	5.5	24.1	9.8
Queue Length 50th (ft)	30	119	70	0	18	0
Queue Length 95th (ft)	67	249	151	47	57	20
Internal Link Dist (ft)		359	1617		371	
Turn Bay Length (ft)	150			150	150	
Base Capacity (vph)	936	1715	1310	1256	626	697
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.46	0.23	0.38	0.12	0.05
Intersection Summary						

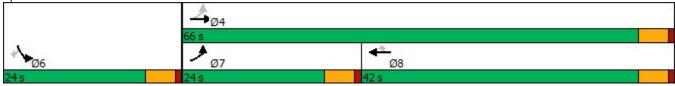
Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 47.9
Natural Cycle: 60

Control Type: Actuated-Uncoordinated





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	۶	→	←	•	1	4			
Movement	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations	*	^	^	7	7	7			
Traffic Volume (veh/h)	256	675	254	411	62	32			
Future Volume (veh/h)	256	675	254	411	62	32			
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	1738	1664	1737	1781	1485	1811			
Adj Flow Rate, veh/h	298	785	295	478	72	37			
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86			
Percent Heavy Veh, %	1	6	11	8	28	6			
Cap, veh/h	716	1135	719	625	120	130			
Arrive On Green	0.15	0.68	0.41	0.41	0.08	0.08			
Sat Flow, veh/h	1655	1664	1737	1510	1414	1535			
Grp Volume(v), veh/h	298	785	295	478	72	37			
Grp Sat Flow(s),veh/h/ln	1655	1664	1737	1510	1414	1535			
Q Serve(g_s), s	3.7	12.2	5.1	11.7	2.1	1.0			
Cycle Q Clear(g_c), s	3.7	12.2	5.1	11.7	2.1	1.0			
Prop In Lane	1.00			1.00	1.00	1.00			
Lane Grp Cap(c), veh/h	716	1135	719	625	120	130			
V/C Ratio(X)	0.42	0.69	0.41	0.77	0.60	0.28			
Avail Cap(c_a), veh/h	1196	2364	1497	1301	626	679			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	4.8	4.1	8.9	10.8	18.9	18.4			
Incr Delay (d2), s/veh	0.4	0.8	0.4	2.0	4.8	1.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.3	0.2	1.1	2.4	8.0	0.0			
Unsig. Movement Delay, s/veh		4.0	0.3	10.0	00.7	10.0			
LnGrp Delay(d),s/veh	5.2	4.9	9.3	12.8	23.7	19.6			
LnGrp LOS	A	A 4002	772	В	C	В			
Approach Vol, veh/h		1083	773		109				
Approach LOS		4.9	11.4		22.3				
Approach LOS		Α	В		С				
Timer - Assigned Phs				4		6	7	8	
Phs Duration (G+Y+Rc), s				34.3		8.6	11.5	22.8	
Change Period (Y+Rc), s				5.0		5.0	5.0	5.0	
Max Green Setting (Gmax), s				61.0		19.0	19.0	37.0	
Max Q Clear Time (g_c+l1), s				14.2		4.1	5.7	13.7	
Green Ext Time (p_c), s				4.9		0.4	1.1	4.1	
Intersection Summary									
HCM 6th Ctrl Delay			8.5						
HCM 6th LOS			Α						

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	-	*	1	←	1	-
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	ĵ.			4	14	
Traffic Volume (vph)	736	0	9	664	1	22
Future Volume (vph)	736	0	9	664	1	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	13	12	12
Grade (%)	-5%			2%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.870	
Flt Protected				0.999	0.998	
Satd. Flow (prot)	1820	0	0	1783	1650	0
Flt Permitted				0.999	0.998	
Satd. Flow (perm)	1820	0	0	1783	1650	0
Link Speed (mph)	55			55	30	
Link Distance (ft)	1697			872	363	
Travel Time (s)	21.0			10.8	8.3	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	7%	0%	0%	9%	0%	0%
Adj. Flow (vph)	827	0	10	746	1	25
Shared Lane Traffic (%)						
Lane Group Flow (vph)	827	0	0	756	26	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	0.97	0.97	0.97	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						

Area Type: Other Control Type: Unsignalized

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Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
		LDK	VVDL			NDR
Lane Configurations	700	0	^	4	Y	00
Traffic Vol, veh/h	736	0	9	664	1	22
Future Vol, veh/h	736	0	9	664	1	22
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	e, # 0	-	-	0	0	-
Grade, %	-5	-	-	2	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	7	0	0	9	0	0
Mymt Flow	827	0	10	746	1	25
IVIVIII(I IOW	021	U	10	740		20
Major/Minor	Major1	N	Major2	N	Minor1	
Conflicting Flow All	0	0	827	0	1593	827
Stage 1	-	-	-	-	827	-
Stage 2	_	_	_	_	766	_
Critical Hdwy	_	_	4.1	_	6.4	6.2
Critical Hdwy Stg 1		_	7.1	<u>-</u>	5.4	- 0.2
			_		5.4	
Critical Hdwy Stg 2	-		-	-		
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	813	-	119	375
Stage 1	-	-	-	-	433	-
Stage 2	-	-	-	-	462	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	813	-	117	375
Mov Cap-2 Maneuver	-	-	-	-	117	-
Stage 1	-	_	-	_	433	_
Stage 2	_	_	_	_	452	_
Clago 2					102	
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		16.4	
HCM LOS					С	
Minor Lane/Major Mvn	nt 1	NBLn1	EBT	EBR		WBT
Capacity (veh/h)		342	-	-	0.0	-
HCM Lane V/C Ratio		0.076	-	-	0.012	-
TIOIN Land 1/0 Hado	v	16.4	-	-	9.5	0
HCM Control Delay (s)		С	-	-	Α	Α
			-	-	A 0	A -

	/	€.	×	/	6	K
Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations	**		1	1,51	ሻ	<u> </u>
Traffic Volume (vph)	67	16	553	212	57	604
Future Volume (vph)	67	16	553	212	57	604
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	1300	1300	1300	1300	1300	1300
Grade (%)	-2%	12	-2%	12	12	1%
	-2 <i>7</i> 0	0	- 270	0	200	1 70
Storage Length (ft)						
Storage Lanes	1	0		0	1	
Taper Length (ft)	25	4.00	4.00	4.00	25	4.00
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.974		0.963			
Flt Protected	0.961				0.950	
Satd. Flow (prot)	1631	0	1729	0	1727	1792
Flt Permitted	0.961				0.241	
Satd. Flow (perm)	1631	0	1729	0	438	1792
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	18		48			
Link Speed (mph)	55		55			55
Link Distance (ft)	2121		872			1130
Travel Time (s)	26.3		10.8			14.0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	8%	0.09	8%	4%	4%	9%
. ,	75	18	621	238	4 % 64	679
Adj. Flow (vph)	10	10	021	230	04	0/9
Shared Lane Traffic (%)	00	^	050	0	0.4	070
Lane Group Flow (vph)	93	0	859	0	64	679
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	0.99	0.99	1.01	0.96
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template			L			
Leading Detector (ft)	20		100		20	100
• ,	0				0	0
Trailing Detector (ft)			0			
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		CI+Ex		CI+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			CI+Ex			CI+Ex
Detector 2 Channel			J			J. 1 Z.
Detector 2 Extend (s)			0.0			0.0
Detector 2 Exterior (8)			0.0			0.0

		_ ,			
Lane Group	WBL	WBR N	ET NEF	R SWL	SWT
Turn Type	Prot		NA	Perm	NA
Protected Phases	8		2		6
Permitted Phases				6	
Detector Phase	8		2	6	6
Switch Phase					
Minimum Initial (s)	5.0	ţ	5.0	5.0	5.0
Minimum Split (s)	24.0	24	1.0	24.0	24.0
Total Split (s)	24.0	30	6.0	36.0	36.0
Total Split (%)	40.0%	60.0)%	60.0%	60.0%
Maximum Green (s)	19.0	3	1.0	31.0	31.0
Yellow Time (s)	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0	5.0
Lead/Lag					
Lead-Lag Optimize?					
Vehicle Extension (s)	3.0	;	3.0	3.0	3.0
Recall Mode	None	No	ne	None	None
Walk Time (s)	7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	1	1.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0	0
v/c Ratio	0.26	0.	64	0.19	0.49
Control Delay	16.5	(9.4	6.1	6.3
Queue Delay	0.0		0.0	0.0	0.0
Total Delay	16.5	(9.4	6.1	6.3
Queue Length 50th (ft)	19	1	27	6	88
Queue Length 95th (ft)	50	#3	88	24	193
Internal Link Dist (ft)	2041	7	92		1050
Turn Bay Length (ft)				200	
Base Capacity (vph)	935	13	46	338	1384
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	0.10	0.	64	0.19	0.49

* * 6 *

Intersection Summary

Area Type: Other

Cycle Length: 60 Actuated Cycle Length: 39 Natural Cycle: 60

Control Type: Actuated-Uncoordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 8: US Route 6 & CR 56



Synchro 11 Report

	F	€.	*	/	6	K		
Movement	WBL	WBR	NET	NER	SWL	SWT		
Lane Configurations	W		1>		*	↑		
Traffic Volume (veh/h)	67	16	553	212	57	604		
Future Volume (veh/h)	67	16	553	212	57	604		
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	1859	1979	1859	1919	1835	1831		
Adj Flow Rate, veh/h	75	18	621	0	64	679		
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89		
Percent Heavy Veh, %	8	0.00	8	4	4	9		
Cap, veh/h	130	31	992	7	504	978		
Arrive On Green	0.09	0.09	0.53	0.00	0.53	0.53		
Sat Flow, veh/h	1380	331	1859	0.00	788	1831		
·	94		621	0	64	679		
Grp Volume(v), veh/h	1730	0	1859	0	788	1831		
Grp Sat Flow(s),veh/h/ln		0.0	6.3					
Q Serve(g_s), s	1.4			0.0	1.7	7.4		
Cycle Q Clear(g_c), s	1.4	0.0	6.3	0.0	7.9	7.4		
Prop In Lane	0.80	0.19	000	0.00	1.00	070		
Lane Grp Cap(c), veh/h	162	0	992		504	978		
V/C Ratio(X)	0.58	0.00	0.63		0.13	0.69		
Avail Cap(c_a), veh/h	1224	0	2145	4.00	993	2113		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00		
Uniform Delay (d), s/veh	11.7	0.0	4.4	0.0	7.2	4.6		
Incr Delay (d2), s/veh	3.2	0.0	0.7	0.0	0.1	0.9		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.2	0.0	0.1	0.2		
Unsig. Movement Delay, s/veh								
LnGrp Delay(d),s/veh	14.9	0.0	5.0	0.0	7.3	5.5		
LnGrp LOS	В	Α	Α		Α	Α		
Approach Vol, veh/h	94		621	Α		743		
Approach Delay, s/veh	14.9		5.0			5.7		
Approach LOS	В		Α			Α		
Timer - Assigned Phs		2				6	8	
Phs Duration (G+Y+Rc), s		19.3				19.3	7.5	
Change Period (Y+Rc), s		5.0				5.0	5.0	
Max Green Setting (Gmax), s		31.0				31.0	19.0	
Max Q Clear Time (g_c+l1), s		8.3				9.9	3.4	
Green Ext Time (p_c), s		3.6				4.4	0.2	
Intersection Summary								
HCM 6th Ctrl Delay			6.0					
HCM 6th LOS			A					

User approved volume balancing among the lanes for turning movement.

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

	۶	•	1	†	ļ	4
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			4	†	7
Traffic Volume (vph)	4	0	1	559	702	7
Future Volume (vph)	4	0	1	559	702	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	150			300
Storage Lanes	1	0	0			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					
Satd. Flow (prot)	902	0	0	1725	1743	808
FIt Permitted	0.950					
Satd. Flow (perm)	902	0	0	1725	1743	808
Link Speed (mph)	30			55	55	
Link Distance (ft)	505			1954	451	
Travel Time (s)	11.5			24.2	5.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	100%	100%	100%	10%	9%	100%
Adj. Flow (vph)	4	0	1	608	763	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	0	609	763	8
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						

Area Type:
Control Type: Unsignalized

Other

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		THE	4	<u>→</u>	7
Traffic Vol, veh/h	4	0	1	559	702	7
Future Vol, veh/h	4	0	1	559	702	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-		-	None
Storage Length	0	-	-	-	-	300
Veh in Median Storage,	# 0	-	-	0	0	-
Grade, %	0	_	_	0	0	_
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	100	100	100	10	9	100
Mvmt Flow	4	0	1	608	763	8
minici ion	•		•	000	100	
	linor2		Major1		/lajor2	
	1373	763	771	0	-	0
Stage 1	763	-	-	-	-	-
Stage 2	610	-	-	-	-	-
Critical Hdwy	7.4	7.2	5.1	-	-	-
Critical Hdwy Stg 1	6.4	-	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-	-
Follow-up Hdwy	4.4	4.2	3.1	-	-	-
Pot Cap-1 Maneuver	100	281	533	-	-	-
Stage 1	324	-	-	-	-	-
Stage 2	392	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	100	281	533	-	-	-
Mov Cap-2 Maneuver	100	-	-	-	-	-
Stage 1	323	-	-	-	-	_
Stage 2	392	-	-	-	-	-
A			ND		00	
Approach	EB		NB		SB	
HCM Control Delay, s	42.6		0		0	
HCM LOS	Е					
Minor Lane/Major Mvmt		NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)		533	_		-	_
HCM Lane V/C Ratio		0.002	_	0.043	_	_
HCM Control Delay (s)		11.8	0	42.6	_	_
HCM Lane LOS		В	A	Ψ <u>2.</u> 0	_	_
HCM 95th %tile Q(veh)		0	-	0.1	_	_

	٠	•	1	†	ļ	4
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W		ň	^	f >	
Traffic Volume (vph)	10	6	55	507	703	82
Future Volume (vph)	10	6	55	507	703	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	135			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	0.947				0.986	
Flt Protected	0.970		0.950			
Satd. Flow (prot)	1745	0	1805	1712	1719	0
Flt Permitted	0.970		0.950			
Satd. Flow (perm)	1745	0	1805	1712	1719	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	576			451	3842	
Travel Time (s)	13.1			10.3	87.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	11%	10%	0%
Adj. Flow (vph)	11	7	60	551	764	89
Shared Lane Traffic (%)						
Lane Group Flow (vph)	18	0	60	551	853	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12	, i		12	12	, i
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60	60			60
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					

Area Type:
Control Type: Unsignalized

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	¥	LDIX	NDL	<u>ND1</u>	3B1 }	אומט
Traffic Vol, veh/h	10	6	5 5	T 507	703	82
Future Vol, veh/h	10	6	55	507	703	82
Conflicting Peds, #/hr	0	0	0	0	0	02
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	Stop -	None	-	None	-	None
Storage Length	0	-	135	-		-
Veh in Median Storage		_	-	0	0	_
Grade, %	0			0	0	-
Peak Hour Factor	92	92	92	92	92	92
				92	10	
Heavy Vehicles, %	0	0	0			0
Mvmt Flow	11	7	60	551	764	89
Major/Minor I	Minor2	N	/lajor1	N	Major2	
Conflicting Flow All	1480	809	853	0	-	0
Stage 1	809	-	-	-	-	-
Stage 2	671	-	-	_	-	-
Critical Hdwy	6.4	6.2	4.1	-	_	_
Critical Hdwy Stg 1	5.4	-		_	_	_
Critical Hdwy Stg 2	5.4	_	_	_	_	_
Follow-up Hdwy	3.5	3.3	2.2	_	_	_
Pot Cap-1 Maneuver	140	384	795	_	_	_
Stage 1	441	- 304	1 33	_		_
Stage 2	512	_		-		
Platoon blocked, %	312	-	-	-	-	-
	120	201	705		-	-
Mov Cap-1 Maneuver	130	384	795	-	-	-
Mov Cap-2 Maneuver	130	-	-	-	-	-
Stage 1	408	-	-	-	-	-
Stage 2	512	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s	28.1		1		0	
HCM LOS	20.1 D				U	
I IOIVI LOO	U					
Minor Lane/Major Mvm	ıt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)		795	-	173	-	-
HCM Lane V/C Ratio		0.075	-	0.101	-	-
HCM Control Delay (s)		9.9	-	28.1	-	-
		Α	_	D	_	_
HCM Lane LOS		, ,		_		
HCM 95th %tile Q(veh)		0.2	-	0.3	-	-

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 Synchro 11 Report

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	ર્ન	7		4		*	†		7	^	7
Traffic Volume (vph)	299	7	393	9	0	6	501	1350	39	16	1027	405
Future Volume (vph)	299	7	393	9	0	6	501	1350	39	16	1027	405
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			4%			-1%			0%	
Storage Length (ft)	0		0	0		0	525		0	100		0
Storage Lanes	1		1	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt			0.850		0.944			0.996				0.850
Flt Protected	0.950	0.954			0.971		0.950			0.950		
Satd. Flow (prot)	1633	1643	1455	0	1603	0	1605	3508	0	1805	3505	1599
Flt Permitted	0.950	0.954			0.971	•	0.081		-	0.154		
Satd. Flow (perm)	1633	1643	1455	0	1603	0	137	3508	0	293	3505	1599
Right Turn on Red		, , , ,	Yes		,,,,,	Yes			Yes			Yes
Satd. Flow (RTOR)			457		121			4				323
Link Speed (mph)		55			45			45			45	0_0
Link Distance (ft)		319			392			755			645	
Travel Time (s)		4.0			5.9			11.4			9.8	
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%	0%	11%	11%	0%	0%	13%	3%	3%	0%	3%	1%
Adj. Flow (vph)	348	8	457	10	0	7	583	1570	45	19	1194	471
Shared Lane Traffic (%)	49%	U	401	10	U	•	000	1070	-10	10	1104	7/ 1
Lane Group Flow (vph)	177	179	457	0	17	0	583	1615	0	19	1194	471
Enter Blocked Intersection	No	No	No									
Lane Alignment	Left	Left	Right									
Median Width(ft)	LOIL	12	rtigitt	LOIL	12	rtigitt	LOIL	12	rtigrit	LOIL	12	rtigitt
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		10			10			10			10	
Headway Factor	1.00	1.00	1.00	1.03	1.03	1.03	0.99	0.99	0.99	1.00	1.00	1.00
Turning Speed (mph)	15	1.00	9	15	1.00	9	15	0.00	9	15	1.00	9
Number of Detectors	1	2	2	2	2	3	2	2	3	2	2	2
Detector Template	'			Left								
Leading Detector (ft)	20	83	83	83	83		83	83		83	83	83
Trailing Detector (ft)	0	-5	-5	-5	-5		-5	-5		-5	-5	-5
Detector 1 Position(ft)	0	-5	-5	-5	-5		-5	-5		-5	-5	-5
Detector 1 Size(ft)	20	40	40	40	40		40	40		40	40	40
Detector 1 Type	CI+Ex	Cl+Ex	CI+Ex	Cl+Ex	CI+Ex		Cl+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel	OIILX	OITEX	OIILX	OITEX	OITEX		OITEX	OIILX		OITEX	OITEX	OI · LX
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	0.0	43	43	43	43		43	43		43	43	43
Detector 2 Size(ft)		40	40	40	40		40	40		40	40	40
` ,		CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex
Detector 2 Type Detector 2 Channel		OI+EX	OI+EX	UI+EX	OI+EX		OI+EX	UI+ĽX		OI+EX	UI+EX	UI+EX
		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Extend (s)	Calit	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Split	NA	Perm	Split	NA		pm+pt	NA		Perm	NA	Perm

	•	→	•	•	←	•	4	†	-	-	ļ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2			6	
Permitted Phases			4				2			6		6
Detector Phase	4	4	4	8	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0		11.0	24.0		24.0	24.0	24.0
Total Split (s)	26.0	26.0	26.0	24.0	24.0		36.0	85.0		49.0	49.0	49.0
Total Split (%)	19.3%	19.3%	19.3%	17.8%	17.8%		26.7%	63.0%		36.3%	36.3%	36.3%
Maximum Green (s)	20.0	20.0	20.0	18.0	18.0		30.0	79.0		43.0	43.0	43.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	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		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0		6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	Max		Max	Max	Max
Walk Time (s)	7.0	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	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0		0	0	0
v/c Ratio	0.72	0.72	0.75		0.09		1.19	0.65		0.17	0.89	0.58
Control Delay	63.1	63.3	12.9		0.9		137.2	12.0		31.3	43.2	12.3
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	63.1	63.3	12.9		0.9		137.2	12.0		31.3	43.2	12.3
Queue Length 50th (ft)	123	125	0		0		~444	268		9	401	69
Queue Length 95th (ft)	213	213	78		0		#721	449		31	#586	177
Internal Link Dist (ft)		239			312			675			565	
Turn Bay Length (ft)							525			100		
Base Capacity (vph)	290	292	634		358		488	2470		111	1343	811
Starvation Cap Reductn	0	0	0		0		0	0		0	0	0
Spillback Cap Reductn	0	0	0		0		0	0		0	0	0
Storage Cap Reductn	0	0	0		0		0	0		0	0	0
Reduced v/c Ratio	0.61	0.61	0.72		0.05		1.19	0.65		0.17	0.89	0.58

Intersection Summary

Area Type: Other

Cycle Length: 135

Actuated Cycle Length: 112.8

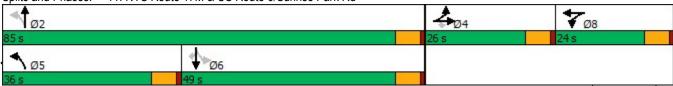
Natural Cycle: 145

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: 11: NYS Route 17M & US Route 6/Sunrise Park Rd



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	र्स	7		4		*	†		*	^	7
Traffic Volume (veh/h)	299	7	393	9	0	6	501	1350	39	16	1027	405
Future Volume (veh/h)	299	7	393	9	0	6	501	1350	39	16	1027	405
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	1826	1900	1737	1643	1806	1806	1744	1894	1894	1900	1856	1885
Adj Flow Rate, veh/h	354	0	0	10	0	7	583	1570	45	19	1194	0
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	0	11	11	0	0	13	3	3	0	3	1
Cap, veh/h	428	0		18	0	12	533	2499	71	185	1342	
Arrive On Green	0.12	0.00	0.00	0.02	0.00	0.02	0.27	0.70	0.70	0.38	0.38	0.00
Sat Flow, veh/h	3478	0	1472	963	0	674	1661	3573	102	318	3526	1598
Grp Volume(v), veh/h	354	0	0	17	0	0	583	789	826	19	1194	0
Grp Sat Flow(s),veh/h/ln	1739	0	1472	1636	0	0	1661	1800	1876	318	1763	1598
Q Serve(g_s), s	11.2	0.0	0.0	1.2	0.0	0.0	30.0	26.5	26.7	4.4	35.8	0.0
Cycle Q Clear(g_c), s	11.2	0.0	0.0	1.2	0.0	0.0	30.0	26.5	26.7	4.4	35.8	0.0
Prop In Lane	1.00		1.00	0.59		0.41	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	428	0		30	0	0	533	1258	1312	185	1342	
V/C Ratio(X)	0.83	0.00		0.57	0.00	0.00	1.09	0.63	0.63	0.10	0.89	
Avail Cap(c_a), veh/h	616	0		261	0	0	533	1258	1312	185	1342	
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	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	48.4	0.0	0.0	55.0	0.0	0.0	32.2	9.1	9.1	23.0	32.8	0.0
Incr Delay (d2), s/veh	6.2	0.0	0.0	15.8	0.0	0.0	67.3	2.4	2.3	1.1	9.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.0	0.0	0.6	0.0	0.0	18.1	9.1	9.5	0.4	16.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.6	0.0	0.0	70.8	0.0	0.0	99.5	11.5	11.4	24.2	41.9	0.0
LnGrp LOS	D	A		<u>E</u>	A	A	F	В	B	С	<u>D</u>	
Approach Vol, veh/h		354	Α		17			2198			1213	Α
Approach Delay, s/veh		54.6			70.8			34.8			41.6	
Approach LOS		D			Е			С			D	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		85.0		19.9	36.0	49.0		8.1				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		79.0		20.0	30.0	43.0		18.0				
Max Q Clear Time (g_c+I1), s		28.7		13.2	32.0	37.8		3.2				
Green Ext Time (p_c), s		13.9		0.7	0.0	3.2		0.0				
Intersection Summary			00.0									
HCM 6th Ctrl Delay			39.0									
HCM 6th LOS			D									

User approved volume balancing among the lanes for turning movement.

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

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	→	7	_	←	•	/
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations	f)			4	M	
Traffic Volume (vph)	249	52	325	625	46	178
Future Volume (vph)	249	52	325	625	46	178
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.977				0.893	
Flt Protected				0.983	0.990	
Satd. Flow (prot)	1790	0	0	1813	1582	0
Flt Permitted				0.983	0.990	
Satd. Flow (perm)	1790	0	0	1813	1582	0
Link Speed (mph)	55			55	30	
Link Distance (ft)	733			606	476	
Travel Time (s)	9.1			7.5	10.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	7%	5%	2%	7%	6%
Adj. Flow (vph)	265	55	346	665	49	189
Shared Lane Traffic (%)						
Lane Group Flow (vph)	320	0	0	1011	238	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0	•		0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						

Intersection Summary

Area Type: Other Control Type: Unsignalized

Intersection						
Int Delay, s/veh	22.8					
	EBT	EDD	WBL	WBT	NEL	NER
Movement		EBR	WAR			NEK
Lane Configurations	1		205	4	Y	470
Traffic Vol, veh/h	249	52	325	625	46	178
Future Vol, veh/h	249	52	325	625	46	178
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	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	3	7	5	2	7	6
Mvmt Flow	265	55	346	665	49	189
Major/Minor	laior1	N	Major?		Minor1	
	lajor1		Major2			000
Conflicting Flow All	0	0	320	0	1650	293
Stage 1	-	-	-	-	293	-
Stage 2	-	-	-	-	1357	-
Critical Hdwy	-	-	4.15	-	6.47	6.26
Critical Hdwy Stg 1	-	-	-	-	5.47	-
Critical Hdwy Stg 2	-	-	-	-	5.47	-
Follow-up Hdwy	-	-	2.245	-	3.563	
Pot Cap-1 Maneuver	-	-	1223	-	106	737
Stage 1	-	-	-	-	746	-
Stage 2	-	-	-	-	234	-
Platoon blocked, %	_	-		-		
Mov Cap-1 Maneuver	-	_	1223	_	58	737
Mov Cap-2 Maneuver	_	_	-	_	58	-
Stage 1	_	_	_	_	746	_
Stage 2			_		129	_
Slaye 2	-	-	-	-	129	-
Approach	EB		WB		NE	
HCM Control Delay, s	0		3.1		136.9	
HCM LOS					F	
Minor Lane/Major Mvmt	1	NELn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		217	-	-	1223	-
HCM Lane V/C Ratio		1.098	-	-	0.283	-
HCM Control Delay (s)		136.9	-	-	9.1	0
HCM Lane LOS		F	-	-	Α	Α
HCM 95th %tile Q(veh)		10.9	-	-	1.2	-

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Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations	NA.		f)			र्स
Traffic Volume (vph)	42	59	425	39	68	930
Future Volume (vph)	42	59	425	39	68	930
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		1%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.921		0.989			
Flt Protected	0.980					0.997
Satd. Flow (prot)	1633	0	1812	0	0	1853
Flt Permitted	0.980					0.997
Satd. Flow (perm)	1633	0	1812	0	0	1853
Link Speed (mph)	30		55			55
Link Distance (ft)	535		1495			1423
Travel Time (s)	12.2		18.5			17.6
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	5%	5%	3%	5%	5%	2%
Adj. Flow (vph)	45	63	452	41	72	989
Shared Lane Traffic (%)						
Lane Group Flow (vph)	108	0	493	0	0	1061
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	1.01	1.01	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					

Area Type:
Control Type: Unsignalized

3.4 WBL 42 42 7 Stop 0 Stop 94 5 45 Minor1 1606 473 1133 6.45 5.45	WBR 59 59 0 Stop None 94 5 63	NET 425 425 0 Free - 0 1 94 3 452 Major1 0	NER 39 39 0 Free None 94 5 41	SWL 68 68 0 Free 94 5 72 Major2 493 - 4.15	SWT 930 930 0 Free None 0 0 94 2 989
42 42 42 5 0 Stop 0 94 5 45 Minor1 1606 473 1133 6.45 5.45	59 59 0 Stop None - - - 94 5 63	425 425 0 Free - 0 1 94 3 452 Major1 0 -	39 39 0 Free None - - 94 5 41	68 68 0 Free - - 94 5 72 Major2 493 -	930 930 0 Free None - 0 0 94 2 989
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42 42 7 0 Stop 0 94 5 45 Minor1 1606 473 1133 6.45 5.45	59 0 Stop None - - 94 5 63	425 425 0 Free - 0 1 94 3 452 Major1 0 -	39 0 Free None - - 94 5 41	68 0 Free - - - 94 5 72 Major2 493 -	930 930 0 Free None 0 0 94 2 989
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Stop O Stop O Ge, # 0 94 5 45 Minor1 1606 473 1133 6.45 5.45	0 Stop None - - 94 5 63	0 Free - 0 1 94 3 452 Major1 0 -	0 Free None - - - 94 5 41	0 Free - - 94 5 72 Major2 493	0 Free None - 0 0 94 2 989
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94 5 45 Minor1 1606 473 1133 6.45 5.45	94 5 63 N 473	94 3 452 Major1 0 -	94 5 41 0 -	94 5 72 Major2 493	94 2 989
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Minor1 1606 473 1133 6.45 5.45	63 473 -	452 Major1 0 -	41 0 -	72 <u>Major2</u> 493 -	989
Minor1 1606 473 1133 6.45 5.45	473 - -	Major1 0 -	0 - -	Major2 493 -	0
1606 473 1133 6.45 5.45	473 - -	0 - -	0 - -	493 - -	
1606 473 1133 6.45 5.45	473 - -	0 - -	0 - -	493 - -	
473 1133 6.45 5.45	-	- -	- -	-	
1133 6.45 5.45	-	-	-	- - 115	-
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6.45 5.45	6.25	<u>-</u>	-	1 15	
5.45	-	_		4.10	_
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5.45	-	_	-	-	_
3.545	3.345	_	_	2.245	_
114	585	_	_	1055	_
621	-	_	_	-	_
303	_	_	-	_	_
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		_	_		_
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231	_	-	_		_
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	s 46.5	r 97 - 621 - 257 - WB s 46.5 E mt NET - ss) -	r 97 621 257 WB NE s 46.5 0 E mt NET NERV s)	r 97	WB NE SW s 46.5 0 0.6 E - 189 1055 - 0.569 0.069 s) - 46.5 8.7 - E A

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Lane Group	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations	W			ર્ન	ĵ.	
Traffic Volume (vph)	29	29	29	391	883	56
Future Volume (vph)	29	29	29	391	883	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	12	12
Grade (%)	2%			1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932				0.992	
Flt Protected	0.976			0.997		
Satd. Flow (prot)	1492	0	0	1834	1833	0
Flt Permitted	0.976			0.997		
Satd. Flow (perm)	1492	0	0	1834	1833	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	266			1423	2064	
Travel Time (s)	6.0			17.6	25.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	14%	0%	0%	3%	2%	7%
Adj. Flow (vph)	31	31	31	416	939	60
Shared Lane Traffic (%)						
Lane Group Flow (vph)	62	0	0	447	999	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	10			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.01	1.01	1.01	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					

Area Type: Control Type: Unsignalized

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations	¥	LDIX	INLL	₩L1	3W1	OVVIC
Traffic Vol, veh/h	29	29	29	391	883	56
Future Vol, veh/h	29	29	29	391	883	56
	29	29	29	391	003	00
Conflicting Peds, #/hr				Free	Free	Free
Sign Control	Stop	Stop	Free			
RT Channelized	-		-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage		-	-	0	0	-
Grade, %	2	-	-	1	1	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	14	0	0	3	2	7
Mvmt Flow	31	31	31	416	939	60
Major/Minor I	Minor2	N	/lajor1	N	Major2	
Conflicting Flow All	1447	969	999	0	- viajoiz	0
Stage 1	969	909	999	-	-	-
Stage 2	478	-	-	-	-	-
Critical Hdwy	6.94	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.94	-	-	-	-	-
Critical Hdwy Stg 2	5.94	-	-	-	-	-
Follow-up Hdwy	3.626	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	116	294	701	-	-	-
Stage 1	314	-	-	-	-	-
Stage 2	568	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	109	294	701	-	-	-
Mov Cap-2 Maneuver	109	-	-	-	-	-
Stage 1	296	-	-	-	-	-
Stage 2	568	-	-	-	-	-
Ŭ						
					0147	
Approach	EB		NE		SW	
HCM Control Delay, s	41.3		0.7		0	
HCM LOS	Е					
Minor Lane/Major Mvm	nt	NEL	NET	EBLn1	SWT	SWR
	•	701		159		
Canacity (yeh/h)				0.388	_	_
Capacity (veh/h)		() ()44			-	_
HCM Lane V/C Ratio		0.044			_	_
HCM Lane V/C Ratio HCM Control Delay (s)		10.4	0	41.3	-	-
HCM Lane V/C Ratio					- -	-

Lane Group EBL EBT WBT WBR SEL SER
Lane Configurations 4 1
Traffic Volume (vph) 1 452 907 3 1 1
Future Volume (vph) 1 452 907 3 1 1
Ideal Flow (vphpl) 1900 1900 1900 1900 1900 1900
Lane Width (ft) 12 12 12 11 11
Grade (%) 2% -5% 0%
Lane Util. Factor 1.00 1.00 1.00 1.00 1.00 1.00
Frt 0.932
Flt Protected 0.976
Satd. Flow (prot) 0 1792 1891 0 1114 0
Flt Permitted 0.976
Satd. Flow (perm) 0 1792 1891 0 1114 0
Link Speed (mph) 55 55 30
Link Distance (ft) 219 226 485
Travel Time (s) 2.7 2.8 11.0
Peak Hour Factor 0.97 0.97 0.97 0.97 0.97
Heavy Vehicles (%) 0% 5% 3% 0% 100% 0%
Adj. Flow (vph) 1 466 935 3 1 1
Shared Lane Traffic (%)
Lane Group Flow (vph) 0 467 938 0 2 0
Enter Blocked Intersection No No No No No No
Lane Alignment Left Left Right Left Right
Median Width(ft) 0 0 11
Link Offset(ft) 0 0
Crosswalk Width(ft) 16 16 16
Two way Left Turn Lane
Headway Factor 1.01 1.01 0.97 0.97 1.04 1.04
Turning Speed (mph) 15 9 15 9
Sign Control Free Free Stop
Intersection Summary Area Type: Other

Area Type: Other Control Type: Unsignalized

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		4	1>		¥	
Traffic Vol, veh/h	1	452	907	3	1	1
Future Vol. veh/h	1	452	907	3	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-		-		-	None
Storage Length	_	-	_	-	0	-
Veh in Median Storage	e.# -	0	0	_	0	_
Grade, %	-	2	-5	_	0	_
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	5	3	0	100	0
Mvmt Flow	1	466	935	3	1	1
WWITHER TOW		700	300	J		
Major/Minor	Major1	N	Major2		Minor2	
Conflicting Flow All	938	0	-	0	1405	937
Stage 1	-	-	-	-	937	-
Stage 2	-	-	-	-	468	-
Critical Hdwy	4.1	-	-	-	7.4	6.2
Critical Hdwy Stg 1	-	-	-	-	6.4	-
Critical Hdwy Stg 2	-	-	-	-	6.4	-
Follow-up Hdwy	2.2	-	-	-	4.4	3.3
Pot Cap-1 Maneuver	739	-	-	-	95	324
Stage 1	-	-	-	-	260	-
Stage 2	-	-	-	-	468	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	739	-	_	-	95	324
Mov Cap-2 Maneuver		_	-	_	95	-
Stage 1	_	_	_	_	259	_
Stage 2	_	_	_	_	468	_
Olago Z					700	
Approach	EB		WB		SE	
HCM Control Delay, s	0		0		29.8	
HCM LOS					D	
Minor Lane/Major Mvr	nt	EBL	EBT	WBT	W/RD	SELn1
	IIL		ED I	VVDI	WDK	
Capacity (veh/h)		739	-	-	-	147
HCM Cantral Dalay (0.001	-	-		0.014
HCM Control Delay (s)	9.9	0	-	-	29.8
HCM Lane LOS	. \	A	Α	-	-	D
HCM 95th %tile Q(veh	1)	0	-	-	-	0

	→	*	1	←	1	-
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1>			4	Y	
Traffic Volume (vph)	453	0	12	910	0	11
Future Volume (vph)	453	0	12	910	0	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	11
Grade (%)	5%			-5%	8%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.865	
Flt Protected				0.999		
Satd. Flow (prot)	1764	0	0	1874	1121	0
Flt Permitted				0.999		
Satd. Flow (perm)	1764	0	0	1874	1121	0
Link Speed (mph)	55			55	30	
Link Distance (ft)	226			439	325	
Travel Time (s)	2.8			5.4	7.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	5%	0%	67%	3%	0%	36%
Adj. Flow (vph)	467	0	12	938	0	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	467	0	0	950	11	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	0.97	0.97	1.10	1.10
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
					·	
Intersection Summary	Other					

Area Type: Other Control Type: Unsignalized

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0.2					
EBT	EBR	WBL	WBT	NBL	NBR
	0	12			11
453	0	12	910	0	11
0	0	0	0	0	0
Free	Free	Free	Free		Stop
		-	None	-	None
-	-	-	-	0	-
e,# 0	-	-	0	0	-
5	-	-	-5	8	-
	97	97			97
					36
				0	11
101		12	- 500		
0	0	467	0	1429	467
-	-	-	-	467	-
-	-	-	-	962	-
-	-	4.77	-	8	7.36
-	-	-	-	7	-
-	-	-	-	7	-
-	_	2.803	-	3.5	3.624
-	-	825	-	80	479
-	-	-	-		-
_	-	_	-		-
_	_		_		
	_	825	_	78	479
					- 475
					_
					_
-	-	-	-	231	-
EB		WB		NB	
0		0.1		12.7	
, .	UDL 4		ED.5	14/5	MOT
nt I		EBT	EBR		WBT
		-	-		-
	0.024	-	-		-
)	12.7	-	-	9.4	0
/				Α.	Λ.
) 1)	0.1	-	-	A 0	Α
	453 453 0 Free e, # 0 5 97 5 467 Major1 0 - - - - - - - - - - E.B.	## 453	## NBLn1 EBT A79 - 0.024 - 12	## A53	453 0 12 910 0 453 0 12 910 0 0 0 0 0 0 0 Free Free Free Free Stop - None - None - 0 0 - 0 0 0 e, # 0 - 0 0 0 5 - 0 0 0 0 6, # 0 0 - 0 0 5 0 67 3 0 467 0 12 938 0 Major1 Major2 Minor1 0 0 467 0 1429 467 962 - 4.77 - 8 962 - 4.77 - 8 - 0 - 7 - 2.803 - 3.5 - 825 - 80 - 0 - 516 - 0 - 516 - 0 - 7 - 2.803 - 3.5 - 825 - 78 - 0 - 7 - 1 2 37 EB WB NB 0 0 0.1 12.7 B mt NBLn1 EBT EBR WBL 479 - 825 0.024 - 0.015

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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	ሻ	<u></u>	<u> </u>	7	7	7
Traffic Volume (vph)	50	414	704	102	371	218
Future Volume (vph)	50	414	704	102	371	218
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1000	5%	0%	1000	0%	1000
Storage Length (ft)	150	070	0 70	150	150	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25			<u> </u>	25	1
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.850	1.00	0.850
Flt Protected	0.950			0.000	0.950	0.000
Satd. Flow (prot)	1645	1748	1845	1233	1583	1568
Flt Permitted	0.221	1740	1043	1200	0.950	1300
	383	1748	1015	1233		1568
Satd. Flow (perm)	303	1/40	1845		1583	
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				105	22	83
Link Speed (mph)		55	55		30	
Link Distance (ft)		439	1697		451	
Travel Time (s)		5.4	21.0		10.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	7%	6%	3%	31%	14%	3%
Adj. Flow (vph)	52	427	726	105	382	225
Shared Lane Traffic (%)						
Lane Group Flow (vph)	52	427	726	105	382	225
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2	2	2	2
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
	-5 -5	-5 -5	-5 -5	-5 -5	-5 -5	-5 -5
Detector 1 Position(ft)						
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	CI+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel			2.0	2.0		0.0
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	CI+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	NA	NA	Perm	Prot	Perm

	•	-	•	*	-	1
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Protected Phases		4	8		6	
Permitted Phases	4			8		6
Detector Phase	4	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Maximum Green (s)	18.0	18.0	18.0	18.0	18.0	18.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	Min	Min
Walk Time (s)	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
Pedestrian Calls (#/hr)	0	0	0	0	0	0
v/c Ratio	0.34	0.61	0.98	0.19	0.73	0.39
Control Delay	18.4	16.2	48.3	3.8	22.5	9.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.4	16.2	48.3	3.8	22.5	9.4
Queue Length 50th (ft)	10	90	~199	0	84	26
Queue Length 95th (ft)	37	172	#400	22	#159	65
Internal Link Dist (ft)	.	359	1617		371	
Turn Bay Length (ft)	150			150	150	
Base Capacity (vph)	153	702	741	558	636	679
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.61	0.98	0.19	0.60	0.33
	0.01	0.01	0.00	0.10	0.00	0.00

Intersection Summary

Area Type: Other

Cycle Length: 48

Actuated Cycle Length: 45.1

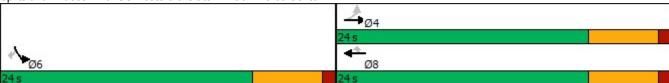
Natural Cycle: 60

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: 6: US Route 6 & Slate Hill Commerce Center



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	۶	→	+	•	1	4
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	*	↑	^	7	7	7
Traffic Volume (veh/h)	50	414	704	102	371	218
Future Volume (veh/h)	50	414	704	102	371	218
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	1649	1664	1856	1441	1693	1856
Adj Flow Rate, veh/h	52	427	726	105	382	225
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	7	6	3	31	14	3
Cap, veh/h	190	692	771	508	495	483
Arrive On Green	0.42	0.42	0.42	0.42	0.31	0.31
Sat Flow, veh/h	582	1664	1856	1221	1612	1572
Grp Volume(v), veh/h	52	427	726	105	382	225
Grp Sat Flow(s), veh/h/ln	582	1664	1856	1221	1612	1572
	1.7	8.7	16.3	2.4	9.3	5.0
Q Serve(g_s), s	18.0	8.7	16.3	2.4	9.3	5.0
Cycle Q Clear(g_c), s	1.00	0.7	10.3	1.00	1.00	1.00
Prop In Lane		000	774			
Lane Grp Cap(c), veh/h	190	692	771	508	495	483
V/C Ratio(X)	0.27	0.62	0.94	0.21	0.77	0.47
Avail Cap(c_a), veh/h	190	692	771	508	670	654
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.3	9.9	12.1	8.1	13.6	12.1
Incr Delay (d2), s/veh	8.0	1.7	19.5	0.2	3.9	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	2.1	7.8	0.4	3.2	1.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.0	11.6	31.6	8.3	17.5	12.8
LnGrp LOS	С	В	С	Α	В	В
Approach Vol, veh/h		479	831		607	
Approach Delay, s/veh		12.7	28.7		15.8	
Approach LOS		В	С		В	
Timer - Assigned Phs				4		6
Phs Duration (G+Y+Rc), s				24.0		19.3
Change Period (Y+Rc), s				6.0		6.0
Max Green Setting (Gmax), s				18.0		18.0
Max Q Clear Time (g_c+I1), s				20.0		11.3
Green Ext Time (p_c), s				0.0		2.0
Intersection Summary						
			20.6			
HCM 6th Ctrl Delay						
HCM 6th LOS			С			

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Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	ĵ.			ર્ન	M	
Traffic Volume (vph)	785	0	25	803	2	11
Future Volume (vph)	785	0	25	803	2	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	13	12	12
Grade (%)	-5%			2%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.884	
Flt Protected				0.999	0.993	
Satd. Flow (prot)	1770	0	0	1835	1668	0
Flt Permitted				0.999	0.993	
Satd. Flow (perm)	1770	0	0	1835	1668	0
Link Speed (mph)	55			55	30	
Link Distance (ft)	1697			872	363	
Travel Time (s)	21.0			10.8	8.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	0%	0%	6%	0%	0%
Adj. Flow (vph)	853	0	27	873	2	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	853	0	0	900	14	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	0.97	0.97	0.97	1.00	1.00
Turning Speed (mph)		60	60		60	60
Sign Control	Free			Free	Stop	
Intersection Summary						

Area Type:
Control Type: Unsignalized Other

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	13	LDIX	WDL	₩ •1	NDL W	NON
Traffic Vol, veh/h	785	0	25	803	2	11
Future Vol, veh/h	785	0	25	803	2	11
Conflicting Peds, #/hr	0	0	0	003	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	Stop -	None
Storage Length	_	INOHE	_	-	0	-
Veh in Median Storage,		-	_	0	0	
Grade, %	# 0 -5	-	-	2	0	-
Peak Hour Factor	-5 92	92	92	92	92	92
Heavy Vehicles, %	10	0	0	6	0	0
Mvmt Flow	853	0	27	873	2	12
Major/Minor M	lajor1	N	Major2	N	Minor1	
Conflicting Flow All	0	0	853		1780	853
Stage 1	-	-	-	-	853	-
Stage 2	_	_	_	_	927	_
Critical Hdwy	_	_	4.1	_	6.4	6.2
Critical Hdwy Stg 1	_	_		_	5.4	-
Critical Hdwy Stg 2	_	_	_	_	5.4	_
Follow-up Hdwy	_	_	2.2	<u>-</u>	3.5	3.3
Pot Cap-1 Maneuver	_	_	795	_	91	362
Stage 1	_		-	<u> </u>	421	- 302
Stage 2	<u>-</u>	_			389	
Platoon blocked, %	-	_	-		203	-
	-	-	795	-	85	362
Mov Cap-1 Maneuver						
Mov Cap-2 Maneuver	-	-	-	-	85	-
Stage 1	-	-	-	-	421	-
Stage 2	-	-	-	-	363	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.3		20.9	
HCM LOS	- 0		0.0		20.3 C	
TOW LOO					J	
Minor Lane/Major Mvmt	1	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		241	-	-	795	-
HCM Lane V/C Ratio		0.059	-	-	0.034	-
HCM Control Delay (s)		20.9	-	-	9.7	0
HCM Lane LOS		С	-	-	Α	Α
HCM 95th %tile Q(veh)		0.2	-	-	0.1	-
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	_	٤	×	/	6	K
Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations	W		1>		ሻ	<u> </u>
Traffic Volume (vph)	200	56	707	101	19	632
Future Volume (vph)	200	56	707	101	19	632
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	13
Grade (%)	-2%	12	-2%	12	12	1%
Storage Length (ft)	0	0	- Z /0	0	200	1 /0
Storage Lanes	1	0		0	1	
Taper Length (ft)	25	0		U	25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.970	1.00	0.983	1.00	1.00	1.00
			0.903		0.050	
Flt Protected	0.962		4747	0	0.950	4700
Satd. Flow (prot)	1671	0	1717	0	1618	1792
FIt Permitted	0.962		,_ ;_		0.148	4=6-
Satd. Flow (perm)	1671	0	1717	0	252	1792
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	25		18			
Link Speed (mph)	55		55			55
Link Distance (ft)	2121		872			1130
Travel Time (s)	26.3		10.8			14.0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	2%	11%	2%	11%	9%
Adj. Flow (vph)	217	61	768	110	21	687
Shared Lane Traffic (%)						
Lane Group Flow (vph)	278	0	878	0	21	687
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11	ragiit	12	rugiit	LGIL	12
Link Offset(ft)	0		0			0
. ,	16		16			16
Crosswalk Width(ft)	10		10			10
Two way Left Turn Lane	4.00	0.00	0.00	0.00	1.04	0.00
Headway Factor	1.03	0.99	0.99	0.99	1.01	0.96
Turning Speed (mph)	15	9		9	15	_
Number of Detectors	1		2		1	2
Detector Template						
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	CI+Ex		CI+Ex		CI+Ex	CI+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)	0.0		94		0.0	94
			94			94
Detector 2 Size(ft)						
Detector 2 Type			CI+Ex			CI+Ex
Detector 2 Channel			0.0			0.0
Detector 2 Extend (s)			0.0			0.0

		_	7	/	•	
Lane Group	WBL	WBR	NET	NER	SWL	SWT
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	24.0		24.0		24.0	24.0
Total Split (s)	24.0		36.0		36.0	36.0
Total Split (%)	40.0%	6	0.0%		60.0%	60.0%
Maximum Green (s)	19.0		31.0		31.0	31.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.0		5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None	I	None		None	None
Walk Time (s)	7.0		7.0		7.0	7.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
v/c Ratio	0.65		0.90		0.15	0.68
Control Delay	24.0		26.7		10.3	13.7
Queue Delay	0.0		0.0		0.0	0.0
Total Delay	24.0		26.7		10.3	13.7
Queue Length 50th (ft)	73		211		3	135
Queue Length 95th (ft)	136		#534		16	302
Internal Link Dist (ft)	2041		792			1050
Turn Bay Length (ft)					200	
Base Capacity (vph)	611		1006		146	1042
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	0.45		0.87		0.14	0.66

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Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 53.8

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 8: US Route 6 & CR 56



Synchro 11 Report

Movement WBL WBR NET NER SWL SWT Lane Configurations ↑
Traffic Volume (veh/h) 200 56 707 101 19 632 Future Volume (veh/h) 200 56 707 101 19 632 Initial Q (Qb), veh 0 0 0 0 0 0 Ped-Bike Adj(A_pbT) 1.00 1.00 1.00 1.00 1.00 Parking Bus, Adj 1.00 1.00 1.00 1.00 1.00 Work Zone On Approach No No No No Adj Sat Flow, veh/h/In 1919 1949 1814 1949 1731 1831 Adj Flow Rate, veh/h 217 61 768 0 21 687 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 Percent Heavy Veh, % 4 2 11 2 11 9 Cap, veh/h 284 80 956 309 965 Arrive On Green 0.21 0.21 0.53 0.00 0.53 <td< th=""></td<>
Traffic Volume (veh/h) 200 56 707 101 19 632 Future Volume (veh/h) 200 56 707 101 19 632 Initial Q (Qb), veh 0 0 0 0 0 0 Ped-Bike Adj(A_pbT) 1.00 1.00 1.00 1.00 1.00 Parking Bus, Adj 1.00 1.00 1.00 1.00 1.00 Work Zone On Approach No No No No No Adj Sat Flow, veh/h/In 1919 1949 1814 1949 1731 1831 Adj Flow Rate, veh/h 217 61 768 0 21 687 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 Percent Heavy Veh, % 4 2 11 2 11 9 Cap, veh/h 284 80 956 309 965 Arrive On Green 0.21 0.21 0.53 0
Future Volume (veh/h) 200 56 707 101 19 632 Initial Q (Qb), veh 0 0 0 0 0 0 Ped-Bike Adj(A_pbT) 1.00 1.00 1.00 1.00 1.00 Parking Bus, Adj 1.00 1.00 1.00 1.00 1.00 Work Zone On Approach No No No No Adj Sat Flow, veh/h/In 1919 1949 1814 1949 1731 1831 Adj Flow Rate, veh/h 217 61 768 0 21 687 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 Percent Heavy Veh, % 4 2 11 2 11 9 Cap, veh/h 284 80 956 309 965 Arrive On Green 0.21 0.21 0.53 0.00 0.53 0.53 Sat Flow, veh/h 1384 389 1814 0 648 183
Initial Q (Qb), veh
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 Work Zone On Approach No No No No Adj Sat Flow, veh/h/In 1919 1949 1814 1949 1731 1831 Adj Flow Rate, veh/h 217 61 768 0 21 687 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 Percent Heavy Veh, % 4 2 11 2 11 9 Cap, veh/h 284 80 956 309 965 Arrive On Green 0.21 0.21 0.53 0.00 0.53 0.53 Sat Flow, veh/h 1384 389 1814 0 648 1831 Grp Volume(v), veh/h 279 0 768 0 21 687 Grp Sat Flow(s),veh/h/ln 1779 0 1814 0 648 1831
Parking Bus, Adj 1.00 No <
Work Zone On Approach No No No Adj Sat Flow, veh/h/ln 1919 1949 1814 1949 1731 1831 Adj Flow Rate, veh/h 217 61 768 0 21 687 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 Percent Heavy Veh, % 4 2 11 2 11 9 Cap, veh/h 284 80 956 309 965 Arrive On Green 0.21 0.21 0.53 0.00 0.53 0.53 Sat Flow, veh/h 1384 389 1814 0 648 1831 Grp Volume(v), veh/h 279 0 768 0 21 687 Grp Sat Flow(s), veh/h/ln 1779 0 1814 0 648 1831 Q Serve(g_s), s 5.5 0.0 13.0 0.0 1.0 10.6 Cycle Q Clear(g_c), s 5.5 0.0 13.0 0.0
Adj Sat Flow, veh/h/ln 1919 1949 1814 1949 1731 1831 Adj Flow Rate, veh/h 217 61 768 0 21 687 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 Percent Heavy Veh, % 4 2 11 2 11 9 Cap, veh/h 284 80 956 309 965 Arrive On Green 0.21 0.21 0.53 0.00 0.53 0.53 Sat Flow, veh/h 1384 389 1814 0 648 1831 Grp Volume(v), veh/h 279 0 768 0 21 687 Grp Sat Flow(s),veh/h/ln 1779 0 1814 0 648 1831 Q Serve(g_s), s 5.5 0.0 13.0 0.0 1.0 10.6 Cycle Q Clear(g_c), s 5.5 0.0 13.0 0.0 14.0 10.6 Prop In Lane 0.78 <t< td=""></t<>
Adj Flow Rate, veh/h 217 61 768 0 21 687 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 Percent Heavy Veh, % 4 2 11 2 11 9 Cap, veh/h 284 80 956 309 965 Arrive On Green 0.21 0.21 0.53 0.00 0.53 0.53 Sat Flow, veh/h 1384 389 1814 0 648 1831 Grp Volume(v), veh/h 279 0 768 0 21 687 Grp Sat Flow(s),veh/h/ln 1779 0 1814 0 648 1831 Q Serve(g_s), s 5.5 0.0 13.0 0.0 1.0 10.6 Cycle Q Clear(g_c), s 5.5 0.0 13.0 0.0 14.0 10.6 Prop In Lane 0.78 0.22 0.00 1.00 Lane Grp Cap(c), veh/h 365 0 956 309 965
Peak Hour Factor 0.92 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.94 0.93 0.93 0.94 0.93 0.92 0.94 0.94 0.92 0.94 0.94 0.92 0.94 0.94 0.92 0.94 0.94 0.92 0.93 0.94 0.94
Percent Heavy Veh, % 4 2 11 2 11 9 Cap, veh/h 284 80 956 309 965 Arrive On Green 0.21 0.21 0.53 0.00 0.53 0.53 Sat Flow, veh/h 1384 389 1814 0 648 1831 Grp Volume(v), veh/h 279 0 768 0 21 687 Grp Sat Flow(s),veh/h/In 1779 0 1814 0 648 1831 Q Serve(g_s), s 5.5 0.0 13.0 0.0 1.0 10.6 Cycle Q Clear(g_c), s 5.5 0.0 13.0 0.0 14.0 10.6 Prop In Lane 0.78 0.22 0.00 1.00 Lane Grp Cap(c), veh/h 365 0 956 309 965
Cap, veh/h 284 80 956 309 965 Arrive On Green 0.21 0.21 0.53 0.00 0.53 0.53 Sat Flow, veh/h 1384 389 1814 0 648 1831 Grp Volume(v), veh/h 279 0 768 0 21 687 Grp Sat Flow(s),veh/h/ln 1779 0 1814 0 648 1831 Q Serve(g_s), s 5.5 0.0 13.0 0.0 1.0 10.6 Cycle Q Clear(g_c), s 5.5 0.0 13.0 0.0 14.0 10.6 Prop In Lane 0.78 0.22 0.00 1.00 Lane Grp Cap(c), veh/h 365 0 956 309 965
Arrive On Green 0.21 0.21 0.53 0.00 0.53 0.53 Sat Flow, veh/h 1384 389 1814 0 648 1831 Grp Volume(v), veh/h 279 0 768 0 21 687 Grp Sat Flow(s), veh/h/ln 1779 0 1814 0 648 1831 Q Serve(g_s), s 5.5 0.0 13.0 0.0 1.0 10.6 Cycle Q Clear(g_c), s 5.5 0.0 13.0 0.0 14.0 10.6 Prop In Lane 0.78 0.22 0.00 1.00 Lane Grp Cap(c), veh/h 365 0 956 309 965
Sat Flow, veh/h 1384 389 1814 0 648 1831 Grp Volume(v), veh/h 279 0 768 0 21 687 Grp Sat Flow(s), veh/h/ln 1779 0 1814 0 648 1831 Q Serve(g_s), s 5.5 0.0 13.0 0.0 1.0 10.6 Cycle Q Clear(g_c), s 5.5 0.0 13.0 0.0 14.0 10.6 Prop In Lane 0.78 0.22 0.00 1.00 Lane Grp Cap(c), veh/h 365 0 956 309 965
Grp Volume(v), veh/h 279 0 768 0 21 687 Grp Sat Flow(s),veh/h/ln 1779 0 1814 0 648 1831 Q Serve(g_s), s 5.5 0.0 13.0 0.0 1.0 10.6 Cycle Q Clear(g_c), s 5.5 0.0 13.0 0.0 14.0 10.6 Prop In Lane 0.78 0.22 0.00 1.00 Lane Grp Cap(c), veh/h 365 0 956 309 965
Grp Sat Flow(s), veh/h/ln 1779 0 1814 0 648 1831 Q Serve(g_s), s 5.5 0.0 13.0 0.0 1.0 10.6 Cycle Q Clear(g_c), s 5.5 0.0 13.0 0.0 14.0 10.6 Prop In Lane 0.78 0.22 0.00 1.00 Lane Grp Cap(c), veh/h 365 0 956 309 965
Q Serve(g_s), s 5.5 0.0 13.0 0.0 1.0 10.6 Cycle Q Clear(g_c), s 5.5 0.0 13.0 0.0 14.0 10.6 Prop In Lane 0.78 0.22 0.00 1.00 Lane Grp Cap(c), veh/h 365 0 956 309 965
Cycle Q Clear(g_c), s 5.5 0.0 13.0 0.0 14.0 10.6 Prop In Lane 0.78 0.22 0.00 1.00 Lane Grp Cap(c), veh/h 365 0 956 309 965
Prop In Lane 0.78 0.22 0.00 1.00 Lane Grp Cap(c), veh/h 365 0 956 309 965
Lane Grp Cap(c), veh/h 365 0 956 309 965
\//C Patio(X)
V/C Ratio(X) 0.76 0.00 0.80 0.07 0.71 Avail Cap(c_a), veh/h 904 0 1504 505 1518
HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00
Upstream Filter(I) 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
Uniform Delay (d), s/veh 14.0 0.0 7.2 0.0 13.0 6.7
, , , , , , , , , , , , , , , , , , ,
Initial Q Delay(d3),s/veh 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.
%ile BackOfQ(50%),veh/ln 1.7 0.0 1.7 0.0 0.1 1.3
Unsig. Movement Delay, s/veh
LnGrp Delay(d),s/veh 17.3 0.0 9.0 0.0 13.1 7.7
LnGrp LOS B A A B A
Approach Vol, veh/h 279 768 A 708
Approach Delay, s/veh 17.3 9.0 7.8
Approach LOS B A A
Timer - Assigned Phs 2 6
Phs Duration (G+Y+Rc), s 24.7 24.7
Change Period (Y+Rc), s 5.0 5.0
Max Green Setting (Gmax), s 31.0 31.0
Max Q Clear Time (g_c+11) , s 15.0 16.0
Green Ext Time (p_c), s 4.3 3.7
Intersection Summary
HCM 6th Ctrl Delay 9.9
HCM 6th LOS A
Notes

User approved volume balancing among the lanes for turning movement.

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

	•	•	1	†	ļ	1
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	N/W	•	_	र्स	†	7
Traffic Volume (vph)	11	1	1	755	648	7
Future Volume (vph)	11	1	1	755	648	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	150			300
Storage Lanes	1	0	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990					0.850
Flt Protected	0.956					
Satd. Flow (prot)	899	0	0	1726	1759	808
Flt Permitted	0.956					
Satd. Flow (perm)	899	0	0	1726	1759	808
Link Speed (mph)	30			55	55	
Link Distance (ft)	505			1954	451	
Travel Time (s)	11.5			24.2	5.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	100%	100%	100%	10%	8%	100%
Adj. Flow (vph)	12	1	1	821	704	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	0	0	822	704	8
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60	60			60
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					

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Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	¥		1,00	4	<u>→</u>	7
Traffic Vol, veh/h	11	1	1	755	648	7
Future Vol, veh/h	11	1	1	755	648	7
Conflicting Peds, #/hr	0	0	0	0	040	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	Stop -	None	-	None	-	
Storage Length	0	-	_	-		300
Veh in Median Storage,		_		0	0	-
Grade, %	0	<u>-</u>	_	0	0	_
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	100	100	100	10	8	100
Mymt Flow	12	100	100	821	704	8
IVIVIIIL FIOW	12	I	ı	021	704	0
	/linor2		/lajor1		//ajor2	
Conflicting Flow All	1527	704	712	0	-	0
Stage 1	704	-	-	-	-	-
Stage 2	823	-	-	-	-	-
Critical Hdwy	7.4	7.2	5.1	-	-	-
Critical Hdwy Stg 1	6.4	-	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-	-
Follow-up Hdwy	4.4	4.2	3.1	-	-	-
Pot Cap-1 Maneuver	78	307	567	-	-	-
Stage 1	349	-	-	-	-	-
Stage 2	300	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	78	307	567	-	-	-
Mov Cap-2 Maneuver	78	-	-	-	-	-
Stage 1	348	-	-	-	-	-
Stage 2	300	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s	56.3		0		0	
HCM LOS	F					
Minor Lane/Major Mvm		NBL	NBT I	EBLn1	SBT	SBR
Capacity (veh/h)		567	-		-	-
HCM Lane V/C Ratio		0.002	-	0.157	-	-
HCM Control Delay (s)		11.4	0		-	-
HCM Lane LOS		В	A	F	-	-
HCM 95th %tile Q(veh)		0	-	0.5	-	-

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	M		7	^	ĵ.	
Traffic Volume (vph)	70	47	10	756	608	14
Future Volume (vph)	70	47	10	756	608	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	135			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	0.946				0.997	
Flt Protected	0.971		0.950			
Satd. Flow (prot)	1745	0	1805	1712	1741	0
FIt Permitted	0.971		0.950			
Satd. Flow (perm)	1745	0	1805	1712	1741	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	576			451	3842	
Travel Time (s)	13.1			5.6	47.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	11%	9%	0%
Adj. Flow (vph)	76	51	11	822	661	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	127	0	11	822	676	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12	J		12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					

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Intersection						
Int Delay, s/veh	4.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	¥		*	^	1→	
Traffic Vol, veh/h	70	47	10	756	608	14
Future Vol, veh/h	70	47	10	756	608	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	135	-	_	-
Veh in Median Storage		_	-	0	0	_
Grade, %	0, 11 0	_	_	0	0	_
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	11	9	0
Mymt Flow	76	51	11	822	661	15
IVIVIII(I IUW	10	JI	11	UZZ	001	13
Major/Minor	Minor2	<u> </u>	Major1	<u> </u>	//ajor2	
Conflicting Flow All	1513	669	676	0	-	0
Stage 1	669	-	-	-	-	-
Stage 2	844	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	_	-	-
Critical Hdwy Stg 2	5.4	-	-	_	-	-
Follow-up Hdwy	3.5	3.3	2.2	_	_	_
Pot Cap-1 Maneuver	133	461	925	_	_	_
Stage 1	513	-	-	_	_	_
Stage 2	425	_	_	_	_	_
Platoon blocked, %	423		_	_	_	_
Mov Cap-1 Maneuver	131	461	925	-	_	_
					-	-
Mov Cap-2 Maneuver		-	-	-	-	-
Stage 1	507	-	-	-	-	-
Stage 2	425	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s			0.1		0	
HCM LOS	59.5 F		0.1		U	
TIOWI LOG	I -					
Minor Lane/Major Mvr	nt	NBL	NBT I	EBLn1	SBT	SBR
Capacity (veh/h)		925	-	184	-	-
HCM Lane V/C Ratio		0.012	-	0.691	-	-
HCM Control Delay (s	i)	8.9	-	59.5	-	_
HCM Lane LOS	,	A	_	F	_	_
HCM 95th %tile Q(veh	1)	0	-	4.2	_	_
	1					

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	ર્ન	7		4		*	†		*	^	7
Traffic Volume (vph)	485	16	523	31	16	35	435	1159	21	19	1178	430
Future Volume (vph)	485	16	523	31	16	35	435	1159	21	19	1178	430
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)	,,,,,	0%	,,,,,		4%			-1%			0%	
Storage Length (ft)	0		0	0	- , ,	0	525		0	100		0
Storage Lanes	1		1	0		0	1		0	1		1
Taper Length (ft)	25		•	25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt	0.00	0.00	0.850	1.00	0.942	1.00	1.00	0.997	0.00	1.00	0.00	0.850
Flt Protected	0.950	0.955	0.000		0.981		0.950			0.950		0.000
Satd. Flow (prot)	1681	1692	1404	0	1659	0	1577	3511	0	1719	3539	1583
Flt Permitted	0.950	0.955	1101		0.981	•	0.087	0011		0.231	0000	1000
Satd. Flow (perm)	1681	1692	1404	0	1659	0	144	3511	0	418	3539	1583
Right Turn on Red	1001	1002	Yes	0	1000	Yes	177	0011	Yes	710	0000	Yes
Satd. Flow (RTOR)			509		25	100		2	100			323
Link Speed (mph)		55	000		45			45			45	020
Link Distance (ft)		319			392			755			645	
Travel Time (s)		4.0			5.9			11.4			9.8	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	0.57	15%	3%	0%	6%	15%	3%	5%	5%	2%	2%
Adj. Flow (vph)	500	16	539	32	16	36	448	1195	22	20	1214	443
Shared Lane Traffic (%)	48%	10	555	02	10	50	770	1133	LL	20	1217	טדד
Lane Group Flow (vph)	260	256	539	0	84	0	448	1217	0	20	1214	443
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)	Loit	12	rtigit	Loit	12	ragin	LOIL	12	rtigit	Loit	12	rtigitt
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					10			10				
Headway Factor	1.00	1.00	1.00	1.03	1.03	1.03	0.99	0.99	0.99	1.00	1.00	1.00
Turning Speed (mph)	15	1.00	9	15	1.00	9	15	0.00	9	15	1.00	9
Number of Detectors	1	2	2	2	2	•	2	2	U	2	2	2
Detector Template	•	_	_	Left						_	_	_
Leading Detector (ft)	20	83	83	83	83		83	83		83	83	83
Trailing Detector (ft)	0	-5	-5	-5	-5		-5	-5		-5	-5	-5
Detector 1 Position(ft)	0	-5	-5	-5	-5		-5	-5		-5	-5	-5
Detector 1 Size(ft)	20	40	40	40	40		40	40		40	40	40
Detector 1 Type	CI+Ex	Cl+Ex	Cl+Ex	Cl+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel	OI - EX	OI - EX	OI - EX	OI - EX	O. LA		OI LX	OI ZX		O. LX	OI - EX	OI LX
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	0.0	43	43	43	43		43	43		43	43	43
Detector 2 Size(ft)		40	40	40	40		40	40		40	40	40
Detector 2 Type		CI+Ex	CI+Ex	CI+Ex	Cl+Ex		CI+Ex	CI+Ex		CI+Ex	Cl+Ex	CI+Ex
Detector 2 Channel		OITEX	OITEX	OITEX	OI'LX		OITEX	OITEX		OITEX	OITEX	OI LX
Detector 2 Extend (s)		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Split	NA	Perm	Split	NA		pm+pt	NA		Perm	NA	Perm
ruiii i yp c	ομιι	INA	i Cilli	Oplit	INA		ριτι⊤μι	INA		ı Cilli	INA	1 61111

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2			6	
Permitted Phases			4				2			6		6
Detector Phase	4	4	4	8	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0		11.0	24.0		24.0	24.0	24.0
Total Split (s)	24.0	24.0	24.0	24.0	24.0		31.0	77.0		46.0	46.0	46.0
Total Split (%)	19.2%	19.2%	19.2%	19.2%	19.2%		24.8%	61.6%		36.8%	36.8%	36.8%
Maximum Green (s)	18.0	18.0	18.0	18.0	18.0		25.0	71.0		40.0	40.0	40.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	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		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0		6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	Max		Max	Max	Max
Walk Time (s)	7.0	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	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0		0	0	0
v/c Ratio	0.98	0.96	0.83		0.52		1.11	0.56		0.14	0.98	0.58
Control Delay	100.3	95.0	17.8		48.5		111.5	14.5		30.9	58.5	12.1
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	100.3	95.0	17.8		48.5		111.5	14.5		30.9	58.5	12.1
Queue Length 50th (ft)	~208	204	20		43		~347	269		10	476	64
Queue Length 95th (ft)	#412	#401	#208		94		#586	366		32	#677	180
Internal Link Dist (ft)		239			312			675			565	
Turn Bay Length (ft)							525			100		
Base Capacity (vph)	265	267	650		283		403	2188		146	1242	765
Starvation Cap Reductn	0	0	0		0		0	0		0	0	0
Spillback Cap Reductn	0	0	0		0		0	0		0	0	0
Storage Cap Reductn	0	0	0		0		0	0		0	0	0
Reduced v/c Ratio	0.98	0.96	0.83		0.30		1.11	0.56		0.14	0.98	0.58

Intersection Summary

Area Type: Other

Cycle Length: 125

Actuated Cycle Length: 114.4

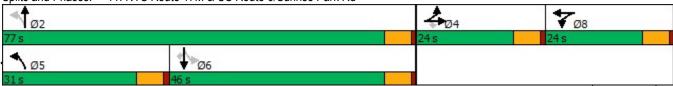
Natural Cycle: 145

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: 11: NYS Route 17M & US Route 6/Sunrise Park Rd



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	4	7		4		*	†		7	^	7
Traffic Volume (veh/h)	485	16	523	31	16	35	435	1159	21	19	1178	430
Future Volume (veh/h)	485	16	523	31	16	35	435	1159	21	19	1178	430
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	1870	1900	1678	1761	1806	1717	1714	1894	1864	1826	1870	1870
Adj Flow Rate, veh/h	511	0	0	32	16	36	448	1195	22	20	1214	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	0	15	3	0	6	15	3	5	5	2	2
Cap, veh/h	561	0		40	20	46	425	2244	41	220	1243	
Arrive On Green	0.16	0.00	0.00	0.06	0.06	0.06	0.22	0.62	0.62	0.35	0.35	0.00
Sat Flow, veh/h	3563	0	1422	628	314	706	1633	3615	67	448	3554	1585
Grp Volume(v), veh/h	511	0	0	84	0	0	448	595	622	20	1214	0
Grp Sat Flow(s),veh/h/ln	1781	0	1422	1647	0	0	1633	1800	1882	448	1777	1585
Q Serve(g_s), s	16.1	0.0	0.0	5.7	0.0	0.0	25.0	21.4	21.4	3.5	38.6	0.0
Cycle Q Clear(g_c), s	16.1	0.0	0.0	5.7	0.0	0.0	25.0	21.4	21.4	3.5	38.6	0.0
Prop In Lane	1.00		1.00	0.38		0.43	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	561	0		106	0	0	425	1117	1168	220	1243	
V/C Ratio(X)	0.91	0.00		0.79	0.00	0.00	1.05	0.53	0.53	0.09	0.98	
Avail Cap(c_a), veh/h	561	0		259	0	0	425	1117	1168	220	1243	
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	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	47.4	0.0	0.0	52.7	0.0	0.0	35.1	12.3	12.3	25.3	36.7	0.0
Incr Delay (d2), s/veh	19.2	0.0	0.0	12.2	0.0	0.0	58.7	1.8	1.7	0.8	20.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	0.0	0.0	2.7	0.0	0.0	13.5	8.1	8.5	0.4	19.3	0.0
Unsig. Movement Delay, s/veh				212					44.0			
LnGrp Delay(d),s/veh	66.6	0.0	0.0	64.9	0.0	0.0	93.7	14.1	14.0	26.1	57.3	0.0
LnGrp LOS	E	A		Е	A	Α	F	В	В	С	Е	
Approach Vol, veh/h		511	Α		84			1665			1234	Α
Approach Delay, s/veh		66.6			64.9			35.5			56.8	
Approach LOS		E			Е			D			Е	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		77.0		24.0	31.0	46.0		13.4				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		71.0		18.0	25.0	40.0		18.0				
Max Q Clear Time (g_c+l1), s		23.4		18.1	27.0	40.6		7.7				
Green Ext Time (p_c), s		8.2		0.0	0.0	0.0		0.2				
Intersection Summary												
HCM 6th Ctrl Delay			48.3									
HCM 6th LOS			D									

User approved volume balancing among the lanes for turning movement.

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

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	-	7	*	←	•	/
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations	7			र्स	W	
Traffic Volume (vph)	648	51	81	208	54	310
Future Volume (vph)	648	51	81	208	54	310
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990				0.885	
Flt Protected				0.986	0.993	
Satd. Flow (prot)	1821	0	0	1779	1586	0
Flt Permitted				0.986	0.993	
Satd. Flow (perm)	1821	0	0	1779	1586	0
Link Speed (mph)	55			55	30	
Link Distance (ft)	733			606	476	
Travel Time (s)	9.1			7.5	10.8	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	3%	7%	6%	5%	7%	5%
Adj. Flow (vph)	762	60	95	245	64	365
Shared Lane Traffic (%)						
Lane Group Flow (vph)	822	0	0	340	429	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						

Intersection Summary

Area Type: Other Control Type: Unsignalized

Intersection						
Int Delay, s/veh	55.2					
Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations	4			स	Y	
Traffic Vol, veh/h	648	51	81	208	54	310
Future Vol, veh/h	648	51	81	208	54	310
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-		-	None
Storage Length	_	-	_	-	0	-
Veh in Median Storage		-	_	0	0	-
Grade, %	0	_	_	0	0	_
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	3	7	6	5	7	5
Mymt Flow	762	60	95	245	64	365
IVIVIIIL I IOW	102	00	30	270	U -1	000
Major/Minor	Major1	N	Major2	N	Minor1	
Conflicting Flow All	0	0	822	0	1227	792
Stage 1	-	-	-	-	792	-
Stage 2	-	-	-	-	435	-
Critical Hdwy	-	-	4.16	-	6.47	6.25
Critical Hdwy Stg 1	-	-	_	-	5.47	-
Critical Hdwy Stg 2	-	_	_	-	5.47	_
Follow-up Hdwy	_	_	2.254		3.563	3.345
Pot Cap-1 Maneuver	_	_	790	_	192	384
Stage 1	_	_		_	438	-
Stage 2			_		642	_
Platoon blocked, %	_	-	_	<u> </u>	042	
Mov Cap-1 Maneuver	-	<u>-</u>	790	-	165	384
		-				
Mov Cap-2 Maneuver	-	-	-	-	165	-
Stage 1	-	-	-	-	438	-
Stage 2	-	-	-	-	553	-
Approach	EB		WB		NE	
HCM Control Delay, s	0		2.9		202.7	
HCM LOS			2.0		F	
TIOWI LOG					I.	
Minor Lane/Major Mvn	nt l	NELn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		321	-	-	790	-
HCM Lane V/C Ratio		1.334	-	-	0.121	-
HCM Control Delay (s)	202.7	-	-	10.2	0
HCM Lane LOS		F	_	_	В	A
HCM 95th %tile Q(veh)	21	-	-	0.4	-
554. 704.5 3(1011	,				V. 1	

	*	€_	×	/	6	×
Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations	W		ĵ.			ર્ન
Traffic Volume (vph)	28	67	833	37	37	305
Future Volume (vph)	28	67	833	37	37	305
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		1%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.905		0.994			
Flt Protected	0.985					0.995
Satd. Flow (prot)	1613	0	1823	0	0	1800
Flt Permitted	0.985					0.995
Satd. Flow (perm)	1613	0	1823	0	0	1800
Link Speed (mph)	30		55			55
Link Distance (ft)	535		1495			1423
Travel Time (s)	12.2		18.5			17.6
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	5%	5%	3%	5%	5%	5%
Adj. Flow (vph)	33	79	980	44	44	359
Shared Lane Traffic (%)						
Lane Group Flow (vph)	112	0	1024	0	0	403
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	1.01	1.01	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						

Intersection						
Int Delay, s/veh	3.2					
Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations	Y	1,51	1>		O I I L	4
Traffic Vol, veh/h	28	67	833	37	37	305
Future Vol, veh/h	28	67	833	37	37	305
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-		-	None
Storage Length	0	-	_	-	_	-
Veh in Median Storage		_	0	-	_	0
Grade, %	0	_	1	_	_	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	5	5	3	5	5	5
Mymt Flow	33	79	980	44	44	359
IVIVIIILI IOW	55	19	300	44	44	333
Major/Minor I	Minor1	N	Major1	I	Major2	
Conflicting Flow All	1449	1002	0	0	1024	0
Stage 1	1002	-	-	-	-	-
Stage 2	447	-	-	-	-	-
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		_	_	2.245	_
Pot Cap-1 Maneuver	142	290	_	_	666	_
Stage 1	350	230	_	<u>-</u>	-	_
Stage 2	638	_	_	_	_	_
Platoon blocked, %	000		_	_		_
Mov Cap-1 Maneuver	130	290	-	<u>-</u>	666	
	130	290		-	- 000	_
Mov Cap-2 Maneuver	350		-	-		-
Stage 1		-	-	-	-	-
Stage 2	585	-	-	-	-	-
Approach	WB		NE		SW	
HCM Control Delay, s	39.2		0		1.2	
HCM LOS	E					
	_					
					0)	01:
Minor Lane/Major Mvm	nt	NET	NERV	WBLn1	SWL	SWT
Capacity (veh/h)		-	-		666	-
HCM Lane V/C Ratio		-	-	0.525		-
HCM Control Delay (s)		-	-	39.2	10.8	0
HCM Lane LOS		-	-	Ε	В	Α
HCM 95th %tile Q(veh)		-	-	2.7	0.2	-
-						

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Lane Group	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations	¥			र्स	1→	
Traffic Volume (vph)	64	11	16	850	263	17
Future Volume (vph)	64	11	16	850	263	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	12	12
Grade (%)	2%			1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.980				0.992	
Flt Protected	0.959			0.999		
Satd. Flow (prot)	1452	0	0	1835	1719	0
Flt Permitted	0.959			0.999		
Satd. Flow (perm)	1452	0	0	1835	1719	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	266			1423	2064	
Travel Time (s)	6.0			17.6	25.6	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	16%	0%	0%	3%	7%	41%
Adj. Flow (vph)	75	13	19	1000	309	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	88	0	0	1019	329	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	10			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.01	1.01	1.01	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					

Control Type: Unsignalized

Intersection						
Int Delay, s/veh	3.9					
Movement	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations	Y			र्स	1	
Traffic Vol, veh/h	64	11	16	850	263	17
Future Vol, veh/h	64	11	16	850	263	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-		-	None
Storage Length	0	-	_	-	_	-
Veh in Median Storage		_	_	0	0	_
Grade, %	2	_	_	1	1	_
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	16	0	0	3	7	41
Mymt Flow	75	13	19	1000	309	20
IVIVIIIL I IOW	13	10	19	1000	303	20
Major/Minor	Minor2	<u> </u>	Major1	<u> </u>	Major2	
Conflicting Flow All	1357	319	329	0	-	0
Stage 1	319	-	-	-	-	-
Stage 2	1038	-	-	-	-	-
Critical Hdwy	6.96	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.96	-	_	_	-	-
Critical Hdwy Stg 2	5.96	-	-	-	_	_
Follow-up Hdwy	3.644	3.3	2.2	_	_	_
Pot Cap-1 Maneuver	132	714	1242	_	-	_
Stage 1	682		- 12 12	_	_	_
Stage 2	286					
Platoon blocked, %	200			<u>-</u>	_	_
Mov Cap-1 Maneuver	128	714	1242	<u>-</u>	-	_
	128	7 14	1242	-	-	-
Mov Cap-2 Maneuver		-	-	-	-	-
Stage 1	659	-	-	-	-	-
Stage 2	286	-	-	-	-	-
Approach	EB		NE		SW	
HCM Control Delay, s	61.6		0.1		0	
HCM LOS	61.6		U. 1		- 0	
TIOWI LOO	'					
Minor Lane/Major Mvn	nt	NEL	NET I	EBLn1	SWT	SWR
Capacity (veh/h)		1242	-	146	-	-
HCM Lane V/C Ratio		0.015	-	0.604	-	-
HCM Control Delay (s))	7.9	0	61.6	-	-
HCM Lane LOS		A	A	F	-	-
HCM 95th %tile Q(veh)	0	-	3.2	_	_
J. 11 2 2 1 7 2 1 2 1 7 2 1 1 1 2 1 1 1 2 1 1 1 2 1 1 1 2 1 1 1 2 1 1 1 2 1 1 1 2 1 1 1 2 1 1 1 1 2 1	,					

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Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		र्स	ĵ»	_	14	_
Traffic Volume (vph)	0	926	281	1	1	1
Future Volume (vph)	0	926	281	1	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	11
Grade (%)		2%	-5%		0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.932	
FIt Protected					0.976	
Satd. Flow (prot)	0	1809	1771	0	1114	0
FIt Permitted					0.976	
Satd. Flow (perm)	0	1809	1771	0	1114	0
Link Speed (mph)		55	55		30	
Link Distance (ft)		219	226		485	
Travel Time (s)		2.7	2.8		11.0	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	4%	10%	0%	100%	0%
Adj. Flow (vph)	0	1077	327	1	1	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1077	328	0	2	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	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	1.01	0.97	0.97	1.04	1.04
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
O . (. I T I I						

Control Type: Unsignalized

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		4	1>		¥	
Traffic Vol, veh/h	0	926	281	1	1	1
Future Vol, veh/h	0	926	281	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	_		_	None
Storage Length	_	-	_	_	0	-
Veh in Median Storage	e,# -	0	0	-	0	-
Grade, %	-,	2	-5	_	0	_
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	4	10	0	100	0
Mvmt Flow	0	1077	327	1	1	1
Miller Ion	J	1011	021	•	•	•
	Major1		Major2		Minor2	
Conflicting Flow All	328	0	-	0	1405	328
Stage 1	-	-	-	-	328	-
Stage 2	-	-	-	-	1077	-
Critical Hdwy	4.1	-	-	-	7.4	6.2
Critical Hdwy Stg 1	-	-	-	-	6.4	-
Critical Hdwy Stg 2	-	-	-	-	6.4	-
Follow-up Hdwy	2.2	-	-	-	4.4	3.3
Pot Cap-1 Maneuver	1243	-	-	-	95	718
Stage 1	-	-	-	-	554	-
Stage 2	-	-	-	-	217	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1243	-	-	-	95	718
Mov Cap-2 Maneuver	-	-	-	-	95	-
Stage 1	-	-	_	-	554	_
Stage 2	_	_	_	_	217	_
o tago _						
Approach	EB		WB		SE	
HCM Control Delay, s	0		0		26.7	
HCM LOS					D	
Minor Lane/Major Mvm	nt	EBL	EBT	WBT	WBR :	SELn1
Capacity (veh/h)		1243				168
HCM Lane V/C Ratio		1243	_	<u>-</u>		0.014
		0	<u>-</u>	<u>-</u>	-	26.7
HCIVI CONTROLLIBIAN (C)		U		_		
HCM Lane LOS		Δ	_	_	-	1)
HCM Lane LOS HCM 95th %tile Q(veh)		A 0	-	-	_	D 0

	→	*	1	•	1	-
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1			4	N/	
Traffic Volume (vph)	926	1	3	282	0	4
Future Volume (vph)	926	1	3	282	0	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	11
Grade (%)	5%			-5%	8%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.865	
Flt Protected						
Satd. Flow (prot)	1781	0	0	1767	1525	0
FIt Permitted						
Satd. Flow (perm)	1781	0	0	1767	1525	0
Link Speed (mph)	55			55	30	
Link Distance (ft)	226			439	325	
Travel Time (s)	2.8			5.4	7.4	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	4%	0%	33%	10%	0%	0%
Adj. Flow (vph)	1064	1	3	324	0	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1065	0	0	327	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	0.97	0.97	1.10	1.10
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Δrea Type:	Other					

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	\$	LDIX	WDL	₩ <u>₩</u>	₩.	אטוז
Traffic Vol, veh/h	926	1	3	282	0	4
Future Vol, veh/h	926	1	3	282		4
		0			0	
Conflicting Peds, #/hr	0		0	0	0	0
	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage,		-	-	0	0	-
Grade, %	5	-	-	-5	8	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	4	0	33	10	0	0
	1064	1	3	324	0	5
Major/Minor NA	ajor1	N	Anior?	, N	Minor1	
			Major2			1005
Conflicting Flow All	0	0	1065	0	1395	1065
Stage 1	-	-	-	-	1065	-
Stage 2	-	-	-	-	330	-
Critical Hdwy	-	-	4.43	-	8	7
Critical Hdwy Stg 1	-	-	-	-	7	-
Critical Hdwy Stg 2	-	-	-	-	7	-
Follow-up Hdwy	-	-	2.497	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	550	-	85	215
Stage 1	-	-	-	-	208	-
Stage 2	-	-	-	-	633	-
Platoon blocked, %	_	_		_		
Mov Cap-1 Maneuver	_	_	550	_	84	215
Mov Cap-1 Maneuver	_	_	- 500	<u>-</u>	84	- 210
Stage 1		<u>-</u>	_		208	
	-	-	-	-		
Stage 2	-	-	-	-	629	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		22.1	
HCM LOS			7.1		C	
Minor Lane/Major Mvmt	1	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		215	-	-	550	-
HCM Lane V/C Ratio		0.021	-	-	0.006	-
HCM Control Delay (s)		22.1	-	-	11.6	0
HCM Lane LOS		С	-	_	В	A
HCM 95th %tile Q(veh)		0.1	-	-	0	-

	•	→	•	•	-	4
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	T T	<u></u>		WDIX	JDL	7 JUIC
Traffic Volume (vph)	256	T 675	T 254	411	62	32
Future Volume (vph)	256	675	254	411	62	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
· · · · /	1900	5%	0%	1900	0%	1900
Grade (%)	150	5%	U%	150	150	0
Storage Length (ft)	150			150		0
Storage Lanes	•			1	1	1
Taper Length (ft)	25	4.00	4.00	4.00	25	4.00
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850	0.055	0.850
FIt Protected	0.950				0.950	
Satd. Flow (prot)	1742	1748	1712	1495	1410	1524
Flt Permitted	0.393				0.950	
Satd. Flow (perm)	721	1748	1712	1495	1410	1524
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				478		37
Link Speed (mph)		55	55		30	
Link Distance (ft)		439	1697		451	
Travel Time (s)		5.4	21.0		10.3	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
	1%	6%	11%	8%	28%	6%
Heavy Vehicles (%)						
Adj. Flow (vph)	298	785	295	478	72	37
Shared Lane Traffic (%)	000	705	005	470	70	^7
Lane Group Flow (vph)	298	785	295	478	72	37
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	1.00	1.00	1.00	1.00
Turning Speed (mph)	60			60	60	60
Number of Detectors	2	2	2	2	2	2
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5 -	-5 -	-5	-5 -	-5 -	-5 -
Detector 1 Position(ft)	-5	-5 40	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	CI+Ex	CI+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	CI+Ex	Cl+Ex	CI+Ex	CI+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
	μιιτμι	INA	INA	i Giiii	1100	i Giiii

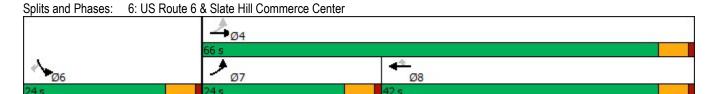
	•	\rightarrow	•	*	-	4
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Protected Phases	7	4	8		6	
Permitted Phases	4			8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	24.0	66.0	42.0	42.0	24.0	24.0
Total Split (%)	26.7%	73.3%	46.7%	46.7%	26.7%	26.7%
Maximum Green (s)	19.0	61.0	37.0	37.0	19.0	19.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None
Walk Time (s)		7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0
v/c Ratio	0.41	0.63	0.56	0.60	0.28	0.12
Control Delay	5.9	8.8	20.0	5.5	24.1	9.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.9	8.8	20.0	5.5	24.1	9.8
Queue Length 50th (ft)	30	119	70	0	18	0
Queue Length 95th (ft)	67	249	151	47	57	20
Internal Link Dist (ft)		359	1617		371	
Turn Bay Length (ft)	150			150	150	
Base Capacity (vph)	936	1715	1310	1256	626	697
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.46	0.23	0.38	0.12	0.05
Intersection Summary						

Area Type: Other

Cycle Length: 90
Actuated Cycle Length: 47.9

Natural Cycle: 60

Control Type: Actuated-Uncoordinated



Movement
Traffic Volume (veh/h)
Traffic Volume (veh/h)
Future Volume (veh/h)
Ped-Bike Adj(A_pbT) 1.00 </td
Parking Bus, Adj 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/In 1738 1664 1737 1781 1485 1811 Adj Flow Rate, veh/h 298 785 295 478 72 37 Peak Hour Factor 0.86 </td
Work Zone On Approach No No No Adj Sat Flow, veh/h/In 1738 1664 1737 1781 1485 1811 Adj Flow Rate, veh/h 298 785 295 478 72 37 Peak Hour Factor 0.86 0.86 0.86 0.86 0.86 0.86 Percent Heavy Veh, % 1 6 11 8 28 6 Cap, veh/h 716 1135 719 625 120 130 Arrive On Green 0.15 0.68 0.41 0.41 0.08 0.08 Sat Flow, veh/h 1655 1664 1737 1510 1414 1535 Grp Volume(v), veh/h 298 785 295 478 72 37 Grp Sat Flow(s),veh/h/In 1655 1664 1737 1510 1414 1535 Q Serve(g_s), s 3.7 12.2 5.1 11.7 2.1 1.0 Cycle Q Clear(g_c), s 3.7 12.2 <
Adj Sat Flow, veh/h/ln 1738 1664 1737 1781 1485 1811 Adj Flow Rate, veh/h 298 785 295 478 72 37 Peak Hour Factor 0.86 0.86 0.86 0.86 0.86 0.86 Percent Heavy Veh, % 1 6 11 8 28 6 Cap, veh/h 716 1135 719 625 120 130 Arrive On Green 0.15 0.68 0.41 0.41 0.08 0.08 Sat Flow, veh/h 1655 1664 1737 1510 1414 1535 Grp Volume(v), veh/h 298 785 295 478 72 37 Grp Sat Flow(s),veh/h/ln 1655 1664 1737 1510 1414 1535 Q Serve(g_s), s 3.7 12.2 5.1 11.7 2.1 1.0 Cycle Q Clear(g_c), s 3.7 12.2 5.1 11.7 2.1 1.0 Prop In Lan
Adj Flow Rate, veh/h 298 785 295 478 72 37 Peak Hour Factor 0.86 0.86 0.86 0.86 0.86 0.86 Percent Heavy Veh, % 1 6 11 8 28 6 Cap, veh/h 716 1135 719 625 120 130 Arrive On Green 0.15 0.68 0.41 0.41 0.08 0.08 Sat Flow, veh/h 1655 1664 1737 1510 1414 1535 Grp Volume(v), veh/h 298 785 295 478 72 37 Grp Sat Flow(s), veh/h/ln 1655 1664 1737 1510 1414 1535 Q Serve(g_s), s 3.7 12.2 5.1 11.7 2.1 1.0 Cycle Q Clear(g_c), s 3.7 12.2 5.1 11.7 2.1 1.0 Prop In Lane 1.00 1.00 1.00 1.00 1.00 1.00 Lane Grp Cap(c), veh/h 716 1135 719 625 120 130
Peak Hour Factor 0.86 0.86 0.86 0.86 0.86 Percent Heavy Veh, % 1 6 11 8 28 6 Cap, veh/h 716 1135 719 625 120 130 Arrive On Green 0.15 0.68 0.41 0.41 0.08 0.08 Sat Flow, veh/h 1655 1664 1737 1510 1414 1535 Grp Volume(v), veh/h 298 785 295 478 72 37 Grp Sat Flow(s),veh/h/ln 1655 1664 1737 1510 1414 1535 Q Serve(g_s), s 3.7 12.2 5.1 11.7 2.1 1.0 Cycle Q Clear(g_c), s 3.7 12.2 5.1 11.7 2.1 1.0 Prop In Lane 1.00 1.00 1.00 1.00 1.00 1.00 Lane Grp Cap(c), veh/h 716 1135 719 625 120 130 V/C Ratio(X) 0.42
Percent Heavy Veh, % 1 6 11 8 28 6 Cap, veh/h 716 1135 719 625 120 130 Arrive On Green 0.15 0.68 0.41 0.41 0.08 0.08 Sat Flow, veh/h 1655 1664 1737 1510 1414 1535 Grp Volume(v), veh/h 298 785 295 478 72 37 Grp Sat Flow(s), veh/h/ln 1655 1664 1737 1510 1414 1535 Q Serve(g_s), s 3.7 12.2 5.1 11.7 2.1 1.0 Cycle Q Clear(g_c), s 3.7 12.2 5.1 11.7 2.1 1.0 Prop In Lane 1.00 1.00 1.00 1.00 1.00 Lane Grp Cap(c), veh/h 716 1135 719 625 120 130 V/C Ratio(X) 0.42 0.69 0.41 0.77 0.60 0.28 Avail Cap(c_a), veh/h 1196 2364 1497 1301 626 679 HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 Upstream Filter(I) 1.00 1.00 1.00 1.00 1.00 Uniform Delay (d), s/veh 4.8 4.1 8.9 10.8 18.9 18.4 Incr Delay (d2), s/veh 0.4 0.8 0.4 2.0 4.8 1.2 Initial Q Delay(d3), s/veh 0.0 0.0 0.0 0.0 0.0 %ile BackOfQ(50%), veh/ln 0.3 0.2 1.1 2.4 0.8 0.0 Unsig. Movement Delay, s/veh
Cap, veh/h 716 1135 719 625 120 130 Arrive On Green 0.15 0.68 0.41 0.41 0.08 0.08 Sat Flow, veh/h 1655 1664 1737 1510 1414 1535 Grp Volume(v), veh/h 298 785 295 478 72 37 Grp Sat Flow(s),veh/h/In 1655 1664 1737 1510 1414 1535 Q Serve(g_s), s 3.7 12.2 5.1 11.7 2.1 1.0 Cycle Q Clear(g_c), s 3.7 12.2 5.1 11.7 2.1 1.0 Prop In Lane 1.00 1.00 1.00 1.00 1.00 Lane Grp Cap(c), veh/h 716 1135 719 625 120 130 V/C Ratio(X) 0.42 0.69 0.41 0.77 0.60 0.28 Avail Cap(c_a), veh/h 1196 2364 1497 1301 626 679 HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 <td< td=""></td<>
Arrive On Green 0.15 0.68 0.41 0.41 0.08 0.08 Sat Flow, veh/h 1655 1664 1737 1510 1414 1535 Grp Volume(v), veh/h 298 785 295 478 72 37 Grp Sat Flow(s), veh/h/In 1655 1664 1737 1510 1414 1535 Q Serve(g_s), s 3.7 12.2 5.1 11.7 2.1 1.0 Cycle Q Clear(g_c), s 3.7 12.2 5.1 11.7 2.1 1.0 Prop In Lane 1.00 1.00 1.00 1.00 1.00 1.00 Lane Grp Cap(c), veh/h 716 1135 719 625 120 130 V/C Ratio(X) 0.42 0.69 0.41 0.77 0.60 0.28 Avail Cap(c_a), veh/h 1196 2364 1497 1301 626 679 HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 Upstream Filter(I) 1.00 1.00 1.00 1.00 1.00 1.00
Sat Flow, veh/h 1655 1664 1737 1510 1414 1535 Grp Volume(v), veh/h 298 785 295 478 72 37 Grp Sat Flow(s),veh/h/ln 1655 1664 1737 1510 1414 1535 Q Serve(g_s), s 3.7 12.2 5.1 11.7 2.1 1.0 Cycle Q Clear(g_c), s 3.7 12.2 5.1 11.7 2.1 1.0 Prop In Lane 1.00 1.00 1.00 1.00 1.00 Lane Grp Cap(c), veh/h 716 1135 719 625 120 130 V/C Ratio(X) 0.42 0.69 0.41 0.77 0.60 0.28 Avail Cap(c_a), veh/h 1196 2364 1497 1301 626 679 HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 Upstream Filter(I) 1.00 1.00 1.00 1.00 1.00 Uniform Delay (d2), s/veh
Grp Volume(v), veh/h 298 785 295 478 72 37 Grp Sat Flow(s),veh/h/ln 1655 1664 1737 1510 1414 1535 Q Serve(g_s), s 3.7 12.2 5.1 11.7 2.1 1.0 Cycle Q Clear(g_c), s 3.7 12.2 5.1 11.7 2.1 1.0 Prop In Lane 1.00 1.00 1.00 1.00 1.00 Lane Grp Cap(c), veh/h 716 1135 719 625 120 130 V/C Ratio(X) 0.42 0.69 0.41 0.77 0.60 0.28 Avail Cap(c_a), veh/h 1196 2364 1497 1301 626 679 HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 Upstream Filter(I) 1.00 1.00 1.00 1.00 1.00 1.00 Uniform Delay (d2), s/veh 0.4 0.8 0.4 2.0 4.8 1.2 Initial
Grp Sat Flow(s),veh/h/ln 1655 1664 1737 1510 1414 1535 Q Serve(g_s), s 3.7 12.2 5.1 11.7 2.1 1.0 Cycle Q Clear(g_c), s 3.7 12.2 5.1 11.7 2.1 1.0 Prop In Lane 1.00 1.00 1.00 1.00 1.00 Lane Grp Cap(c), veh/h 716 1135 719 625 120 130 V/C Ratio(X) 0.42 0.69 0.41 0.77 0.60 0.28 Avail Cap(c_a), veh/h 1196 2364 1497 1301 626 679 HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 Upstream Filter(I) 1.00 1.00 1.00 1.00 1.00 1.00 Uniform Delay (d), s/veh 4.8 4.1 8.9 10.8 18.9 18.4 Incr Delay (d2), s/veh 0.4 0.8 0.4 2.0 4.8 1.2 In
Q Serve(g_s), s 3.7 12.2 5.1 11.7 2.1 1.0 Cycle Q Clear(g_c), s 3.7 12.2 5.1 11.7 2.1 1.0 Prop In Lane 1.00 1.00 1.00 1.00 Lane Grp Cap(c), veh/h 716 1135 719 625 120 130 V/C Ratio(X) 0.42 0.69 0.41 0.77 0.60 0.28 Avail Cap(c_a), veh/h 1196 2364 1497 1301 626 679 HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 Upstream Filter(I) 1.00 1.00 1.00 1.00 1.00 1.00 Uniform Delay (d), s/veh 4.8 4.1 8.9 10.8 18.9 18.4 Incr Delay (d2), s/veh 0.4 0.8 0.4 2.0 4.8 1.2 Initial Q Delay(d3),s/veh 0.0 0.0 0.0 0.0 0.0 0.0 Wile BackOfQ(50%),veh/ln 0.3 0.2 1.1 2.4 0.8 0.0 <t< td=""></t<>
Cycle Q Clear(g_c), s 3.7 12.2 5.1 11.7 2.1 1.0 Prop In Lane 1.00 1.00 1.00 1.00 Lane Grp Cap(c), veh/h 716 1135 719 625 120 130 V/C Ratio(X) 0.42 0.69 0.41 0.77 0.60 0.28 Avail Cap(c_a), veh/h 1196 2364 1497 1301 626 679 HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 Upstream Filter(I) 1.00 1.00 1.00 1.00 1.00 1.00 Uniform Delay (d), s/veh 4.8 4.1 8.9 10.8 18.9 18.4 Incr Delay (d2), s/veh 0.4 0.8 0.4 2.0 4.8 1.2 Initial Q Delay(d3),s/veh 0.0 0.0 0.0 0.0 0.0 0.0 Wile BackOfQ(50%),veh/ln 0.3 0.2 1.1 2.4 0.8 0.0 Unsig. Movement Delay, s/veh 1.00 1.00 1.00 1.00 0.0 0.0
Prop In Lane 1.00 1.00 1.00 1.00 Lane Grp Cap(c), veh/h 716 1135 719 625 120 130 V/C Ratio(X) 0.42 0.69 0.41 0.77 0.60 0.28 Avail Cap(c_a), veh/h 1196 2364 1497 1301 626 679 HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 Upstream Filter(I) 1.00 1.00 1.00 1.00 1.00 1.00 Uniform Delay (d), s/veh 4.8 4.1 8.9 10.8 18.9 18.4 Incr Delay (d2), s/veh 0.4 0.8 0.4 2.0 4.8 1.2 Initial Q Delay(d3),s/veh 0.0 0.0 0.0 0.0 0.0 0.0 Wile BackOfQ(50%),veh/ln 0.3 0.2 1.1 2.4 0.8 0.0 Unsig. Movement Delay, s/veh 1.00 1.00 1.00 1.00 1.00 1.00
Lane Grp Cap(c), veh/h 716 1135 719 625 120 130 V/C Ratio(X) 0.42 0.69 0.41 0.77 0.60 0.28 Avail Cap(c_a), veh/h 1196 2364 1497 1301 626 679 HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 Upstream Filter(I) 1.00 1.00 1.00 1.00 1.00 1.00 Uniform Delay (d), s/veh 4.8 4.1 8.9 10.8 18.9 18.4 Incr Delay (d2), s/veh 0.4 0.8 0.4 2.0 4.8 1.2 Initial Q Delay(d3),s/veh 0.0 0.0 0.0 0.0 0.0 0.0 Wile BackOfQ(50%),veh/ln 0.3 0.2 1.1 2.4 0.8 0.0 Unsig. Movement Delay, s/veh 0.0 0.0 0.0 0.0 0.0 0.0
V/C Ratio(X) 0.42 0.69 0.41 0.77 0.60 0.28 Avail Cap(c_a), veh/h 1196 2364 1497 1301 626 679 HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 Upstream Filter(I) 1.00 1.00 1.00 1.00 1.00 Uniform Delay (d), s/veh 4.8 4.1 8.9 10.8 18.9 18.4 Incr Delay (d2), s/veh 0.4 0.8 0.4 2.0 4.8 1.2 Initial Q Delay(d3),s/veh 0.0 0.0 0.0 0.0 0.0 %ile BackOfQ(50%),veh/ln 0.3 0.2 1.1 2.4 0.8 0.0 Unsig. Movement Delay, s/veh 0.0 0.0 0.0 0.0 0.0 0.0
Avail Cap(c_a), veh/h 1196 2364 1497 1301 626 679 HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 Upstream Filter(I) 1.00 1.00 1.00 1.00 1.00 Uniform Delay (d), s/veh 4.8 4.1 8.9 10.8 18.9 18.4 Incr Delay (d2), s/veh 0.4 0.8 0.4 2.0 4.8 1.2 Initial Q Delay(d3),s/veh 0.0 0.0 0.0 0.0 0.0 0.0 %ile BackOfQ(50%),veh/ln 0.3 0.2 1.1 2.4 0.8 0.0 Unsig. Movement Delay, s/veh
HCM Platoon Ratio 1.00 1.
Upstream Filter(I) 1.00 1.00 1.00 1.00 1.00 Uniform Delay (d), s/veh 4.8 4.1 8.9 10.8 18.9 18.4 Incr Delay (d2), s/veh 0.4 0.8 0.4 2.0 4.8 1.2 Initial Q Delay(d3),s/veh 0.0 0.0 0.0 0.0 0.0 0.0 %ile BackOfQ(50%),veh/In 0.3 0.2 1.1 2.4 0.8 0.0 Unsig. Movement Delay, s/veh
Uniform Delay (d), s/veh 4.8 4.1 8.9 10.8 18.9 18.4 Incr Delay (d2), s/veh 0.4 0.8 0.4 2.0 4.8 1.2 Initial Q Delay(d3),s/veh 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 %ile BackOfQ(50%),veh/ln 0.3 0.2 1.1 2.4 0.8 0.0 Unsig. Movement Delay, s/veh
Incr Delay (d2), s/veh 0.4 0.8 0.4 2.0 4.8 1.2 Initial Q Delay(d3),s/veh 0.0 0.0 0.0 0.0 0.0 0.0 %ile BackOfQ(50%),veh/ln 0.3 0.2 1.1 2.4 0.8 0.0 Unsig. Movement Delay, s/veh
Initial Q Delay(d3),s/veh 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 %ile BackOfQ(50%),veh/ln 0.3 0.2 1.1 2.4 0.8 0.0 Unsig. Movement Delay, s/veh
%ile BackOfQ(50%),veh/ln 0.3 0.2 1.1 2.4 0.8 0.0 Unsig. Movement Delay, s/veh
Unsig. Movement Delay, s/veh
LnGrp Delay(d).s/veh 5.2 4.9 9.3 12.8 23.7 19.6
LnGrp LOS A A A B C B
Approach Vol, veh/h 1083 773 109
Approach Delay, s/veh 4.9 11.4 22.3
Approach LOS A B C
Timer - Assigned Phs 4 6 7 8
Phs Duration (G+Y+Rc), s 34.3 8.6 11.5 22.8
Change Period (Y+Rc), s 5.0 5.0 5.0 5.0
Max Green Setting (Gmax), s 61.0 19.0 37.0
Max Q Clear Time (g_c+l1), s 14.2 4.1 5.7 13.7
Green Ext Time (p_c), s 4.9 0.4 1.1 4.1
Intersection Summary
HCM 6th Ctrl Delay 8.5
HCM 6th LOS A

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	-	*	1	•	1	-
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1			र्स	W	
Traffic Volume (vph)	736	0	9	664	1	22
Future Volume (vph)	736	0	9	664	1	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	13	12	12
Grade (%)	-5%			2%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.870	
Flt Protected				0.999	0.998	
Satd. Flow (prot)	1820	0	0	1783	1650	0
Flt Permitted				0.999	0.998	
Satd. Flow (perm)	1820	0	0	1783	1650	0
Link Speed (mph)	55			55	30	
Link Distance (ft)	1697			872	363	
Travel Time (s)	21.0			10.8	8.3	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	7%	0%	0%	9%	0%	0%
Adj. Flow (vph)	827	0	10	746	1	25
Shared Lane Traffic (%)						
Lane Group Flow (vph)	827	0	0	756	26	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0	-		0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	0.97	0.97	0.97	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1>			4	¥	
Traffic Vol, veh/h	736	0	9	664	1	22
Future Vol, veh/h	736	0	9	664	1	22
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	e,# 0	_	-	0	0	_
Grade, %	-5	_	_	2	0	_
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	7	0	0	9	0	0
Mvmt Flow	827	0	10	746	1	25
IVIVIII(I IOW	021	U	10	740		25
Major/Minor	Major1	N	Major2	<u> </u>	Minor1	
Conflicting Flow All	0	0	827	0	1593	827
Stage 1	-	-	-	-	827	-
Stage 2	-	-	-	-	766	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	_	5.4	-
Critical Hdwy Stg 2	-	-	_	-	5.4	_
Follow-up Hdwy	-	_	2.2	_	3.5	3.3
Pot Cap-1 Maneuver	_	_	813	_	119	375
Stage 1	_	_	-	_	433	-
Stage 2	_	_	_	_	462	_
Platoon blocked, %	_	_		_	702	
Mov Cap-1 Maneuver		_	813	_	117	375
Mov Cap-1 Maneuver		_	-	_	117	3/3
Stage 1	-	-			433	
Stage 2	-	-	-	-	452	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		16.4	
HCM LOS			J. 1		C	
						=
Minor Lane/Major Mvr	nt 1	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		342	-	-	813	-
HCM Lane V/C Ratio		0.076	-	-	0.012	-
HCM Control Delay (s)	16.4	-	-	9.5	0
HCM Lane LOS		С	-	-	Α	Α
HCM 95th %tile Q(veh	1)	0.2	-	-	0	-

	/	٤	×	/	6	K
Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations	¥		1>	.,_, ,	ሻ	†
Traffic Volume (vph)	67	16	553	212	57	604
Future Volume (vph)	67	16	553	212	57	604
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	13
Grade (%)	-2%	12	-2%	12	12	1%
Storage Length (ft)	0	0	- Z /0	0	200	1 /0
Storage Lanes	1	0		0	1	
Taper Length (ft)	25	U		U	25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.974	1.00	0.963	1.00	1.00	1.00
			0.903		0.050	
Flt Protected	0.961	^	4700	^	0.950	4700
Satd. Flow (prot)	1631	0	1729	0	1727	1792
FIt Permitted	0.961		4=00		0.241	4=00
Satd. Flow (perm)	1631	0	1729	0	438	1792
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	18		48			
Link Speed (mph)	55		55			55
Link Distance (ft)	2121		872			1130
Travel Time (s)	26.3		10.8			14.0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	8%	0%	8%	4%	4%	9%
Adj. Flow (vph)	75	18	621	238	64	679
Shared Lane Traffic (%)				, ,		
Lane Group Flow (vph)	93	0	859	0	64	679
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11	ragni	12	ragni	LGIL	12
Link Offset(ft)	0		0			0
. ,	16		16			16
Crosswalk Width(ft)	10		10			10
Two way Left Turn Lane	4.00	0.00	0.00	0.00	1.04	0.00
Headway Factor	1.03	0.99	0.99	0.99	1.01	0.96
Turning Speed (mph)	15	9		9	15	_
Number of Detectors	1		2		1	2
Detector Template						
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	CI+Ex		CI+Ex		CI+Ex	CI+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)	0.0		94		0.0	94
			94			94
Detector 2 Size(ft)						
Detector 2 Type			CI+Ex			CI+Ex
Detector 2 Channel			0.0			0.0
Detector 2 Extend (s)			0.0			0.0

		_	7	/	-	
Lane Group	WBL	WBR	NET	NER	SWL	SWT
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	24.0		24.0		24.0	24.0
Total Split (s)	24.0		36.0		36.0	36.0
Total Split (%)	40.0%		60.0%		60.0%	60.0%
Maximum Green (s)	19.0		31.0		31.0	31.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.0		5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		None		None	None
Walk Time (s)	7.0		7.0		7.0	7.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
v/c Ratio	0.26		0.64		0.19	0.49
Control Delay	16.5		9.4		6.1	6.3
Queue Delay	0.0		0.0		0.0	0.0
Total Delay	16.5		9.4		6.1	6.3
Queue Length 50th (ft)	19		127		6	88
Queue Length 95th (ft)	50		#388		24	193
Internal Link Dist (ft)	2041		792			1050
Turn Bay Length (ft)					200	
Base Capacity (vph)	935		1346		338	1384
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	0.10		0.64		0.19	0.49

6 1

Intersection Summary

Area Type: Other

Cycle Length: 60 Actuated Cycle Length: 39 Natural Cycle: 60

Control Type: Actuated-Uncoordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 8: US Route 6 & CR 56



	F	€.	*	/	6	K		
Movement	WBL	WBR	NET	NER	SWL	SWT		
Lane Configurations	W		1>		*	↑		
Traffic Volume (veh/h)	67	16	553	212	57	604		
Future Volume (veh/h)	67	16	553	212	57	604		
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	1859	1979	1859	1919	1835	1831		
Adj Flow Rate, veh/h	75	18	621	0	64	679		
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89		
Percent Heavy Veh, %	8	0.00	8	4	4	9		
Cap, veh/h	130	31	992	7	504	978		
Arrive On Green	0.09	0.09	0.53	0.00	0.53	0.53		
Sat Flow, veh/h	1380	331	1859	0.00	788	1831		
·	94		621	0	64	679		
Grp Volume(v), veh/h	1730	0	1859	0	788	1831		
Grp Sat Flow(s),veh/h/ln		0.0	6.3					
Q Serve(g_s), s	1.4			0.0	1.7	7.4		
Cycle Q Clear(g_c), s	1.4	0.0	6.3	0.0	7.9	7.4		
Prop In Lane	0.80	0.19	000	0.00	1.00	070		
Lane Grp Cap(c), veh/h	162	0	992		504	978		
V/C Ratio(X)	0.58	0.00	0.63		0.13	0.69		
Avail Cap(c_a), veh/h	1224	0	2145	4.00	993	2113		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00		
Uniform Delay (d), s/veh	11.7	0.0	4.4	0.0	7.2	4.6		
Incr Delay (d2), s/veh	3.2	0.0	0.7	0.0	0.1	0.9		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.2	0.0	0.1	0.2		
Unsig. Movement Delay, s/veh								
LnGrp Delay(d),s/veh	14.9	0.0	5.0	0.0	7.3	5.5		
LnGrp LOS	В	Α	Α		Α	Α		
Approach Vol, veh/h	94		621	Α		743		
Approach Delay, s/veh	14.9		5.0			5.7		
Approach LOS	В		Α			Α		
Timer - Assigned Phs		2				6	8	
Phs Duration (G+Y+Rc), s		19.3				19.3	7.5	
Change Period (Y+Rc), s		5.0				5.0	5.0	
Max Green Setting (Gmax), s		31.0				31.0	19.0	
Max Q Clear Time (g_c+l1), s		8.3				9.9	3.4	
Green Ext Time (p_c), s		3.6				4.4	0.2	
Intersection Summary								
HCM 6th Ctrl Delay			6.0					
HCM 6th LOS			A					

User approved volume balancing among the lanes for turning movement.

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

	•	•	4	†	ļ	1
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	M	_		र्स	†	7
Traffic Volume (vph)	4	0	1	559	702	7
Future Volume (vph)	4	0	1	559	702	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0			300
Storage Lanes	1	0	0			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					
Satd. Flow (prot)	902	0	0	1725	1743	808
Flt Permitted	0.950					
Satd. Flow (perm)	902	0	0	1725	1743	808
Link Speed (mph)	30			55	55	
Link Distance (ft)	505			1954	601	
Travel Time (s)	11.5			24.2	7.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	100%	100%	100%	10%	9%	100%
Adj. Flow (vph)	4	0	1	608	763	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	0	609	763	8
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					

Synchro 11 Report Page 19 22011192A - P.W.G.

Int Delay, s/veh Movement Lane Configurations Traffic Vol, veh/h Future Vol, veh/h Conflicting Peds, #/hr Sign Control RT Channelized Storage Length Veh in Median Storag Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy	Stop - 0	BBR 0 0 0 Stop None 92 100 0	NBL 1 1 0 Free 92 100 1 Major1 771 -	0 0 92 10 608	SBT 702 702 0 Free - 0 92 9 763 Major2	SBR 7 7 0 Free None 300 - 92 100 8
Lane Configurations Traffic Vol, veh/h Future Vol, veh/h Conflicting Peds, #/hr Sign Control RT Channelized Storage Length Veh in Median Storag Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2	4 4 0 Stop - 0 1e, # 0 0 92 100 4 Minor2 1373 763 610	0 0 0 Stop None - - - 92 100 0	1 0 Free - - - 92 100 1 Major1 -771	559 559 0 Free None - 0 0 92 10 608	702 702 0 Free - 0 0 92 9 763	7 7 7 0 Free None 300 - - 92 100 8
Traffic Vol, veh/h Future Vol, veh/h Future Vol, veh/h Conflicting Peds, #/hr Sign Control RT Channelized Storage Length Veh in Median Storag Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2	4 4 0 Stop - 0 9e, # 0 92 100 4 Minor2 1373 763 610	0 0 Stop None - - 92 100 0	1 0 Free - - - 92 100 1 Major1 -771	559 559 0 Free None - 0 0 92 10 608	702 702 0 Free - 0 0 92 9 763	7 7 0 Free None 300 - - 92 100 8
Traffic Vol, veh/h Future Vol, veh/h Future Vol, veh/h Conflicting Peds, #/hr Sign Control RT Channelized Storage Length Veh in Median Storag Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2	4 4 0 Stop - 0 9e, # 0 0 92 100 4 Minor2 1373 763 610	0 0 Stop None - - 92 100 0	1 0 Free - - - 92 100 1 Major1 - 771	559 559 0 Free None - 0 0 92 10 608	702 702 0 Free - 0 0 92 9 763	7 7 0 Free None 300 - - 92 100 8
Future Vol, veh/h Conflicting Peds, #/hr Sign Control RT Channelized Storage Length Veh in Median Storag Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2	Stop - 0 92 100 4 Minor2 1373 763 610	0 Stop None - - 92 100 0	0 Free - - - 92 100 1 Major1 -771	559 0 Free None - 0 0 92 10 608	702 0 Free - 0 0 92 9 763	0 Free None 300 - - 92 100 8
Conflicting Peds, #/hr Sign Control RT Channelized Storage Length Veh in Median Storag Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2	Stop 0 1e, # 0 92 100 4 Minor2 1373 763 610	Stop None - - - 92 100 0	Free 92 100 1 1	0 Free None - 0 0 92 10 608	Free - 0 0 92 9 763 Major2	Free None 300 - - 92 100 8
Sign Control RT Channelized Storage Length Veh in Median Storag Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2	Stop 0 1e, # 0 92 100 4 Minor2 1373 763 610	Stop None - - - 92 100 0	Free 92 100 1 Major1 771 -	Free None - 0 0 92 10 608	Free - 0 0 92 9 763 Major2	Free None 300 - - 92 100 8
RT Channelized Storage Length Veh in Median Storage Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2	Minor2 1373 763 610	None 92 100 0	- - - 92 100 1 Major1 771	None 0 0 92 10 608	- 0 0 92 9 763 Major2	None 300 - - 92 100 8
Storage Length Veh in Median Storag Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2	e, # 0 0 92 100 4 Minor2 1373 763 610	92 100 0	- 92 100 1 Major1 771	0 0 92 10 608	0 0 92 9 763 Major2	300 - - 92 100 8
Veh in Median Storag Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2	e, # 0 0 92 100 4 Minor2 1373 763 610	92 100 0 763	- 92 100 1 Major1 771	0 92 10 608	0 92 9 763 Major2	92 100 8
Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2	0 92 100 4 Minor2 1373 763 610	92 100 0 N 763	92 100 1 Major1 771	0 92 10 608	0 92 9 763 Major2	92 100 8
Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2	92 100 4 Minor2 1373 763 610	92 100 0 N 763	100 1 Major1 771	92 10 608	92 9 763 Major2	92 100 8
Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2	100 4 Minor2 1373 763 610	100 0 763	100 1 Major1 771	10 608 N	9 763 Major2	100 8
Mymt Flow Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2	Minor2 1373 763 610	0 763 -	1 <u>Major1</u> 771	608 	763 Major2	8
Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2	Minor2 1373 763 610	763 - -	Major1 771 -	<u>N</u>	Major2 -	
Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2	1373 763 610	763 - -	771 -	0	-	0
Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2	1373 763 610	763 - -	771 -	0	-	0
Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2	763 610	-	-			0
Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2	610	-	-	-		Ü
Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2					-	-
Critical Hdwy Stg 1 Critical Hdwy Stg 2	7.4	7.0	-	-	-	-
Critical Hdwy Stg 2		1.2	5.1	-	-	-
	6.4	-	-	-	-	-
Follow-up Hdwy	6.4	-	-	-	-	-
	4.4	4.2	3.1	-	-	-
Pot Cap-1 Maneuver	100	281	533	-	-	-
Stage 1	324	-	-	-	-	-
Stage 2	392	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	100	281	533	_	_	-
Mov Cap-2 Maneuver		_	-	-	-	_
Stage 1	323	-	-	_	-	_
Stage 2	392	_	_	_	_	_
o talgo _						
Approach	EB		NB		SB	
HCM Control Delay, s	42.6		0		0	
HCM LOS	Е					
Minor Lane/Major Mv	mt	NBL	NRT	EBLn1	SBT	SBR
Capacity (veh/h)	iiic	533	-		-	ODIX
HCM Lane V/C Ratio		0.002		0.043		-
	.\	11.8		42.6	-	-
HCM Control Delay (s HCM Lane LOS	5)		0		-	-
	h\	В	Α	0.1	-	-
HCM 95th %tile Q(vel	11)	0	-	0.1	-	-

	۶	•	1	†	↓	1
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		7	↑	1	
Traffic Volume (vph)	10	6	55	507	703	82
Future Volume (vph)	10	6	55	507	703	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	135			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	0.947				0.986	
Flt Protected	0.970		0.950			
Satd. Flow (prot)	1745	0	1805	1712	1719	0
Flt Permitted	0.970		0.950			
Satd. Flow (perm)	1745	0	1805	1712	1719	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	580			601	3694	
Travel Time (s)	13.2			13.7	84.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	11%	10%	0%
Adj. Flow (vph)	11	7	60	551	764	89
Shared Lane Traffic (%)						
Lane Group Flow (vph)	18	0	60	551	853	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60	60			60
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W		ሻ	<u></u>	₽	
Traffic Vol, veh/h	10	6	55	507	703	82
Future Vol, veh/h	10	6	55	507	703	82
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	-	135	-	-	-
Veh in Median Storage		-	-	0	0	-
Grade, %	0	_	_	0	0	_
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	11	10	0
Mymt Flow	11	7	60	551	764	89
IVIVIII(I IOW	11	1	00	551	704	03
Major/Minor I	Minor2	N	Major1	N	/lajor2	
Conflicting Flow All	1480	809	853	0	-	0
Stage 1	809	-	-	-	-	-
Stage 2	671	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	_	-	-
Critical Hdwy Stg 1	5.4	-	_	-	_	-
Critical Hdwy Stg 2	5.4	_	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	_	_	_
Pot Cap-1 Maneuver	140	384	795	_	_	_
Stage 1	441	-	-	_	_	_
Stage 2	512	_	_	_	_	_
Platoon blocked, %	012			_	_	_
Mov Cap-1 Maneuver	130	384	795	_	_	_
Mov Cap-1 Maneuver	130	-	195	_	_	_
	408	_			-	_
Stage 1			-	-		
Stage 2	512	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s	28.1		1		0	
HCM LOS	D		•		•	
110.111 200						
Minor Lane/Major Mvm	<u>nt</u>	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)		795	-	173	-	-
HCM Lane V/C Ratio		0.075	-	0.101	-	-
HCM Control Delay (s)		9.9	-	28.1	-	-
HCM Lane LOS		Α	-	D	-	-
HCM 95th %tile Q(veh))	0.2	-	0.3	-	-

	۶	→	*	•	←	•	1	†	~	/	Ţ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	र्स	7		4		*	†		7	^	7
Traffic Volume (vph)	299	7	393	9	0	6	501	1350	39	16	1027	405
Future Volume (vph)	299	7	393	9	0	6	501	1350	39	16	1027	405
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			4%			-1%			0%	
Storage Length (ft)	0		0	0		0	525		0	100		0
Storage Lanes	1		1	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt			0.850		0.944			0.996				0.850
Flt Protected	0.950	0.954			0.971		0.950			0.950		
Satd. Flow (prot)	1633	1643	1455	0	1603	0	1605	3508	0	1805	3505	1599
Flt Permitted	0.950	0.954			0.971	-	0.085		-	0.154		, , ,
Satd. Flow (perm)	1633	1643	1455	0	1603	0	144	3508	0	293	3505	1599
Right Turn on Red			Yes		,,,,,	Yes			Yes			Yes
Satd. Flow (RTOR)			457		121			4				316
Link Speed (mph)		55			45			45			45	
Link Distance (ft)		319			392			755			645	
Travel Time (s)		4.0			5.9			11.4			9.8	
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%	0%	11%	11%	0%	0%	13%	3%	3%	0%	3%	1%
Adj. Flow (vph)	348	8	457	10	0	7	583	1570	45	19	1194	471
Shared Lane Traffic (%)	49%				•	•						
Lane Group Flow (vph)	177	179	457	0	17	0	583	1615	0	19	1194	471
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12	J		12	J		12	J		12	J
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.03	1.03	1.03	0.99	0.99	0.99	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	2	2	2		2	2		2	2	2
Detector Template				Left								
Leading Detector (ft)	20	83	83	83	83		83	83		83	83	83
Trailing Detector (ft)	0	-5	-5	-5	-5		-5	-5		-5	-5	-5
Detector 1 Position(ft)	0	-5	-5	-5	-5		-5	-5		-5	-5	-5
Detector 1 Size(ft)	20	40	40	40	40		40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		43	43	43	43		43	43		43	43	43
Detector 2 Size(ft)		40	40	40	40		40	40		40	40	40
Detector 2 Type		Cl+Ex	CI+Ex	Cl+Ex	CI+Ex		CI+Ex	CI+Ex		Cl+Ex	Cl+Ex	CI+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Split	NA	Perm	Split	NA		pm+pt	NA		Perm	NA	Perm
	- Pint	1 10 1	. 91111	- Pint	, ,, ,		h h.			. 51111		. 5

	•	-	*	1	•	*	1	†	1	1	ţ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2			6	
Permitted Phases			4				2			6		6
Detector Phase	4	4	4	8	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0		11.0	24.0		24.0	24.0	24.0
Total Split (s)	27.0	27.0	27.0	22.0	22.0		39.0	86.0		47.0	47.0	47.0
Total Split (%)	20.0%	20.0%	20.0%	16.3%	16.3%		28.9%	63.7%		34.8%	34.8%	34.8%
Maximum Green (s)	21.0	21.0	21.0	16.0	16.0		33.0	80.0		41.0	41.0	41.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	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		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0		6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	Max		Max	Max	Max
Walk Time (s)	7.0	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	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0		0	0	0
v/c Ratio	0.71	0.72	0.75		0.09		1.11	0.65		0.18	0.94	0.60
Control Delay	63.3	63.4	12.8		0.9		104.4	12.2		34.1	51.5	13.9
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	63.3	63.4	12.8		0.9		104.4	12.2		34.1	51.5	13.9
Queue Length 50th (ft)	125	126	0		0		~416	266		9	419	78
Queue Length 95th (ft)	214	214	78		0		#704	460		32	#628	192
Internal Link Dist (ft)		239			312			675			565	
Turn Bay Length (ft)							525			100		
Base Capacity (vph)	302	304	641		329		526	2474		105	1266	779
Starvation Cap Reductn	0	0	0		0		0	0		0	0	0
Spillback Cap Reductn	0	0	0		0		0	0		0	0	0
Storage Cap Reductn	0	0	0		0		0	0		0	0	0
Reduced v/c Ratio	0.59	0.59	0.71		0.05		1.11	0.65		0.18	0.94	0.60

Intersection Summary

Area Type: Other

Cycle Length: 135

Actuated Cycle Length: 114.1

Natural Cycle: 145

Control Type: Actuated-Uncoordinated

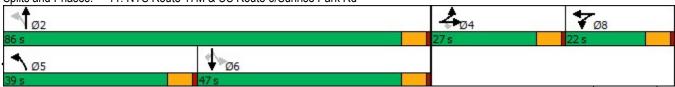
Volume exceeds capacity, queue is theoretically infinite.

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: 11: NYS Route 17M & US Route 6/Sunrise Park Rd



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	4	7		4		7	†		7	^	7
Traffic Volume (veh/h)	299	7	393	9	0	6	501	1350	39	16	1027	405
Future Volume (veh/h)	299	7	393	9	0	6	501	1350	39	16	1027	405
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	1826	1900	1737	1643	1806	1806	1744	1894	1894	1900	1856	1885
Adj Flow Rate, veh/h	354	0	0	10	0	7	583	1570	45	19	1194	0
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	0	11	11	0	0	13	3	3	0	3	1
Cap, veh/h	429	0	0.00	18	0	12	557	2504	72	177	1266	0.00
Arrive On Green	0.12	0.00	0.00	0.02	0.00	0.02	0.29	0.70	0.70	0.36	0.36	0.00
Sat Flow, veh/h	3478	0	1472	963	0	674	1661	3573	102	318	3526	1598
Grp Volume(v), veh/h	354	0	0	17	0	0	583	789	826	19	1194	0
Grp Sat Flow(s),veh/h/ln	1739	0	1472	1636	0	0	1661	1800	1876	318	1763	1598
Q Serve(g_s), s	11.3	0.0	0.0	1.2	0.0	0.0	33.0	26.7	26.9	4.6	37.5	0.0
Cycle Q Clear(g_c), s	11.3	0.0	0.0	1.2	0.0	0.0	33.0	26.7	26.9	4.6	37.5	0.0
Prop In Lane	1.00	_	1.00	0.59	_	0.41	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	429	0		30	0	0	557	1261	1315	177	1266	
V/C Ratio(X)	0.83	0.00		0.57	0.00	0.00	1.05	0.63	0.63	0.11	0.94	
Avail Cap(c_a), veh/h	640	0	4.00	229	0	0	557	1261	1315	177	1266	4.00
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	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	48.8	0.0	0.0	55.6	0.0	0.0	33.0	9.1	9.1	24.9	35.4	0.0
Incr Delay (d2), s/veh	5.6	0.0	0.0	15.9	0.0	0.0	51.0	2.4	2.3	1.2	14.9	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	5.0	0.0	0.0	0.6	0.0	0.0	21.5	9.2	9.6	0.4	17.7	0.0
Unsig. Movement Delay, s/veh		0.0	0.0	71 5	0.0	0.0	04.0	44 E	11 1	00.4	E0 2	0.0
LnGrp Delay(d),s/veh	54.4	0.0	0.0	71.5	0.0	0.0	84.0	11.5	11.4	26.1	50.3 D	0.0
LnGrp LOS	D	A 254	Δ.	<u>E</u>	A	A	F	B	В	С		Δ.
Approach Vol, veh/h		354	А		17			2198			1213	Α
Approach Delay, s/veh		54.4			71.5			30.7			49.9	
Approach LOS		D			Е			С			D	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		86.0		20.1	39.0	47.0		8.1				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		80.0		21.0	33.0	41.0		16.0				
Max Q Clear Time (g_c+l1), s		28.9		13.3	35.0	39.5		3.2				
Green Ext Time (p_c), s		13.9		0.7	0.0	1.1		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			39.3									
HCM 6th LOS			D									

Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

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

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Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations	ĵ»			4	N/	
Traffic Volume (vph)	249	52	325	625	46	178
Future Volume (vph)	249	52	325	625	46	178
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.977				0.893	
Flt Protected				0.983	0.990	
Satd. Flow (prot)	1790	0	0	1813	1582	0
Flt Permitted				0.983	0.990	
Satd. Flow (perm)	1790	0	0	1813	1582	0
Link Speed (mph)	55			55	30	
Link Distance (ft)	733			606	476	
Travel Time (s)	9.1			7.5	10.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	7%	5%	2%	7%	6%
Adj. Flow (vph)	265	55	346	665	49	189
Shared Lane Traffic (%)						
Lane Group Flow (vph)	320	0	0	1011	238	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						

Area Type: Control Type: Unsignalized Other

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Intersection						
Int Delay, s/veh	22.8					
Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations	1>			4	¥	
Traffic Vol, veh/h	249	52	325	625	46	178
Future Vol, veh/h	249	52	325	625	46	178
Conflicting Peds, #/hr	0	0	0	020	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-		- Stop	None
Storage Length	_	-	_	-	0	-
Veh in Median Storage			-	0	0	_
Grade, %	0	-	_	0	0	_
Peak Hour Factor	94	94	94	94	94	94
	3					94
Heavy Vehicles, %		7	5	2	7	
Mvmt Flow	265	55	346	665	49	189
Major/Minor I	Major1	<u> </u>	Major2	<u> </u>	Minor1	
Conflicting Flow All	0	0	320	0	1650	293
Stage 1	-	-	-	-	293	-
Stage 2	-	-	-	-	1357	-
Critical Hdwy	-	-	4.15	-	6.47	6.26
Critical Hdwy Stg 1	_	_	-	_	5.47	-
Critical Hdwy Stg 2	-	_	_	_	5.47	_
Follow-up Hdwy	_	_	2.245		3.563	
Pot Cap-1 Maneuver	_	_	1223	_	106	737
Stage 1	<u>-</u>	_	-	_	746	-
Stage 2			_	_	234	_
Platoon blocked, %		-	_		254	_
-	-	-	1000	-	.EQ	727
Mov Cap-1 Maneuver	-	-	1223	-	58	737
Mov Cap-2 Maneuver	-	-	-	-	58	-
Stage 1	-	-	-	-	746	-
Stage 2	-	-	-	-	129	-
Approach	EB		WB		NE	
HCM Control Delay, s	0		3.1		136.9	
HCM LOS	U		J. I		130.9 F	
I IOIVI LUO					Г	
Minor Lane/Major Mvm	ıt N	NELn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		217	-	-	1223	-
HCM Lane V/C Ratio		1.098	_		0.283	-
HCM Control Delay (s)		136.9	_	_	9.1	0
HCM Lane LOS		F	_	_	Α	A
HCM 95th %tile Q(veh)		10.9		_	1.2	-
HOW JOHN JOHN GUVEN,		10.3	_	_	1.2	

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Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations	14		1			4
Traffic Volume (vph)	42	59	425	39	68	930
Future Volume (vph)	42	59	425	39	68	930
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		1%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.921		0.989			
Flt Protected	0.980					0.997
Satd. Flow (prot)	1633	0	1812	0	0	1853
Flt Permitted	0.980					0.997
Satd. Flow (perm)	1633	0	1812	0	0	1853
Link Speed (mph)	30		55			55
Link Distance (ft)	535		1495			1423
Travel Time (s)	12.2		18.5			17.6
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	5%	5%	3%	5%	5%	2%
Adj. Flow (vph)	45	63	452	41	72	989
Shared Lane Traffic (%)						
Lane Group Flow (vph)	108	0	493	0	0	1061
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	1.01	1.01	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						

Area Type: Other Control Type: Unsignalized

Intersection						
Int Delay, s/veh	3.4					
Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations	¥		1>			र्स
Traffic Vol, veh/h	42	59	425	39	68	930
Future Vol, veh/h	42	59	425	39	68	930
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	- Clop	None	-		-	None
Storage Length	0	-	_	-	_	-
Veh in Median Storage			0	_	_	0
Grade, %	0	-	1	-	-	0
	94	94	94	94	94	94
Peak Hour Factor						
Heavy Vehicles, %	5	5	3	5	5	2
Mvmt Flow	45	63	452	41	72	989
Major/Minor	Minor1	N	Major1	N	Major2	
Conflicting Flow All	1606	473	0	0	493	0
Stage 1	473	-	_	-	_	_
Stage 2	1133	_	-	_	-	-
Critical Hdwy	6.45	6.25	_	-	4.15	_
Critical Hdwy Stg 1	5.45	-	_	_		_
Critical Hdwy Stg 2	5.45	_	_		_	_
Follow-up Hdwy		3.345	_	_	2.245	_
Pot Cap-1 Maneuver	114	585	_	-	1055	_
•	621	505			1000	
Stage 1		-	-	-	-	-
Stage 2	303	-	-	-	-	-
Platoon blocked, %			-	-	40==	-
Mov Cap-1 Maneuver	97	585	-	-	1055	-
Mov Cap-2 Maneuver	97	-	-	-	-	-
Stage 1	621	-	-	-	-	-
Stage 2	257	-	-	-	-	-
Annanah	WD		NIT		CVA	
Approach	WB		NE		SW	
HCM Control Delay, s	46.5		0		0.6	
HCM LOS	Е					
Minor Lane/Major Mvm	nt	NET	NERV	VBLn1	SWL	SWT
Capacity (veh/h)			-	189	1055	-
HCM Lane V/C Ratio		_		0.569		_
HCM Control Delay (s)			_	46.5	8.7	0
HCM Lane LOS		<u>-</u>	_	+0.5 E	Α	A
HCM 95th %tile Q(veh)		-	_	3	0.2	-
HOW JOHN JOHNE Q(VEH)		_	_	J	0.2	_

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Lane Group	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations	Y			र्स	f	
Traffic Volume (vph)	29	29	29	391	883	56
Future Volume (vph)	29	29	29	391	883	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	12	12
Grade (%)	2%			1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932				0.992	
Flt Protected	0.976			0.997		
Satd. Flow (prot)	1492	0	0	1834	1833	0
FIt Permitted	0.976			0.997		
Satd. Flow (perm)	1492	0	0	1834	1833	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	266			1423	2064	
Travel Time (s)	6.0			17.6	25.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	14%	0%	0%	3%	2%	7%
Adj. Flow (vph)	31	31	31	416	939	60
Shared Lane Traffic (%)						
Lane Group Flow (vph)	62	0	0	447	999	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	10			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.01	1.01	1.01	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
	Other					

Area Type: Other Control Type: Unsignalized

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations	₩.	LDK	INCL	INE I	\$W1	OWK
Traffic Vol, veh/h	1 29	29	29	391	883	56
Future Vol, veh/h	29	29	29	391	883	56
Conflicting Peds, #/hr	0	0	0	0	003	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	Stop -	None	-	None	-	
Storage Length	0	-	_	-	_	-
Veh in Median Storage	-	_	_	0	0	_
Grade, %	., # 0	-	_	1	1	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	14	0	0	3	2	7
Mvmt Flow	31	31	31	416	939	60
	Ų I	J	71	. 13	200	33
Maia-/M/:	\.A: C		1-1		1-: 0	
	Minor2		Major1		Major2	_
Conflicting Flow All	1447	969	999	0	-	0
Stage 1	969	-	-	-	-	-
Stage 2	478	-	-	-	_	-
Critical Hdwy	6.94	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.94	-	-	-	-	-
Critical Hdwy Stg 2	5.94	-	-	-	-	-
Follow-up Hdwy	3.626	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	116	294	701	-	-	-
Stage 1	314	-	-	-	_	-
Stage 2	568	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	109	294	701	-	-	-
Mov Cap-2 Maneuver	109	-	-	-	_	-
Stage 1	296	-	-	-	-	-
Stage 2	568	-	-	-		_
Annroach	EB		NE		SW	
Approach HCM Control Dolay S						
HCM LOS	41.3		0.7		0	
HCM LOS	E					
Minor Lane/Major Mvm	ı <u>t</u>	NEL	NET E	EBLn1	SWT	SWR
Capacity (veh/h)		701	-	.00	-	-
HCM Lane V/C Ratio		0.044	-	0.388	-	-
HCM Control Delay (s)		10.4	0	41.3	-	-
HCM Lane LOS		В	A	Е	-	-
HCM 95th %tile Q(veh))	0.1	-	1.7	-	-

	>	-	•	*_	\	4
Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		र्स	1		W	
Traffic Volume (vph)	1	452	907	3	1	1
Future Volume (vph)	1	452	907	3	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	11
Grade (%)		2%	-5%		0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.932	
Flt Protected					0.976	
Satd. Flow (prot)	0	1792	1891	0	1114	0
Flt Permitted					0.976	
Satd. Flow (perm)	0	1792	1891	0	1114	0
Link Speed (mph)		55	55		30	
Link Distance (ft)		219	226		485	
Travel Time (s)		2.7	2.8		11.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	5%	3%	0%	100%	0%
Adj. Flow (vph)	1	466	935	3	1	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	467	938	0	2	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	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	1.01	0.97	0.97	1.04	1.04
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					

Area Type: Control Type: Unsignalized

0					
EDI	ERT	\\/PT	\//RD	QEI	SER
LDL			WDR		SER
1			2		1
				•	1
					1
					0
					Stop
-					None
-	-	-	-		-
,# -			-		-
-			-		-
					97
0	5	3	0		0
1	466	935	3	1	1
Major1	N	Major?	N	Minor?	
					007
	U				937
	-	-	-		-
-	-	-	-		-
4.1	-	-	-		6.2
-	-	-	-	6.4	-
-	-	-	-	6.4	-
2.2	-	-	-	4.4	3.3
739	-	-	-	95	324
-	-	-	-	260	-
_	-	_	-		_
	_	_	_		
730	_	_		95	324
					J2 4
	<u>-</u>				_
-	-	-	-		
-	-	-	-	408	-
EB		WB		SE	
- 0		- 0			
				J	
t		EBT	WBT	WBR :	
	739	-	-	-	147
					0.014
	0.001	-	-	-	0.0.
	0.001 9.9	0	-	-	
	9.9	0			29.8
			-	-	
	EBL 1 1 0 Free ,# - 97 0 1 Major1 938 4.1 - 2.2 739 739	EBL EBT 1 452 1 452 0 0 Free Free - None ,# - 0 2 97 97 0 5 1 466 Major1 N 938 0 4.1 2.2 - 739 739 T39	EBL EBT WBT 1 452 907 1 452 907 0 0 0 0 Free Free Free - None ,# - 0 0 - 2 -5 97 97 97 0 5 3 1 466 935 Major1 Major2 938 0 4.1 2.2 739 739 739	EBL EBT WBT WBR 1 452 907 3 1 452 907 3 0 0 0 0 0 Free Free Free Free - None - None	EBL EBT WBT WBR SEL 1 452 907 3 1 1 452 907 3 1 0 0 0 0 0 Free Free Free Stop None - None - - - - 0 - - - 0 - - - 0 97 97 97 97 97 97 97 97 97 97 97 97 97 97 97 97 97 97 97 97 97 97 97 97 97 97 97 97 93 0 0 1405 1 466 935 3 1 Major1 Major2 Minor2 938 0 0

	-	*	1	←	1	-
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	7			4	N.	
Traffic Volume (vph)	453	0	12	910	0	11
Future Volume (vph)	453	0	12	910	0	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	11
Grade (%)	5%			-5%	8%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.865	
Flt Protected				0.999		
Satd. Flow (prot)	1764	0	0	1874	1121	0
Flt Permitted				0.999		
Satd. Flow (perm)	1764	0	0	1874	1121	0
Link Speed (mph)	55			55	30	
Link Distance (ft)	226			439	325	
Travel Time (s)	2.8			5.4	7.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	5%	0%	67%	3%	0%	36%
Adj. Flow (vph)	467	0	12	938	0	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	467	0	0	950	11	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12	_		12	11	_
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	0.97	0.97	1.10	1.10
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					

Area Type: (Control Type: Unsignalized

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Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1			4	¥	
Traffic Vol, veh/h	453	0	12	910	0	11
Future Vol, veh/h	453	0	12	910	0	11
Conflicting Peds, #/hr		0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-		- Stop	None
Storage Length	-	-	_	-	0	-
Veh in Median Storag		_		0	0	_
Grade, %	5	_	_	-5	8	_
Peak Hour Factor	97	97	97	97	97	97
	5	0	67	3	0	36
Heavy Vehicles, % Mvmt Flow	467	0	12	938		11
INIVIIIL LIOM	407	U	12	330	0	11
Major/Minor	Major1	<u> </u>	/lajor2		Minor1	
Conflicting Flow All	0	0	467	0	1429	467
Stage 1	-	-	-	-	467	-
Stage 2	-	-	-	-	962	-
Critical Hdwy	-	-	4.77	-	8	7.36
Critical Hdwy Stg 1	_	-	_	_	7	-
Critical Hdwy Stg 2	_	-	-	_	7	_
Follow-up Hdwy	_	_	2.803	_		3.624
Pot Cap-1 Maneuver	_	_	825	_	80	479
Stage 1	_	<u>-</u>	-	_	516	-
Stage 2			_	_	244	_
Platoon blocked, %	_	_	_	_	244	_
		-	825		70	479
Mov Cap-1 Maneuver		-		-	78	
Mov Cap-2 Maneuver		-	-	-	78	-
Stage 1	-	-	-	-	516	-
Stage 2	-	-	-	-	237	-
Approach	EB		WB		NB	
HCM Control Delay, s			0.1		12.7	
HCM LOS	. 0		0.1		12.7 B	
I IOWI LOG					Б	
Minor Lane/Major Mvi	mt l	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		479	-	-	825	-
HCM Lane V/C Ratio		0.024	-	-	0.015	-
HCM Control Delay (s	s)	12.7	-	_	9.4	0
	,				A	A
		В	-	-	_	
HCM Lane LOS HCM 95th %tile Q(vel	n)	0.1	-	-	0	-

	۶	→	←	*	1	1
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	ሻ	<u></u>	<u> </u>	7	7	7
Traffic Volume (vph)	50	414	704	102	371	218
Future Volume (vph)	50	414	704	102	371	218
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1000	5%	0%	1000	0%	1000
Storage Length (ft)	150	070	0 70	150	150	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25			<u> </u>	25	1
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.850	1.00	0.850
Flt Protected	0.950			0.000	0.950	0.000
Satd. Flow (prot)	1645	1748	1845	1233	1583	1568
Flt Permitted	0.221	1740	1043	1200	0.950	1300
	383	1748	1015	1233		1568
Satd. Flow (perm)	303	1/40	1845		1583	
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				105	22	83
Link Speed (mph)		55	55		30	
Link Distance (ft)		439	1697		451	
Travel Time (s)		5.4	21.0		10.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	7%	6%	3%	31%	14%	3%
Adj. Flow (vph)	52	427	726	105	382	225
Shared Lane Traffic (%)						
Lane Group Flow (vph)	52	427	726	105	382	225
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2	2	2	2
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
	-5 -5	-5 -5	-5 -5	-5 -5	-5 -5	-5 -5
Detector 1 Position(ft)						
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	CI+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel			2.0	2.0		0.0
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43
Detector 2 Size(ft)	40	40	40	40	40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	CI+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	NA	NA	Perm	Prot	Perm

	•	→	•	*	-	1
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Protected Phases		4	8		6	
Permitted Phases	4			8		6
Detector Phase	4	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Maximum Green (s)	18.0	18.0	18.0	18.0	18.0	18.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	Min	Min
Walk Time (s)	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
Pedestrian Calls (#/hr)	0	0	0	0	0	0
v/c Ratio	0.34	0.61	0.98	0.19	0.73	0.39
Control Delay	18.4	16.2	48.3	3.8	22.5	9.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.4	16.2	48.3	3.8	22.5	9.4
Queue Length 50th (ft)	10	90	~199	0	84	26
Queue Length 95th (ft)	37	172	#400	22	#159	65
Internal Link Dist (ft)		359	1617		371	
Turn Bay Length (ft)	150			150	150	
Base Capacity (vph)	153	702	741	558	636	679
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.61	0.98	0.19	0.60	0.33
readou vo ratio	0.0-1	0.01	0.00	0.10	0.00	0.00

Intersection Summary

Other Area Type:

Cycle Length: 48

Actuated Cycle Length: 45.1

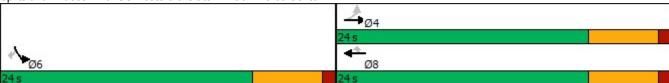
Natural Cycle: 60

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: 6: US Route 6 & Slate Hill Commerce Center



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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	*	↑	^	7	7	7
Traffic Volume (veh/h)	50	414	704	102	371	218
Future Volume (veh/h)	50	414	704	102	371	218
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	1649	1664	1856	1441	1693	1856
Adj Flow Rate, veh/h	52	427	726	105	382	225
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	7	6	3	31	14	3
Cap, veh/h	190	692	771	508	495	483
Arrive On Green	0.42	0.42	0.42	0.42	0.31	0.31
Sat Flow, veh/h	582	1664	1856	1221	1612	1572
Grp Volume(v), veh/h	52	427	726	105	382	225
Grp Sat Flow(s), veh/h/ln	582	1664	1856	1221	1612	1572
	1.7	8.7	16.3	2.4	9.3	5.0
Q Serve(g_s), s	18.0	8.7	16.3	2.4	9.3	5.0
Cycle Q Clear(g_c), s	1.00	0.7	10.3	1.00	1.00	1.00
Prop In Lane		000	774			
Lane Grp Cap(c), veh/h	190	692	771	508	495	483
V/C Ratio(X)	0.27	0.62	0.94	0.21	0.77	0.47
Avail Cap(c_a), veh/h	190	692	771	508	670	654
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.3	9.9	12.1	8.1	13.6	12.1
Incr Delay (d2), s/veh	8.0	1.7	19.5	0.2	3.9	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	2.1	7.8	0.4	3.2	1.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.0	11.6	31.6	8.3	17.5	12.8
LnGrp LOS	С	В	С	Α	В	В
Approach Vol, veh/h		479	831		607	
Approach Delay, s/veh		12.7	28.7		15.8	
Approach LOS		В	С		В	
Timer - Assigned Phs				4		6
Phs Duration (G+Y+Rc), s				24.0		19.3
Change Period (Y+Rc), s				6.0		6.0
Max Green Setting (Gmax), s				18.0		18.0
Max Q Clear Time (g_c+I1), s				20.0		11.3
Green Ext Time (p_c), s				0.0		2.0
Intersection Summary						
			20.6			
HCM 6th Ctrl Delay						
HCM 6th LOS			С			

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	-	*	1	←	1	1
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	ĵ.	•	•	र्स	14	•
Traffic Volume (vph)	785	0	25	803	2	11
Future Volume (vph)	785	0	25	803	2	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	13	12	12
Grade (%)	-5%			2%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.884	
Flt Protected				0.999	0.993	
Satd. Flow (prot)	1770	0	0	1835	1668	0
Flt Permitted				0.999	0.993	
Satd. Flow (perm)	1770	0	0	1835	1668	0
Link Speed (mph)	55			55	30	
Link Distance (ft)	1697			872	363	
Travel Time (s)	21.0			10.8	8.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	0%	0%	6%	0%	0%
Adj. Flow (vph)	853	0	27	873	2	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	853	0	0	900	14	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	0.97	0.97	0.97	1.00	1.00
Turning Speed (mph)		60	60		60	60
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					

Area Type: Other Control Type: Unsignalized

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1	LDI	11DL	4	Y	HUIT
Traffic Vol, veh/h	785	0	25	803	T	11
Future Vol, veh/h	785	0	25	803	2	11
-	0	0	25	003	0	0
Conflicting Peds, #/hr						
	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	
Storage Length	- 4 0	-	-	-	0	-
Veh in Median Storage,		-	-	0	0	-
Grade, %	-5	-	-	2	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	10	0	0	6	0	0
Mvmt Flow	853	0	27	873	2	12
Major/Minor Ma	ajor1	N	/lajor2	_	Minor1	
Conflicting Flow All	0	0	853	0	1780	853
Stage 1	-	U	- 000		853	- 000
Stage 2		•		-		
	-	-	- 1 1	-	927	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	795	-	91	362
Stage 1	-	-	-	-	421	-
Stage 2	-	-	-	-	389	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	795	-	85	362
Mov Cap-2 Maneuver	-	-	-	-	85	-
Stage 1	_	-	_	_	421	_
Stage 2	_	_	_	_	363	_
Jugo 2					300	
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.3		20.9	
HCM LOS					С	
Minor Lang/Major Mumt		JDI 51	EDT	EDD	\\/DI	\MDT
Minor Lane/Major Mvmt	<u> </u>	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		241	-	-	795	-
HCM Lane V/C Ratio		0.059	-	-	0.034	-
HCM Control Delay (s)		20.9	-	-	9.7	0
HCM Lane LOS		С	-	-	Α	Α
HCM 95th %tile Q(veh)		0.2	-	-	0.1	-

Lane Group		_	٤	*	/	6	×
Lane Configurations	Lane Group	WBL	WBR	NET	NER	SWL	SWT
Traffic Volume (vph)							
Future Volume (vph)			56		101		
Ideal Flow (vphpl)							
Lane Width (ft)							
Grade (%) -2% -2% -2% 1% Storage Length (ft) 0 0 0 200 Storage Lanes 1 0 0 1 Taper Length (ft) 25 25 1 Lane Util. Factor 1.00 1.00 1.00 1.00 1.00 Fit Protected 0.962 0.950 0.950 Satd. Flow (prot) 1671 0 1717 0 1618 1792 Fit Permitted 0.962 0.148							
Storage Length (ft)			12		12	12	
Storage Lanes	,		0	- Z /0	0	200	1 /0
Taper Length (ft)							
Lane Util. Factor	· ·		U		U		
Frt 0.970 0.983 Fit Protected 0.962 0.950 Satd. Flow (prot) 1671 0 1717 0 1618 1792 Fit Permitted 0.962 0.148 0.962 0.148 0.962 0.148 0.962 0.148 0.962 0.92 0.92 1792			4.00	4.00	4.00		4.00
Stad. Flow (prot) 1671 0 1717 0 1618 1792			1.00		1.00	1.00	1.00
Satd. Flow (prot) 1671 0 1717 0 1618 1792 Fit Permitted 0.962 0.148 Satd. Flow (perm) 1671 0 1717 0 252 1792 Right Turn on Red Yes Yes Yes Yes Yes Satd. Flow (RTOR) 25 18 18 140 1130 1130 1130 1130 1130 1130 1130 1130 1130 1130 1140				0.983			
Fit Permitted							
Satd. Flow (perm) 1671 0 1717 0 252 1792 Right Turn on Red Yes Yes Yes Yes Satd. Flow (RTOR) 25 18 Link Speed (mph) 55 55 55 Link Distance (ft) 2121 872 1130 14.0 Peak Hour Factor 0.92 1.04 687 6			0	1717	0		1792
Right Turn on Red Yes Yes Satd. Flow (RTOR) 25 18 Link Speed (mph) 55 55 55 Link Distance (ft) 2121 872 1130 Travel Time (s) 26.3 10.8 14.0 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 Heavy Vehicles (%) 4% 2% 11% 2% 11% 9% Adj. Flow (vph) 217 61 768 110 21 687 Shared Lane Traffic (%) 278 0 878 0 21 687 Enter Blocked Intersection No N		0.962				0.148	
Satd. Flow (RTOR) 25 18 Link Speed (mph) 55 55 55 Link Distance (ft) 2121 872 1130 Travel Time (s) 26.3 10.8 14.0 Peak Hour Factor 0.92 0.92 0.92 0.92 Heavy Vehicles (%) 4% 2% 11% 2% 11% 9% Adj. Flow (vph) 217 61 768 110 21 687 Shared Lane Traffic (%) Lane Group Flow (vph) 278 0 878 0 21 687 Shared Lane Traffic (%) Lane Group Flow (vph) 278 0 878 0 21 687 Shared Lane Traffic (%) Lane Group Flow (vph) 278 0 878 0 21 687 Enter Blocked Intersection No	Satd. Flow (perm)	1671	0	1717	0	252	1792
Link Speed (mph) 55 55 55 Link Distance (ft) 2121 872 1130 Travel Time (s) 26.3 10.8 14.0 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 Heavy Vehicles (%) 4% 2% 11% 2% 11% 9% Adj. Flow (vph) 217 61 768 110 21 687 Shared Lane Traffic (%) 218 0 878 0 21 687 Enter Blocked Intersection No	Right Turn on Red		Yes		Yes		
Link Speed (mph) 55 55 55 Link Distance (ft) 2121 872 1130 Travel Time (s) 26.3 10.8 14.0 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 Heavy Vehicles (%) 4% 2% 11% 2% 11% 9% Adj. Flow (vph) 217 61 768 110 21 687 Shared Lane Traffic (%) Lane Group Flow (vph) 278 0 878 0 21 687 Enter Blocked Intersection No	Satd. Flow (RTOR)	25		18			
Link Distance (ft)		55		55			55
Travel Time (s) 26.3 10.8 14.0 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 Heavy Vehicles (%) 4% 2% 11% 2% 11% 9% Adj. Flow (vph) 217 61 768 110 21 687 Shared Lane Traffic (%) Lane Group Flow (vph) 278 0 878 0 21 687 Enter Blocked Intersection No							
Peak Hour Factor 0.92 0.99 0.99 0.99 0.99 0.90 0.0	. ,						
Heavy Vehicles (%) 4% 2% 11% 2% 11% 9% Adj. Flow (vph) 217 61 768 110 21 687 Shared Lane Traffic (%) Lane Group Flow (vph) 278 0 878 0 21 687 Enter Blocked Intersection No	()		0.92		0.92	0.92	
Adj. Flow (vph) 217 61 768 110 21 687 Shared Lane Traffic (%) Lane Group Flow (vph) 278 0 878 0 21 687 Enter Blocked Intersection Lane Alignment Left Right Left Right Left Right Left Right Left Left Left Left Median Width(ft) 11 12 12 12 12 14 14 14 12 12 12 14 16							
Shared Lane Traffic (%) Lane Group Flow (vph) 278 0 878 0 21 687	. ,						
Lane Group Flow (vph) 278 0 878 0 21 687 Enter Blocked Intersection No		211	01	700	110	<u> </u>	001
Enter Blocked Intersection No No <th< td=""><td></td><td>278</td><td>٥</td><td>878</td><td>Λ</td><td>21</td><td>687</td></th<>		278	٥	878	Λ	21	687
Lane Alignment Left Right Left Right Left Left Median Width(ft) 11 12 12 Link Offset(ft) 0 0 0 Crosswalk Width(ft) 16 16 16 Two way Left Turn Lane 103 0.99 0.99 0.99 1.01 0.96 Turning Speed (mph) 15 9 9 15 0.96 1.00 0.99 1.01 0.96 Turning Speed (mph) 15 9 9 15 0.96 1.00 0.99 1.01 0.96 1.00 0.90 0.96 1.00 0.96 1.00 0.00<							
Median Width(ft) 11 12 12 Link Offset(ft) 0 0 0 Crosswalk Width(ft) 16 16 16 Two way Left Turn Lane 1.03 0.99 0.99 0.99 1.01 0.96 Turning Speed (mph) 15 9 9 15 Number of Detectors 1 2 1 2 Detector Template Leading Detector (ft) 20 100 20 100 Trailing Detector (ft) 0 0 0 0 0 Trailing Detector (ft) 0 0 0 0 0 Detector 1 Position(ft) 0 0 0 0 0 0 Detector 1 Size(ft) 20 6 20 6 20 6 0 <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>							
Link Offset(ft) 0 0 0 Crosswalk Width(ft) 16 16 16 Two way Left Turn Lane 1.03 0.99 0.99 0.99 1.01 0.96 Headway Factor 1.03 0.99 0.99 1.01 0.96 Turning Speed (mph) 15 9 9 15 Number of Detectors 1 2 1 2 Detector Template 2 1 2 1 2 Leading Detector (ft) 0 0 0 0 0 0 Trailing Detector (ft) 0<			Right		Right	Leit	
Crosswalk Width(ft) 16 16 16 Two way Left Turn Lane 1.03 0.99 0.99 0.99 1.01 0.96 Headway Factor 1.03 0.99 0.99 0.99 1.01 0.96 Turning Speed (mph) 15 9 9 15 Number of Detectors 1 2 1 2 Detector Template 1 20 100 20 100 Leading Detector (ft) 0 0 0 0 0 0 Trailing Detector (ft) 0	()						
Two way Left Turn Lane Headway Factor 1.03 0.99 0.99 0.99 1.01 0.96 Turning Speed (mph) 15 9 9 15 Number of Detectors 1 2 1 2 Detector Template Leading Detector (ft) 20 100 20 100 Trailing Detector (ft) 0 0 0 0 0 Detector 1 Position(ft) 0 0 0 0 0 Detector 1 Size(ft) 20 6 20 6 Detector 1 Type Cl+Ex Cl+Ex Cl+Ex Cl+Ex Detector 1 Channel Detector 1 Extend (s) 0.0 0.0 0.0 0.0 Detector 1 Delay (s) 0.0 0.0 0.0 0.0 Detector 2 Position(ft) 94 94 Detector 2 Size(ft) 6 6 Detector 2 Type Cl+Ex Cl+Ex Cl+Ex Detector 2 Type Cl+Ex Cl+Ex Cl+Ex Detector 2 Cl+Ex Cl+Ex	. ,						
Headway Factor 1.03 0.99 0.99 0.99 1.01 0.96 Turning Speed (mph) 15 9 9 15 Number of Detectors 1 2 1 2 Detector Template 2 100 20 100 Trailing Detector (ft) 0 0 0 0 Detector 1 Position(ft) 0 0 0 0 Detector 1 Position(ft) 0 0 0 0 Detector 1 Size(ft) 20 6 20 6 Detector 1 Type Cl+Ex Cl+Ex Cl+Ex Cl+Ex Detector 1 Channel 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) 94 94 94 Detector 2 Size(ft) 6 6 6 Detector 2 Type Cl+E	` ,	16		16			16
Turning Speed (mph) 15 9 9 15 Number of Detectors 1 2 1 2 Detector Template 20 100 20 100 Leading Detector (ft) 0 0 0 0 Trailing Detector (ft) 0 0 0 0 Detector 1 Position(ft) 0 0 0 0 Detector 1 Size(ft) 20 6 20 6 Detector 1 Type CI+Ex CI+Ex CI+Ex CI+Ex Detector 1 Channel Detector 1 Extend (s) 0.0 0.0 0.0 0.0 0.0 Detector 1 Queue (s) 0.0 0.0 0.0 0.0 0.0 0.0 Detector 1 Delay (s) 0.0							
Number of Detectors 1 2 1 2 Detector Template Leading Detector (ft) 20 100 20 100 Trailing Detector (ft) 0 0 0 0 0 Detector 1 Position(ft) 0 0 0 0 0 Detector 1 Position(ft) 20 6 20 6 Detector 1 Size(ft) 20 6 20 6 Detector 1 Type CI+Ex CI+Ex CI+Ex CI+Ex Detector 1 Channel 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) 94 94 94 Detector 2 Type CI+Ex CI+Ex CI+Ex Detector 2 Channel CI+Ex CI+Ex CI+Ex	Headway Factor	1.03	0.99	0.99	0.99	1.01	0.96
Detector Template Leading Detector (ft) 20 100 20 100 Trailing Detector (ft) 0 0 0 0 0 Detector 1 Position(ft) 0 0 0 0 0 Detector 1 Size(ft) 20 6 20 6 Detector 1 Size(ft) 20 6 20 6 Detector 1 Type CI+Ex CI+Ex CI+Ex CI+Ex Detector 1 Channel 0.0 <td< td=""><td>Turning Speed (mph)</td><td>15</td><td>9</td><td></td><td>9</td><td>15</td><td></td></td<>	Turning Speed (mph)	15	9		9	15	
Leading Detector (ft) 20 100 20 100 Trailing Detector (ft) 0 0 0 0 0 Detector 1 Position(ft) 0 <	Number of Detectors	1		2		1	2
Leading Detector (ft) 20 100 20 100 Trailing Detector (ft) 0 0 0 0 0 Detector 1 Position(ft) 0 <	Detector Template						
Trailing Detector (ft) 0 0 0 0 Detector 1 Position(ft) 0 0 0 0 Detector 1 Size(ft) 20 6 20 6 Detector 1 Type Cl+Ex Cl+Ex Cl+Ex Cl+Ex Detector 1 Channel 0.0 0.0 0.0 0.0 0.0 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) 94 94 94 Detector 2 Size(ft) 6 6 6 Detector 2 Type Cl+Ex Cl+Ex Cl+Ex Detector 2 Channel Cl+Ex Cl+Ex Cl+Ex		20		100		20	100
Detector 1 Position(ft) 0 0 0 0 Detector 1 Size(ft) 20 6 20 6 Detector 1 Type CI+Ex CI+Ex CI+Ex CI+Ex Detector 1 Channel 0.0 0.0 0.0 0.0 0.0 Detector 1 Extend (s) 0.0 0.0 0.0 0.0 0.0 0.0 Detector 1 Queue (s) 0.0	• ,						
Detector 1 Size(ft) 20 6 20 6 Detector 1 Type CI+Ex CI+Ex CI+Ex CI+Ex Detector 1 Channel Detector 1 Extend (s) 0.0 0.0 0.0 0.0 Detector 1 Queue (s) 0.0 0.0 0.0 0.0 0.0 Detector 1 Delay (s) 0.0 0.0 0.0 0.0 0.0 Detector 2 Position(ft) 94 94 94 Detector 2 Size(ft) 6 6 6 Detector 2 Type CI+Ex CI+Ex CI+Ex Detector 2 Channel CI+Ex CI+Ex CI+Ex							
Detector 1 Type CI+Ex CI+Ex CI+Ex CI+Ex Detector 1 Channel 0.0 0.0 0.0 0.0 0.0 Detector 1 Extend (s) 0.0	` ,						
Detector 1 Channel Detector 1 Extend (s) 0.0 0.0 0.0 0.0 Detector 1 Queue (s) 0.0 0.0 0.0 0.0 Detector 1 Delay (s) 0.0 0.0 0.0 0.0 Detector 2 Position(ft) 94 94 Detector 2 Size(ft) 6 6 Detector 2 Type CI+Ex CI+Ex Detector 2 Channel CI+Ex CI+Ex							
Detector 1 Extend (s) 0.0 0.0 0.0 0.0 Detector 1 Queue (s) 0.0 0.0 0.0 0.0 Detector 1 Delay (s) 0.0 0.0 0.0 0.0 Detector 2 Position(ft) 94 94 Detector 2 Size(ft) 6 6 Detector 2 Type CI+Ex CI+Ex Detector 2 Channel CI+Ex CI+Ex	• •	OITEX		OITEX		OITEX	OITEX
Detector 1 Queue (s) 0.0 0.0 0.0 0.0 Detector 1 Delay (s) 0.0 0.0 0.0 0.0 Detector 2 Position(ft) 94 94 Detector 2 Size(ft) 6 6 Detector 2 Type CI+Ex CI+Ex Detector 2 Channel CI+Ex CI+Ex		0.0		0.0		0.0	0.0
Detector 1 Delay (s) 0.0 0.0 0.0 0.0 Detector 2 Position(ft) 94 94 Detector 2 Size(ft) 6 6 Detector 2 Type CI+Ex CI+Ex Detector 2 Channel CI+Ex CI+Ex	· ,						
Detector 2 Position(ft) 94 94 Detector 2 Size(ft) 6 6 Detector 2 Type CI+Ex CI+Ex Detector 2 Channel CI+Ex CI+Ex							
Detector 2 Size(ft) 6 6 Detector 2 Type CI+Ex CI+Ex Detector 2 Channel CI+Ex CI+Ex		0.0				0.0	
Detector 2 Type CI+Ex CI+Ex Detector 2 Channel							
Detector 2 Channel	()						
				CI+Ex			CI+Ex
Detector 2 Extend (c)	Detector 2 Channel						
Detection 2 Exterior (5) 0.0 0.0	Detector 2 Extend (s)			0.0			0.0

	_	٧	*	/	6	K
Lane Group	WBL	WBR	NET	NER	SWL	SWT
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	24.0		24.0		24.0	24.0
Total Split (s)	24.0		36.0		36.0	36.0
Total Split (%)	40.0%		60.0%		60.0%	60.0%
Maximum Green (s)	19.0		31.0		31.0	31.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.0		5.0		5.0	5.0
Lead/Lag	0.0		0.0		0.0	0.0
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		None		None	None
Walk Time (s)	7.0		7.0		7.0	7.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
v/c Ratio	0.65		0.90		0.15	0.68
Control Delay	24.0		26.7		10.3	13.7
Queue Delay	0.0		0.0		0.0	0.0
Total Delay	24.0		26.7		10.3	13.7
Queue Length 50th (ft)	73		211		3	135
Queue Length 95th (ft)	136		#534		16	302
Internal Link Dist (ft)	2041		792		10	1050
Turn Bay Length (ft)	2041		132		200	1030
Base Capacity (vph)	611		1006		146	1042
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	0.45		0.87		0.14	0.66
Reduced V/C Ratio	0.45		۷.۵/		0.14	U.00

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 53.8

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 8: US Route 6 & CR 56



Movement WBL WBR NET NER SWL SWT Lane Configurations ↑
Traffic Volume (veh/h) 200 56 707 101 19 632 Future Volume (veh/h) 200 56 707 101 19 632 Initial Q (Qb), veh 0 0 0 0 0 0 Ped-Bike Adj(A_pbT) 1.00 1.00 1.00 1.00 1.00 Parking Bus, Adj 1.00 1.00 1.00 1.00 1.00 Work Zone On Approach No No No No Adj Sat Flow, veh/h/In 1919 1949 1814 1949 1731 1831 Adj Flow Rate, veh/h 217 61 768 0 21 687 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 Percent Heavy Veh, % 4 2 11 2 11 9 Cap, veh/h 284 80 956 309 965 Arrive On Green 0.21 0.21 0.53 0.00 0.53 <td< th=""></td<>
Traffic Volume (veh/h) 200 56 707 101 19 632 Future Volume (veh/h) 200 56 707 101 19 632 Initial Q (Qb), veh 0 0 0 0 0 0 Ped-Bike Adj(A_pbT) 1.00 1.00 1.00 1.00 1.00 Parking Bus, Adj 1.00 1.00 1.00 1.00 1.00 Work Zone On Approach No No No No No Adj Sat Flow, veh/h/In 1919 1949 1814 1949 1731 1831 Adj Flow Rate, veh/h 217 61 768 0 21 687 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 Percent Heavy Veh, % 4 2 11 2 11 9 Cap, veh/h 284 80 956 309 965 Arrive On Green 0.21 0.21 0.53 0
Future Volume (veh/h) 200 56 707 101 19 632 Initial Q (Qb), veh 0 0 0 0 0 0 Ped-Bike Adj(A_pbT) 1.00 1.00 1.00 1.00 1.00 Parking Bus, Adj 1.00 1.00 1.00 1.00 1.00 Work Zone On Approach No No No No Adj Sat Flow, veh/h/In 1919 1949 1814 1949 1731 1831 Adj Flow Rate, veh/h 217 61 768 0 21 687 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 Percent Heavy Veh, % 4 2 11 2 11 9 Cap, veh/h 284 80 956 309 965 Arrive On Green 0.21 0.21 0.53 0.00 0.53 0.53 Sat Flow, veh/h 1384 389 1814 0 648 183
Initial Q (Qb), veh
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 Work Zone On Approach No No No No Adj Sat Flow, veh/h/In 1919 1949 1814 1949 1731 1831 Adj Flow Rate, veh/h 217 61 768 0 21 687 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 Percent Heavy Veh, % 4 2 11 2 11 9 Cap, veh/h 284 80 956 309 965 Arrive On Green 0.21 0.21 0.53 0.00 0.53 0.53 Sat Flow, veh/h 1384 389 1814 0 648 1831 Grp Volume(v), veh/h 279 0 768 0 21 687 Grp Sat Flow(s),veh/h/ln 1779 0 1814 0 648 1831
Parking Bus, Adj 1.00 No <
Work Zone On Approach No No No Adj Sat Flow, veh/h/ln 1919 1949 1814 1949 1731 1831 Adj Flow Rate, veh/h 217 61 768 0 21 687 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 Percent Heavy Veh, % 4 2 11 2 11 9 Cap, veh/h 284 80 956 309 965 Arrive On Green 0.21 0.21 0.53 0.00 0.53 0.53 Sat Flow, veh/h 1384 389 1814 0 648 1831 Grp Volume(v), veh/h 279 0 768 0 21 687 Grp Sat Flow(s), veh/h/ln 1779 0 1814 0 648 1831 Q Serve(g_s), s 5.5 0.0 13.0 0.0 1.0 10.6 Cycle Q Clear(g_c), s 5.5 0.0 13.0 0.0
Adj Sat Flow, veh/h/ln 1919 1949 1814 1949 1731 1831 Adj Flow Rate, veh/h 217 61 768 0 21 687 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 Percent Heavy Veh, % 4 2 11 2 11 9 Cap, veh/h 284 80 956 309 965 Arrive On Green 0.21 0.21 0.53 0.00 0.53 0.53 Sat Flow, veh/h 1384 389 1814 0 648 1831 Grp Volume(v), veh/h 279 0 768 0 21 687 Grp Sat Flow(s),veh/h/ln 1779 0 1814 0 648 1831 Q Serve(g_s), s 5.5 0.0 13.0 0.0 1.0 10.6 Cycle Q Clear(g_c), s 5.5 0.0 13.0 0.0 14.0 10.6 Prop In Lane 0.78 <t< td=""></t<>
Adj Flow Rate, veh/h 217 61 768 0 21 687 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 Percent Heavy Veh, % 4 2 11 2 11 9 Cap, veh/h 284 80 956 309 965 Arrive On Green 0.21 0.21 0.53 0.00 0.53 0.53 Sat Flow, veh/h 1384 389 1814 0 648 1831 Grp Volume(v), veh/h 279 0 768 0 21 687 Grp Sat Flow(s),veh/h/ln 1779 0 1814 0 648 1831 Q Serve(g_s), s 5.5 0.0 13.0 0.0 1.0 10.6 Cycle Q Clear(g_c), s 5.5 0.0 13.0 0.0 14.0 10.6 Prop In Lane 0.78 0.22 0.00 1.00 Lane Grp Cap(c), veh/h 365 0 956 309 965
Peak Hour Factor 0.92 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.94 0.93 0.92 0.94 0.94 0.92 0.94 0.94 0.92 0.94 0.94 0.92 0.94 0.94 0.92 0.94 0.92 0.94 0.92 0.94 0.92
Percent Heavy Veh, % 4 2 11 2 11 9 Cap, veh/h 284 80 956 309 965 Arrive On Green 0.21 0.21 0.53 0.00 0.53 0.53 Sat Flow, veh/h 1384 389 1814 0 648 1831 Grp Volume(v), veh/h 279 0 768 0 21 687 Grp Sat Flow(s),veh/h/In 1779 0 1814 0 648 1831 Q Serve(g_s), s 5.5 0.0 13.0 0.0 1.0 10.6 Cycle Q Clear(g_c), s 5.5 0.0 13.0 0.0 14.0 10.6 Prop In Lane 0.78 0.22 0.00 1.00 Lane Grp Cap(c), veh/h 365 0 956 309 965
Cap, veh/h 284 80 956 309 965 Arrive On Green 0.21 0.21 0.53 0.00 0.53 0.53 Sat Flow, veh/h 1384 389 1814 0 648 1831 Grp Volume(v), veh/h 279 0 768 0 21 687 Grp Sat Flow(s),veh/h/ln 1779 0 1814 0 648 1831 Q Serve(g_s), s 5.5 0.0 13.0 0.0 1.0 10.6 Cycle Q Clear(g_c), s 5.5 0.0 13.0 0.0 14.0 10.6 Prop In Lane 0.78 0.22 0.00 1.00 Lane Grp Cap(c), veh/h 365 0 956 309 965
Arrive On Green 0.21 0.21 0.53 0.00 0.53 0.53 Sat Flow, veh/h 1384 389 1814 0 648 1831 Grp Volume(v), veh/h 279 0 768 0 21 687 Grp Sat Flow(s), veh/h/ln 1779 0 1814 0 648 1831 Q Serve(g_s), s 5.5 0.0 13.0 0.0 1.0 10.6 Cycle Q Clear(g_c), s 5.5 0.0 13.0 0.0 14.0 10.6 Prop In Lane 0.78 0.22 0.00 1.00 Lane Grp Cap(c), veh/h 365 0 956 309 965
Sat Flow, veh/h 1384 389 1814 0 648 1831 Grp Volume(v), veh/h 279 0 768 0 21 687 Grp Sat Flow(s), veh/h/ln 1779 0 1814 0 648 1831 Q Serve(g_s), s 5.5 0.0 13.0 0.0 1.0 10.6 Cycle Q Clear(g_c), s 5.5 0.0 13.0 0.0 14.0 10.6 Prop In Lane 0.78 0.22 0.00 1.00 Lane Grp Cap(c), veh/h 365 0 956 309 965
Grp Volume(v), veh/h 279 0 768 0 21 687 Grp Sat Flow(s),veh/h/ln 1779 0 1814 0 648 1831 Q Serve(g_s), s 5.5 0.0 13.0 0.0 1.0 10.6 Cycle Q Clear(g_c), s 5.5 0.0 13.0 0.0 14.0 10.6 Prop In Lane 0.78 0.22 0.00 1.00 Lane Grp Cap(c), veh/h 365 0 956 309 965
Grp Sat Flow(s),veh/h/ln 1779 0 1814 0 648 1831 Q Serve(g_s), s 5.5 0.0 13.0 0.0 1.0 10.6 Cycle Q Clear(g_c), s 5.5 0.0 13.0 0.0 14.0 10.6 Prop In Lane 0.78 0.22 0.00 1.00 Lane Grp Cap(c), veh/h 365 0 956 309 965
Q Serve(g_s), s 5.5 0.0 13.0 0.0 1.0 10.6 Cycle Q Clear(g_c), s 5.5 0.0 13.0 0.0 14.0 10.6 Prop In Lane 0.78 0.22 0.00 1.00 Lane Grp Cap(c), veh/h 365 0 956 309 965
Cycle Q Clear(g_c), s 5.5 0.0 13.0 0.0 14.0 10.6 Prop In Lane 0.78 0.22 0.00 1.00 Lane Grp Cap(c), veh/h 365 0 956 309 965
Prop In Lane 0.78 0.22 0.00 1.00 Lane Grp Cap(c), veh/h 365 0 956 309 965
Lane Grp Cap(c), veh/h 365 0 956 309 965
\//C Patio(X)
V/C Ratio(X) 0.76 0.00 0.80 0.07 0.71 Avail Cap(c_a), veh/h 904 0 1504 505 1518
HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00
Upstream Filter(I) 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
Uniform Delay (d), s/veh 14.0 0.0 7.2 0.0 13.0 6.7
, , , , , , , , , , , , , , , , , , ,
Initial Q Delay(d3),s/veh 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.
%ile BackOfQ(50%),veh/ln 1.7 0.0 1.7 0.0 0.1 1.3
Unsig. Movement Delay, s/veh
LnGrp Delay(d),s/veh 17.3 0.0 9.0 0.0 13.1 7.7
LnGrp LOS B A A B A
Approach Vol, veh/h 279 768 A 708
Approach Delay, s/veh 17.3 9.0 7.8
Approach LOS B A A
Timer - Assigned Phs 2 6
Phs Duration (G+Y+Rc), s 24.7 24.7
Change Period (Y+Rc), s 5.0 5.0
Max Green Setting (Gmax), s 31.0 31.0
Max Q Clear Time (g_c+11) , s 15.0 16.0
Green Ext Time (p_c), s 4.3 3.7
Intersection Summary
HCM 6th Ctrl Delay 9.9
HCM 6th LOS A
Notes

User approved volume balancing among the lanes for turning movement.

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

	۶	•	4	†	↓	4
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			ર્ન	↑	7
Traffic Volume (vph)	11	1	1	755	648	7
Future Volume (vph)	11	1	1	755	648	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0			300
Storage Lanes	1	0	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990					0.850
Flt Protected	0.956					
Satd. Flow (prot)	899	0	0	1726	1759	808
FIt Permitted	0.956					
Satd. Flow (perm)	899	0	0	1726	1759	808
Link Speed (mph)	30			55	55	
Link Distance (ft)	505			1954	601	
Travel Time (s)	11.5			24.2	7.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	100%	100%	100%	10%	8%	100%
Adj. Flow (vph)	12	1	1	821	704	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	0	0	822	704	8
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12	, i		12	12	, ,
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60	60			60
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					

Area Type:
Control Type: Unsignalized

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Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y	רטוג	NDL	4	<u> </u>	7
Traffic Vol, veh/h	11	1	1	755	T 648	r. 7
Future Vol, veh/h	11	1	1	755	648	7
Conflicting Peds, #/hr	0	0	0	0	040	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	Stop -	None	riee -	None	riee -	
	0	None -			-	300
Storage Length			-	0	0	300
Veh in Median Storage,		-	-			
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	100	100	100	10	8	100
Mvmt Flow	12	1	1	821	704	8
Major/Minor N	/linor2	N	/lajor1	N	//ajor2	
Conflicting Flow All	1527	704	712	0		0
Stage 1	704	-	_	_	_	-
Stage 2	823	_	_	_	_	_
Critical Hdwy	7.4	7.2	5.1	_	_	_
Critical Hdwy Stg 1	6.4	- '	J. 1 -	_	_	_
Critical Hdwy Stg 2	6.4	_	_	_	_	_
Follow-up Hdwy	4.4	4.2	3.1			_
Pot Cap-1 Maneuver	78	307	567	_	_	_
Stage 1	349	- 501	- 501		_	_
Stage 2	300	_		_		
Platoon blocked, %	300		-	_	-	-
Mov Cap-1 Maneuver	78	307	567	-		
	78	307	507			-
Mov Cap-2 Maneuver		-	-	-	-	-
Stage 1	348	-	-	-	-	-
Stage 2	300	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s	56.3		0		0	
HCM LOS	F					
	'					
Minor Lane/Major Mvm	t	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)		567	-	• • •	-	-
HCM Lane V/C Ratio		0.002	-	0.157	-	-
HCM Control Delay (s)		11.4	0	56.3	-	-
HCM Lane LOS		В	Α	F	-	-
HCM 95th %tile Q(veh)		0	-	0.5	-	-

	۶	•	1	1	↓	4
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y	_	ň	†	13	
Traffic Volume (vph)	70	47	10	756	608	14
Future Volume (vph)	70	47	10	756	608	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	135			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	0.946				0.997	
Flt Protected	0.971		0.950			
Satd. Flow (prot)	1745	0	1805	1712	1741	0
Flt Permitted	0.971		0.950			
Satd. Flow (perm)	1745	0	1805	1712	1741	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	580			601	3694	
Travel Time (s)	13.2			7.5	45.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	11%	9%	0%
Adj. Flow (vph)	76	51	11	822	661	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	127	0	11	822	676	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Tyne:	Other					

Area Type:
Control Type: Unsignalized

Intersection						
Int Delay, s/veh	4.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y	בטוע	NDL T	<u>ND1</u>	\$ ♣	ופט
Traffic Vol, veh/h	70	47	10	756	608	14
Future Vol, veh/h	70	47	10	756	608	14
Conflicting Peds, #/hr	0	0	0	0	000	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	
Storage Length	0	-	135	-	_	-
Veh in Median Storage		_	-	0	0	_
Grade, %	0	_	_	0	0	_
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	11	9	0
Mymt Flow	76	51	11	822	661	15
IVIVIIIL I IUW	10	31	11	UZZ	001	10
	Minor2		Major1	N	Major2	
Conflicting Flow All	1513	669	676	0	-	0
Stage 1	669	-	-	-	-	-
Stage 2	844	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	133	461	925	-	-	-
Stage 1	513	-	-	-	-	-
Stage 2	425	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	131	461	925	-	_	_
Mov Cap-2 Maneuver	131	-	-	_	_	_
Stage 1	507	_	_	_	-	_
Stage 2	425	_	_	_	_	_
Jugo 2	120					
Approach	EB		NB		SB	
HCM Control Delay, s	59.5		0.1		0	
HCM LOS	F					
Minor Lane/Major Mvm	ıt	NBL	NRT	EBLn1	SBT	SBR
Capacity (veh/h)		925	INDII		ODT	ומט
HCM Lane V/C Ratio		0.012		0.691	-	-
			-	59.5	-	-
HCM Control Dolov (a)					_	-
HCM Lang LOS		8.9				
HCM Control Delay (s) HCM Lane LOS HCM 95th %tile Q(veh)		6.9 A	-	F 4.2	-	-

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	ર્ન	7		4		*	†		*	^	7
Traffic Volume (vph)	485	16	523	31	16	35	435	1159	21	19	1178	430
Future Volume (vph)	485	16	523	31	16	35	435	1159	21	19	1178	430
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)	,,,,,	0%	,,,,,		4%			-1%			0%	
Storage Length (ft)	0	• • • • • • • • • • • • • • • • • • • •	0	0	.,,	0	525	.,,	0	100	• • • • • • • • • • • • • • • • • • • •	0
Storage Lanes	1		1	0		0	1		0	1		1
Taper Length (ft)	25		•	25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt	0.00	0.00	0.850	1.00	0.942	1.00	1.00	0.997	0.00	1.00	0.00	0.850
Flt Protected	0.950	0.955	0.000		0.981		0.950	0.001		0.950		0.000
Satd. Flow (prot)	1681	1692	1404	0	1659	0	1577	3511	0	1719	3539	1583
Flt Permitted	0.950	0.955	1101		0.981	•	0.080	0011		0.231	0000	1000
Satd. Flow (perm)	1681	1692	1404	0	1659	0	133	3511	0	418	3539	1583
Right Turn on Red	1001	1002	Yes		1000	Yes	100	0011	Yes	110	0000	Yes
Satd. Flow (RTOR)			456		24	100		3	100			339
Link Speed (mph)		55	100		45			45			45	000
Link Distance (ft)		319			392			755			645	
Travel Time (s)		4.0			5.9			11.4			9.8	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	0%	15%	3%	0%	6%	15%	3%	5%	5%	2%	2%
Adj. Flow (vph)	500	16	539	32	16	36	448	1195	22	20	1214	443
Shared Lane Traffic (%)	48%	10	505	02	10	30	770	1133		20	1217	770
Lane Group Flow (vph)	260	256	539	0	84	0	448	1217	0	20	1214	443
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)	Lon	12	rtigitt	Loit	12	rugiit	Loit	12	ragne	Lon	12	rugiit
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					10			10				
Headway Factor	1.00	1.00	1.00	1.03	1.03	1.03	0.99	0.99	0.99	1.00	1.00	1.00
Turning Speed (mph)	15	1.00	9	15	1.00	9	15	0.00	9	15	1.00	9
Number of Detectors	1	2	2	2	2	•	2	2	U	2	2	2
Detector Template	•			Left								_
Leading Detector (ft)	20	83	83	83	83		83	83		83	83	83
Trailing Detector (ft)	0	-5	-5	-5	-5		-5	-5		-5	-5	-5
Detector 1 Position(ft)	0	-5	-5	-5	-5		-5	-5		-5	-5	-5
Detector 1 Size(ft)	20	40	40	40	40		40	40		40	40	40
Detector 1 Type	CI+Ex	Cl+Ex	CI+Ex	Cl+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel	OI LX	OI LX	OI LX	OI LX	OI LX		OI · EX	OI · EX		OI LX	OI LX	OI · EX
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	0.0	43	43	43	43		43	43		43	43	43
Detector 2 Size(ft)		40	40	40	40		40	40		40	40	40
Detector 2 Type		CI+Ex	CI+Ex	Cl+Ex	Cl+Ex		CI+Ex	CI+Ex		CI+Ex	Cl+Ex	CI+Ex
Detector 2 Channel		OITEX	OITEX	OITEX	OITEX		OI. LX	OI. LX		OITEX	OITEX	OIILX
Detector 2 Extend (s)		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Split	NA	Perm	Split	NA		pm+pt	NA		Perm	NA	Perm
ruiii i yp c	ομιι	INA	i Cilli	Oplit	INA		ριτι⊤μι	INA		ı Cilli	INA	1 61111

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2			6	
Permitted Phases			4				2			6		6
Detector Phase	4	4	4	8	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0		11.0	24.0		24.0	24.0	24.0
Total Split (s)	25.0	25.0	25.0	17.0	17.0		33.0	83.0		50.0	50.0	50.0
Total Split (%)	20.0%	20.0%	20.0%	13.6%	13.6%		26.4%	66.4%		40.0%	40.0%	40.0%
Maximum Green (s)	19.0	19.0	19.0	11.0	11.0		27.0	77.0		44.0	44.0	44.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	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		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0		6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	Max		Max	Max	Max
Walk Time (s)	7.0	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	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0		0	0	0
v/c Ratio	0.98	0.96	0.89		0.58		1.10	0.54		0.13	0.94	0.56
Control Delay	102.7	97.5	27.6		56.2		108.7	13.8		30.4	52.2	10.6
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	102.7	97.5	27.6		56.2		108.7	13.8		30.4	52.2	10.6
Queue Length 50th (ft)	~225	217	62		47		~371	278		11	499	57
Queue Length 95th (ft)	#414	#404	#288		102		#589	345		32	#661	162
Internal Link Dist (ft)		239			312			675			565	
Turn Bay Length (ft)							525			100		
Base Capacity (vph)	265	267	605		173		408	2246		152	1293	793
Starvation Cap Reductn	0	0	0		0		0	0		0	0	0
Spillback Cap Reductn	0	0	0		0		0	0		0	0	0
Storage Cap Reductn	0	0	0		0		0	0		0	0	0
Reduced v/c Ratio	0.98	0.96	0.89		0.49		1.10	0.54		0.13	0.94	0.56

Intersection Summary

Area Type: Other

Cycle Length: 125

Actuated Cycle Length: 120.8

Natural Cycle: 145

Control Type: Actuated-Uncoordinated

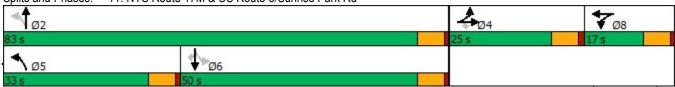
Volume exceeds capacity, queue is theoretically infinite.

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: 11: NYS Route 17M & US Route 6/Sunrise Park Rd



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	4	7		4		*	†		*	^	7
Traffic Volume (veh/h)	485	16	523	31	16	35	435	1159	21	19	1178	430
Future Volume (veh/h)	485	16	523	31	16	35	435	1159	21	19	1178	430
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	1870	1900	1678	1761	1806	1717	1714	1894	1864	1826	1870	1870
Adj Flow Rate, veh/h	511	0	0	32	16	36	448	1195	22	20	1214	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	0	15	3	0	6	15	3	5	5	2	2
Cap, veh/h	556	0		40	20	45	434	2287	42	221	1285	
Arrive On Green	0.16	0.00	0.00	0.06	0.06	0.06	0.22	0.63	0.63	0.36	0.36	0.00
Sat Flow, veh/h	3563	0	1422	628	314	706	1633	3615	67	448	3554	1585
Grp Volume(v), veh/h	511	0	0	84	0	0	448	595	622	20	1214	0
Grp Sat Flow(s),veh/h/ln	1781	0	1422	1647	0	0	1633	1800	1882	448	1777	1585
Q Serve(g_s), s	17.2	0.0	0.0	6.1	0.0	0.0	27.0	22.1	22.1	3.6	40.3	0.0
Cycle Q Clear(g_c), s	17.2	0.0	0.0	6.1	0.0	0.0	27.0	22.1	22.1	3.6	40.3	0.0
Prop In Lane	1.00		1.00	0.38		0.43	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	556	0		104	0	0	434	1139	1191	221	1285	
V/C Ratio(X)	0.92	0.00		0.81	0.00	0.00	1.03	0.52	0.52	0.09	0.94	
Avail Cap(c_a), veh/h	556	0		149	0	0	434	1139	1191	221	1285	
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	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	50.6	0.0	0.0	56.3	0.0	0.0	37.0	12.3	12.3	26.0	37.7	0.0
Incr Delay (d2), s/veh	20.5	0.0	0.0	18.6	0.0	0.0	51.7	1.7	1.6	0.8	15.0	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	8.9	0.0	0.0	3.0	0.0	0.0	13.7	8.4	8.8	0.4	19.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.1	0.0	0.0	74.9	0.0	0.0	88.7	14.0	13.9	26.8	52.7	0.0
LnGrp LOS	E	Α		E	Α	Α	F	В	В	С	D	
Approach Vol, veh/h		511	Α		84			1665			1234	Α
Approach Delay, s/veh		71.1			74.9			34.1			52.2	
Approach LOS		Е			Е			С			D	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		83.0		25.0	33.0	50.0		13.7				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		77.0		19.0	27.0	44.0		11.0				
Max Q Clear Time (g_c+l1), s		24.1		19.2	29.0	42.3		8.1				
Green Ext Time (p_c), s		8.2		0.0	0.0	1.2		0.1				
Intersection Summary												
HCM 6th Ctrl Delay			46.9									
HCM 6th LOS			D									

Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

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

 22011192A - P.W.G.
 Synchro 11 Report

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H	HCS7 Freeway	Weaving Repo	rt		
Project Information					
Analyst	PWG	Date		4/21/2023	
Agency		Analysis Year		2026	
Jurisdiction	I-84 WB Off Ramp to Rt 17 WB Weave	Time Analyzed		No-Build AM Peak Hour	
Project Description	Job No. 22011192A	Units		U.S. Customary	
Geometric Data					
Number of Lanes (N), In	2	Segment Type		Highway/CD Roadway	
Segment Length (Ls), ft	380	Number of Maneuver I	_anes (NWL), In	0	
Weaving Configuration	Two-Sided	Ramp-to-Freeway Lane	Changes (LCRF), lc	1	
Terrain Type	Rolling	Freeway-to-Ramp Lane	Changes (LCFR), lc	1	
Percent Grade, %	-	Ramp-to-Ramp Lane C	hanges (LCRR), Ic	1	
Interchange Density (ID), int/mi	0.30	Cross Weaving Manage	ed Lane	No	
Adjustment Factors					
Driver Population	All Familiar	Final Speed Adjustmen	1.000		
Weather Type	Non-Severe Weather	Final Capacity Adjustm	1.000		
Incident Type	No Incident	Demand Adjustment Factor (DAF)		1.000	
Demand and Capacity					
	FF	RF	RR	FR	
Demand Volume (Vi), veh/h	922	466	152	301	
Peak Hour Factor (PHF)	0.87	0.87	0.87	0.87	
Total Trucks, %	6.00	7.00	7.00	6.00	
Heavy Vehicle Adjustment Factor (fHV)	0.893	0.877	0.877	0.893	
Flow Rate (vi), pc/h	1187	611	199	387	
Weaving Flow Rate (vw), pc/h	199	Freeway Max Capacity	(cIFL), pc/h/ln	2250	
Non-Weaving Flow Rate (vNW), pc/h	2185	Density-Based Capacity	/ (cIWL), pc/h/ln	1781	
Total Flow Rate (v), pc/h	2384	Demand Flow-Based C	apacity (c৷w), pc/h	-	
Volume Ratio (VR)	0.083	Weaving Segment Cap	acity (cW), veh/h	3162	
Minimum Lane Change Rate (LCMIN), lc/h	199	Adjusted Weaving Area	Capacity, pc/h	3563	
Maximum Weaving Length (LMAX), ft	6507	Volume-to-Capacity Ra	tio (v/c)	0.67	
Speed and Density					
Non-Weaving Vehicle Index (INW)	25	Average Weaving Spee	ed (SW), mi/h	46.4	
Non-Weaving Lane Change Rate (LCNW), lc/h	271	Average Non-Weaving	Speed (SNW), mi/h	47.8	
Weaving Lane Change Rate (LCw), lc/h	216	Average Speed (S), mi/	'h	47.7	
Weaving Lane Change Rate (LCAII), lc/h	487	Density (D), pc/mi/ln		25.0	
Weaving Intensity Factor (W)	0.275	Level of Service (LOS)		С	
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ŀ	HCS7 Freeway	Weaving Repo	rt	
Project Information				
Analyst	PWG	Date		4/21/2023
Agency		Analysis Year		2026
Jurisdiction	I-84 WB Off Ramp to Rt 17 WB Weave	Time Analyzed		No-Build PM Peak Hour
Project Description	Job No. 22011192A	Units		U.S. Customary
Geometric Data				
Number of Lanes (N), In	2	Segment Type		Highway/CD Roadway
Segment Length (Ls), ft	380	Number of Maneuver L	anes (NWL), In	0
Weaving Configuration	Two-Sided	Ramp-to-Freeway Lane	Changes (LCRF), Ic	1
Terrain Type	Rolling	Freeway-to-Ramp Lane	e Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane C	hanges (LCRR), lc	1
Interchange Density (ID), int/mi	0.30	Cross Weaving Manage	ed Lane	No
Adjustment Factors				
Driver Population	All Familiar	Final Speed Adjustmen	1.000	
Weather Type	Non-Severe Weather	Final Capacity Adjustm	1.000	
Incident Type	No Incident	Demand Adjustment Factor (DAF)		1.000
Demand and Capacity				
	FF	RF	RR	FR
Demand Volume (Vi), veh/h	755	425	151	269
Peak Hour Factor (PHF)	0.97	0.97	0.97	0.97
Total Trucks, %	6.00	6.00	6.00	6.00
Heavy Vehicle Adjustment Factor (fHV)	0.893	0.893	0.893	0.893
Flow Rate (vi), pc/h	872	491	174	311
Weaving Flow Rate (vw), pc/h	174	Freeway Max Capacity	(cIFL), pc/h/ln	2250
Non-Weaving Flow Rate (vnw), pc/h	1674	Density-Based Capacity	/ (cIWL), pc/h/ln	1773
Total Flow Rate (v), pc/h	1848	Demand Flow-Based Ca	apacity (cIW), pc/h	-
Volume Ratio (VR)	0.094	Weaving Segment Capa	acity (cW), veh/h	3167
Minimum Lane Change Rate (LCMIN), lc/h	174	Adjusted Weaving Area	Capacity, pc/h	3546
Maximum Weaving Length (LMAX), ft				
	6613	Volume-to-Capacity Ra	tio (v/c)	0.52
Speed and Density	6613	Volume-to-Capacity Ra	tio (v/c)	0.52
Speed and Density Non-Weaving Vehicle Index (INW)	6613	Volume-to-Capacity Ra Average Weaving Spee		0.52 47.9
			ed (Sw), mi/h	
Non-Weaving Vehicle Index (INW)	19	Average Weaving Spee	ed (Sw), mi/h Speed (Snw), mi/h	47.9
Non-Weaving Vehicle Index (INW) Non-Weaving Lane Change Rate (LCNW), Ic/h	19 166	Average Weaving Spee	ed (Sw), mi/h Speed (Snw), mi/h	47.9 49.3

H	HCS7 Freeway	Weaving Repo	rt	
Project Information				
Analyst	PWG	Date		4/21/2023
Agency		Analysis Year		2026
Jurisdiction	I-84 WB Off Ramp to Rt 17 WB Weave	Time Analyzed		Build AM Peak Hour
Project Description	Job No. 22011192A	Units		U.S. Customary
Geometric Data				
Number of Lanes (N), In	2	Segment Type		Highway/CD Roadway
Segment Length (Ls), ft	380	Number of Maneuver I	Lanes (NWL), In	0
Weaving Configuration	Two-Sided	Ramp-to-Freeway Lane	e Changes (LCRF), lc	1
Terrain Type	Rolling	Freeway-to-Ramp Lane	e Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane C	Changes (LCRR), Ic	1
Interchange Density (ID), int/mi	0.30	Cross Weaving Manage	ed Lane	No
Adjustment Factors				
Driver Population	All Familiar	Final Speed Adjustmen	1.000	
Weather Type	Non-Severe Weather	Final Capacity Adjustm	1.000	
Incident Type	No Incident	Demand Adjustment Factor (DAF)		1.000
Demand and Capacity				
	FF	RF	RR	FR
Demand Volume (Vi), veh/h	922	467	168	332
Peak Hour Factor (PHF)	0.87	0.87	0.87	0.87
Total Trucks, %	6.00	7.00	7.00	6.00
Heavy Vehicle Adjustment Factor (fHV)	0.893	0.877	0.877	0.893
Flow Rate (vi), pc/h	1187	612	220	427
Weaving Flow Rate (vw), pc/h	220	Freeway Max Capacity	(cIFL), pc/h/ln	2250
Non-Weaving Flow Rate (vNW), pc/h	2226	Density-Based Capacity	y (cIWL), pc/h/ln	1776
Total Flow Rate (v), pc/h	2446	Demand Flow-Based C	apacity (c৷w), pc/h	-
Volume Ratio (VR)	0.090	Weaving Segment Cap	acity (cW), veh/h	3153
Minimum Lane Change Rate (LCMIN), lc/h	220	Adjusted Weaving Area	Capacity, pc/h	3552
Maximum Weaving Length (LMAX), ft	6575	Volume-to-Capacity Ra	ntio (v/c)	0.69
Speed and Density				
Non-Weaving Vehicle Index (INW)	25	Average Weaving Spee	ed (Sw), mi/h	46.1
Non-Weaving Lane Change Rate (LCNW), lc/h	279	Average Non-Weaving	Speed (SNW), mi/h	47.5
Weaving Lane Change Rate (LCw), lc/h	237	Average Speed (S), mi/	'h	47.4
Weaving Lane Change Rate (LCAII), lc/h	516	Density (D), pc/mi/ln		25.8
Weaving Intensity Factor (W)	0.288	Level of Service (LOS)		С
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ŀ	HCS7 Freeway	Weaving Repo	rt	
Project Information				
Analyst	PWG	Date		4/21/2023
Agency		Analysis Year		2026
Jurisdiction	I-84 WB Off Ramp to Rt 17 WB Weave	Time Analyzed		Build PM Peak Hour
Project Description	Job No. 22011192A	Units		U.S. Customary
Geometric Data				
Number of Lanes (N), In	2	Segment Type		Highway/CD Roadway
Segment Length (Ls), ft	380	Number of Maneuver I	anes (NWL), In	0
Weaving Configuration	Two-Sided	Ramp-to-Freeway Lane	e Changes (LCRF), lc	1
Terrain Type	Rolling	Freeway-to-Ramp Lane	e Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane C	hanges (LCRR), Ic	1
Interchange Density (ID), int/mi	0.30	Cross Weaving Manage	ed Lane	No
Adjustment Factors				
Driver Population	All Familiar	Final Speed Adjustmen	1.000	
Weather Type	Non-Severe Weather	Final Capacity Adjustm	1.000	
Incident Type	No Incident	Demand Adjustment Factor (DAF)		1.000
Demand and Capacity				
	FF	RF	RR	FR
Demand Volume (Vi), veh/h	755	425	157	278
Peak Hour Factor (PHF)	0.97	0.97	0.97	0.97
Total Trucks, %	6.00	10.00	10.00	6.00
Heavy Vehicle Adjustment Factor (fHV)	0.893	0.833	0.833	0.893
Flow Rate (vi), pc/h	872	526	194	321
Weaving Flow Rate (vw), pc/h	194	Freeway Max Capacity	(cIFL), pc/h/ln	2250
Non-Weaving Flow Rate (vNW), pc/h	1719	Density-Based Capacity	/ (cIWL), pc/h/ln	1768
Total Flow Rate (v), pc/h	1913	Demand Flow-Based Co	apacity (cIW), pc/h	-
Volume Ratio (VR)	0.101	Weaving Segment Cap	acity (cW), veh/h	3078
Minimum Lane Change Rate (LCMIN), lc/h	194	Adjusted Weaving Area	Capacity, pc/h	3536
Maximum Weaving Length (LMAX), ft	6681	Volume-to-Capacity Ra	tio (v/c)	0.54
Speed and Density				
Non-Weaving Vehicle Index (INW)	20	Average Weaving Spee	ed (Sw), mi/h	47.5
Non-Weaving Lane Change Rate (LCNW), lc/h	175	Average Non-Weaving	Speed (SNW), mi/h	49.0
Weaving Lane Change Rate (LCw), lc/h	211	Average Speed (S), mi/	'h	48.8
Weaving Lane Change Rate (LCAII), lc/h	386	Density (D), pc/mi/ln		19.6
Weaving Intensity Factor (W)	0.229	Level of Service (LOS)		В

1	HCS7 Freeway	Weaving Repo	rt	
Project Information				
Analyst	PWG	Date		4/21/2023
Agency		Analysis Year		2021
Jurisdiction	Rt 17 WB Weave	Time Analyzed		Existing AM Peak Hour
Project Description	Job No. 22011192A	Units		U.S. Customary
Geometric Data				
Number of Lanes (N), In	3	Segment Type		Freeway
Segment Length (Ls), ft	805	Number of Maneuver	Lanes (NWL), In	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lan	e Changes (LCRF), lc	1
Terrain Type	Rolling	Freeway-to-Ramp Lan	e Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane (Changes (LCRR), Ic	0
Interchange Density (ID), int/mi	0.33	Cross Weaving Manag	ed Lane	No
Adjustment Factors		-		·
Driver Population	All Familiar	Final Speed Adjustmer	1.000	
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)		1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)		1.000
Demand and Capacity				
	FF	RF	RR	FR
Demand Volume (Vi), veh/h	706	185	0	80
Peak Hour Factor (PHF)	0.87	0.87	0.87	0.87
Total Trucks, %	9.00	6.00	0.00	18.00
Heavy Vehicle Adjustment Factor (fHV)	0.847	0.893	1.000	0.735
Flow Rate (vi), pc/h	958	238	0	125
Weaving Flow Rate (vw), pc/h	363	Freeway Max Capacity	(cIFL), pc/h/ln	2250
Non-Weaving Flow Rate (vNW), pc/h	958	Density-Based Capacit	y (cIWL), pc/h/ln	1905
Total Flow Rate (v), pc/h	1321	Demand Flow-Based C	apacity (c৷w), pc/h	8727
Volume Ratio (VR)	0.275	Weaving Segment Cap	acity (cw), veh/h	4827
Minimum Lane Change Rate (LCMIN), lc/h	363	Adjusted Weaving Are	a Capacity, pc/h	5715
Maximum Weaving Length (LMAX), ft	5317	Volume-to-Capacity Ra	atio (v/c)	0.23
Speed and Density				
Non-Weaving Vehicle Index (INW)	26	Average Weaving Spee	ed (Sw), mi/h	49.5
Non-Weaving Lane Change Rate (LCNW), lc/h	56	Average Non-Weaving	Speed (SNW), mi/h	50.3
Weaving Lane Change Rate (LCw), lc/h	462	Average Speed (S), mi,	/h	50.1
Weaving Lane Change Rate (LCAII), lc/h	518	Density (D), pc/mi/ln		8.8
Weaving Intensity Factor (W)	0.160	Level of Service (LOS)		А

+	HCS7 Freeway	Weaving Repo	rt	
Project Information				
Analyst	PWG	Date		4/21/2023
Agency		Analysis Year		2021
Jurisdiction	Rt 17 WB Weave	Time Analyzed		Existing PM Peak Hour
Project Description	Job No. 22011192A	Units		U.S. Customary
Geometric Data				
Number of Lanes (N), In	3	Segment Type		Freeway
Segment Length (Ls), ft	805	Number of Maneuver	Lanes (NWL), In	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lan	e Changes (LCRF), lc	1
Terrain Type	Rolling	Freeway-to-Ramp Lan	e Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane (Changes (LCRR), Ic	0
Interchange Density (ID), int/mi	0.33	Cross Weaving Manag	ed Lane	No
Adjustment Factors		·		
Driver Population	All Familiar	Final Speed Adjustmer	1.000	
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)		1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)		1.000
Demand and Capacity				
	FF	RF	RR	FR
Demand Volume (Vi), veh/h	828	107	0	250
Peak Hour Factor (PHF)	0.97	0.97	0.97	0.97
Total Trucks, %	5.00	2.00	0.00	5.00
Heavy Vehicle Adjustment Factor (fHV)	0.909	0.962	1.000	0.909
Flow Rate (vi), pc/h	939	115	0	284
Weaving Flow Rate (vw), pc/h	399	Freeway Max Capacity	(cifl), pc/h/ln	2250
Non-Weaving Flow Rate (vnw), pc/h	939	Density-Based Capacit	y (cIWL), pc/h/ln	1886
Total Flow Rate (v), pc/h	1338	Demand Flow-Based C	apacity (c৷W), pc/h	8054
Volume Ratio (VR)	0.298	Weaving Segment Cap	acity (cw), veh/h	5169
Minimum Lane Change Rate (LCMIN), lc/h	399	Adjusted Weaving Are	a Capacity, pc/h	5658
Maximum Weaving Length (LMAX), ft	5562	Volume-to-Capacity Ra	atio (v/c)	0.24
Speed and Density				
Non-Weaving Vehicle Index (INW)	25	Average Weaving Spee	ed (SW), mi/h	49.3
Non-Weaving Lane Change Rate (LCNW), lc/h	52	Average Non-Weaving	Speed (SNW), mi/h	50.0
Weaving Lane Change Rate (LCw), lc/h	498	Average Speed (S), mi,	/h	49.8
Weaving Lane Change Rate (LCAII), lc/h	550	Density (D), pc/mi/ln		9.0
Weaving Intensity Factor (W)	0.167	Level of Service (LOS)		А

ŀ	HCS7 Freeway	Weaving Repo	rt	
Project Information				
Analyst	PWG	Date		4/21/2023
Agency		Analysis Year		2026
Jurisdiction	Rt 17 WB Weave	Time Analyzed		No-Build AM Peak Hour
Project Description	Job No. 22011192A	Units		U.S. Customary
Geometric Data				
Number of Lanes (N), In	3	Segment Type		Freeway
Segment Length (Ls), ft	805	Number of Maneuver	Lanes (NWL), In	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lan	e Changes (LCRF), lc	1
Terrain Type	Rolling	Freeway-to-Ramp Lan	e Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane (Changes (LCRR), Ic	0
Interchange Density (ID), int/mi	0.33	Cross Weaving Manag	ed Lane	No
Adjustment Factors				
Driver Population	All Familiar	Final Speed Adjustmer	nt Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)		1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)		1.000
Demand and Capacity		'		
	FF	RF	RR	FR
Demand Volume (Vi), veh/h	854	369	0	82
Peak Hour Factor (PHF)	0.87	0.87	0.87	0.87
Total Trucks, %	8.00	7.00	0.00	17.00
Heavy Vehicle Adjustment Factor (fHV)	0.862	0.877	1.000	0.746
Flow Rate (vi), pc/h	1139	484	0	126
Weaving Flow Rate (vw), pc/h	610	Freeway Max Capacity	(cifl), pc/h/ln	2250
Non-Weaving Flow Rate (vNW), pc/h	1139	Density-Based Capacit	y (cIWL), pc/h/ln	1844
Total Flow Rate (v), pc/h	1749	Demand Flow-Based C	apacity (cIW), pc/h	6877
Volume Ratio (VR)	0.349	Weaving Segment Cap	acity (cw), veh/h	4745
Minimum Lane Change Rate (LCMIN), lc/h	610	Adjusted Weaving Are	a Capacity, pc/h	5532
Maximum Weaving Length (LMAX), ft	6115	Volume-to-Capacity Ra	atio (v/c)	0.32
Speed and Density				
Non-Weaving Vehicle Index (INW)	31	Average Weaving Spee	ed (Sw), mi/h	47.7
Non-Weaving Lane Change Rate (LCNW), lc/h	93	Average Non-Weaving	Speed (SNW), mi/h	47.8
Weaving Lane Change Rate (LCW), lc/h	709	Average Speed (S), mi,	/h	47.8
Weaving Lane Change Rate (LCAII), lc/h	802	Density (D), pc/mi/ln		12.2
Weaving Intensity Factor (W)	0.225	Level of Service (LOS)		В

ŀ	HCS7 Freeway	Weaving Repo	rt	
Project Information				
Analyst	PWG	Date		4/21/2023
Agency		Analysis Year		2026
Jurisdiction	Rt 17 WB Weave	Time Analyzed		No-Build PM Peak Hour
Project Description	Job No. 22011192A	Units		U.S. Customary
Geometric Data				
Number of Lanes (N), In	3	Segment Type		Freeway
Segment Length (Ls), ft	805	Number of Maneuver	Lanes (NWL), In	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lan	e Changes (LCRF), lc	1
Terrain Type	Rolling	Freeway-to-Ramp Lan	e Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane (Changes (LCRR), Ic	0
Interchange Density (ID), int/mi	0.33	Cross Weaving Manag	ed Lane	No
Adjustment Factors		-		·
Driver Population	All Familiar	Final Speed Adjustmer	1.000	
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)		1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)		1.000
Demand and Capacity				
	FF	RF	RR	FR
Demand Volume (Vi), veh/h	875	150	0	256
Peak Hour Factor (PHF)	0.97	0.97	0.97	0.97
Total Trucks, %	5.00	11.00	0.00	5.00
Heavy Vehicle Adjustment Factor (fHV)	0.909	0.820	1.000	0.909
Flow Rate (vi), pc/h	992	189	0	290
Weaving Flow Rate (vw), pc/h	479	Freeway Max Capacity	(cifl), pc/h/ln	2250
Non-Weaving Flow Rate (vNW), pc/h	992	Density-Based Capacit	y (cIWL), pc/h/ln	1863
Total Flow Rate (v), pc/h	1471	Demand Flow-Based C	apacity (c৷w), pc/h	7362
Volume Ratio (VR)	0.326	Weaving Segment Cap	acity (cw), veh/h	5017
Minimum Lane Change Rate (LCMIN), lc/h	479	Adjusted Weaving Are	a Capacity, pc/h	5589
Maximum Weaving Length (LMAX), ft	5864	Volume-to-Capacity Ra	atio (v/c)	0.26
Speed and Density				
Non-Weaving Vehicle Index (INW)	27	Average Weaving Spee	ed (Sw), mi/h	48.6
Non-Weaving Lane Change Rate (LCNW), lc/h	63	Average Non-Weaving	Speed (SNW), mi/h	49.2
Weaving Lane Change Rate (LCw), lc/h	578	Average Speed (S), mi,	/h	49.0
Weaving Lane Change Rate (LCAII), lc/h	641	Density (D), pc/mi/ln		10.0
Weaving Intensity Factor (W)	0.189	Level of Service (LOS)		А

ŀ	HCS7 Freeway	Weaving Repo	rt				
Project Information							
Analyst	PWG	Date		4/21/2023			
Agency		Analysis Year		2026			
Jurisdiction	Rt 17 WB Weave	Time Analyzed		Build AM Peak Hour			
Project Description	Job No. 22011192A	Units		U.S. Customary			
Geometric Data							
Number of Lanes (N), In	3	Segment Type		Freeway			
Segment Length (Ls), ft	805	Number of Maneuver I	Lanes (NWL), In	2			
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane	e Changes (LCRF), lc	1			
Terrain Type	Rolling	Freeway-to-Ramp Lane	e Changes (LCFR), lc	1			
Percent Grade, %	-	Ramp-to-Ramp Lane C	Changes (LCRR), Ic	0			
Interchange Density (ID), int/mi	0.33	Cross Weaving Manag	ed Lane	No			
Adjustment Factors							
Driver Population	All Familiar	Final Speed Adjustmer	1.000				
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)		1.000			
Incident Type	No Incident	Demand Adjustment Factor (DAF)		1.000			
Demand and Capacity							
	FF	RF	RR	FR			
Demand Volume (Vi), veh/h	868	386	0	82			
Peak Hour Factor (PHF)	0.87	0.87	0.87	0.87			
Total Trucks, %	8.00	8.00	0.00	18.00			
Heavy Vehicle Adjustment Factor (fHV)	0.862	0.862	1.000	0.735			
Flow Rate (vi), pc/h	1157	515	0	128			
Weaving Flow Rate (vw), pc/h	643	Freeway Max Capacity	(cIFL), pc/h/ln	2250			
Non-Weaving Flow Rate (vNW), pc/h	1157	Density-Based Capacity	y (cIWL), pc/h/ln	1837			
Total Flow Rate (v), pc/h	1800	Demand Flow-Based C	apacity (c৷w), pc/h	6723			
Volume Ratio (VR)	0.357	Weaving Segment Cap	acity (cW), veh/h	4701			
Minimum Lane Change Rate (LCMIN), lc/h	643	Adjusted Weaving Area	a Capacity, pc/h	5511			
Maximum Weaving Length (LMAX), ft	6203	Volume-to-Capacity Ra	ntio (v/c)	0.33			
Speed and Density							
Non-Weaving Vehicle Index (INW)	31	Average Weaving Spee	ed (Sw), mi/h	47.4			
Non-Weaving Lane Change Rate (LCNW), lc/h	97	Average Non-Weaving	Speed (SNW), mi/h	47.5			
Weaving Lane Change Rate (LCW), lc/h	742	Average Speed (S), mi/	/h	47.5			
Weaving Lane Change Rate (LCAII), lc/h	839	Density (D), pc/mi/ln		12.6			
Weaving Intensity Factor (W)	0.233	Level of Service (LOS)		В			

ŀ	HCS7 Freeway	Weaving Repo	rt	
Project Information				
Analyst	PWG	Date		4/21/2023
Agency		Analysis Year		2026
Jurisdiction	Rt 17 WB Weave	Time Analyzed		Build PM Peak Hour
Project Description	Job No. 22011192A	Units		U.S. Customary
Geometric Data		-		
Number of Lanes (N), In	3	Segment Type		Freeway
Segment Length (Ls), ft	805	Number of Maneuver I	Lanes (NWL), In	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane	e Changes (LCRF), lc	1
Terrain Type	Rolling	Freeway-to-Ramp Lane	e Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane C	Changes (LCRR), lc	0
Interchange Density (ID), int/mi	0.33	Cross Weaving Manag	ed Lane	No
Adjustment Factors		-		
Driver Population	All Familiar	Final Speed Adjustmen	1.000	
Weather Type	Non-Severe Weather	Final Capacity Adjustm	1.000	
Incident Type	No Incident	Demand Adjustment F	1.000	
Demand and Capacity				
	FF	RF	RR	FR
Demand Volume (Vi), veh/h	878	155	0	256
Peak Hour Factor (PHF)	0.97	0.97	0.97	0.97
Total Trucks, %	5.00	12.00	0.00	5.00
Heavy Vehicle Adjustment Factor (fHV)	0.909	0.806	1.000	0.909
Flow Rate (vi), pc/h	996	198	0	290
Weaving Flow Rate (vw), pc/h	488	Freeway Max Capacity	(cIFL), pc/h/ln	2250
Non-Weaving Flow Rate (vNW), pc/h	996	Density-Based Capacity	y (cIWL), pc/h/ln	1860
Total Flow Rate (v), pc/h	1484	Demand Flow-Based C	apacity (cɪw), pc/h	7295
Volume Ratio (VR)	0.329	Weaving Segment Cap	acity (cw), veh/h	4995
Minimum Lane Change Rate (LCMIN), lc/h	488	Adjusted Weaving Area	a Capacity, pc/h	5579
Maximum Weaving Length (LMAX), ft	5897	Volume-to-Capacity Ra	atio (v/c)	0.27
Speed and Density				
Non-Weaving Vehicle Index (INW)	27	Average Weaving Spee	ed (SW), mi/h	48.6
Non-Weaving Lane Change Rate (LCNW), lc/h	64	Average Non-Weaving	Speed (SNW), mi/h	49.1
Weaving Lane Change Rate (LCW), lc/h	587	Average Speed (S), mi/	'h	48.9
Weaving Lane Change Rate (LCAII), lc/h	651	Density (D), pc/mi/ln		10.1
Weaving Intensity Factor (W)	0.191	Level of Service (LOS)		В

		HCS7 Freeway	Diverge Report			
Project Information						
Analyst	PWG		Date	4/21/2023		
Agency			Analysis Year	2021		
Jurisdiction	I-84 EB On WB	-Ramp from Rt 17M	Time Analyzed	Existing Af	M Peak Hour	
Project Description	Job No. 22	011192A	Units	U.S. Custo	mary	
Geometric Data						
			Freeway	Ramp		
Number of Lanes (N), In			2	1		
Free-Flow Speed (FFS), mi/h			55.0	35.0		
Segment Length (L) / Deceleration	Length (LA)	,ft	1500	175		
Terrain Type			Rolling	Rolling		
Percent Grade, %			-	-		
Segment Type / Ramp Type			Freeway	Right-Side	d One-Lane	
Adjustment Factors						
Driver Population			All Familiar	All Familia	r	
Weather Type			Non-Severe Weather	Non-Sever	re Weather	
Incident Type			No Incident	-		
Final Speed Adjustment Factor (SAF)		1.000	1.000			
Final Capacity Adjustment Factor (CAF)		1.000	1.000			
Demand Adjustment Factor (DAF)			1.000	1.000		
Demand and Capacity						
Demand Volume (Vi)			786 88			
Peak Hour Factor (PHF)			0.87			
Total Trucks, %			9.00 17.00			
Single-Unit Trucks (SUT), %			-	-		
Tractor-Trailers (TT), %			-	-		
Heavy Vehicle Adjustment Factor (f	HV)		0.847	0.746		
Flow Rate (vi),pc/h			1067	136		
Capacity (c), pc/h			4500	2000		
Volume-to-Capacity Ratio (v/c)			0.24	0.07		
Speed and Density						
Upstream Equilibrium Distance (LEC	Q), ft	-	Number of Outer Lanes on Free	way (No)	0	
Distance to Upstream Ramp (LUP), f	ft	-	Speed Index (Ds)		0.440	
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln		-	
Distance to Downstream Ramp (LDG	OWN), ft	-	Off-Ramp Influence Area Speed	(SR), mi/h	49.3	
Prop. Freeway Vehicles in Lane 1 an	nd 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO)	, mi/h	60.3	
Flow in Lanes 1 and 2 (v12), pc/h		1067	Ramp Junction Speed (S), mi/h		49.3	
Flow Entering Ramp-Infl. Area (vR12	2), pc/h	-	Average Density (D), pc/mi/ln		10.8	
Level of Service (LOS)		В	Density in Ramp Influence Area	(DR), pc/mi/ln	11.9	

		HCS7 Freeway	Diverge Report			
Project Information						
Analyst	PWG		Date	4/21/20)23	
Agency			Analysis Year	2021		
Jurisdiction	I-84 EB On WB	-Ramp from Rt 17M	Time Analyzed	Existing	PM Peak Hour	
Project Description	Job No. 22	2011192A	Units	U.S. Cu	stomary	
Geometric Data						
			Freeway	Ramp		
Number of Lanes (N), In			2	1		
Free-Flow Speed (FFS), mi/h			55.0	35.0		
Segment Length (L) / Deceleration	Length (LA)	,ft	1500	175		
Terrain Type			Rolling	Rolling		
Percent Grade, %			-	-		
Segment Type / Ramp Type			Freeway	Right-S	ided One-Lane	
Adjustment Factors						
Driver Population			All Familiar	All Fam	liar	
Weather Type			Non-Severe Weather	Non-Se	vere Weather	
Incident Type			No Incident	-		
Final Speed Adjustment Factor (SAF	=)		1.000	1.000		
Final Capacity Adjustment Factor (C	CAF)		1.000	1.000		
Demand Adjustment Factor (DAF)			1.000	1.000		
Demand and Capacity						
Demand Volume (Vi)			1078	135		
Peak Hour Factor (PHF)			0.97	0.97		
Total Trucks, %			5.00	7.00		
Single-Unit Trucks (SUT), %			-	-		
Tractor-Trailers (TT), %			-	-		
Heavy Vehicle Adjustment Factor (f	HV)		0.909	0.877		
Flow Rate (vi),pc/h			1223	159		
Capacity (c), pc/h			4500	2000		
Volume-to-Capacity Ratio (v/c)			0.27	0.08		
Speed and Density						
Upstream Equilibrium Distance (LEC	Q), ft	-	Number of Outer Lanes on Fr	reeway (No)	0	
Distance to Upstream Ramp (LUP), f	ft	-	Speed Index (Ds)		0.442	
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln -		-	
Distance to Downstream Ramp (LDG	OWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h 49.3		49.3	
Prop. Freeway Vehicles in Lane 1 an	nd 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	60.3	
Flow in Lanes 1 and 2 (v12), pc/h		1223	Ramp Junction Speed (S), mi/h 49.3		49.3	
Flow Entering Ramp-Infl. Area (vR12	2), pc/h	-	Average Density (D), pc/mi/lr	1	12.4	
Level of Service (LOS)		В	Density in Ramp Influence Area (DR), pc/mi/ln 13.2			

		HCS7 Freeway	Diverge Report			
Project Information						
Analyst	PWG		Date	4/21/2023		
Agency			Analysis Year	2026		
Jurisdiction	I-84 EB On WB	-Ramp from Rt 17M	Time Analyzed	No-Build A	AM Peak Hour	
Project Description	Job No. 22	011192A	Units	U.S. Custo	mary	
Geometric Data						
			Freeway	Ramp		
Number of Lanes (N), In			2	1		
Free-Flow Speed (FFS), mi/h			55.0	35.0		
Segment Length (L) / Deceleration	Length (LA)	ft	1500	175		
Terrain Type			Rolling	Rolling		
Percent Grade, %			-	-		
Segment Type / Ramp Type			Freeway	Right-Side	d One-Lane	
Adjustment Factors						
Driver Population			All Familiar	All Familia	r	
Weather Type			Non-Severe Weather	Non-Sever	re Weather	
Incident Type			No Incident	-		
Final Speed Adjustment Factor (SAI	=)		1.000	1.000		
Final Capacity Adjustment Factor (C	CAF)		1.000	1.000		
Demand Adjustment Factor (DAF)			1.000	1.000		
Demand and Capacity						
Demand Volume (Vi)			936	90		
Peak Hour Factor (PHF)			0.87	0.87		
Total Trucks, %			8.00	17.00		
Single-Unit Trucks (SUT), %			-	-		
Tractor-Trailers (TT), %			-	-		
Heavy Vehicle Adjustment Factor (f	HV)		0.862	0.746		
Flow Rate (vi),pc/h			1248	139		
Capacity (c), pc/h			4500	2000		
Volume-to-Capacity Ratio (v/c)			0.28	0.07		
Speed and Density						
Upstream Equilibrium Distance (LEC	Q), ft	-	Number of Outer Lanes on Free	eway (No)	0	
Distance to Upstream Ramp (LUP), t	ft	-	Speed Index (DS)		0.441	
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln -		-	
Distance to Downstream Ramp (LD	OWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h 49.3		49.3	
Prop. Freeway Vehicles in Lane 1 ar	nd 2 (PFD)	1.000	Outer Lanes Freeway Speed (SC), mi/h	60.3	
Flow in Lanes 1 and 2 (v12), pc/h		1248	Ramp Junction Speed (S), mi/h 49.3		49.3	
Flow Entering Ramp-Infl. Area (vR12	2), pc/h	-	Average Density (D), pc/mi/ln		12.7	
Level of Service (LOS)		В	Density in Ramp Influence Area (DR), pc/mi/ln 13.4			

		HCS7 Freeway	Diverge Report			
Project Information						
Analyst	PWG		Date		4/21/2023	
Agency			Analysis Year		2026	
Jurisdiction	I-84 EB On WB	-Ramp from Rt 17M	Time Analyzed		No-Build P	M Peak Hour
Project Description	Job No. 22	011192A	Units		U.S. Custor	mary
Geometric Data						
			Freeway		Ramp	
Number of Lanes (N), In			2		1	
Free-Flow Speed (FFS), mi/h			55.0		35.0	
Segment Length (L) / Deceleration	Length (LA),	ft	1500		175	
Terrain Type			Rolling		Rolling	
Percent Grade, %			-		-	
Segment Type / Ramp Type			Freeway		Right-Side	d One-Lane
Adjustment Factors						
Driver Population			All Familiar		All Familiar	
Weather Type			Non-Severe Weather		Non-Severe Weather	
Incident Type			No Incident		-	
Final Speed Adjustment Factor (SAI	=)		1.000		1.000	
Final Capacity Adjustment Factor (C	CAF)		1.000		1.000	
Demand Adjustment Factor (DAF)			1.000		1.000	
Demand and Capacity						
Demand Volume (Vi)			1131		138	
Peak Hour Factor (PHF)			0.97		0.97	
Total Trucks, %			5.00		7.00	
Single-Unit Trucks (SUT), %			-		-	
Tractor-Trailers (TT), %			-		-	
Heavy Vehicle Adjustment Factor (f	HV)		0.909		0.877	
Flow Rate (vi),pc/h			1283		162	
Capacity (c), pc/h			4500		2000	
Volume-to-Capacity Ratio (v/c)			0.29		0.08	
Speed and Density						
Upstream Equilibrium Distance (LEC	Q), ft	-	Number of Outer Lanes on F	reeway	′ (No)	0
Distance to Upstream Ramp (LUP), t	ft	-	Speed Index (DS)		0.443	
Downstream Equilibrium Distance ((LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln -		-	
Distance to Downstream Ramp (LD	OWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h 49.2		49.2	
Prop. Freeway Vehicles in Lane 1 ar	nd 2 (PFD)	1.000	Outer Lanes Freeway Speed	(SO), m	i/h	60.3
Flow in Lanes 1 and 2 (v12), pc/h		1283	Ramp Junction Speed (S), mi/h 49.2		49.2	
Flow Entering Ramp-Infl. Area (vR12	2), pc/h	-	Average Density (D), pc/mi/li	n		13.0
Level of Service (LOS)		В	Density in Ramp Influence Area (DR), pc/mi/ln 13.7			13.7

		HCS7 Freeway	Diverge Report			
Project Information						
Analyst	PWG		Date	4/21/2023		
Agency			Analysis Year	2026		
Jurisdiction	I-84 EB On WB	-Ramp from Rt 17M	Time Analyzed	Build AM I	Peak Hour	
Project Description	Job No. 22	2011192A	Units	U.S. Custo	mary	
Geometric Data						
			Freeway	Ramp		
Number of Lanes (N), In			2	1		
Free-Flow Speed (FFS), mi/h			55.0	35.0		
Segment Length (L) / Deceleration	Length (LA)	,ft	1500	175		
Terrain Type			Rolling	Rolling		
Percent Grade, %			-	-		
Segment Type / Ramp Type			Freeway	Right-Side	d One-Lane	
Adjustment Factors						
Driver Population			All Familiar	All Familia	r	
Weather Type			Non-Severe Weather	Non-Seve	re Weather	
Incident Type			No Incident	-		
Final Speed Adjustment Factor (SAI	F)		1.000	1.000		
Final Capacity Adjustment Factor (0	CAF)		1.000	1.000		
Demand Adjustment Factor (DAF)			1.000	1.000		
Demand and Capacity						
Demand Volume (Vi)			950	90		
Peak Hour Factor (PHF)			0.87	0.87		
Total Trucks, %			8.00	17.00		
Single-Unit Trucks (SUT), %			-	-		
Tractor-Trailers (TT), %			-	-		
Heavy Vehicle Adjustment Factor (f	HV)		0.862	0.746		
Flow Rate (vi),pc/h			1267	139		
Capacity (c), pc/h			4500	2000		
Volume-to-Capacity Ratio (v/c)			0.28	0.07		
Speed and Density						
Upstream Equilibrium Distance (LEG	Q), ft	-	Number of Outer Lanes on Fre	eway (No)	0	
Distance to Upstream Ramp (LUP),	ft	-	Speed Index (DS)		0.441	
Downstream Equilibrium Distance	(LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln -		-	
Distance to Downstream Ramp (LD	OWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h 49.3		49.3	
Prop. Freeway Vehicles in Lane 1 ar	nd 2 (PFD)	1.000	Outer Lanes Freeway Speed (So	O), mi/h	60.3	
Flow in Lanes 1 and 2 (v12), pc/h		1267	Ramp Junction Speed (S), mi/h 49.3		49.3	
Flow Entering Ramp-Infl. Area (vR12	2), pc/h	-	Average Density (D), pc/mi/ln		12.8	
Level of Service (LOS)		В	Density in Ramp Influence Area (DR), pc/mi/ln 13.6			

		HCS7 Freeway	Diverge Report			
Project Information						
Analyst	PWG		Date	4	/21/2023	
Agency			Analysis Year	2	.026	
Jurisdiction	I-84 EB On WB	-Ramp from Rt 17M	Time Analyzed	В	build PM P	eak Hour
Project Description	Job No. 22	011192A	Units	U	J.S. Custor	mary
Geometric Data						
			Freeway	R	lamp	
Number of Lanes (N), In			2	1		
Free-Flow Speed (FFS), mi/h			55.0	3	5.0	
Segment Length (L) / Deceleration	Length (LA)	ft	1500	1	75	
Terrain Type			Rolling	R	tolling	
Percent Grade, %			-	-		
Segment Type / Ramp Type			Freeway	R	light-Side	d One-Lane
Adjustment Factors						
Driver Population			All Familiar	А	All Familiar	
Weather Type			Non-Severe Weather	١	Non-Severe Weather	
Incident Type			No Incident	-	-	
Final Speed Adjustment Factor (SA	F)		1.000	1	.000	
Final Capacity Adjustment Factor (0	CAF)		1.000	1	.000	
Demand Adjustment Factor (DAF)			1.000	1	1.000	
Demand and Capacity			-			
Demand Volume (Vi)			1134	1	38	
Peak Hour Factor (PHF)			0.97	0	0.97	
Total Trucks, %			5.00	7	7.00	
Single-Unit Trucks (SUT), %			-	-	-	
Tractor-Trailers (TT), %			-	-	-	
Heavy Vehicle Adjustment Factor (f	HV)		0.909	0	0.877	
Flow Rate (vi),pc/h			1286	1	162	
Capacity (c), pc/h			4500	2	2000	
Volume-to-Capacity Ratio (v/c)	Volume-to-Capacity Ratio (v/c)		0.29	0	0.08	
Speed and Density						
Upstream Equilibrium Distance (LEG	Q), ft	-	Number of Outer Lanes on	Freeway (No)	0
Distance to Upstream Ramp (LUP),	ft	-	Speed Index (DS)			0.443
Downstream Equilibrium Distance	(LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln -		-	
Distance to Downstream Ramp (LD	OWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h 49.2		49.2	
Prop. Freeway Vehicles in Lane 1 ar	nd 2 (PFD)	1.000	Outer Lanes Freeway Speed	(SO), mi/	h	60.3
Flow in Lanes 1 and 2 (v12), pc/h		1286	Ramp Junction Speed (S), mi/h 49.2		49.2	
Flow Entering Ramp-Infl. Area (vR12	2), pc/h	-	Average Density (D), pc/mi/	′ln		13.1
Level of Service (LOS)		В	Density in Ramp Influence Area (DR), pc/mi/ln 13.7		13.7	

	ŀ	HCS7 Freeway	Diverge Report			
Project Information						
Analyst	PWG		Date	4/21/2023		
Agency			Analysis Year	2021		
Jurisdiction	I-84 WB Or	n Ramp from 17M EB	Time Analyzed	Existing Al	M Peak Hour	
Project Description	Job No. 22	011192A	Units	U.S. Custo	mary	
Geometric Data						
			Freeway	Ramp		
Number of Lanes (N), In			2	1		
Free-Flow Speed (FFS), mi/h			55.0	35.0		
Segment Length (L) / Deceleration L	ength (LA),	ft	1500	490		
Terrain Type			Rolling	Rolling		
Percent Grade, %			-	-		
Segment Type / Ramp Type			Freeway	Right-Side	d One-Lane	
Adjustment Factors						
Driver Population			All Familiar	All Familia	r	
Weather Type			Non-Severe Weather	Non-Sever	re Weather	
Incident Type			No Incident	-		
Final Speed Adjustment Factor (SAF)		1.000	1.000		
Final Capacity Adjustment Factor (Ca	AF)		1.000	1.000		
Demand Adjustment Factor (DAF)			1.000	1.000		
Demand and Capacity						
Demand Volume (Vi)			1222	63		
Peak Hour Factor (PHF)			0.87	0.87		
Total Trucks, %			4.00	18.00		
Single-Unit Trucks (SUT), %			-	-	-	
Tractor-Trailers (TT), %			-	-	-	
Heavy Vehicle Adjustment Factor (f	IV)		0.926	0.735		
Flow Rate (vi),pc/h			1517	99		
Capacity (c), pc/h			4500	2000	2000	
Volume-to-Capacity Ratio (v/c)			0.34	0.05		
Speed and Density						
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (No)		0	
Distance to Upstream Ramp (LUP), fl	t	-	Speed Index (DS)		0.437	
Downstream Equilibrium Distance (l	e (LEQ), ft -		Flow Outer Lanes (vOA), pc/h/ln		-	
Distance to Downstream Ramp (LDC	WN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h 49.		49.3	
Prop. Freeway Vehicles in Lane 1 and	d 2 (PFD)	1.000	Outer Lanes Freeway Speed (Sc	O), mi/h	60.3	
Flow in Lanes 1 and 2 (v12), pc/h		1517	Ramp Junction Speed (S), mi/h 4		49.3	
Flow Entering Ramp-Infl. Area (vR12)), pc/h	-	Average Density (D), pc/mi/ln 15.4		15.4	
Level of Service (LOS)		В	Density in Ramp Influence Area (DR), pc/mi/ln 12.9			

Project Information Analyst PWG	Date Analysis Year	4/21/2023	
,		4/21/2023	
Agongi	Analysis Year	' ' '	
Agency		2021	
Jurisdiction I-84 WB On Ramp from 17M EB	Time Analyzed	Existing PN	И Peak Hour
Project Description Job No. 22011192A	Units	U.S. Custor	mary
Geometric Data		<u> </u>	
	Freeway	Ramp	
Number of Lanes (N), In	2	1	
Free-Flow Speed (FFS), mi/h	55.0	35.0	
Segment Length (L) / Deceleration Length (LA),ft	1500	490	
Terrain Type	Rolling	Rolling	
Percent Grade, %	-	-	
Segment Type / Ramp Type	Freeway	Right-Side	d One-Lane
Adjustment Factors	·	<u> </u>	
Driver Population	All Familiar	All Familiar	
Weather Type	Non-Severe Weather	Non-Sever	e Weather
Incident Type	No Incident	-	
Final Speed Adjustment Factor (SAF)	1.000	1.000	
Final Capacity Adjustment Factor (CAF)	1.000	1.000	
Demand Adjustment Factor (DAF)	1.000	1.000	
Demand and Capacity			
Demand Volume (Vi)	1091	152	
Peak Hour Factor (PHF)	0.97	0.97	
Total Trucks, %	5.00	5.00	
Single-Unit Trucks (SUT), %	-	-	
Tractor-Trailers (TT), %	-	-	
Heavy Vehicle Adjustment Factor (fHV)	0.909	0.909	
Flow Rate (vi),pc/h	1237	172	
Capacity (c), pc/h	4500	2000	
Volume-to-Capacity Ratio (v/c)	0.27	0.09	
Speed and Density			
Upstream Equilibrium Distance (LEQ), ft -	Number of Outer Lanes on Freeway (NO)		0
Distance to Upstream Ramp (LUP), ft -	Speed Index (Ds)		0.443
Downstream Equilibrium Distance (LEQ), ft -	Flow Outer Lanes (vOA), pc/h/ln		-
Distance to Downstream Ramp (LDOWN), ft -	Off-Ramp Influence Area Speed (SR), mi/h		49.2
Prop. Freeway Vehicles in Lane 1 and 2 (PFD) 1.000	Outer Lanes Freeway Speed (SO), mi/h 60		60.3
Flow in Lanes 1 and 2 (v12), pc/h 1237	Ramp Junction Speed (S), mi/h 49.2		49.2
Flow Entering Ramp-Infl. Area (vR12), pc/h -	Average Density (D), pc/mi/ln 12.6		12.6
Level of Service (LOS) B	Density in Ramp Influence Area (DR), pc/mi/ln 10.5		

Project Information Name to March 1980 472172023 Arabysis Year 472172023 Arabysis Year 2026 Jamisolitation Name to March 1980 Name to March 1980 <th co<="" th=""><th></th><th></th><th>HCS7 Freeway</th><th>Diverge Report</th><th></th><th></th></th>	<th></th> <th></th> <th>HCS7 Freeway</th> <th>Diverge Report</th> <th></th> <th></th>			HCS7 Freeway	Diverge Report		
Agency	Project Information						
Feat Hour Fea	Analyst	PWG		Date	4/21/2023		
Project Description	Agency			Analysis Year	2026		
Freeway	Jurisdiction	I-84 WB O	n Ramp from 17M EB	Time Analyzed	No-Build A	AM Peak Hour	
Freeway Ramp Number of Lanes (N), In 2 1	Project Description	Job No. 22	011192A	Units	U.S. Custo	mary	
Number of Lanes (N), In 2 1 Free-Flow Speed (FFS), mi/h 55.0 35.0 Segment Length (L) / Deceleration Length (La), It 1500 490 Terrain Type Rolling Rolling Percent Grade, % - - Segment Type / Ramp Type Freeway Rights do One-Lane Adjustment Factors Driver Population All Familiar All Familiar Weather Type Non-Severe Weather Non-Severe Weather Incident Type Non-Severe Weather Non-Severe Weather <td>Geometric Data</td> <td></td> <td></td> <td></td> <td></td> <td></td>	Geometric Data						
Free-Flow Speed (FFS), mi/h 55.0 35.0 Segment Length (LV) / Deceleration Length (LA),ft 1500 490 ————————————————————————————————————				Freeway	Ramp		
Segment Length (L) / Deceleration Length (LA),ft 1500 490 Terrain Type Rolling Rolling Percent Grade, % - - Segment Type / Ramp Type Freeway Right-Sided One-Lane Adjustment Factors Driver Population All Familiar All Familiar Weather Type Non-Severe Weather Non-Severe Weather Incident Type Non Incident - Final Speed Adjustment Factor (CAF) 1,000 1,000 Demand Adjustment Factor (CAF) 1,000 1,000 Demand Speed Adjustment Factor (CAF) 1,000 1,000 Demand Adjustment Factor (PHF) 0,87 0,87 Operand Speed (CHF) 0,87 0,87 Total Trucks (SUT), % 1 1 1,000 T	Number of Lanes (N), In			2	1		
Terrain Type	Free-Flow Speed (FFS), mi/h			55.0	35.0		
Percent Grade, % Freeway Right-Sided One-Lane	Segment Length (L) / Deceleration	Length (LA)	ft	1500	490		
Segment Type / Ramp Type Freeway Right-Sided One-Lane Adjustment Factors Driver Population All Familiar All Familiar Weather Type Non-Severe Weather Non-Severe Weather Incident Type 1000<	Terrain Type			Rolling	Rolling		
Adjustment Factors Driver Population All Familiar All Familiar Weather Type Non-Severe Weather Non-Severe Weather Incident Type No Incident - Final Speed Adjustment Factor (SAF) 1.000 1.000 Final Capacity Adjustment Factor (DAF) 1.000 1.000 Demand Adjustment Factor (DAF) 1.000 1.000 Demand Valume (Vi) 1320 101 Peak Hour Factor (PHF) 0.87 0.87 Total Trucks, % 4.00 18.00 Single-Unit Trucks (SUT), % - - Tractor-Trailers (TT), % - - Heavy Vehicle Adjustment Factor (FHV) 0.926 0.735 Flow Rate (vi),pc/h 1638 158 Capacity (c), pc/h 4500 0.08 Volume-to-Capacity Ratio (v/c) 0.36 0.08 Speed and Density Upstream Equilibrium Distance (LEQ), ft - Number of Outer Lanes on Freewy (NO) 0 Downstream Equilibrium Distance (LEQ), ft - Number	Percent Grade, %			-	-		
Driver Population All Familiar All Familiar All Familiar All Familiar Non-Severe Weather Non-Severe Weather Non-Severe Weather Non-Severe Weather Non-Severe Weather Incident Type Non-Severe Weather Non-Severe Weather Incident Type Non-Severe Weather Non-Severe Weather Non-Severe Weather Non-Severe Weather Non-Severe Weather 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 2,000 2,000 1,000 2,000 2,000 2,000 2,000 2,000 2,000 2,000 2,000 2,000 2,000 <td colspan<="" td=""><td>Segment Type / Ramp Type</td><td></td><td></td><td>Freeway</td><td>Right-Side</td><td>d One-Lane</td></td>	<td>Segment Type / Ramp Type</td> <td></td> <td></td> <td>Freeway</td> <td>Right-Side</td> <td>d One-Lane</td>	Segment Type / Ramp Type			Freeway	Right-Side	d One-Lane
Weather Type Non-Severe Weather Non-Severe Weather Incident Type No Incident - Final Speed Adjustment Factor (SAF) 1.000 1.000 Final Capacity Adjustment Factor (CAF) 1.000 1.000 Demand Adjustment Factor (DAF) 1.000 1.000 Demand and Capacity Demand Volume (Vi) 1320 101 Peak Hour Factor (PHF) 0.87 0.87 Total Trucks, % 4.00 18.00 Single-Unit Trucks (SUT), % - - Tractor-Trailers (TT), % - - Heavy Vehicle Adjustment Factor (Hev) 0.926 0.735 Flow Rate (vi),pc/h 1638 158 Capacity (c), pc/h 4500 2000 Volume-to-Capacity Ratio (v/c) 0.36 0.08 Speed and Density Upstream Equilibrium Distance (LEO), ft Number of Outer Lanes on Freeway (NO) 0 Distance to Upstream Ramp (LUP), ft Speed	Adjustment Factors						
Incident Type	Driver Population			All Familiar	All Familia	r	
Final Speed Adjustment Factor (SAF) 1.000 1.000 Final Capacity Adjustment Factor (CAF) 1.000 1.000 Demand Adjustment Factor (DAF) 1.000 1.000 Demand and Capacity Demand Volume (Vi) 1320 101 Peak Hour Factor (PHF) 0.87 0.87 Total Trucks, % 4.00 18.00 Single-Unit Trucks (SUT), % - - Tractor-Trailers (TT), % - - Heavy Vehicle Adjustment Factor (HvV) 0.926 0.735 Heavy Vehicle Adjustment Factor (HvV) 0.926 0.735 Flow Rate (vi),pc/h 1638 158 Capacity (c), pc/h 4500 2000 Volume-to-Capacity Ratio (v/c) 0.36 0.08 Speed and Density Upstream Equilibrium Distance (LEQ), ft - Number of Outer Lanes on Freeway (NO) 0 Distance to Upstream Ramp (LUp), ft - Speed Index (DS) 0.442 Downstream Equilibrium Distance (LEQ), ft - Flow Outer Lanes (v	Weather Type			Non-Severe Weather	Non-Sever	re Weather	
Final Capacity Adjustment Factor (CAF) 1.000 1.000 Demand Adjustment Factor (DAF) 1.000 1.000 Demand and Capacity Demand Volume (VI) 1320 101 Peak Hour Factor (PHF) 0.87 0.87 Total Trucks, % 4.00 18.00 Single-Unit Trucks (SUT), % - - Tractor-Trailers (TT), % - - Heavy Vehicle Adjustment Factor (fHv) 0.926 0.735 How Rate (vi), pc/h 1638 158 Capacity (c), pc/h 4500 2000 Volume-to-Capacity Ratio (v/c) 0.36 0.08 Speed and Density Upstream Equilibrium Distance (LEQ), ft - Number of Outer Lanes on Freeway (NO) 0 Distance to Upstream Ramp (LUP), ft - Speed Index (DS) 0.442 Downstream Equilibrium Distance (LEQ), ft - Flow Outer Lanes (vOA), pc/h/ln - Distance to Downstream Ramp (LUDwN), ft -	Incident Type			No Incident	-		
Demand Adjustment Factor (DAF) 1,000 1,000 Demand and Capacity Demand Volume (Vi) 1320 101 Peak Hour Factor (PHF) 0.87 0.87 Total Trucks, % 4.00 18.00 Single-Unit Trucks (SUT), % - - Tractor-Trailers (TT), % - - Heavy Vehicle Adjustment Factor (fHv) 0.926 0.735 Flow Rate (wi), pc/h 1638 158 Capacity (c), pc/h 4500 2000 Volume-to-Capacity Ratio (v/c) 0.36 0.08 Speed and Density Upstream Equilibrium Distance (LEQ), ft - Number of Outer Lanes on Freeway (No) 0 Speed and Density Upstream Equilibrium Distance (LEQ), ft - Number of Outer Lanes on Freeway (No) 0 Open June (LeQ), ft - Prownstream Equilibrium Distance (LEQ), ft - Auerage Density (Do, pc/h/ln) - - Open June (LEQ), ft <td>Final Speed Adjustment Factor (SAI</td> <td>F)</td> <td></td> <td>1.000</td> <td>1.000</td> <td></td>	Final Speed Adjustment Factor (SAI	F)		1.000	1.000		
Demand and Capacity Demand Volume (Vi) 1320 101 Peak Hour Factor (PHF) 0.87 0.87 Total Trucks, % 4.00 18.00 Single-Unit Trucks (SUT), % - - Tractor-Trailers (TT), % - - Heavy Vehicle Adjustment Factor (fHv) 0.926 0.735 Flow Rate (vi),pc/h 1638 158 Capacity (c), pc/h 4500 2000 Volume-to-Capacity Ratio (v/c) 0.36 0.08 Speed and Density Upstream Equilibrium Distance (LEQ), ft - Number of Outer Lanes on Freeway (NO) 0 Distance to Upstream Ramp (LUP), ft - Speed Index (DS) 0.442 Downstream Equilibrium Distance (LEQ), ft - Flow Outer Lanes (voA), pc/h/ln - Distance to Downstream Ramp (LUP), ft - Speed Index (DS) , mi/h 49.3 Prop. Freeway Vehicles in Lane 1 and 2 (PFD) 1.000 Outer Lanes Freeway Speed (SO), mi/h 60.3 Flow in Lanes 1 and 2 (v12), pc/h 1638 Ramp Junction Speed (S), mi/h 49.3<	Final Capacity Adjustment Factor (0	CAF)		1.000	1.000		
Demand Volume (Vi) 1320 101 Peak Hour Factor (PHF) 0.87 0.87 Total Trucks, % 4.00 18.00 Single-Unit Trucks (SUT), % - - Tractor-Trailers (TT), % - - Heavy Vehicle Adjustment Factor (fiv) 0.926 0.735 Flow Rate (vi),pc/h 1638 158 Capacity (c), pc/h 4500 2000 Volume-to-Capacity Ratio (v/c) 0.36 0.08 Speed and Density Upstream Equilibrium Distance (LEQ), ft - Number of Outer Lanes on Freeway (No) 0 Distance to Upstream Ramp (LUP), ft - Speed Index (Ds) 0.442 Downstream Equilibrium Distance (LEQ), ft - Flow Outer Lanes (vOA), pc/h/ln - Distance to Downstream Ramp (LDOwn), ft - Off-Ramp Influence Area Speed (Sn), mi/h 49.3 Prop. Freeway Vehicles in Lane 1 and 2 (PFD) 1.000 Outer Lanes Freeway Speed (So), mi/h 49.3 Flow in Lanes 1 and 2 (v12), pc/h 1638 Ramp Junction Speed (S), mi/h<	Demand Adjustment Factor (DAF)			1.000	1.000		
Peak Hour Factor (PHF) 0.87 0.87 Total Trucks, % 4.00 18.00 18.00 Single-Unit Trucks (SUT), % - -	Demand and Capacity						
Total Trucks, % 4.00 18.00 Single-Unit Trucks (SUT), %	Demand Volume (Vi)			1320	101		
Single-Unit Trucks (SUT), % - Tractor-Trailers (TT), % -	Peak Hour Factor (PHF)			0.87	0.87		
Tractor-Trailers (TT), % Heavy Vehicle Adjustment Factor (fHV) 0.926 0.735 Flow Rate (vi),pc/h 1638 158 Capacity (c), pc/h 4500 2000 Volume-to-Capacity Ratio (v/c) 0.36 0.08 Speed and Density Upstream Equilibrium Distance (LEQ), ft - Number of Outer Lanes on Freeway (No) 0.442 Downstream Ramp (LUP), ft - Speed Index (DS) 0.442 Downstream Equilibrium Distance (LEQ), ft - Flow Outer Lanes (vOA), pc/h/In Distance to Downstream Ramp (LDOWN), ft - Off-Ramp Influence Area Speed (SR), mi/h 49.3 Flow in Lanes 1 and 2 (V12), pc/h 1638 Ramp Junction Speed (S), mi/h 49.3 Flow Entering Ramp-Infl. Area (VR12), pc/h - Average Density (D), pc/mi/ln 166	Total Trucks, %			4.00	18.00		
Heavy Vehicle Adjustment Factor (fHv) Flow Rate (vi),pc/h Capacity (c), pc/h Volume-to-Capacity Ratio (v/c) Speed and Density Upstream Equilibrium Distance (LEQ), ft Downstream Ramp (LUP), ft Distance to Upstream Ramp (LUP), ft Distance to Downstream Ramp (LDOWN), ft Flow Outer Lanes (vOA), pc/h/ln Distance to Downstream Ramp (LDOWN), ft Distance to Downstream Ramp (LDOWN), ft Flow Outer Lanes (vOA), pc/h/ln Distance to Downstream Ramp (LDOWN), ft Aprop. Freeway Vehicles in Lane 1 and 2 (PFD) Flow in Lanes 1 and 2 (v12), pc/h Flow Entering Ramp-Infl. Area (vR12), pc/h Average Density (D), pc/mi/ln 16.6	Single-Unit Trucks (SUT), %			-	-	-	
Flow Rate (vi),pc/h Capacity (c), pc/h Volume-to-Capacity Ratio (v/c) Speed and Density Upstream Equilibrium Distance (LEQ), ft Distance to Upstream Ramp (LUP), ft Distance to Downstream Ramp (LDOWN), ft Prop. Freeway Vehicles in Lane 1 and 2 (PFD) Flow in Lanes 1 and 2 (v12), pc/h Flow Entering Ramp-Infl. Area (vR12), pc/h 1638 158 158 158 158 158 158 158 1	Tractor-Trailers (TT), %			-	-		
Capacity (c), pc/h Volume-to-Capacity Ratio (v/c) Speed and Density Upstream Equilibrium Distance (LEQ), ft Distance to Upstream Ramp (LUP), ft Distance to Downstream Ramp (LDOWN), ft Prop. Freeway Vehicles in Lane 1 and 2 (PFD) Flow in Lanes 1 and 2 (vr12), pc/h Flow Entering Ramp-Infl. Area (vR12), pc/h 4500 0.36 Number of Outer Lanes on Freeway (No) Speed Index (DS) 1.000 Number of Outer Lanes on Freeway (No) Off-Ramp Influence Area Speed (SN, mi/h) 49.3 Flow in Lanes 1 and 2 (vr12), pc/h Average Density (D), pc/mi/ln 16.6	Heavy Vehicle Adjustment Factor (f	HV)		0.926	0.735		
Volume-to-Capacity Ratio (v/c) Speed and Density Upstream Equilibrium Distance (LEQ), ft - Number of Outer Lanes on Freeway (NO) 0 Distance to Upstream Ramp (LUP), ft - Speed Index (DS) 0.442 Downstream Equilibrium Distance (LEQ), ft - Flow Outer Lanes (vOA), pc/h/ln - Distance to Downstream Ramp (LDOWN), ft - Off-Ramp Influence Area Speed (SR), mi/h 49.3 Prop. Freeway Vehicles in Lane 1 and 2 (PFD) 1.000 Outer Lanes Freeway Speed (SO), mi/h 60.3 Flow in Lanes 1 and 2 (v12), pc/h 1638 Ramp Junction Speed (S), mi/h 49.3 Flow Entering Ramp-Infl. Area (vR12), pc/h - Average Density (D), pc/mi/ln 16.6	Flow Rate (vi),pc/h			1638	158		
Speed and DensityUpstream Equilibrium Distance (LEQ), ft-Number of Outer Lanes on Freeway (NO)0Distance to Upstream Ramp (LUP), ft-Speed Index (DS)0.442Downstream Equilibrium Distance (LEQ), ft-Flow Outer Lanes (vOA), pc/h/ln-Distance to Downstream Ramp (LDOWN), ft-Off-Ramp Influence Area Speed (SR), mi/h49.3Prop. Freeway Vehicles in Lane 1 and 2 (PFD)1.000Outer Lanes Freeway Speed (SO), mi/h60.3Flow in Lanes 1 and 2 (v12), pc/h1638Ramp Junction Speed (S), mi/h49.3Flow Entering Ramp-Infl. Area (vR12), pc/h-Average Density (D), pc/mi/ln16.6	Capacity (c), pc/h			4500	2000		
Upstream Equilibrium Distance (LEQ), ft - Number of Outer Lanes on Freeway (NO) 0 Distance to Upstream Ramp (LUP), ft - Speed Index (DS) 0.442 Downstream Equilibrium Distance (LEQ), ft - Flow Outer Lanes (vOA), pc/h/ln - Distance to Downstream Ramp (LDOWN), ft - Off-Ramp Influence Area Speed (SR), mi/h 49.3 Prop. Freeway Vehicles in Lane 1 and 2 (PFD) 1.000 Outer Lanes Freeway Speed (SO), mi/h 60.3 Flow in Lanes 1 and 2 (v12), pc/h 1638 Ramp Junction Speed (S), mi/h 49.3 Flow Entering Ramp-Infl. Area (vR12), pc/h - Average Density (D), pc/mi/ln 16.6	Volume-to-Capacity Ratio (v/c)			0.36	0.08		
Distance to Upstream Ramp (LUP), ft Downstream Equilibrium Distance (LEQ), ft Distance to Downstream Ramp (LDOWN), ft Off-Ramp Influence Area Speed (SR), mi/h Prop. Freeway Vehicles in Lane 1 and 2 (PFD) 1.000 Outer Lanes Freeway Speed (SO), mi/h Flow in Lanes 1 and 2 (v12), pc/h Ramp Junction Speed (S), mi/h 49.3 Flow Entering Ramp-Infl. Area (vR12), pc/h Average Density (D), pc/mi/ln 16.6	Speed and Density						
Downstream Equilibrium Distance (LEQ), ft - Flow Outer Lanes (vOA), pc/h/ln - Distance to Downstream Ramp (LDOWN), ft - Off-Ramp Influence Area Speed (SR), mi/h 49.3 Prop. Freeway Vehicles in Lane 1 and 2 (PFD) 1.000 Outer Lanes Freeway Speed (SO), mi/h 60.3 Flow in Lanes 1 and 2 (v12), pc/h 1638 Ramp Junction Speed (S), mi/h 49.3 Flow Entering Ramp-Infl. Area (vR12), pc/h - Average Density (D), pc/mi/ln 16.6	Upstream Equilibrium Distance (LEG	Q), ft	-	Number of Outer Lanes on F	reeway (No)	0	
Distance to Downstream Ramp (LDOWN), ft - Off-Ramp Influence Area Speed (SR), mi/h 49.3 Prop. Freeway Vehicles in Lane 1 and 2 (PFD) 1.000 Outer Lanes Freeway Speed (SO), mi/h 60.3 Flow in Lanes 1 and 2 (v12), pc/h 1638 Ramp Junction Speed (S), mi/h 49.3 Flow Entering Ramp-Infl. Area (vR12), pc/h - Average Density (D), pc/mi/ln 16.6	Distance to Upstream Ramp (LUP),	ft	-	Speed Index (Ds)		0.442	
Prop. Freeway Vehicles in Lane 1 and 2 (PFD) 1.000 Outer Lanes Freeway Speed (SO), mi/h Flow in Lanes 1 and 2 (v12), pc/h 1638 Ramp Junction Speed (S), mi/h 49.3 Flow Entering Ramp-Infl. Area (vR12), pc/h - Average Density (D), pc/mi/ln 16.6	Downstream Equilibrium Distance	(LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln		-	
Flow in Lanes 1 and 2 (v12), pc/h Flow Entering Ramp-Infl. Area (vR12), pc/h Average Density (D), pc/mi/ln 16.6	Distance to Downstream Ramp (LD	OWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h 49.3		49.3	
Flow Entering Ramp-Infl. Area (vR12), pc/h - Average Density (D), pc/mi/ln 16.6	Prop. Freeway Vehicles in Lane 1 ar	nd 2 (PFD)	1.000	· · ·		60.3	
	Flow in Lanes 1 and 2 (v12), pc/h		1638			49.3	
Level of Service (LOS) B Density in Ramp Influence Area (DR), pc/mi/ln 13.9	Flow Entering Ramp-Infl. Area (vR12	2), pc/h	-	Average Density (D), pc/mi/ln 16.6		16.6	
	Level of Service (LOS)		В				

	ŀ	HCS7 Freeway	Diverge Report			
Project Information						
Analyst	PWG		Date	4/21/2023		
Agency			Analysis Year	2026		
Jurisdiction	I-84 WB On	Ramp from 17M EB	Time Analyzed	No-Build I	PM Peak Hour	
Project Description	Job No. 220)11192A	Units	U.S. Custo	mary	
Geometric Data						
			Freeway	Ramp		
Number of Lanes (N), In			2	1		
Free-Flow Speed (FFS), mi/h			55.0	35.0		
Segment Length (L) / Deceleration L	Length (LA),f	t	1500	490		
Terrain Type			Rolling	Rolling		
Percent Grade, %			-	-		
Segment Type / Ramp Type			Freeway	Right-Side	d One-Lane	
Adjustment Factors				•		
Driver Population			All Familiar	All Familia	r	
Weather Type			Non-Severe Weather	Non-Seve	re Weather	
Incident Type			No Incident	-		
Final Speed Adjustment Factor (SAF	·)		1.000	1.000		
Final Capacity Adjustment Factor (C	AF)		1.000	1.000		
Demand Adjustment Factor (DAF)			1.000	1.000		
Demand and Capacity						
Demand Volume (Vi)			1376	311		
Peak Hour Factor (PHF)			0.97	0.97		
Total Trucks, %			6.00	10.00	10.00	
Single-Unit Trucks (SUT), %			-	-	-	
Tractor-Trailers (TT), %			-	-	-	
Heavy Vehicle Adjustment Factor (f	⊣V)		0.893	0.833		
Flow Rate (vi),pc/h			1589	385		
Capacity (c), pc/h			4500	2000		
Volume-to-Capacity Ratio (v/c)			0.35	0.19		
Speed and Density						
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)		0	
Distance to Upstream Ramp (LUP), f	t	-	Speed Index (Ds)		0.463	
Downstream Equilibrium Distance (I	LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln		-	
Distance to Downstream Ramp (LDC	OWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h 49.0		49.0	
Prop. Freeway Vehicles in Lane 1 an	d 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h 60.3		60.3	
Flow in Lanes 1 and 2 (v12), pc/h		1589	Ramp Junction Speed (S), mi/h 49.0		49.0	
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln 16.2		16.2	
Level of Service (LOS)		В	Density in Ramp Influence Area (DR), pc/mi/ln 13.5			

Project Information Analyst PWG Date Agency Analysis Year Jurisdiction I-84 WB On Ramp from 17M EB Time Analyzed Project Description Job No. 22011192A Units Geometric Data Freeway Number of Lanes (N), In 2 Free-Flow Speed (FFS), mi/h 55.0 Segment Length (L) / Deceleration Length (LA),ft 1500	4/21/2023 2026 Build AM Peak U.S. Customary Ramp		
Agency Analysis Year Jurisdiction I-84 WB On Ramp from 17M EB Time Analyzed Project Description Job No. 22011192A Units Geometric Data Freeway Number of Lanes (N), In 2 Free-Flow Speed (FFS), mi/h 55.0	2026 Build AM Peak U.S. Customary		
Jurisdiction I-84 WB On Ramp from 17M EB Time Analyzed Project Description Job No. 22011192A Units Geometric Data Freeway Number of Lanes (N), In 2 Free-Flow Speed (FFS), mi/h 55.0	Build AM Peak U.S. Customary		
Project Description Job No. 22011192A Units Geometric Data Freeway Number of Lanes (N), In 2 Free-Flow Speed (FFS), mi/h 55.0	U.S. Customary		
Geometric Data Number of Lanes (N), In 2 Free-Flow Speed (FFS), mi/h 55.0	Ramp	у	
Number of Lanes (N), In 2 Free-Flow Speed (FFS), mi/h 55.0	<u> </u>		
Number of Lanes (N), In 2 Free-Flow Speed (FFS), mi/h 55.0	<u> </u>		
Free-Flow Speed (FFS), mi/h 55.0	1		
	, i		
Segment Length (L) / Deceleration Length (LA),ft 1500	35.0		
-	490		
Terrain Type Rolling	Rolling		
Percent Grade, %	-		
Segment Type / Ramp Type Freeway	Right-Sided O	ne-Lane	
Adjustment Factors			
Driver Population All Familiar	All Familiar		
Weather Type Non-Severe Weather	Non-Severe W	/eather	
Incident Type No Incident	-		
Final Speed Adjustment Factor (SAF) 1.000	1.000		
Final Capacity Adjustment Factor (CAF) 1.000	1.000		
Demand Adjustment Factor (DAF) 1.000	1.000		
Demand and Capacity	·		
Demand Volume (Vi) 1325	104		
Peak Hour Factor (PHF) 0.87	0.87		
Total Trucks, % 4.00	20.00		
Single-Unit Trucks (SUT), %	-		
Tractor-Trailers (TT), %	-	-	
Heavy Vehicle Adjustment Factor (fHV) 0.926	0.714		
Flow Rate (vi),pc/h 1645	167		
Capacity (c), pc/h 4500	2000		
Volume-to-Capacity Ratio (v/c) 0.37	0.08		
Speed and Density	·		
Upstream Equilibrium Distance (LEQ), ft - Number of Outer Lan	nes on Freeway (NO) 0		
Distance to Upstream Ramp (LUP), ft - Speed Index (DS)	0.4	443	
Downstream Equilibrium Distance (LEQ), ft - Flow Outer Lanes (vO	A), pc/h/ln -		
Distance to Downstream Ramp (LDOWN), ft - Off-Ramp Influence A	Off-Ramp Influence Area Speed (SR), mi/h 49.2		
Prop. Freeway Vehicles in Lane 1 and 2 (PFD) 1.000 Outer Lanes Freeway	Outer Lanes Freeway Speed (SO), mi/h 60.3		
Flow in Lanes 1 and 2 (v12), pc/h 1645 Ramp Junction Speed	Ramp Junction Speed (S), mi/h 49.2		
Flow Entering Ramp-Infl. Area (vR12), pc/h - Average Density (D), p	Average Density (D), pc/mi/ln 16.7		
Level of Service (LOS) B Density in Ramp Influ	Density in Ramp Influence Area (DR), pc/mi/ln 14.0		

Project Information Analyst PW	/G			
•	/G			
		Date	4/21/2023	
Agency		Analysis Year	2026	
Jurisdiction I-8	4 WB On Ramp from 17M EB	Time Analyzed	Build PM P	eak Hour
Project Description Job	No. 22011192A	Units	U.S. Custor	mary
Geometric Data		•		
		Freeway	Ramp	
Number of Lanes (N), In		2	1	
Free-Flow Speed (FFS), mi/h		55.0	35.0	
Segment Length (L) / Deceleration Leng	gth (LA),ft	1500	490	
Terrain Type		Rolling	Rolling	
Percent Grade, %		-	-	
Segment Type / Ramp Type		Freeway	Right-Side	d One-Lane
Adjustment Factors			<u>' </u>	
Driver Population		All Familiar	All Familiar	
Weather Type		Non-Severe Weather	Non-Severe Weather	
Incident Type		No Incident	-	
Final Speed Adjustment Factor (SAF)		1.000	1.000	
Final Capacity Adjustment Factor (CAF)		1.000	1.000	
Demand Adjustment Factor (DAF)		1.000	1.000	
Demand and Capacity				
Demand Volume (Vi)		1405	327	
Peak Hour Factor (PHF)		0.97	0.97	
Total Trucks, %		6.00	11.00	
Single-Unit Trucks (SUT), %		-	-	
Tractor-Trailers (TT), %		-	-	
Heavy Vehicle Adjustment Factor (fHV)		0.893	0.820	
Flow Rate (vi),pc/h		1622	411	
Capacity (c), pc/h		4500	2000	
Volume-to-Capacity Ratio (v/c)		0.36	0.21	
Speed and Density				
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freewa	ıy (No)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (Ds)		0.465
Downstream Equilibrium Distance (LEQ)), ft -	Flow Outer Lanes (vOA), pc/h/ln		-
Distance to Downstream Ramp (LDOWN	ı), ft -	Off-Ramp Influence Area Speed (SR), mi/h 4		49.0
Prop. Freeway Vehicles in Lane 1 and 2	(PFD) 1.000	Outer Lanes Freeway Speed (SO), mi/h 60.3		60.3
Flow in Lanes 1 and 2 (v12), pc/h	1622	Ramp Junction Speed (S), mi/h 49.0		49.0
Flow Entering Ramp-Infl. Area (vR12), po	c/h -	Average Density (D), pc/mi/ln 16.6		16.6
Level of Service (LOS)	В	Density in Ramp Influence Area (D	R), pc/mi/ln	13.8

+	HCS7 Freeway	Weaving Repo	rt	
Project Information				
Analyst	PWG	Date		4/21/2023
Agency		Analysis Year		2021
Jurisdiction	Rt 17 EB Weave	Time Analyzed		Existing AM Peak Hour
Project Description	Job No. 22011192A	Units		U.S. Customary
Geometric Data				
Number of Lanes (N), In	3	Segment Type		Freeway
Segment Length (Ls), ft	760	Number of Maneuver	Lanes (NWL), In	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lan	e Changes (LCRF), lc	1
Terrain Type	Rolling	Freeway-to-Ramp Lan	e Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane (Changes (LCRR), Ic	0
Interchange Density (ID), int/mi	0.33	Cross Weaving Manag	ed Lane	No
Adjustment Factors				
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)		1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)		1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)		1.000
Demand and Capacity				
	FF	RF	RR	FR
Demand Volume (Vi), veh/h	630	115	0	592
Peak Hour Factor (PHF)	0.87	0.87	0.87	0.87
Total Trucks, %	4.00	7.00	0.00	4.00
Heavy Vehicle Adjustment Factor (fHV)	0.926	0.877	1.000	0.926
Flow Rate (vi), pc/h	782	151	0	735
Weaving Flow Rate (vw), pc/h	886	Freeway Max Capacity	(cIFL), pc/h/ln	2250
Non-Weaving Flow Rate (vnw), pc/h	782	Density-Based Capacit	y (cIWL), pc/h/ln	1682
Total Flow Rate (v), pc/h	1668	Demand Flow-Based C	apacity (cIW), pc/h	4520
Volume Ratio (VR)	0.531	Weaving Segment Cap	acity (cw), veh/h	4165
Minimum Lane Change Rate (LCMIN), lc/h	886	Adjusted Weaving Are	a Capacity, pc/h	4519
Maximum Weaving Length (LMAX), ft	8191	Volume-to-Capacity Ra	atio (v/c)	0.37
Speed and Density				
Non-Weaving Vehicle Index (INW)	20	Average Weaving Speed (SW), mi/h		46.3
Non-Weaving Lane Change Rate (LCNW), lc/h	0	Average Non-Weaving	46.0	
Weaving Lane Change Rate (LCw), lc/h	981	Average Speed (S), mi,	/h	46.2
Weaving Lane Change Rate (LCAII), lc/h	981	Density (D), pc/mi/ln		12.0
Weaving Intensity Factor (W)	0.276	Level of Service (LOS)		В

ŀ	HCS7 Freeway	Weaving Repo	rt					
Project Information								
Analyst	PWG	Date		4/21/2023				
Agency		Analysis Year		2021				
Jurisdiction	Rt 17 EB Weave	Time Analyzed		Existing PM Peak Hour				
Project Description	Job No. 22011192A	Units		U.S. Customary				
Geometric Data								
Number of Lanes (N), In	3	Segment Type		Freeway				
Segment Length (Ls), ft	760	Number of Maneuver	Lanes (NWL), In	2				
Weaving Configuration	One-Sided	Ramp-to-Freeway Lan	e Changes (LCRF), lc	1				
Terrain Type	Rolling	Freeway-to-Ramp Lan	e Changes (LCFR), lc	1				
Percent Grade, %	-	Ramp-to-Ramp Lane (Changes (LCRR), Ic	0				
Interchange Density (ID), int/mi	0.33	Cross Weaving Manag	ed Lane	No				
Adjustment Factors		-		·				
Driver Population	All Familiar	Final Speed Adjustmer	Final Speed Adjustment Factor (SAF)					
Weather Type	Non-Severe Weather	Final Capacity Adjustm	Final Capacity Adjustment Factor (CAF)					
Incident Type	No Incident	Demand Adjustment F	actor (DAF)	1.000				
Demand and Capacity								
	FF	RF	RR	FR				
Demand Volume (Vi), veh/h	582	140	0	509				
Peak Hour Factor (PHF)	0.97	0.97	0.97	0.97				
Total Trucks, %	5.00	10.00	0.00	5.00				
Heavy Vehicle Adjustment Factor (fHV)	0.909	0.833	1.000	0.909				
Flow Rate (vi), pc/h	660	173	0	577				
Weaving Flow Rate (vw), pc/h	750	Freeway Max Capacity	(cIFL), pc/h/ln	2250				
Non-Weaving Flow Rate (vNW), pc/h	660	Density-Based Capacit	y (cIWL), pc/h/ln	1681				
Total Flow Rate (v), pc/h	1410	Demand Flow-Based C	apacity (c৷w), pc/h	4511				
Volume Ratio (VR)	0.532	Weaving Segment Cap	acity (cw), veh/h	4059				
Minimum Lane Change Rate (LCMIN), lc/h	750	Adjusted Weaving Are	a Capacity, pc/h	4512				
Maximum Weaving Length (LMAX), ft	8203	Volume-to-Capacity Ra	atio (v/c)	0.31				
Speed and Density								
Non-Weaving Vehicle Index (INW)	17	Average Weaving Spee	ed (SW), mi/h	47.1				
Non-Weaving Lane Change Rate (LCNW), lc/h	0	Average Non-Weaving	Speed (SNW), mi/h	47.3				
Weaving Lane Change Rate (LCw), lc/h	845	Average Speed (S), mi,	/h	47.2				
Weaving Lane Change Rate (LCAII), lc/h	845	Density (D), pc/mi/ln		10.0				
Weaving Intensity Factor (W)	0.246	Level of Service (LOS)		А				

ŀ	HCS7 Freeway	Weaving Repo	rt		
Project Information					
Analyst	PWG	Date		4/21/2023	
Agency		Analysis Year		2026	
Jurisdiction	Rt 17 EB Weave	Time Analyzed		No-Build AM Peak Hour	
Project Description	Job No. 22011192A	Units		U.S. Customary	
Geometric Data					
Number of Lanes (N), In	3	Segment Type		Freeway	
Segment Length (Ls), ft	760	Number of Maneuver	Lanes (NWL), In	2	
Weaving Configuration	One-Sided	Ramp-to-Freeway Lan	e Changes (LCRF), lc	1	
Terrain Type	Rolling	Freeway-to-Ramp Lan	e Changes (LCFR), lc	1	
Percent Grade, %	-	Ramp-to-Ramp Lane (Changes (LCRR), Ic	0	
Interchange Density (ID), int/mi	0.33	Cross Weaving Manag	ed Lane	No	
Adjustment Factors		-		·	
Driver Population	All Familiar	Final Speed Adjustmer	nt Factor (SAF)	1.000	
Weather Type	Non-Severe Weather	Final Capacity Adjustm	nent Factor (CAF)	1.000	
Incident Type	No Incident	Demand Adjustment F	actor (DAF)	1.000	
Demand and Capacity					
	FF	RF	RR	FR	
Demand Volume (Vi), veh/h	677	118	0	643	
Peak Hour Factor (PHF)	0.87	0.87	0.87	0.87	
Total Trucks, %	4.00	7.00	0.00	5.00	
Heavy Vehicle Adjustment Factor (fHV)	0.926	0.877	1.000	0.909	
Flow Rate (vi), pc/h	840	155	0	813	
Weaving Flow Rate (vw), pc/h	968	Freeway Max Capacity	(cifl), pc/h/ln	2250	
Non-Weaving Flow Rate (vnw), pc/h	840	Density-Based Capacit	y (cIWL), pc/h/ln	1678	
Total Flow Rate (v), pc/h	1808	Demand Flow-Based C	apacity (c৷w), pc/h	4486	
Volume Ratio (VR)	0.535	Weaving Segment Cap	acity (cw), veh/h	4101	
Minimum Lane Change Rate (LCMIN), lc/h	968	Adjusted Weaving Are	a Capacity, pc/h	4486	
Maximum Weaving Length (LMAX), ft	8238	Volume-to-Capacity Ra	atio (v/c)	0.40	
Speed and Density					
Non-Weaving Vehicle Index (INW)	21	Average Weaving Spee	ed (Sw), mi/h	45.9	
Non-Weaving Lane Change Rate (LCNW), lc/h	7	Average Non-Weaving	Speed (SNW), mi/h	45.1	
Weaving Lane Change Rate (LCw), lc/h	1063	Average Speed (S), mi,	/h	45.5	
Weaving Lane Change Rate (LCAII), lc/h	1070	Density (D), pc/mi/ln		13.2	
Weaving Intensity Factor (W)	0.296	Level of Service (LOS)		В	

+	HCS7 Freeway	Weaving Repo	rt					
Project Information								
Analyst	PWG	Date	Date					
Agency		Analysis Year		2026				
Jurisdiction	Rt 17 EB Weave	Time Analyzed		No-Build PM Peak Hour				
Project Description	Job No. 22011192A	Units		U.S. Customary				
Geometric Data								
Number of Lanes (N), In	3	Segment Type		Freeway				
Segment Length (Ls), ft	760	Number of Maneuver	Lanes (NWL), In	2				
Weaving Configuration	One-Sided	Ramp-to-Freeway Lan	e Changes (LCRF), lc	1				
Terrain Type	Rolling	Freeway-to-Ramp Lan	e Changes (LCFR), lc	1				
Percent Grade, %	-	Ramp-to-Ramp Lane (Ramp-to-Ramp Lane Changes (LCRR), Ic					
Interchange Density (ID), int/mi	0.33	Cross Weaving Manag	Cross Weaving Managed Lane					
Adjustment Factors								
Driver Population	All Familiar	Final Speed Adjustmer	Final Speed Adjustment Factor (SAF)					
Weather Type	Non-Severe Weather	Final Capacity Adjustm	ent Factor (CAF)	1.000				
Incident Type	No Incident	Demand Adjustment F	actor (DAF)	1.000				
Demand and Capacity								
	FF	RF	RR	FR				
Demand Volume (Vi), veh/h	699	144	0	677				
Peak Hour Factor (PHF)	0.97	0.97	0.97	0.97				
Total Trucks, %	6.00	9.00	0.00	7.00				
Heavy Vehicle Adjustment Factor (fHV)	0.893	0.847	1.000	0.877				
Flow Rate (vi), pc/h	807	175	0	796				
Weaving Flow Rate (vw), pc/h	971	Freeway Max Capacity	(cIFL), pc/h/ln	2250				
Non-Weaving Flow Rate (vnw), pc/h	807	Density-Based Capacit	y (cIWL), pc/h/ln	1668				
Total Flow Rate (v), pc/h	1778	Demand Flow-Based C	apacity (c৷W), pc/h	4396				
Volume Ratio (VR)	0.546	Weaving Segment Cap	acity (cw), veh/h	3874				
Minimum Lane Change Rate (LСміn), lc/h	971	Adjusted Weaving Area	a Capacity, pc/h	4396				
Maximum Weaving Length (LMAX), ft	8369	Volume-to-Capacity Ra	atio (v/c)	0.40				
Speed and Density								
Non-Weaving Vehicle Index (INW)	20	Average Weaving Spee	ed (SW), mi/h	45.9				
Non-Weaving Lane Change Rate (LCNW), lc/h	0	Average Non-Weaving	Speed (SNW), mi/h	45.2				
Weaving Lane Change Rate (LCw), lc/h	1066	Average Speed (S), mi,	/h	45.6				
Weaving Lane Change Rate (LCAII), lc/h	1066	Density (D), pc/mi/ln		13.0				
Weaving Intensity Factor (W)	0.295	Level of Service (LOS)		В				

H	HCS7 Freeway	Weaving Repo	rt					
Project Information								
Analyst	PWG	Date		4/21/2023				
Agency		Analysis Year		2026				
Jurisdiction	Rt 17 EB Weave	Time Analyzed		Build AM Peak Hour				
Project Description	scription Job No. 22011192A Units							
Geometric Data								
Number of Lanes (N), In	3	Segment Type		Freeway				
Segment Length (Ls), ft	760	Number of Maneuver	Lanes (NWL), In	2				
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane	e Changes (LCRF), lc	1				
Terrain Type	Rolling	Freeway-to-Ramp Lane	e Changes (LCFR), lc	1				
Percent Grade, %	-	Ramp-to-Ramp Lane C	Changes (LCRR), Ic	0				
Interchange Density (ID), int/mi	0.33	Cross Weaving Manag	ed Lane	No				
Adjustment Factors								
Driver Population	All Familiar	Final Speed Adjustmer	Final Speed Adjustment Factor (SAF)					
Weather Type	Non-Severe Weather	Final Capacity Adjustm	Final Capacity Adjustment Factor (CAF)					
Incident Type	No Incident	Demand Adjustment F	actor (DAF)	1.000				
Demand and Capacity								
	FF	RF	RR	FR				
Demand Volume (Vi), veh/h	679	118	0	646				
Peak Hour Factor (PHF)	0.87	0.87	0.87	0.87				
Total Trucks, %	4.00	7.00	0.00	5.00				
Heavy Vehicle Adjustment Factor (fHV)	0.926	0.877	1.000	0.909				
Flow Rate (vi), pc/h	843	155	0	817				
Weaving Flow Rate (vw), pc/h	972	Freeway Max Capacity	(cIFL), pc/h/ln	2250				
Non-Weaving Flow Rate (vNW), pc/h	843	Density-Based Capacity	y (cIWL), pc/h/ln	1677				
Total Flow Rate (v), pc/h	1815	Demand Flow-Based C	apacity (c৷W), pc/h	4478				
Volume Ratio (VR)	0.536	Weaving Segment Cap	acity (cW), veh/h	4093				
Minimum Lane Change Rate (LCMIN), lc/h	972	Adjusted Weaving Area	a Capacity, pc/h	4477				
Maximum Weaving Length (LMAX), ft	8250	Volume-to-Capacity Ra	atio (v/c)	0.41				
Speed and Density								
Non-Weaving Vehicle Index (INW)	21	Average Weaving Spee	ed (Sw), mi/h	45.8				
Non-Weaving Lane Change Rate (LCNW), lc/h	8	Average Non-Weaving	Speed (SNW), mi/h	45.1				
Weaving Lane Change Rate (LCw), lc/h	1067	Average Speed (S), mi/	/h	45.5				
Weaving Lane Change Rate (LCAII), lc/h	1075	Density (D), pc/mi/ln		13.3				
Weaving Intensity Factor (W)	0.297	Level of Service (LOS)		В				

<u>'</u>	HCS7 Freeway	vveaving Repor	· ·				
Project Information							
Analyst	PWG	Date		4/21/2023			
Agency		Analysis Year		2026			
Jurisdiction	Rt 17 EB Weave	Time Analyzed		Build PM Peak Hour			
Project Description	Job No. 22011192A	Units		U.S. Customary			
Geometric Data							
Number of Lanes (N), In	3	Segment Type		Freeway			
Segment Length (Ls), ft	760	Number of Maneuver I	Lanes (NWL), In	2			
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane	e Changes (LCRF), lc	1			
Terrain Type	Rolling	Freeway-to-Ramp Lane	Freeway-to-Ramp Lane Changes (LCFR), lc				
Percent Grade, %	-	Ramp-to-Ramp Lane C	hanges (LCRR), lc	0			
Interchange Density (ID), int/mi	0.33	Cross Weaving Manage	Cross Weaving Managed Lane				
Adjustment Factors							
Driver Population	All Familiar	Final Speed Adjustmen	1.000				
Weather Type	Non-Severe Weather	Final Capacity Adjustm	ent Factor (CAF)	1.000			
Incident Type	No Incident	Demand Adjustment Fa	actor (DAF)	1.000			
Demand and Capacity		<u> </u>					
	FF	RF	RR	FR			
Demand Volume (Vi), veh/h	712	144	0	693			
Peak Hour Factor (PHF)	0.97	0.97	0.97	0.97			
Total Trucks, %	6.00	10.00	0.00	8.00			
Heavy Vehicle Adjustment Factor (fHV)	0.893	0.833	1.000	0.862			
Flow Rate (vi), pc/h	822	178	0	829			
Weaving Flow Rate (vw), pc/h	1007	Freeway Max Capacity	(cIFL), pc/h/ln	2250			
Non-Weaving Flow Rate (vNW), pc/h	822	Density-Based Capacity	y (cIWL), pc/h/ln	1663			
Total Flow Rate (v), pc/h	1829	Demand Flow-Based C	apacity (cɪw), pc/h	4356			
Volume Ratio (VR)	0.551	Weaving Segment Cap	acity (cw), veh/h	3803			
Minimum Lane Change Rate (LСміN), lc/h	1007	Adjusted Weaving Area	a Capacity, pc/h	4356			
Maximum Weaving Length (LMAX), ft	8429	Volume-to-Capacity Ra	atio (v/c)	0.42			
Speed and Density							
Non-Weaving Vehicle Index (INW)	21	Average Weaving Spee	ed (Sw), mi/h	45.7			
Non-Weaving Lane Change Rate (LCNW), lc/h	3	Average Non-Weaving	Speed (SNW), mi/h	44.8			
Weaving Lane Change Rate (LCW), lc/h	1102	Average Speed (S), mi/	'h	45.3			
Weaving Lane Change Rate (LCAII), lc/h	1105	Density (D), pc/mi/ln		13.5			
Weaving Intensity Factor (W)	0.304	Level of Service (LOS)		В			

Project Information Analyst PWG Agency Jurisdiction I-84 EB Off-F Project Description Job No. 2207 Geometric Data Number of Lanes (N), In Free-Flow Speed (FFS), mi/h Segment Length (L) / Acceleration Length (LA),ft Terrain Type Percent Grade, % Segment Type / Ramp Type Adjustment Factors Driver Population Weather Type Incident Type Final Speed Adjustment Factor (SAF)	Ramp to 17M EB	Date Analysis Year Time Analyzed	4/21/2023				
Agency Jurisdiction Project Description Geometric Data Number of Lanes (N), In Free-Flow Speed (FFS), mi/h Segment Length (L) / Acceleration Length (LA),ft Terrain Type Percent Grade, % Segment Type / Ramp Type Adjustment Factors Driver Population Weather Type Incident Type	<u> </u>	Analysis Year					
Jurisdiction I-84 EB Off-F Project Description Job No. 2207 Geometric Data Number of Lanes (N), In Free-Flow Speed (FFS), mi/h Segment Length (L) / Acceleration Length (LA),ft Terrain Type Percent Grade, % Segment Type / Ramp Type Adjustment Factors Driver Population Weather Type Incident Type	<u> </u>	-	2021				
Project Description Geometric Data Number of Lanes (N), In Free-Flow Speed (FFS), mi/h Segment Length (L) / Acceleration Length (LA),ft Terrain Type Percent Grade, % Segment Type / Ramp Type Adjustment Factors Driver Population Weather Type Incident Type	<u> </u>	Time Analyzed					
Number of Lanes (N), In Free-Flow Speed (FFS), mi/h Segment Length (L) / Acceleration Length (LA),ft Terrain Type Percent Grade, % Segment Type / Ramp Type Adjustment Factors Driver Population Weather Type Incident Type	11192A	1	Existing AN	И Peak Hour			
Number of Lanes (N), In Free-Flow Speed (FFS), mi/h Segment Length (L) / Acceleration Length (LA),ft Terrain Type Percent Grade, % Segment Type / Ramp Type Adjustment Factors Driver Population Weather Type Incident Type		Units	U.S. Custor	mary			
Free-Flow Speed (FFS), mi/h Segment Length (L) / Acceleration Length (LA),ft Terrain Type Percent Grade, % Segment Type / Ramp Type Adjustment Factors Driver Population Weather Type Incident Type							
Free-Flow Speed (FFS), mi/h Segment Length (L) / Acceleration Length (LA),ft Terrain Type Percent Grade, % Segment Type / Ramp Type Adjustment Factors Driver Population Weather Type Incident Type		Freeway	Ramp				
Segment Length (L) / Acceleration Length (LA),ft Terrain Type Percent Grade, % Segment Type / Ramp Type Adjustment Factors Driver Population Weather Type Incident Type		2	1				
Terrain Type Percent Grade, % Segment Type / Ramp Type Adjustment Factors Driver Population Weather Type Incident Type		55.0	35.0				
Percent Grade, % Segment Type / Ramp Type Adjustment Factors Driver Population Weather Type Incident Type		1500	325				
Segment Type / Ramp Type Adjustment Factors Driver Population Weather Type Incident Type		Rolling	Rolling				
Adjustment Factors Driver Population Weather Type Incident Type		-	-				
Driver Population Weather Type Incident Type		Freeway	Right-Side	d One-Lane			
Weather Type Incident Type							
Incident Type		All Familiar	All Familiar				
		Non-Severe Weather	Non-Sever	ere Weather			
Final Speed Adjustment Factor (SAE)	No Incident -						
rinai speed Adjustinent Factor (SAF)		1.000	1.000				
Final Capacity Adjustment Factor (CAF)		1.000	1.000				
Demand Adjustment Factor (DAF)		1.000					
Demand and Capacity							
Demand Volume (Vi)		745	262				
Peak Hour Factor (PHF)		0.87	0.87				
Total Trucks, %		6.00	12.00				
Single-Unit Trucks (SUT), %		-	-				
Tractor-Trailers (TT), %		-	-				
Heavy Vehicle Adjustment Factor (fHV)		0.893	0.806				
Flow Rate (vi),pc/h		959	374				
Capacity (c), pc/h		4500	2000				
Volume-to-Capacity Ratio (v/c)		0.30	0.19				
Speed and Density							
Upstream Equilibrium Distance (LEQ), ft		Number of Outer Lanes on Freewa	y (No)	0			
Distance to Upstream Ramp (LUP), ft		Speed Index (MS)		0.313			
Downstream Equilibrium Distance (LEQ), ft -		Flow Outer Lanes (vOA), pc/h/ln		-			
Distance to Downstream Ramp (LDOWN), ft		On-Ramp Influence Area Speed (Si	R), mi/h	50.9			
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), n	ni/h	55.0			
Flow in Lanes 1 and 2 (v12), pc/h		* '					
Flow Entering Ramp-Infl. Area (vR12), pc/h	959	Ramp Junction Speed (S), mi/h		50.9			
Level of Service (LOS)	959 1333	Ramp Junction Speed (S), mi/h Average Density (D), pc/mi/ln		13.1			

	HCS7 Freewa	ay Merge Report					
Project Information							
Analyst P	PWG Date 4/21/2023						
Agency		Analysis Year	2021				
Jurisdiction I-	84 EB Off-Ramp to 17M EB	Time Analyzed	Existing PN	M Peak Hour			
Project Description Jo	ob No. 22011192A	Units	U.S. Custo	mary			
Geometric Data							
		Freeway	Ramp				
Number of Lanes (N), In		2	1				
Free-Flow Speed (FFS), mi/h		55.0	35.0				
Segment Length (L) / Acceleration Le	ngth (LA),ft	1500	325				
Terrain Type		Rolling	Rolling				
Percent Grade, %		-	-				
Segment Type / Ramp Type		Freeway	Right-Side	d One-Lane			
Adjustment Factors		<u>'</u>	<u> </u>				
Driver Population		All Familiar	All Familia	r			
Weather Type		Non-Severe Weather	ere Weather				
Incident Type							
Final Speed Adjustment Factor (SAF)		1.000	1.000				
Final Capacity Adjustment Factor (CAI	F)	1.000	1.000				
Demand Adjustment Factor (DAF)		1.000					
Demand and Capacity			<u> </u>				
Demand Volume (Vi)		722	115				
Peak Hour Factor (PHF)		0.97	0.97				
Total Trucks, %		6.00	14.00				
Single-Unit Trucks (SUT), %		-	-				
Tractor-Trailers (TT), %		-	-				
Heavy Vehicle Adjustment Factor (fhv)	0.893	0.781				
Flow Rate (vi),pc/h		834	152				
Capacity (c), pc/h		4500	2000				
Volume-to-Capacity Ratio (v/c)		0.22	0.08				
Speed and Density		·	·				
Upstream Equilibrium Distance (LEQ),	ft -	Number of Outer Lanes on Fr	eeway (No)	0			
Distance to Upstream Ramp (LUP), ft	-	Speed Index (Ms)	0.309				
Downstream Equilibrium Distance (LE	Q), ft -	Flow Outer Lanes (vOA), pc/h/	′ln	-			
Distance to Downstream Ramp (LDOW	/N), ft -	On-Ramp Influence Area Spec	ed (SR), mi/h	51.0			
Prop. Freeway Vehicles in Lane 1 and	2 (PFM) 1.000	Outer Lanes Freeway Speed (S	SO), mi/h	55.0			
Flow in Lanes 1 and 2 (v12), pc/h	834	Ramp Junction Speed (S), mi/	'h	51.0			
Flow Entering Ramp-Infl. Area (vR12),	pc/h 986	Average Density (D), pc/mi/ln		9.7			
Level of Service (LOS)	В	Density in Ramp Influence Are	ea (DR), pc/mi/ln	11.1			

Incident Type No Incident Type Final Speed Adjustment Factor (SAF) Final Capacity Adjustment Factor (CAF) Demand Adjustment Factor (DAF) Demand and Capacity Demand Volume (Vi) Peak Hour Factor (PHF) Total Trucks, % Single-Unit Trucks (SUT), % Tractor-Trailers (TT), % Heavy Vehicle Adjustment Factor (fHV) Flow Rate (vi),pc/h Capacity (c), pc/h Volume-to-Capacity Ratio (v/c) Speed and Density	nalyzed	4/21/2023 2026 No-Build A U.S. Custon Ramp 1 35.0 325 Rolling -	M Peak Hour nary				
Agency Jurisdiction I-84 EB Off-Ramp to 17M EB Time Ar Project Description Job No. 22011192A Units Geometric Data Freeway Number of Lanes (N), In Free-Flow Speed (FFS), mi/h Segment Length (L) / Acceleration Length (LA),ft Terrain Type Rolling Percent Grade, % Segment Type / Ramp Type Adjustment Factors Driver Population All Fam Weather Type Incident Type Non-Se Incident Type Incident Type Demand Adjustment Factor (CAF) Demand Adjustment Factor (DAF) Demand And Capacity Demand Volume (Vi) Peak Hour Factor (PHF) Total Trucks, % Single-Unit Trucks (SUT), % Tractor-Trailers (TT), % Heavy Vehicle Adjustment Factor (fHV) Flow Rate (vi),pc/h Capacity Ratio (v/c) Speed and Density Speed and Density Speed and Density	nalyzed	2026 No-Build A U.S. Custon Ramp 1 35.0 325					
Jurisdiction I-84 EB Off-Ramp to 17M EB Time An Project Description Job No. 22011192A Units Geometric Data Freeway Number of Lanes (N), In 2 Free-Flow Speed (FFS), mi/h 55.0 Segment Length (L) / Acceleration Length (LA),ft 1500 Terrain Type Rolling Percent Grade, % - Segment Type / Ramp Type Freeway Adjustment Factors Driver Population All Fam Weather Type Non-Se Incident Type Non-Se Incident Type No Incident Type Incident Type Non-Se Incident Type Non-Se Incident Type Non-Se Semand Adjustment Factor (CAF) 1.000 Demand Adjustment Factor (DAF) 1.000 Demand And Capacity Demand Volume (Vi) 795 Peak Hour Factor (PHF) 0.87 Total Trucks, % 5.00 Single-Unit Trucks (SUT), % - Tractor-Trailers (TT), % - Heavy Vehicle Adjustment Factor (fHV) 0.909 Flow Rate (vi),pc/h 1005 Capacity (c), pc/h 4500 Volume-to-Capacity Ratio (v/c) 0.31 Speed and Density	nalyzed	No-Build Al U.S. Custon Ramp 1 35.0 325					
Project Description Job No. 22011192A Units Geometric Data Freeway Number of Lanes (N), In Free-Flow Speed (FFS), mi/h Segment Length (L) / Acceleration Length (LA),ft Forerain Type Rolling Percent Grade, % Segment Type / Ramp Type Freeway Adjustment Factors Driver Population All Fam Weather Type Incident Type No Incident Type Incident Type Final Speed Adjustment Factor (CAF) Demand Adjustment Factor (CAF) Demand Adjustment Factor (DAF) Demand Adjustment Factor (DAF) Demand Trucks, % Single-Unit Trucks (SUT), % Tractor-Trailers (TT), % Heavy Vehicle Adjustment Factor (fHV) Flow Rate (vi),pc/h Capacity (c), pc/h Volume-to-Capacity Ratio (v/c) Speed and Density	,	U.S. Custon Ramp 1 35.0 325					
Reometric Data Freeway Number of Lanes (N), In Free-Flow Speed (FFS), mi/h Segment Length (L) / Acceleration Length (LA),ft Terrain Type Rolling Percent Grade, % Segment Type / Ramp Type Adjustment Factors Driver Population Weather Type Incident Type Non-Se Final Speed Adjustment Factor (SAF) Final Capacity Adjustment Factor (CAF) Demand Adjustment Factor (DAF) Demand Volume (Vi) Peak Hour Factor (PHF) Total Trucks, % Single-Unit Trucks (SUT), % Tractor-Trailers (TT), % Heavy Vehicle Adjustment Factor (FHV) Flow Rate (vi),pc/h Capacity (c), pc/h Volume-to-Capacity Ratio (v/c) Speed and Density		Ramp 1 35.0 325	nary				
Number of Lanes (N), In 2 Free-Flow Speed (FFS), mi/h 55.0 Segment Length (L) / Acceleration Length (LA),ft 1500 Terrain Type Rolling Percent Grade, % - Segment Type / Ramp Type Freeway Adjustment Factors Driver Population All Fam Weather Type Non-Se Incident Type No Incident		1 35.0 325					
Number of Lanes (N), In Free-Flow Speed (FFS), mi/h Segment Length (L) / Acceleration Length (LA),ft Terrain Type Rolling Percent Grade, % Segment Type / Ramp Type Adjustment Factors Driver Population Weather Type Incident Type Non-Se Incident Type		1 35.0 325					
Free-Flow Speed (FFS), mi/h Segment Length (L) / Acceleration Length (LA),ft Terrain Type Rolling Percent Grade, % Segment Type / Ramp Type Adjustment Factors Driver Population Weather Type Incident Type Non-Se Incident Type Nol Incident Type Incid	,	35.0 325					
Segment Length (L) / Acceleration Length (LA),ft Terrain Type Rolling Percent Grade, % Segment Type / Ramp Type Adjustment Factors Driver Population Weather Type Incident Type Non-Se Incident Type No Incident Type Final Speed Adjustment Factor (SAF) Final Capacity Adjustment Factor (CAF) Demand Adjustment Factor (DAF) Demand Adjustment Factor (DAF) Demand Volume (Vi) Peak Hour Factor (PHF) Total Trucks, % Single-Unit Trucks (SUT), % Tractor-Trailers (TT), % Heavy Vehicle Adjustment Factor (fHv) Flow Rate (vi),pc/h Capacity (c), pc/h Volume-to-Capacity Ratio (v/c) Speed and Density	,	325					
Terrain Type Rolling Percent Grade, % Segment Type / Ramp Type Freeway Adjustment Factors Driver Population All Fam Weather Type Non-Se Incident Type No Incident Type Incident Type Incident Type No Incident Type Incident Ty	,						
Percent Grade, % Segment Type / Ramp Type Adjustment Factors Driver Population Meather Type Incident Type Incident Type Incident Type Incident Grade, % Final Speed Adjustment Factor (SAF) Final Capacity Adjustment Factor (CAF) Demand Adjustment Factor (DAF) Demand And Capacity Demand Volume (Vi) Peak Hour Factor (PHF) Total Trucks, % Single-Unit Trucks (SUT), % Tractor-Trailers (TT), % Heavy Vehicle Adjustment Factor (fHV) Flow Rate (vi),pc/h Capacity (c), pc/h Volume-to-Capacity Ratio (v/c) Speed and Density	,	Rolling -					
Segment Type / Ramp Type Adjustment Factors Driver Population Weather Type Incident Type Incident Type Incident Speed Adjustment Factor (SAF) Final Capacity Adjustment Factor (CAF) Demand Adjustment Factor (DAF) Demand Adjustment Factor (DAF) Demand Volume (Vi) Peak Hour Factor (PHF) Total Trucks, % Single-Unit Trucks (SUT), % Tractor-Trailers (TT), % Heavy Vehicle Adjustment Factor (fHV) Flow Rate (vi),pc/h Capacity (c), pc/h Volume-to-Capacity Ratio (v/c) Speed and Density	,	-					
Adjustment Factors Driver Population All Fam. Weather Type Non-Se Incident Type No Incident Type Final Speed Adjustment Factor (SAF) Final Capacity Adjustment Factor (CAF) Demand Adjustment Factor (DAF) Demand And Capacity Demand Volume (Vi) Peak Hour Factor (PHF) Total Trucks, % Single-Unit Trucks (SUT), % Tractor-Trailers (TT), % Heavy Vehicle Adjustment Factor (fHV) Flow Rate (vi),pc/h Capacity (c), pc/h Volume-to-Capacity Ratio (v/c) Speed and Density	,						
Driver Population Weather Type Incident Type Inc		Right-Sided	d One-Lane				
Weather Type Incident Type Inc							
Incident Type Ro Incident Type Final Speed Adjustment Factor (SAF) Final Capacity Adjustment Factor (CAF) Demand Adjustment Factor (DAF) Demand and Capacity Demand Volume (Vi) Peak Hour Factor (PHF) Total Trucks, % Single-Unit Trucks (SUT), % Tractor-Trailers (TT), % Heavy Vehicle Adjustment Factor (fHV) Flow Rate (vi),pc/h Capacity (c), pc/h Volume-to-Capacity Ratio (v/c) Speed and Density	liar	All Familiar					
Final Speed Adjustment Factor (SAF) Final Capacity Adjustment Factor (CAF) Demand Adjustment Factor (DAF) Demand and Capacity Demand Volume (Vi) Peak Hour Factor (PHF) Total Trucks, % Single-Unit Trucks (SUT), % Tractor-Trailers (TT), % Heavy Vehicle Adjustment Factor (fHV) Flow Rate (vi),pc/h Capacity (c), pc/h Volume-to-Capacity Ratio (v/c) Speed and Density	vere Weather	Non-Severe	ere Weather				
Final Capacity Adjustment Factor (CAF) Demand Adjustment Factor (DAF) 1.000 Demand and Capacity Demand Volume (Vi) Peak Hour Factor (PHF) Total Trucks, % Single-Unit Trucks (SUT), % Tractor-Trailers (TT), % Heavy Vehicle Adjustment Factor (fHV) Flow Rate (vi),pc/h Capacity (c), pc/h Volume-to-Capacity Ratio (v/c) Speed and Density	No Incident -						
Demand Adjustment Factor (DAF) Demand and Capacity Demand Volume (Vi) Peak Hour Factor (PHF) Total Trucks, % Single-Unit Trucks (SUT), % Tractor-Trailers (TT), % Heavy Vehicle Adjustment Factor (fHv) Flow Rate (vi),pc/h Capacity (c), pc/h Volume-to-Capacity Ratio (v/c) Speed and Density		1.000					
Demand and CapacityDemand Volume (Vi)795Peak Hour Factor (PHF)0.87Total Trucks, %5.00Single-Unit Trucks (SUT), %-Tractor-Trailers (TT), %-Heavy Vehicle Adjustment Factor (fHV)0.909Flow Rate (vi),pc/h1005Capacity (c), pc/h4500Volume-to-Capacity Ratio (v/c)0.31Speed and Density		1.000					
Demand Volume (Vi) 795 Peak Hour Factor (PHF) 0.87 Total Trucks, % 5.00 Single-Unit Trucks (SUT), % - Tractor-Trailers (TT), % - Heavy Vehicle Adjustment Factor (fHV) 0.909 Flow Rate (vi),pc/h 1005 Capacity (c), pc/h 4500 Volume-to-Capacity Ratio (v/c) 0.31 Speed and Density	1.000 1.000						
Peak Hour Factor (PHF) Total Trucks, % 5.00 Single-Unit Trucks (SUT), % Tractor-Trailers (TT), % Heavy Vehicle Adjustment Factor (fHV) Flow Rate (vi),pc/h Capacity (c), pc/h Volume-to-Capacity Ratio (v/c) Speed and Density							
Total Trucks, % 5.00 Single-Unit Trucks (SUT), % - Tractor-Trailers (TT), % - Heavy Vehicle Adjustment Factor (fHV) 0.909 Flow Rate (vi),pc/h 1005 Capacity (c), pc/h 4500 Volume-to-Capacity Ratio (v/c) 0.31 Speed and Density		269					
Single-Unit Trucks (SUT), % Tractor-Trailers (TT), % Heavy Vehicle Adjustment Factor (fHV) Flow Rate (vi),pc/h Capacity (c), pc/h Volume-to-Capacity Ratio (v/c) Speed and Density - 1005 0.31		0.87					
Tractor-Trailers (TT), % Heavy Vehicle Adjustment Factor (fHV) Flow Rate (vi),pc/h Capacity (c), pc/h Volume-to-Capacity Ratio (v/c) Speed and Density		11.00					
Heavy Vehicle Adjustment Factor (fHV) Flow Rate (vi),pc/h Capacity (c), pc/h Volume-to-Capacity Ratio (v/c) Speed and Density 0.909 1005 4500 0.31		-					
Flow Rate (vi),pc/h Capacity (c), pc/h Volume-to-Capacity Ratio (v/c) Speed and Density 1005 4500 0.31		-					
Capacity (c), pc/h Volume-to-Capacity Ratio (v/c) Speed and Density 4500 0.31		0.820					
Volume-to-Capacity Ratio (v/c) 0.31 Speed and Density		377					
Speed and Density		2000					
		0.19					
Upstream Equilibrium Distance (LEQ), ft - Numbe							
		y (No)	0				
Distance to Upstream Ramp (LUP), ft - Speed I	r of Outer Lanes on Freewa	Speed Index (Ms)					
Downstream Equilibrium Distance (LEQ), ft - Flow Or			-				
Distance to Downstream Ramp (LDOWN), ft - On-Ran		R), mi/h	50.9				
Prop. Freeway Vehicles in Lane 1 and 2 (PFM) 1.000 Outer L	ndex (MS)	Outer Lanes Freeway Speed (SO), mi/h 55.0					
Flow in Lanes 1 and 2 (v12), pc/h 1005 Ramp J	ndex (MS) uter Lanes (vOA), pc/h/ln np Influence Area Speed (SI						
Flow Entering Ramp-Infl. Area (vR12), pc/h 1382 Average	ndex (MS) uter Lanes (vOA), pc/h/ln np Influence Area Speed (SI	ni/h					
Level of Service (LOS) B Density	ndex (Ms) Iter Lanes (vOA), pc/h/ln np Influence Area Speed (SI anes Freeway Speed (SO), n	ni/h	13.6				

Project Information			HCS7 Freeway	/ Merge Report				
Agency Analysis Year 2026 Jurisdiction I-84 EB Off-Ramp to 17M EB Time Analyzed No-Build PM Peak Hour Project Description Job No. 22011192A Units U.S. Customary Geometric Data Freeway Ramp Number of Lanes (N), In 2 1 Free-Flow Speed (FFS), mi/h 55.0 35.0 Segment Length (L) / Acceleration Length (LA), Rt 1500 325 Terrain Type Rolling Rolling Percent Grade, % - - - Segment Type / Ramp Type Freeway Right-Sided One-Lane Adjustment Factors All Familiar All Familiar Adjustment Factor Staff Non-Severe Weather Non-Severe Weather Driver Population All Familiar All Familiar Weather Type Non-Severe Weather Non-Severe Weather Incident Type Non-Severe Weather Non-Severe Weather Incident Type Non-Severe Weather Non-Severe Weather Incident Type Non-Severe Weather Non-Severe Weather Inc	Project Information							
I-84 EB Off-Ramp to 17M EB	Analyst	PWG Date 4/21/2023						
Project Description	Agency			Analysis Year	2026			
Freeway	Jurisdiction	I-84 EB Off	-Ramp to 17M EB	Time Analyzed	No-Build	PM Peak Hour		
Freeway Ramp Number of Lanes (N), In 2 1	Project Description	Job No. 22	011192A	Units	U.S. Custo	omary		
Number of Lanes (N), In 2	Geometric Data			<u>'</u>				
Free-Flow Speed (FFS), mi/h				Freeway	Ramp			
Segment Length (L) / Acceleration Length (LA),ft 1500 325 Terrain Type	Number of Lanes (N), In			2	1			
Percent Grade, % - - - - - - - - -	Free-Flow Speed (FFS), mi/h			55.0	35.0			
Percent Grade, % - -	Segment Length (L) / Acceleration	Length (LA),	ft	1500	325			
Segment Type / Ramp Type Freeway Right-Sided One-Lane	Terrain Type			Rolling	Rolling			
Adjustment Factors Driver Population All Familiar All Familiar Non-Severe Weather Non-Severe Weather Non-Severe Weather Incident Type No Incident - Final Speed Adjustment Factor (SAF) Ino00 Ino00 Ino00 Demand Adjustment Factor (CAF) Demand Adjustment Factor (DAF) Demand Adjustment Factor (DAF) Demand Adjustment Factor (DAF) Demand Adjustment Factor (DAF) Demand Nolume (Vi) B42 I18 Peak Hour Factor (PHF) 0.97 O.97 O.97 Total Trucks, % S.00 I4.00 Single-Unit Trucks (SUT), %	Percent Grade, %			-	-			
Driver Population	Segment Type / Ramp Type			Freeway	Right-Side	ed One-Lane		
Non-Severe Weather Non-Severe Weather Non-Severe Weather	Adjustment Factors			,				
No Incident Type	Driver Population			All Familiar	All Familia	ır		
Final Speed Adjustment Factor (SAF) 1.000 1.000 Final Capacity Adjustment Factor (CAF) 1.000 1.000 Demand Adjustment Factor (DAF) 1.000 1.000 Demand Adjustment Factor (DAF) 1.000 1.000 Demand Volume (Vi) 842 118 Peak Hour Factor (PHF) 0.97 0.97 Total Trucks, % 5.00 14.00 Single-Unit Trucks (SUT), % - - Tractor-Trailers (TT), % - - Heavy Vehicle Adjustment Factor (fHV) 0.909 0.781 Flow Rate (vi),pc/h 955 156 Capacity (c), pc/h 4500 2000 Volume-to-Capacity Ratio (v/c) 0.25 0.08 Speed and Density Upstream Equilibrium Distance (LEQ), ft - Number of Outer Lanes on Freeway (No) 0 Distance to Upstream Ramp (LUP), ft - Speed Index (Ms) 0.310 Downstream Equilibrium Distance (LEQ), ft - Flow Outer Lanes (vOA), pc/h/ln -<	Weather Type			Non-Severe Weather	/eather Non-Severe Weather			
Final Capacity Adjustment Factor (CAF)	Incident Type	No Incident -						
Demand Adjustment Factor (DAF) 1.000 1.000 Demand Adjustment Factor (DAF) Demand Volume (Vi) 842 118 Peak Hour Factor (PHF) 0.97 0.97 Total Trucks, % 5.00 14.00 Single-Unit Trucks (SUT), % - - Tractor-Trailers (TT), % - - Heavy Vehicle Adjustment Factor (FHV) 0.909 0.781 Flow Rate (vi),pc/h 955 156 Capacity (c), pc/h 4500 2000 Volume-to-Capacity Ratio (v/c) 0.25 0.08 Speed and Density Upstream Equilibrium Distance (LEQ), ft - Number of Outer Lanes on Freeway (NO) 0 Distance to Upstream Ramp (LUP), ft - Speed Index (Ms) 0.310 Downstream Ramp (LUP), ft - Flow Outer Lanes (vOA), pc/h/ln - Distance to Downstream Ramp (LDOWN), ft - On-Ramp Influence Area Speed (SR), mi/h 51.0 Prop. Freeway Vehicles in Lane	Final Speed Adjustment Factor (SAI	=)		1.000	1.000			
Demand And Capacity Demand Volume (Vi) 842 118 Peak Hour Factor (PHF) 0.97 0.97 Total Trucks, % 5.00 14.00 Single-Unit Trucks (SUT), % - - Tractor-Trailers (TT), % - - Heavy Vehicle Adjustment Factor (fHV) 0.909 0.781 Flow Rate (vi),pc/h 955 156 Capacity (c), pc/h 4500 2000 Volume-to-Capacity Ratio (v/c) 0.25 0.08 Speed and Density Upstream Equilibrium Distance (LEQ), ft - Number of Outer Lanes on Freeway (No) 0 Distance to Upstream Ramp (LUP), ft - Speed Index (MS) 0.310 Downstream Equilibrium Distance (LEQ), ft - Flow Outer Lanes (vOA), pc/h/ln - Distance to Downstream Ramp (LDOWN), ft - On-Ramp Influence Area Speed (SR), mi/h 51.0 Prop. Freeway Vehicles in Lane 1 and 2 (PFM) 1.000 Outer Lanes Freeway Speed (SO), mi/h 55.0	Final Capacity Adjustment Factor (C	CAF)		1.000	1.000			
Demand Volume (Vi) 842	Demand Adjustment Factor (DAF)			1.000 1.000				
Peak Hour Factor (PHF) 0.97 0.97 Total Trucks, % 5.00 14.00 Single-Unit Trucks (SUT), % - - Tractor-Trailers (TT), % - - Heavy Vehicle Adjustment Factor (fHV) 0.909 0.781 Flow Rate (vi),pc/h 955 156 Capacity (c), pc/h 4500 2000 Volume-to-Capacity Ratio (v/c) 0.25 0.08 Speed and Density Upstream Equilibrium Distance (LEQ), ft - Number of Outer Lanes on Freeway (NO) 0 Distance to Upstream Ramp (LUP), ft - Speed Index (Ms) 0.310 Downstream Equilibrium Distance (LEQ), ft - Flow Outer Lanes (vOA), pc/h/ln - Distance to Downstream Ramp (LDOWN), ft - On-Ramp Influence Area Speed (SR), mi/h 51.0 Prop. Freeway Vehicles in Lane 1 and 2 (PFM) 1.000 Outer Lanes Freeway Speed (SO), mi/h 55.0	Demand and Capacity			•	•			
Total Trucks, % 5.00 14.00 Single-Unit Trucks (SUT), %	Demand Volume (Vi)			842	118			
Single-Unit Trucks (SUT), % - Tractor-Trailers (TT), % - Heavy Vehicle Adjustment Factor (fHv) Flow Rate (vi),pc/h Capacity (c), pc/h Volume-to-Capacity Ratio (v/c) Speed and Density Upstream Equilibrium Distance (LEQ), ft Downstream Equilibrium Distance (LEQ), ft Distance to Upstream Ramp (LUP), ft Distance to Downstream Ramp (LDOWN), ft Prop. Freeway Vehicles in Lane 1 and 2 (PFM) On-Ramp Influence Area Speed (SO), mi/h 55.0	Peak Hour Factor (PHF)			0.97	0.97			
Tractor-Trailers (TT), % Heavy Vehicle Adjustment Factor (fHv) 0.909 0.781 Flow Rate (vi),pc/h 955 156 Capacity (c), pc/h Volume-to-Capacity Ratio (v/c) 5200 Volume-to-Capacity Ratio (v/c) 10.25 Speed and Density Upstream Equilibrium Distance (LEQ), ft Distance to Upstream Ramp (LUP), ft Downstream Equilibrium Distance (LEQ), ft Distance to Downstream Ramp (LDOWN), ft Distance to Downstream Ramp (LDOWN), ft On-Ramp Influence Area Speed (SR), mi/h 75.0 Prop. Freeway Vehicles in Lane 1 and 2 (PFM) 1.000 Outer Lanes Freeway Speed (SO), mi/h 55.0	Total Trucks, %			5.00	14.00			
Heavy Vehicle Adjustment Factor (fHV) Flow Rate (vi),pc/h Flow Rate (vi),pc/h Popular Part (vii),pc/h Popular Part (vii),pc/h Popular Part (vii),	Single-Unit Trucks (SUT), %			-	-			
Flow Rate (vi),pc/h Capacity (c), pc/h Volume-to-Capacity Ratio (v/c) Speed and Density Upstream Equilibrium Distance (LEQ), ft Distance to Upstream Ramp (LUP), ft Distance to Downstream Ramp (LEQ), ft Distance to Downstream Ramp (LDOWN), ft Distance to Downstream Ramp (LDOWN), ft Prop. Freeway Vehicles in Lane 1 and 2 (PFM) 1.000 156 4500 0.25 0.08 Number of Outer Lanes on Freeway (NO) Speed Index (Ms) 0.310 Con-Ramp Influence Area Speed (SR), mi/h 51.0 Outer Lanes Freeway Speed (SO), mi/h 55.0	Tractor-Trailers (TT), %			-	-			
Capacity (c), pc/h Volume-to-Capacity Ratio (v/c) Speed and Density Upstream Equilibrium Distance (LEQ), ft Distance to Upstream Ramp (LUP), ft Distance to Downstream Ramp (LEQ), ft Distance to Downstream Ramp (LDOWN), ft Distance to Downstream Ramp (LDOWN), ft On-Ramp Influence Area Speed (SR), mi/h Prop. Freeway Vehicles in Lane 1 and 2 (PFM) 1.000 2000 0.25 Number of Outer Lanes on Freeway (NO) Speed Index (MS) 0.310	Heavy Vehicle Adjustment Factor (f	HV)		0.909	0.781			
Volume-to-Capacity Ratio (v/c) Speed and Density Upstream Equilibrium Distance (LEQ), ft Distance to Upstream Ramp (LUP), ft Downstream Equilibrium Distance (LEQ), ft Downstream Equilibrium Distance (LEQ), ft On-Ramp Influence Area Speed (SR), mi/h Prop. Freeway Vehicles in Lane 1 and 2 (PFM) On-Ramp Speed (SO), mi/h On-Ramp Speed (SO), mi/h Distance to Downstream Ramp (LDOWN), ft On-Ramp Speed (SO), mi/h Distance to Downstream Ramp (LDOWN), ft On-Ramp Speed (SO), mi/h Distance to Downstream Ramp (LDOWN), ft	Flow Rate (vi),pc/h			955	156			
Speed and Density Upstream Equilibrium Distance (LEQ), ft - Number of Outer Lanes on Freeway (NO) 0 Distance to Upstream Ramp (LUP), ft - Speed Index (MS) 0.310 Downstream Equilibrium Distance (LEQ), ft - Flow Outer Lanes (vOA), pc/h/ln - Distance to Downstream Ramp (LDOWN), ft - On-Ramp Influence Area Speed (SR), mi/h 51.0 Prop. Freeway Vehicles in Lane 1 and 2 (PFM) 1.000 Outer Lanes Freeway Speed (SO), mi/h 55.0	Capacity (c), pc/h			4500	2000			
Upstream Equilibrium Distance (LEQ), ft - Number of Outer Lanes on Freeway (NO) 0 Distance to Upstream Ramp (LUP), ft - Speed Index (MS) 0.310 Downstream Equilibrium Distance (LEQ), ft - Flow Outer Lanes (vOA), pc/h/ln - Distance to Downstream Ramp (LDOWN), ft - On-Ramp Influence Area Speed (SR), mi/h 51.0 Prop. Freeway Vehicles in Lane 1 and 2 (PFM) 1.000 Outer Lanes Freeway Speed (SO), mi/h 55.0	Volume-to-Capacity Ratio (v/c)			0.25	0.08			
Distance to Upstream Ramp (LUP), ft - Speed Index (MS) 0.310 Downstream Equilibrium Distance (LEQ), ft - Flow Outer Lanes (vOA), pc/h/ln - Distance to Downstream Ramp (LDOWN), ft - On-Ramp Influence Area Speed (SR), mi/h 51.0 Prop. Freeway Vehicles in Lane 1 and 2 (PFM) 1.000 Outer Lanes Freeway Speed (SO), mi/h 55.0	Speed and Density			<u>'</u>				
Downstream Equilibrium Distance (LEQ), ft - Flow Outer Lanes (vOA), pc/h/ln - Distance to Downstream Ramp (LDOWN), ft - On-Ramp Influence Area Speed (SR), mi/h 51.0 Prop. Freeway Vehicles in Lane 1 and 2 (PFM) 1.000 Outer Lanes Freeway Speed (SO), mi/h 55.0	Upstream Equilibrium Distance (LEC	Q), ft	-	Number of Outer Lanes on	Freeway (NO)	0		
Distance to Downstream Ramp (LDOWN), ft - On-Ramp Influence Area Speed (SR), mi/h 51.0 Prop. Freeway Vehicles in Lane 1 and 2 (PFM) 1.000 Outer Lanes Freeway Speed (SO), mi/h 55.0	Distance to Upstream Ramp (LUP),	ft	-	Speed Index (Ms)	0.310			
Prop. Freeway Vehicles in Lane 1 and 2 (PFM) 1.000 Outer Lanes Freeway Speed (SO), mi/h 55.0	Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc	/h/ln	-		
	Distance to Downstream Ramp (LD	OWN), ft	-	On-Ramp Influence Area S	peed (SR), mi/h	51.0		
Flow in Lanes 1 and 2 (v12), pc/h 955 Ramp Junction Speed (S), mi/h 51.0	Prop. Freeway Vehicles in Lane 1 ar	nd 2 (PFM)	1.000	Outer Lanes Freeway Spee	d (SO), mi/h	55.0		
	Flow in Lanes 1 and 2 (v12), pc/h		955	Ramp Junction Speed (S), r	mi/h	51.0		
Flow Entering Ramp-Infl. Area (vR12), pc/h 1111 Average Density (D), pc/mi/ln 10.9	Flow Entering Ramp-Infl. Area (vR12	2), pc/h	1111	Average Density (D), pc/mi	i/ln	10.9		
Level of Service (LOS) B Density in Ramp Influence Area (DR), pc/mi/ln 12.1	Level of Service (LOS)		В	Density in Ramp Influence	Area (DR), pc/mi/ln	12.1		

	HCS7 Freeway	Merge Report				
Project Information						
Analyst PWG		Date	4/21/2023			
Agency		Analysis Year	2026			
Jurisdiction I-84 El	3 Off-Ramp to 17M EB	Time Analyzed	Build AM F	Peak Hour		
Project Description Job No	o. 22011192A	Units	U.S. Custo	mary		
Geometric Data						
		Freeway	Ramp			
Number of Lanes (N), In		2	1			
Free-Flow Speed (FFS), mi/h		55.0	35.0			
Segment Length (L) / Acceleration Length	(LA),ft	1500	325			
Terrain Type		Rolling	Rolling			
Percent Grade, %		-	-			
Segment Type / Ramp Type		Freeway	Right-Side	d One-Lane		
Adjustment Factors						
Driver Population		All Familiar	All Familia	-		
Weather Type		Non-Severe Weather	Non-Sever	re Weather		
Incident Type		No Incident	-			
Final Speed Adjustment Factor (SAF)		1.000	1.000			
Final Capacity Adjustment Factor (CAF)		1.000	1.000			
Demand Adjustment Factor (DAF)	emand Adjustment Factor (DAF) 1.000 1.000					
Demand and Capacity						
Demand Volume (Vi)		797	269			
Peak Hour Factor (PHF)		0.87	0.87			
Total Trucks, %		6.00				
Single-Unit Trucks (SUT), %		-	-			
Tractor-Trailers (TT), %		-	-			
Heavy Vehicle Adjustment Factor (fHV)		0.893	0.806			
Flow Rate (vi),pc/h		1026	384			
Capacity (c), pc/h		4500	2000			
Volume-to-Capacity Ratio (v/c)		0.31	0.19			
Speed and Density						
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freewa	y (No)	0		
Distance to Upstream Ramp (LUP), ft	-	Speed Index (Ms)		0.314		
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln		-		
Distance to Downstream Ramp (LDOWN), f	.	On-Ramp Influence Area Speed (SR), mi/h 50.9				
Prop. Freeway Vehicles in Lane 1 and 2 (PF	· =	· · · · · · · · · · · · · · · · · · ·				
			mi/h	55.0		
Flow in Lanes 1 and 2 (v12), pc/h			mi/h	55.0		
<u> </u>	м) 1.000	Outer Lanes Freeway Speed (SO), 1	ni/h			

Project Information Analyst PWG Date 4/21/2025 2026			HCS7 Freeway	/ Merge Report				
Agency Analysis Year 2026 Jurisdiction 1-84 EB Off-Ramp to 17M EB Time Analyzed Build PM Peak Hour Freeded Description Job No. 2201192A Units U.S. Customary Geometric Data Free-Flow Speed (FFS), mi/h 5.0 8.0 Semment Central (I) / Acceleration Length (IA). It 150.0 35.0 Segment Type 8.0 Segment Central (IA) / Acceleration Length (IA). It 150.0 35.0 Segment Type Rapht-Sided One-Lane Rapht-Sided One-Lane <td< th=""><th>Project Information</th><th></th><th></th><th></th><th></th><th></th></td<>	Project Information							
Aurisdiction	Analyst	PWG		Date	4/21/2023			
Project Description	Agency			Analysis Year	2026			
Freeway	Jurisdiction	I-84 EB Of	f-Ramp to 17M EB	Time Analyzed	Build PM F	Peak Hour		
Free Name	Project Description	Job No. 22	011192A	Units	U.S. Custo	mary		
Number of Lanes (N), In 2 1 5.0 35.0 35.0 5.0 35.0 5.0 35.0 35.0 5.0 35.0 5.0 35.0 5.0 35.0 5.0 35.0 5.0 35.0 5.0 35.0 5.	Geometric Data							
Free-Flow Speed (FFS), mi/h 55.0 35.0 35.0 Segment Length (L) / Acceleration Length (LA),ft 1500 325 Terrain Type Rolling Rol				Freeway	Ramp			
Segment Length (L) / Acceleration Length (LA).ft 1500 325 Terrain Type Rolling Rolling Percent Grade, % - - Segment Type / Ramp Type Freeway Right-Sided One-Lane Adjustment Factors Drive Population All Familiar All Familiar Weather Type Non-Severe Weather Non-Severe Weather Incident Type No Incident - Final Speed Adjustment Factor (SAF) 1,000 1,000 Final Capacity Adjustment Factor (CAF) 1,000 1,000 Demand and Capacity Demand Segment Factor (DAF) 1,000 1,000 Demand Segment Factor (PHF) 0,97 0,97 Demand Segment S	Number of Lanes (N), In			2	1			
Terrain Type	Free-Flow Speed (FFS), mi/h			55.0	35.0			
Percent Grade, % -	Segment Length (L) / Acceleration	Length (LA),	ft	1500	325			
Freeway Right-Sided One-Lane	Terrain Type			Rolling	Rolling			
Adjustment Factors Driver Population All Familiar All Familiar Weather Type Non-Severe Weather Non-Severe Weather Incident Type No Incident - Final Speed Adjustment Factor (SAF) 1.000 1.000 Final Capacity Adjustment Factor (DAF) 1.000 1.000 Demand Adjustment Factor (DAF) 1.000 1.000 Demand Volume (Vi) Peak Hour Factor (PHF) 0.97 0.97 Total Trucks, SUT), % - - Tractor-Trailers (TTD, % - - Flow Rate (vi),pc/h 970 156 Capacity (c), pc/h 4500 2000 Volume-to-Capacity Ratio (v/c) 0.25 0.08 Speed and Density Upstream Equilibrium Distance (LEQ), ft - Number of Outer Lanes on Freeway (NO) 0 Distance to Upstream Ramp (LUP), ft - Speed Index (MS) 0.310 Downstream Equilibrium Distance (LEQ), ft - Flow Outer Lanes (vOA), pc/h/ln - Distance to Downstream Ramp (LDOWN), ft	Percent Grade, %			-	-			
Driver Population	Segment Type / Ramp Type			Freeway	Right-Side	d One-Lane		
Weather Type	Adjustment Factors			<u>'</u>				
Incident Type	Driver Population			All Familiar	All Familia	r		
Final Speed Adjustment Factor (SAF) 1.000 1.000 Final Capacity Adjustment Factor (CAF) 1.000 1.000 Demand Adjustment Factor (DAF) 1.000 1.000 Demand And Capacity Demand Volume (VI) 855 118 Peak Hour Factor (PHF) 0.97 0.97 Total Trucks, % 5.00 14.00 Single-Unit Trucks (SUT), % - - Tractor-Trailers (TT), % - - Heavy Vehicle Adjustment Factor (fHV) 0.909 0.781 Flow Rate (vi),pc/h 970 156 Capacity (c), pc/h 4500 2000 Volume-to-Capacity Ratio (v/c) 0.25 0.08 Speed and Density Upstream Equilibrium Distance (LEQ), ft - Number of Outer Lanes on Freeway (NO) 0 Distance to Upstream Ramp (LUP), ft - Speed Index (Ms) 0.310 Downstream Equilibrium Distance (LEQ), ft - Flow Outer Lanes (vOA), pc/h/ln - Distance to Downstream Ramp (LUDWN), ft - On-Ramp Influence Area Speed (SR), mi/h 51.0 Prop. Freeway Vehicles in Lane 1 and 2 (PF	Weather Type			Non-Severe Weather	re Weather			
Final Capacity Adjustment Factor (CAF)	Incident Type			No Incident	-			
Demand And Capacity 1.000 1.000 Demand and Capacity Demand Volume (Vi) 855 118 Peak Hour Factor (PHF) 0.97 0.97 Total Trucks, % 5.00 14.00 Single-Unit Trucks (SUT), % - - Tractor-Trailers (TT), % - - Heavy Vehicle Adjustment Factor (fHv) 0.909 0.781 Flow Rate (w), pc/h 970 156 Capacity (c), pc/h 4500 2000 Volume-to-Capacity Ratio (v/c) 0.25 0.08 Speed and Density Upstream Equilibrium Distance (LEQ), ft - Number of Outer Lanes on Freeway (NO) 0 Distance to Upstream Ramp (LUP), ft - Speed Index (MS) 0.310 Downstream Equilibrium Distance (LEQ), ft - Flow Outer Lanes (vOA), pc/h/ln - Distance to Downstream Ramp (LDOWN), ft - Flow Outer Lanes (vOA), pc/h/ln - Distance to Downstream Ramp (LDOWN), ft - On-Ramp Influence Area Speed (SR), mi/h 51.0 Flow in Lanes 1 and 2 (v12), pc/h	Final Speed Adjustment Factor (SAF	-)		1.000	1.000			
Demand and Capacity Demand Volume (Vi) 855 118 Peak Hour Factor (PHF) 0.97 0.97 Total Trucks, % 5.00 14.00 Single-Unit Trucks (SUT), % - - Tractor-Trailers (TT), % - - Heavy Vehicle Adjustment Factor (fHV) 0.909 0.781 Flow Rate (vi),pc/h 970 156 Capacity (c), pc/h 4500 2000 Volume-to-Capacity Ratio (v/c) 0.25 0.08 Speed and Density Upstream Equilibrium Distance (LEQ), ft - Number of Outer Lanes on Freeway (NO) 0 Distance to Upstream Ramp (LUP), ft - Speed Index (Ms) 0.310 Downstream Equilibrium Distance (LEQ), ft - Flow Outer Lanes (voA), pc/h/ln - Distance to Downstream Ramp (LDOWN), ft - On-Ramp Influence Area Speed (SR), mi/h 51.0 Prop. Freeway Vehicles in Lane 1 and 2 (PFM) 1.000 Outer Lanes Freeway Speed (SO), mi/h 55.0 Flow in Lanes 1 and 2 (v12), pc/h 970 Ramp Junction Speed (S), mi/h 51.0 <td>Final Capacity Adjustment Factor (C</td> <td>CAF)</td> <td></td> <td>1.000</td> <td>1.000</td> <td></td>	Final Capacity Adjustment Factor (C	CAF)		1.000	1.000			
Demand Volume (Vi) 855 118 Peak Hour Factor (PHF) 0.97 0.97 Total Trucks, % 5.00 14.00 Single-Unit Trucks (SUT), % - - Tractor-Trailers (TT), % - - Heavy Vehicle Adjustment Factor (fitv) 0.909 0.781 Flow Rate (vi),pc/h 970 156 Capacity (c), pc/h 4500 2000 Volume-to-Capacity Ratio (v/c) 0.25 0.08 Speed and Density Upstream Equilibrium Distance (LEQ), ft - Number of Outer Lanes on Freeway (No) 0 Distance to Upstream Ramp (LUP), ft - Speed Index (Ms) 0.310 Downstream Equilibrium Distance (LEQ), ft - Flow Outer Lanes (vOA), pc/h/ln - Distance to Downstream Ramp (LDOWN), ft - Flow Outer Lanes (vOA), pc/h/ln - Distance to Downstream Ramp (LDOWN), ft - On-Ramp Influence Area Speed (SR), mi/h 51.0 Prop. Freeway Vehicles in Lane 1 and 2 (PFM) 1.000 Outer Lanes Freeway Speed (SO), mi/h 55.0 Flow in Lanes 1 and 2 (v12), pc	Demand Adjustment Factor (DAF)	Adjustment Factor (DAF) 1.000 1.000						
Peak Hour Factor (PHF)	Demand and Capacity							
Total Trucks, % 5.00 14.00	Demand Volume (Vi)			855	118			
Single-Unit Trucks (SUT), % - - -	Peak Hour Factor (PHF)			0.97				
Tractor-Trailers (TT), % Heavy Vehicle Adjustment Factor (fHV) 0.909 0.781 Flow Rate (vi),pc/h 970 156 Capacity (c), pc/h 4500 2000 Volume-to-Capacity Ratio (v/c) 5.25 0.08 Speed and Density Upstream Equilibrium Distance (LEQ), ft	Total Trucks, %			5.00	14.00			
Heavy Vehicle Adjustment Factor (fHV) 0.909 0.781 Flow Rate (vi),pc/h 2000 Volume-to-Capacity Ratio (v/c) 0.25 Capacity (c), pc/h Upstream Equilibrium Distance (LEQ), ft	Single-Unit Trucks (SUT), %			-	-			
Flow Rate (vi),pc/h Capacity (c), pc/h 4500 2000 Volume-to-Capacity Ratio (v/c) 5peed and Density Upstream Equilibrium Distance (LEQ), ft Distance to Upstream Ramp (LUP), ft Distance to Downstream Ramp (LDOWN), ft Prop. Freeway Vehicles in Lane 1 and 2 (PFM) Flow Entering Ramp-Infl. Area (vR12), pc/h Flow Entering Ramp-Infl. Area (vR12), pc/h 156 2000 2000 0.25 0.08 Number of Outer Lanes on Freeway (No) Speed Index (Ms) 0.310 Flow Outer Lanes (vOA), pc/h/ln - On-Ramp Influence Area Speed (SR), mi/h 51.0 Ramp Junction Speed (SO), mi/h 51.0 Average Density (D), pc/mi/ln 11.0	Tractor-Trailers (TT), %			-	-			
Capacity (c), pc/h Volume-to-Capacity Ratio (v/c) Speed and Density Upstream Equilibrium Distance (LEQ), ft Distance to Upstream Ramp (LUP), ft Distance to Downstream Ramp (LDOWN), ft Distance to Downstream Ramp (LDOWN), ft Prop. Freeway Vehicles in Lane 1 and 2 (PFM) Flow in Lanes 1 and 2 (vr12), pc/h Flow Entering Ramp-Infl. Area (vR12), pc/h 10.00 0.25 Number of Outer Lanes on Freeway (NO) Speed Index (MS) Flow Outer Lanes (vOA), pc/h/In On-Ramp Influence Area Speed (SR), mi/h Distance to Downstream Ramp (LDOWN), ft On-Ramp Junction Speed (SO), mi/h St.0 Average Density (D), pc/mi/ln 11.0	Heavy Vehicle Adjustment Factor (f	HV)		0.909	0.781			
Volume-to-Capacity Ratio (v/c) Speed and Density Upstream Equilibrium Distance (LEQ), ft - Number of Outer Lanes on Freeway (NO) 0 Distance to Upstream Ramp (LUP), ft - Speed Index (MS) 0.310 Downstream Equilibrium Distance (LEQ), ft - Flow Outer Lanes (vOA), pc/h/ln - Distance to Downstream Ramp (LDOWN), ft - On-Ramp Influence Area Speed (SR), mi/h 51.0 Prop. Freeway Vehicles in Lane 1 and 2 (PFM) 1.000 Outer Lanes Freeway Speed (SO), mi/h 55.0 Flow in Lanes 1 and 2 (v12), pc/h 970 Ramp Junction Speed (S), mi/h 51.0 Flow Entering Ramp-Infl. Area (vR12), pc/h 1126 Average Density (D), pc/mi/ln 11.0	Flow Rate (vi),pc/h			970	156			
Speed and DensityUpstream Equilibrium Distance (LEQ), ft-Number of Outer Lanes on Freeway (NO)0Distance to Upstream Ramp (LUP), ft-Speed Index (MS)0.310Downstream Equilibrium Distance (LEQ), ft-Flow Outer Lanes (vOA), pc/h/ln-Distance to Downstream Ramp (LDOWN), ft-On-Ramp Influence Area Speed (SR), mi/h51.0Prop. Freeway Vehicles in Lane 1 and 2 (PFM)1.000Outer Lanes Freeway Speed (SO), mi/h55.0Flow in Lanes 1 and 2 (v12), pc/h970Ramp Junction Speed (S), mi/h51.0Flow Entering Ramp-Infl. Area (vR12), pc/h1126Average Density (D), pc/mi/ln11.0	Capacity (c), pc/h			4500	2000			
Upstream Equilibrium Distance (LEQ), ft - Number of Outer Lanes on Freeway (NO) 0 Distance to Upstream Ramp (LUP), ft - Speed Index (MS) 0.310 Downstream Equilibrium Distance (LEQ), ft - Flow Outer Lanes (vOA), pc/h/ln - Distance to Downstream Ramp (LDOWN), ft - On-Ramp Influence Area Speed (SR), mi/h 51.0 Prop. Freeway Vehicles in Lane 1 and 2 (PFM) 1.000 Outer Lanes Freeway Speed (SO), mi/h 55.0 Flow in Lanes 1 and 2 (v12), pc/h 970 Ramp Junction Speed (S), mi/h 51.0 Flow Entering Ramp-Infl. Area (vR12), pc/h 1126 Average Density (D), pc/mi/ln 11.0	Volume-to-Capacity Ratio (v/c)			0.25	0.08			
Distance to Upstream Ramp (LUP), ft - Speed Index (MS) 0.310 Downstream Equilibrium Distance (LEQ), ft - Flow Outer Lanes (vOA), pc/h/ln - On-Ramp Influence Area Speed (SR), mi/h 51.0 Prop. Freeway Vehicles in Lane 1 and 2 (PFM) 1.000 Outer Lanes Freeway Speed (SO), mi/h 55.0 Flow in Lanes 1 and 2 (v12), pc/h 970 Ramp Junction Speed (S), mi/h 51.0 Flow Entering Ramp-Infl. Area (vR12), pc/h 1126 Average Density (D), pc/mi/ln 11.0	Speed and Density							
Downstream Equilibrium Distance (LEQ), ft - Flow Outer Lanes (vOA), pc/h/ln - Distance to Downstream Ramp (LDOWN), ft - On-Ramp Influence Area Speed (SR), mi/h 51.0 Prop. Freeway Vehicles in Lane 1 and 2 (PFM) 1.000 Outer Lanes Freeway Speed (SO), mi/h 55.0 Flow in Lanes 1 and 2 (v12), pc/h 970 Ramp Junction Speed (S), mi/h 51.0 Flow Entering Ramp-Infl. Area (vR12), pc/h 1126 Average Density (D), pc/mi/ln 11.0	Upstream Equilibrium Distance (LEC	χ), ft	-	Number of Outer Lanes on Free	eway (No)	0		
Distance to Downstream Ramp (LDOWN), ft - On-Ramp Influence Area Speed (SR), mi/h 51.0 Prop. Freeway Vehicles in Lane 1 and 2 (PFM) 1.000 Outer Lanes Freeway Speed (SO), mi/h 55.0 Flow in Lanes 1 and 2 (v12), pc/h 970 Ramp Junction Speed (S), mi/h 51.0 Flow Entering Ramp-Infl. Area (vR12), pc/h 1126 Average Density (D), pc/mi/ln 11.0	Distance to Upstream Ramp (LUP), f	ft	-	Speed Index (MS)	0.310			
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)1.000Outer Lanes Freeway Speed (SO), mi/h55.0Flow in Lanes 1 and 2 (v12), pc/h970Ramp Junction Speed (S), mi/h51.0Flow Entering Ramp-Infl. Area (vR12), pc/h1126Average Density (D), pc/mi/ln11.0	Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	1	-		
Flow in Lanes 1 and 2 (v12), pc/h Flow Entering Ramp-Infl. Area (vR12), pc/h 1126 Ramp Junction Speed (S), mi/h 51.0 Average Density (D), pc/mi/ln 11.0	Distance to Downstream Ramp (LDC	OWN), ft	-	On-Ramp Influence Area Speed	d (SR), mi/h	51.0		
Flow Entering Ramp-Infl. Area (vR12), pc/h 1126 Average Density (D), pc/mi/ln 11.0	Prop. Freeway Vehicles in Lane 1 an	id 2 (PFM)	1.000	Outer Lanes Freeway Speed (SC	o), mi/h	55.0		
	Flow in Lanes 1 and 2 (v12), pc/h		970	Ramp Junction Speed (S), mi/h		51.0		
Level of Service (LOS) B Density in Ramp Influence Area (DR), pc/mi/ln 12.2	Flow Entering Ramp-Infl. Area (vR12	2), pc/h	1126	Average Density (D), pc/mi/ln		11.0		
	Level of Service (LOS)		В	Density in Ramp Influence Area	(DR), pc/mi/ln	12.2		



Traffic Impact Study

Appendix E | Accident Data

Prog Id: sass1801

NYSDOT - Safety Information Management System

15-JUN-2021 13:25:52

Page 1

Region 8 County 3 PIL, SDL, and PII Report Ascending Route Sequence for HAL Year 2019

Route 6

Under 23 USC §409, this report and its analysis and data are privileged against being introduced into evidence, disclosed in pretrial discovery, or used for any other purpose in civil litigation. NYSDOT and the State of New York do not waive such privilege by disclosing this report under the NYS Freedom of Information Law (FOIL), or to USDOT and FHWA under 23 USC §148.

I	HAL Ye	ar	Time Peri	iod		PIL Accid	dents	PIL LOC	;	SD	L Acc	idents		SDL	LOC PII	LOC	HAL (Created
	2019	01-SFP-2	017 thru	31-AUG-2019	Line	ar&Inter	section	99.9	Lir	near	&Inte	rsecti	on	95.	9 9	9.9	30-MA	R-2020
							Highw	ay/Int Char.	-	Nun	nber of	Accide						
HA Yea		Begins at Reference Marker	Ends at Reference Marker	Seg Hal Int# Lgth Typ	Avg AADT	Exposure MVM or MEV	Type (Clsf In Cde) Cn		Fat	lnj	Pdo	Int	Not At Int		Accd Per Exposure	UCL	Reduct Index	Severe Weight Rank
2019	6	6 83012001	6 83012003	.3 SDL	3083	.675	68		0	1	9	0	10	10	14.81	2.99	7.48	1.07
2019	6	6 83012003	6 83012005	.3 SDL	3083	.675	68		0	1	5	2	4	6	8.89	2.99	3.48	0.73
2019	6	6 83012005	6 83012007	.3 SDL	3083	.675	68		0	1	5	2	4	6	8.89	2.99	3.48	0.73
2019	6	6 83012029	6 83012031	.3 SDL	3083	.675	50		0	1	5	0	6	6	8.89	1.98	4.16	0.79
2019	6	6 83012039	6 83012043	.5 SDL	3083	1.125	50		0	5	8	0	13	13	11.56	2.28	9.94	2.23
2019	6	6 83012048	6 83012050	.3 SDL	3083	.675	50		0	0	6	2	4	6	8.89	1.98	4.16	0.21
2019	6	6 83012084	6 83012089	.6 SDL	3315	1.452	50		0	3	9	1	11	12	8.26	2.38	8.05	1.05
2019	6	6 83012100	6 83012105	.6 SDL	6444	2.822	50		0	3	11	5	9	14	4.96	2.54	6.32	0.73
2019	6	6 83012109	6 83012111	.3 SDL	6444	1.411	50		0	1	7	0	8	8	5.67	2.37	4.16	0.65
2019	6	6 83012117	6 83012120	.4 SDL	7270	2.123	68		0	0	8	0	8	8	3.77	3.49	0.08	0.00
2019	6	6 83012123	6 83012125	.3 SDL	9746	2.134	68		0	0	8	0	8	8	3.75	3.5	0.04	0.00
2019	6	6 83012408	6 83012409	.2 PIL	7750	1.132	12		0	4	45	0	49	49	43.29	6.61	46.19	15.81
2019	6	17 83101252	17 83101255	.4 SDL	65283	19.06	14		0	4	21	0	25	25	1.31	1.3	-0.35	-0.05
2019	6	17 83101254	17 83101258	.5 PIL	65283	23.83	14		0	8	68	13	63	76	3.19	2.04	44.31	3.38

SPECIFIED: MAXIMUM ANALYSIS LENGTH 3 REFERENCE MARKERS, STEP BY 1, ADJACENT PILS AND SDLS ARE LINKED. INTERSECTION ACCIDENTS ARE INCLUDED.

NYSDOT QRA ACCIDENT SEVERITY SUMMARY

			Print Date	6/15/2021 Prin	t Time 12:53:12 PM
Query Number/Name		uon/Typo	Query Sub Type	Assident Dete Benge	
• •	Ų	uery Type		Accident Date Range	
<u>63866</u> 18536		AttributeQuery	None	1/1/2018 12:00:00AM To	1/31/2021 12:00:00AM
Case Year	Injury	Fatality	Property Damage	Non-Reportables	Totals
2018	13	0	47	3	63
Case Year	Injury	Fatality	Property Damage	Non-Reportables	Totals
<u>2019</u>	11	0	34	2	47
<u>Case Year</u>	Injury	Fatality	Property Damage	Non-Reportables	Totals
<u>2020</u>	9	0	29	2	40
<u>Case Year</u>	Injury	Fatality	Property Damage	Non-Reportables	Totals
<u>2021</u>	1	0	2	0	3
Grand Total:	34	0	112	7	

Accident Location Information System(ALIS)

Date: 6/15/2021 12:42:07 PM

Accident Verbal Description 18536 VDR

Date in this report covers the period - 1/1/2018-1/31/2021

Complete Accident data from NYSDMV is only available thru 1/31/2021 12:00:00 AM

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012155 Street: US HWY 6

31 Meters West of Route 17M

1/14/2018 Sun 14:17 PM Extent of Injuries: Case: 2018-37092443 Persons Killed: 0 Persons Injured: 0 Accident Class: NON-REPORTABLE Police Agency: TROOP F NARCO ENFORCEMENT SP Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL

Manner of Collision: REAR END Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

CAR/VAN/PICKUP Veh:2 Registered Weight: State of Registration: NY

> Num of Occupants: 1 Driver's Age: 58 Sex: M Citation Issued: N Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh:1 State of Registration: NJ CAR/VAN/PICKUP Registered Weight:

> Num of Occupants: 2 Driver's Age: 20 Sex: F Citation Issued: N Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: Street: SUNRISE PARK RD

AT INTERSECTION WITH Dolson Ave

1/14/2018

1/13/2018 Sat 15:20 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37095569 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL

Weather: CLEAR Manner of Collision: REAR END

Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT Road Surface Condition: DRY

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

CAR/VAN/PICKUP Registered Weight: 2463 Veh:1 State of Registration: NY

> Num of Occupants: 1 Driver's Age: 20 Citation Issued: N

Direction of Travel: SOUTH-WEST School Bus Involved: OTHER Public Property Damage: OTHER

Pre-Accd Action: MAKING RIGHT TURN

Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh:2 CAR/VAN/PICKUP Registered Weight: 4774 State of Registration: NY

> Citation Issued: N Driver's Age: 45 Num of Occupants: 2 Sex: F

Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012124 Street: ROUTE 6

Case: 2018-37095575 Sun 22:09 PM Persons Injured: 0 Persons Killed: 0 Extent of Injuries:

Accident Class: NON-REPORTABLE Police Agency: GREENVILLE SP Num of Veh: 1

Traffic Control: NO PASSING ZONE Type Of Accident: COLLISION WITH DEER

Manner of Collision: OTHER Weather: CLOUDY

Light Condition: DARK-ROAD UNLIGHTED Road Surface Condition: DRY Road Char.: CURVE AND GRADE

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY

> Num of Occupants: 1 Driver's Age: 50 Sex: M Citation Issued: N Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 17M83013001 Street: DOLSON AVE

1/15/2018 Mon 18:14 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37099261
Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2

Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL

Manner of Collision: REAR END Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 2204 State of Registration: NY

Num of Occupants: 1 Driver's Age: 33 Sex: M Citation Issued: Y

Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: FOLLOWING TOO CLOSELY, DRIVER INATTENTION

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3406 State of Registration: NY

Num of Occupants: 1 Driver's Age: 32 Sex: F Citation Issued: N

Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 284 83011091 Street: [Route] 6

AT INTERSECTION WITH [Route] 284

1/9/2018 Tue 19:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37104858

Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN

Manner of Collision: UNKNOWN Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AT HILLCREST Light Condition: DARK-ROAD UNLIGHTED

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 4010 State of Registration: NY

Num of Occupants: 2 Driver's Age: 64 Sex: M Citation Issued: N

Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: NOT ENTERED, NOT ENTERED

Veh: 2 CAR/VAN/PICKUP Registered Weight: 2590 State of Registration: NY

Num of Occupants: 1 Driver's Age: 25 Sex: M Citation Issued: N

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT ENTERED, NOT ENTERED

County: Orange Muni: Wawayanda(T) Ref. Marker: Street: DOLSON AVE

AT INTERSECTION WITH [Route] 6

1/19/2018 Fri 17:20 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B Case: 2018-37113774

Accident Class: PROPERTY DAMAGE AND INJURY
Type Of Accident: COLLISION WITH MOTOR VEHICLE

Police Agency: GREENVILLE SP
Num of Veh: 2
Traffic Control: TRAFFIC SIGNAL

Manner of Collision: RIGHT TURN (AGAINST OTHER CAR)

Road Surface Condition: DRY

Road Char.: STRAIGHT AND LEVEL

Light Condition: DUSK

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 2653 State of Registration: NY

Num of Occupants: 1 Driver's Age: 98 Sex: M Citation Issued: N

Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, DRIVER INATTENTION

Veh: 2 CAR/VAN/PICKUP Registered Weight: 4813 State of Registration: NY

Num of Occupants: 1 Driver's Age: 73 Sex: M Citation Issued: N

Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT ENTERED, NOT ENTERED

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012140 Street: [Route] 6

AT INTERSECTION WITH [Route] 56

1/3/2018Wed 17:25 PMPersons Killed: 0Persons Injured: 0Extent of Injuries:Case: 2018-37119117Accident Class: PROPERTY DAMAGEPolice Agency:Num of Veh: 1Type Of Accident: COLLISION WITH DEERTraffic Control: UNKNOWN

Type Of Accident: COLLISION WITH DEER Traffic Control: UNKNO Manner of Collision: OTHER Weather: UNKNOWN

Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 2780 State of Registration: NY

Num of Occupants: 1 Driver's Age: 50 Sex: M Citation Issued: N

Direction of Travel: UNKNOWN Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT ENTERED, NOT ENTERED

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012145 Street: ROUTE 6

11 Meters South of Unnamed Street

2/2/2018 Fri 09:30 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2018-37126694

Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: SP DEER PARK SATELLITE Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE

Traffic Control: NONE

Manner of Collision: REAR END Weather: CLEAR

Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 4403 State of Registration: NY

Num of Occupants: 1 Driver's Age: 35 Sex: F Citation Issued: N

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3196 State of Registration: NY

Num of Occupants: 1 Driver's Age: 24 Sex: F Citation Issued: N

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: FOLLOWING TOO CLOSELY, UNSAFE SPEED

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012154 Street: ROUTE 6

12 Meters West of Ramp

2/2/2018 Fri 12:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37126696

Accident Class: PROPERTY DAMAGE Police Agency: SP DEER PARK SATELLITE Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 2358 State of Registration: NY

Num of Occupants: 1 Driver's Age: 68 Sex: F Citation Issued: N

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh: 2 CAR/VAN/PICKUP Registered Weight: State of Registration: VA

Num of Occupants: 3 Driver's Age: 20 Sex: M Citation Issued: N

Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012154 Street: ROUTE 6

AT INTERSECTION WITH Ramp

2/1/2018 Thu 17:30 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2018-37126700

Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: GREENVILLE SP Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE

Traffic Control: YIELD SIGN

Manner of Collision: REAR END Weather: CLOUDY

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 3427 State of Registration: NY

Num of Occupants: 2 Driver's Age: 21 Sex: F Citation Issued: Y

Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: DRIVER INATTENTION, FOLLOWING TOO CLOSELY

Veh: 2 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ

Num of Occupants: 2 Driver's Age: 23 Sex: F Citation Issued: N

Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STARTING IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: Street: DOLSON AVE

AT INTERSECTION WITH [Route] 6

1/18/2018 Thu 09:30 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37132939

Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN

Manner of Collision: UNKNOWN Weather: UNKNOWN

Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY

Num of Occupants: 1 Driver's Age: 45 Sex: M Citation Issued: N

Direction of Travel: UNKNOWN Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: UNKNOWN

Apparent Factors: NOT ENTERED, NOT ENTERED

Veh: 2 CAR/VAN/PICKUP Registered Weight: 6029 State of Registration: NY

Num of Occupants: 1 Driver's Age: 34 Sex: M Citation Issued: N

Direction of Travel: UNKNOWN Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: UNKNOWN

Apparent Factors: NOT ENTERED, NOT ENTERED

County: Orange Muni: Wawayanda(T) Ref. Marker: 17M83013001 Street: DOLSON AVE

64 Meters North of Sunrise Park Rd

2/3/2018 Sat 13:45 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37147353

Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL

Manner of Collision: REAR END Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 2288 State of Registration: NY

Num of Occupants: 1 Driver's Age: 52 Sex: M Citation Issued: N

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: DRIVER INATTENTION, FOLLOWING TOO CLOSELY

Veh: 2 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ

Num of Occupants: 2 Driver's Age: 43 Sex: M Citation Issued: N

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: SLOWED OR STOPPING

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 17M83013001 Street: DOLSON AVE

2/13/2018 Tue 08:02 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37149998
Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE

Traffic Control: TRAFFIC SIGNAL

Manner of Collision: REAR END Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE

Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 3374 State of Registration: NY

Num of Occupants: 1 Driver's Age: 18 Sex: M Citation Issued: Y

Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh: 2 TRUCK Registered Weight: 31000 State of Registration: NY

Num of Occupants: 1 Driver's Age: 44 Sex: M Citation Issued: N

Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: Street: SUNRISE PARK RD

AT INTERSECTION WITH Dolson Ave

2/20/2018 Tue 08:43 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37153525

Accident Class: PROPERTY DAMAGE

Type Of Accident: COLLISION WITH MOTOR VEHICLE

Manner of Collision: LEFT TURN (AGAINST OTHER CAR)

Police Agency: GREENVILLE SP

Traffic Control: TRAFFIC SIGNAL

Weather: CLOUDY

Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 2 CAR/VAN/PICKUP Registered Weight: 4322 State of Registration: NY

Num of Occupants: 1 Driver's Age: 42 Sex: M Citation Issued: N

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 3354 State of Registration: NY

Num of Occupants: 2 Driver's Age: 63 Sex: M Citation Issued: Y

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012123 Street: ROUTE 6

2/24/2018 Sat 11:10 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: **2018-37158951**

Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 1

Type Of Accident: COLLISION WITH DEER Traffic Control: NONE

Manner of Collision: OTHER Weather: CLOUDY

Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ

Num of Occupants: 1 Driver's Age: 65 Sex: F Citation Issued: N

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 284 83011091 Street: ROUTE 284

AT INTERSECTION WITH Route 6

2/26/2018 Mon 16:10 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37168871**

Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN

Manner of Collision: REAR END Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 5001 State of Registration: NY

Num of Occupants: 1 Driver's Age: 21 Sex: M Citation Issued: Y

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

Veh:2 CAR/VAN/PICKUP Registered Weight: 3311 State of Registration: NY

Num of Occupants: 1 Driver's Age: 51 Sex: F Citation Issued: N Public Property Damage: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Direction of Travel: NORTH

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 17M83013001 Street: DOLSON AVE

79 Meters North of Sunrise Park Rd

2/2/2018 Fri 17:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37168879 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE

Manner of Collision: SIDESWIPE Weather: CLEAR

Road Surface Condition: SNOW/ICE Road Char.: STRAIGHT AND LEVEL Light Condition: DUSK

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:2 CAR/VAN/PICKUP Registered Weight: 3298 State of Registration: NY

> Num of Occupants: 2 Driver's Age: Sex: Citation Issued:

School Bus Involved: OTHER Direction of Travel: SOUTH Public Property Damage: OTHER

Pre-Accd Action: PARKED

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 4720 State of Registration: NY

> Num of Occupants: 1 Citation Issued: N Driver's Age: 26 Sex: M

School Bus Involved: OTHER Direction of Travel: NORTH Public Property Damage: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: UNSAFE SPEED, PAVEMENT SLIPPERY

County: Orange Muni: Wawayanda(T) Ref. Marker: 17M83013001 Street: DOLSON AVE

20 Meters North of Sunrise Park Rd

Persons Killed: 0 Case: 2018-37185554 3/12/2018 Mon 09:10 AM Persons Injured: 1 Extent of Injuries: C

Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: TROOP F NARCO ENFORCEMENT SP Num of Veh: 3

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL

Manner of Collision: OTHER Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: State of Registration: PA

Driver's Age: 44 Num of Occupants: 1 Sex: M Citation Issued: N

Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh:3 CAR/VAN/PICKUP Registered Weight: 3126 State of Registration: NY

> Num of Occupants: 1 Driver's Age: 20 Sex: M Citation Issued: Y

Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: CHANGING LANES

Apparent Factors: FOLLOWING TOO CLOSELY, UNSAFE LANE CHANGE

Veh:2 Registered Weight: 2601 CAR/VAN/PICKUP State of Registration: NY

> Num of Occupants: 1 Driver's Age: 24 Sex: F Citation Issued: N

Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012154 Street: ROUTE 6

AT INTERSECTION WITH Old Route 17M

3/6/2018 Tue 08:15 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37188667

Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2 Type Of Accident: COLLISION WITH MOTOR VEHICLE

Manner of Collision: LEFT TURN (AGAINST OTHER CAR)

Road Surface Condition: DRY

Road Char.: STRAIGHT AND LEVEL

Traffic Control: NONE

Weather: CLEAR

Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 2 BUS Registered Weight: State of Registration: NY

Num of Occupants: 1 Driver's Age: 58 Sex: M Citation Issued: N

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 3316 State of Registration: NY

Num of Occupants: 1 Driver's Age: 38 Sex: F Citation Issued: N

Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

County: Orange Muni: Wawayanda(T) Ref. Marker: Street:

3/6/2018 Tue 17:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37188670**

Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL

Manner of Collision: REAR END Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 2852 State of Registration: NY

Num of Occupants: 1 Driver's Age: 55 Sex: F Citation Issued: N

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: SLOWED OR STOPPING

Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3076 State of Registration: NY

Num of Occupants: 1 Driver's Age: 33 Sex: M Citation Issued: N

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012150 Street: ROUTE 6

181 Meters West of Kirbytown Rd

3/17/2018 Sat 15:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37194457

Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 1

Type Of Accident: COLLISION WITH DEER Traffic Control: NONE

Manner of Collision: OTHER Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 3796 State of Registration: NY

Num of Occupants: 3 Driver's Age: 50 Sex: F Citation Issued: N

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012155 Street: US HWY 6

26 Meters West of Route 17M

3/15/2018 Thu 21:50 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37196289

Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 1

Type Of Accident: COLLISION WITH FIRE HYDRANT

Traffic Control: TRAFFIC SIGNAL

Manner of Collision: OTHER Weather: CLOUDY

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 4372 State of Registration: NY

Num of Occupants: 1 Driver's Age: 19 Sex: M Citation Issued: Y

Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: UNSAFE SPEED, TURNING IMPROPER

County: Orange Muni: Wawayanda(T) Ref. Marker: 284 83011091 Street: [Route] 6

AT INTERSECTION WITH [Route] 284

4/1/2018 Sun 14:20 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: BC Case: 2018-37221222

Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: TROOP F NARCO ENFORCEMENT SP Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE

Manner of Collision: LEFT TURN (AGAINST OTHER CAR)

Traffic Control: STOP SIGN

Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh : 2 CAR/VAN/PICKUP Registered Weight: State of Registration: PA

Num of Occupants: 2 Driver's Age: 37 Sex: M Citation Issued: N

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, TRAFFIC CONTROL DEVICES DISREGARDED

Veh:1 CAR/VAN/PICKUP Registered Weight: 3137 State of Registration: NY

Num of Occupants: 1 Driver's Age: 19 Sex: M Citation Issued: N

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: NOT ENTERED, NOT ENTERED

County: Orange Muni: Wawayanda(T) Ref. Marker: Street: DOLSON AVE

AT INTERSECTION WITH Sunrise Park Rd

4/13/2018 Fri 14:15 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B Case: 2018-37236431

Accident Class: PROPERTY DAMAGE AND INJURY

Type Of Accident: COLLISION WITH MOTOR VEHICLE

Police Agency: GREENVILLE SP

Num of Veh: 2

Traffic Control: TRAFFIC SIGNAL

Manner of Collision: RIGHT ANGLE Weather: CLEAR

Road Surface Condition: DRY

Road Char.: STRAIGHT AND LEVEL

Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 2401 State of Registration: NY

Num of Occupants: 1 Driver's Age: 31 Sex: F Citation Issued: N

Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3155 State of Registration: NY

Num of Occupants: 1 Driver's Age: 33 Sex: M Citation Issued: N

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012151 Street: ROUTE 6

AT INTERSECTION WITH Kirbytown Rd

4/22/2018 Sun 18:15 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: BC Case: 2018-37248034

Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: GREENVILLE SP Num of Veh: 2

Accident Class: PROPERTY DAMAGE AND INJURY

Type Of Accident: COLLISION WITH MOTOR VEHICLE

Manner of Collision: RIGHT TURN (AGAINST OTHER CAR)

Road Surface Condition: DRY

Road Char.: STRAIGHT AND LEVEL

Road Surface Condition: DRY

Road Char.: STRAIGHT AND LEVEL

Road Surface Condition: DRY

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 MOTORCYCLE Registered Weight: 415 State of Registration: NY

Num of Occupants: 1 Driver's Age: 37 Sex: M Citation Issued: N

Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: MAKING RIGHT TURN

Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, TURNING IMPROPER

Veh: 2 MOTORCYCLE Registered Weight: 591 State of Registration: NY

Num of Occupants: 1 Driver's Age: 50 Sex: M Citation Issued: N

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT ENTERED, NOT ENTERED

County: Orange Muni: Wawayanda(T) Ref. Marker: 17M83013002 Street: DOLSON AVE

AT INTERSECTION WITH Ramp

4/24/2018Tue 08:54 AMPersons Killed: 0Persons Injured: 0Extent of Injuries:Case: 2018-37250247Accident Class: PROPERTY DAMAGEPolice Agency: GREENVILLE SPNum of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE
Traffic Control: TRAFFIC SIGNAL

Manner of Collision: REAR END

Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 2 CAR/VAN/PICKUP Registered Weight: 4170 State of Registration: NY

Num of Occupants: 1 Driver's Age: 54 Sex: F Citation Issued: N

Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: SLOWED OR STOPPING

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 2791 State of Registration: NY

Num of Occupants: 1 Driver's Age: 52 Sex: F Citation Issued: Y

Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012124 Street: ROUTE 6

4/29/2018 Sun 20:40 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37260279

Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 1

Type Of Accident: COLLISION WITH DEER Traffic Control: NO PASSING ZONE

Manner of Collision: OTHER Weather: CLOUDY

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 OTHER Registered Weight: 50560 State of Registration: NY

Num of Occupants: 2 Driver's Age: 32 Sex: M Citation Issued: N

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, ANIMAL'S ACTION

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012148 Street: ROUTE 6

4/16/2018 Mon 23:46 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37262783

Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 1

Type Of Accident: COLLISION WITH DEER

Manner of Collision: OTHER

Traffic Control: NONE
Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: State of Registration: PA

Num of Occupants: 1 Driver's Age: 54 Sex: M Citation Issued: N

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, ANIMAL'S ACTION

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012119 Street: ROUTE 6

AT INTERSECTION WITH Route 284

5/8/2018 Tue 08:40 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37276525
Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2

Accident Class: PROPERTY DAMAGE
Police Agency: GREENVILLE SP
Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE
Manner of Collision: RIGHT TURN (WITH OTHER CAR)

Weather: CLEAR

Manner of Collision: RIGHT TURN (WITH OTHER CAR)

Road Surface Condition: DRY

Road Char.: STRAIGHT AND LEVEL

Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE

Action of Ped/Bicycle: NOT APPLICABLE

 Veh :1
 CAR/VAN/PICKUP
 Registered Weight:
 State of Registration: NJ

 Num of Occupants: 1
 Driver's Age: 25
 Sex: F
 Citation Issued: N

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: MAKING RIGHT TURN

Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3223 State of Registration: NY

Num of Occupants: 1 Driver's Age: 21 Sex: F Citation Issued: N

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: Street: [Route] 6

AT INTERSECTION WITH Route 17M

5/30/2018 Wed 20:27 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37314585

Accident Class: PROPERTY DAMAGE Police Agency: ORANGE CO SHERIFF DEPT Num of Veh: 1

Type Of Accident: COLLISION WITH ANIMAL Traffic Control: NONE

Manner of Collision: OTHER Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DUSK

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 2967 State of Registration: NY

Num of Occupants: 1 Driver's Age: 70 Sex: M Citation Issued: N

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, ANIMAL'S ACTION

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012137 Street: ROUTE 6

203 Meters West of Seward Rd

6/9/2018 Sat 18:20 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37326301

Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 1

Type Of Accident: COLLISION WITH DEER Traffic Control: NO PASSING ZONE

Manner of Collision: OTHER Weather: CLOUDY

Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 3289 State of Registration: NY

Num of Occupants: 3 Driver's Age: 40 Sex: M Citation Issued: N

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

 $Apparent\ Factors:\ NOT\ APPLICABLE,\ ANIMAL'S\ ACTION$

County: Orange Muni: Wawayanda(T) Ref. Marker: Street: RAMP

69 Meters North of Route 17M

6/12/2018 Tue 23:45 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: A Case: 2018-37362620

Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: GREENVILLE SP Num of Veh: 1

Type Of Accident: COLLISION WITH OTHER Traffic Control: NONE

Manner of Collision: OTHER Weather: CLEAR

Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DARK-ROAD LIGHTED

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 MOTORCYCLE Registered Weight: 355 State of Registration: NY

Num of Occupants: 1 Driver's Age: 24 Sex: M Citation Issued: N

Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD Apparent Factors: NOT APPLICABLE, ILLNESS

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012140 Street: ROUTE 6

AT INTERSECTION WITH County Route 56

7/15/2018 Sun 21:55 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37380774

Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 1

Type Of Accident: COLLISION WITH DEER Traffic Control: NO PASSING ZONE

Manner of Collision: OTHER Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 4331 State of Registration: NY

Num of Occupants: 1 Driver's Age: 37 Sex: M Citation Issued: N Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, ANIMAL'S ACTION

Muni: Wawayanda(T) Ref. Marker: 6 83012146 Street: ROUTE 6 County: Orange

7/12/2018 Case: 2018-37380780 Thu 21:50 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Num of Veh: 1

Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP

Type Of Accident: COLLISION WITH DEER Traffic Control: NONE

Manner of Collision: OTHER Weather: CLOUDY

Light Condition: DARK-ROAD UNLIGHTED Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 2877 State of Registration: NY

> Num of Occupants: 1 Driver's Age: 31 Sex: F Citation Issued: N

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, ANIMAL'S ACTION

Muni: Wawayanda(T) Ref. Marker: County: Orange Street: DOLSON AVE

AT INTERSECTION WITH Sunrise Park Rd

7/16/2018 Mon 17:10 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37385045

Police Agency: GREENVILLE SP Accident Class: PROPERTY DAMAGE Num of Veh: 2 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL Manner of Collision: RIGHT TURN (AGAINST OTHER CAR) Weather: CLEAR Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Action of Ped/Bicycle: NOT APPLICABLE Loc. of Ped/Bicycle: NOT APPLICABLE

Veh:2 CAR/VAN/PICKUP Registered Weight: 4073 State of Registration: NY Num of Occupants: 1 Driver's Age: 81 Sex: M Citation Issued: N

> School Bus Involved: OTHER Direction of Travel: EAST Public Property Damage: OTHER

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

Veh:1 CAR/VAN/PICKUP Registered Weight: 3549 State of Registration: NY

Num of Occupants: 1 Driver's Age: 58 Sex: F Citation Issued: N

School Bus Involved: OTHER Direction of Travel: NORTH Public Property Damage: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Muni: Wawayanda(T) Ref. Marker: 6 83012151 Street: ROUTE 6 County: Orange

AT INTERSECTION WITH Kirbytown Rd

Case: 2018-37388175 6/25/2018 Mon 15:30 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C

Police Agency: GREENVILLE SP Accident Class: PROPERTY DAMAGE AND INJURY Num of Veh: 2 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE Weather: CLEAR Manner of Collision: REAR END

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:2 CAR/VAN/PICKUP Registered Weight: 4087 State of Registration: NY Sex: F Citation Issued: N Num of Occupants: 3 Driver's Age: 27

> Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh:1 TRUCK Registered Weight: 25900 State of Registration: NY

> Sex: M Num of Occupants: 1 Driver's Age: 45 Citation Issued: Y Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: FOLLOWING TOO CLOSELY, UNSAFE SPEED

Light Condition: DAYLIGHT

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012119 Street: ROUTE 6

12 Meters West of Route 284

7/11/2018 Wed 17:15 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37392851

Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 3142 State of Registration: NY

Num of Occupants: 3 Driver's Age: 37 Sex: M Citation Issued: N

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh: 2 CAR/VAN/PICKUP Registered Weight: 4067 State of Registration: NY
Num of Occupants: 1 Driver's Age: 18 Sex: M Citation Issued: N

Num of Occupants: 1 Driver's Age: 18 Sex: M Citation Issued: N

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012119 Street: ROUTE 6

AT INTERSECTION WITH Route 284

7/27/2018 Fri 19:29 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37415628**

Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: UNKNOWN Weather: RAIN

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 3857 State of Registration: NY

Num of Occupants: 1 Driver's Age: 18 Sex: M Citation Issued: N

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Road Char.: STRAIGHT/ GRADE

Pre-Accd Action: MAKING LEFT TURN

Road Surface Condition: WET

Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

Veh: 2 CAR/VAN/PICKUP Registered Weight: 2952 State of Registration: NY

Num of Occupants: 1 Driver's Age: 61 Sex: M Citation Issued: N

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012148 Street: ROUTE 6

8/3/2018 Fri 07:10 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37418938

Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 1
Type Of Accident: COLLISION WITH DEER Traffic Control: NONE

Manner of Collision: OTHER Weather: CLOUDY

Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAWN

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY

Num of Occupants: 1 Driver's Age: 39 Sex: M Citation Issued: N

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: Street: RAMP

AT INTERSECTION WITH US Hwy 6

8/1/2018 Wed 19:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2018-37419321

Accident Class: PROPERTY DAMAGE AND INJURY

Type Of Accident: COLLISION WITH MOTOR VEHICLE

Police Agency: GREENVILLE SP

Num of Veh: 3

Traffic Control: TRAFFIC SIGNAL

Manner of Collision: OTHER Weather: CLOUDY

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

CAR/VAN/PICKUP Registered Weight: 3453 Veh:1 State of Registration: NY Citation Issued: N Num of Occupants: 1 Driver's Age: 69 Sex: M

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh:3 CAR/VAN/PICKUP Registered Weight: 3949 State of Registration: NY Num of Occupants: 1 Driver's Age: 60 Sex: M Citation Issued: Y

> Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: ALCOHOL INVOLVEMENT, DRIVER INATTENTION

Veh:2 CAR/VAN/PICKUP Registered Weight: 3316 State of Registration: NY Num of Occupants: 1 Citation Issued: N Driver's Age: 24 Sex: F

> School Bus Involved: OTHER Direction of Travel: NORTH Public Property Damage: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012154 Street: [Route] 6

28 Meters West of Ramp

7/28/2018 Sat 07:30 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37421802

Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1 Type Of Accident: COLLISION WITH DEER Traffic Control: NONE Manner of Collision: OTHER Weather: CLEAR

Road Char.: STRAIGHT AND LEVEL Road Surface Condition: DRY Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 4330 State of Registration: NY Num of Occupants: 2 Driver's Age: 66 Sex: M Citation Issued: N

School Bus Involved: OTHER Direction of Travel: EAST Public Property Damage: OTHER Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT ENTERED, NOT ENTERED

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012125 Street: ROUTE 6

247 Meters South of Ridgebury Hill Rd

8/8/2018 Wed 19:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37425531 Police Agency: GREENVILLE SP Accident Class: PROPERTY DAMAGE Num of Veh: 2 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE

Weather: CLOUDY Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Road Char.: STRAIGHT AND LEVEL Light Condition: DUSK Road Surface Condition: DRY

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 3755 State of Registration: NY Num of Occupants: 1 Driver's Age: 59 Citation Issued: N Sex: F

> School Bus Involved: OTHER Direction of Travel: NORTH Public Property Damage: OTHER

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

Veh:2 CAR/VAN/PICKUP Registered Weight: 3209 State of Registration: NY

> Num of Occupants: 1 Driver's Age: 22 Sex: M Citation Issued: N

School Bus Involved: OTHER Direction of Travel: SOUTH-WEST Public Property Damage: OTHER

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 17M83013003 Street: DOLSON AVE

8/17/2018

AT INTERSECTION WITH US Hwy 6

Persons Injured: 0 Fri 15:30 PM Persons Killed: 0 Extent of Injuries: Case: 2018-37456935 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL

Manner of Collision: RIGHT ANGLE Weather: CLEAR

Road Char.: STRAIGHT AND LEVEL Road Surface Condition: DRY Light Condition: DAYLIGHT Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:2 CAR/VAN/PICKUP Registered Weight: 4471 State of Registration: NY Num of Occupants: 1 Driver's Age: 43 Sex: M Citation Issued: Y

> Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 2614 State of Registration: NY Driver's Age: 34 Num of Occupants: 1 Sex: F Citation Issued: N

School Bus Involved: OTHER Direction of Travel: SOUTH Public Property Damage: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012130 Street: [Route] 6

15 Meters North of MCBRIDE RD

Case: 2018-37458095 8/23/2018 Thu 09:25 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries:

Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE

Manner of Collision: RIGHT ANGLE Weather: CLEAR

Road Char.: STRAIGHT AND LEVEL Road Surface Condition: DRY Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:2 Registered Weight: 66000 State of Registration: NY

> Num of Occupants: 1 Driver's Age: 41 Sex: M Citation Issued: N

Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: BACKING

Apparent Factors: NOT APPLICABLE, BACKING UNSAFELY

Veh:1 CAR/VAN/PICKUP Registered Weight: 4075 State of Registration: NY

Num of Occupants: 1 Driver's Age: Sex: Citation Issued:

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: PARKED

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Muni: Wawayanda(T) Ref. Marker: 6 83012153 Street: ROUTE 6 County: Orange

217 Meters East of Kirbytown Rd

8/23/2018 Thu 12:00 PM Persons Injured: 0 Extent of Injuries: Case: 2018-37468751 Persons Killed: 0

> Police Agency: GREENVILLE SP Accident Class: PROPERTY DAMAGE Num of Veh: 2 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE Manner of Collision: RIGHT ANGLE Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:2 CAR/VAN/PICKUP Registered Weight: 7000 State of Registration: NY Num of Occupants: 1 Driver's Age: 55 Sex: M Citation Issued: Y

> Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: OVERTAKING

Pre-Accd Action: MAKING U TURN

Apparent Factors: NOT APPLICABLE, PASSING OR LANE USAGE IMPROPERLY

Veh:1 CAR/VAN/PICKUP Registered Weight: 4618 State of Registration: NY

Num of Occupants: 1 Driver's Age: 53 Sex: M Citation Issued: Y School Bus Involved: OTHER

Direction of Travel: WEST Public Property Damage: OTHER

Apparent Factors: NOT APPLICABLE, TURNING IMPROPER

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012132 Street: ROUTE 6

328 Meters West of Hoops Rd

9/7/2018 Fri 07:20 AM Case: 2018-37468778 Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Accident Class: INJURY Police Agency: GREENVILLE SP Num of Veh: 1

Type Of Accident: COLLISION WITH PEDESTRIAN Traffic Control: NONE

Weather: CLOUDY Manner of Collision: OTHER

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT Loc. of Ped/Bicycle: PED/BICYCLIST NOT AT INTERSECTION Action of Ped/Bicycle: NOT IN ROADWAY

Veh:2 PEDESTRIAN Registered Weight: State of Registration: -3

> Num of Occupants: 1 Driver's Age: 45 Sex: M Citation Issued: N

Direction of Travel: NOT APPLICABLE Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: NOT APPLICABLE

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 9000 State of Registration: NY Num of Occupants: 1 Driver's Age: 42 Sex: M Citation Issued: N

> Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: ENTERING PARKED POSITION

Apparent Factors: VIEW OBSTRUCTED/LIMITED, DRIVER INATTENTION

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012151 Street: ROUTE 6

16 Meters West of Kirbytown Rd

9/16/2018 Sun 09:05 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: A Case: 2018-37488766

Police Agency: GREENVILLE SP Accident Class: PROPERTY DAMAGE AND INJURY Num of Veh: 1

Type Of Accident: OVERTURNED Traffic Control: NO PASSING ZONE Manner of Collision: OTHER Weather: CLEAR

Light Condition: DAYLIGHT Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL

Action of Ped/Bicycle: NOT APPLICABLE Loc. of Ped/Bicycle: NOT APPLICABLE

Veh:1 Registered Weight: 699 State of Registration: NY MOTORCYCLE

> Num of Occupants: 1 Driver's Age: 49 Sex: M Citation Issued: N Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD Apparent Factors: UNSAFE SPEED, NOT ENTERED

County: Orange Muni: Wawayanda(T) Ref. Marker: 284 83011091 Street: ROUTE 284

AT INTERSECTION WITH Route 6

9/27/2018 Thu 13:25 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37501619 Num of Veh: 2

Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN

Manner of Collision: UNKNOWN Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh · 2 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ

Num of Occupants: 1 Driver's Age: 56 Sex: F Citation Issued: N

Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 3997 State of Registration: NY

> Num of Occupants: 1 Citation Issued: N Driver's Age: 17 Sex: M

Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012145 Street: ROUTE 6

AT INTERSECTION WITH Unnamed Street

9/25/2018 Tue 13:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37504807

Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2 Traffic Control: STOP SIGN Type Of Accident: COLLISION WITH MOTOR VEHICLE Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: RAIN Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:2 CAR/VAN/PICKUP Registered Weight: 3019 State of Registration: NY

> Num of Occupants: 1 Driver's Age: 22 Sex: M Citation Issued: N Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 2516 State of Registration: NY

Num of Occupants: 1 Driver's Age: 79 Citation Issued: N Sex: M

Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STARTING IN TRAFFIC

Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

Street: US HWY 6 County: Orange Muni: Wawayanda(T) Ref. Marker:

AT INTERSECTION WITH Sunrise Park Rd

Extent of Injuries: 10/3/2018 Wed 20:10 PM Persons Killed: 0 Case: 2018-37517142 Persons Injured: 0 Police Agency: GREENVILLE SP Accident Class: PROPERTY DAMAGE Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLOUDY Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Registered Weight: 3196 Veh:2 CAR/VAN/PICKUP State of Registration: NY

> Num of Occupants: 1 Driver's Age: 25 Sex: F Citation Issued: N Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 4307 State of Registration: NY

> Citation Issued: N Num of Occupants: 1 Driver's Age: 24 Sex: M

Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

County: Orange Muni: Wawayanda(T) Ref. Marker: 17M83013003 Street: STATE HWY 17M

AT INTERSECTION WITH US Hwy 6

10/9/2018 Tue 21:45 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37522483

Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL

Manner of Collision: RIGHT ANGLE Weather: CLOUDY

Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED Road Surface Condition: DRY

Action of Ped/Bicycle: NOT APPLICABLE Loc. of Ped/Bicycle: NOT APPLICABLE

Veh:2 CAR/VAN/PICKUP Registered Weight: 4528 State of Registration: NY

> Num of Occupants: 1 Citation Issued: N Driver's Age: 29 Sex: M

School Bus Involved: OTHER Direction of Travel: SOUTH Public Property Damage: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 4540 State of Registration: NY

> Num of Occupants: 1 Driver's Age: 24 Sex: M Citation Issued: N Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012141 Street: ROUTE 6

164 Meters North of County Route 56

9/28/2018 Persons Injured: 0 Case: 2018-37524752 Fri 16:00 PM Persons Killed: 0 Extent of Injuries:

Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE

Manner of Collision: OVERTAKING Weather: CLOUDY

Road Char.: STRAIGHT AND LEVEL Road Surface Condition: DRY Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 9088 State of Registration: NY

Num of Occupants: 1 Driver's Age: 44 Sex: M Citation Issued: N

Direction of Travel: SOUTH-EAST School Bus Involved: OTHER Public Property Damage: OTHER

Pre-Accd Action: MAKING RIGHT TURN

Apparent Factors: NOT APPLICABLE, TURNING IMPROPER

Veh : 2 CAR/VAN/PICKUP Registered Weight: 3803 State of Registration: NY
Num of Occupants: 2 Driver's Age: Sex: Citation Issued:

Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: PARKED

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: Street: COUNTY ROUTE 56

AT INTERSECTION WITH Route 6

10/19/2018 Fri 13:02 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37538458
Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN

Manner of Collision: REAR END Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 2 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ

Num of Occupants: 1 Driver's Age: 59 Sex: M Citation Issued: N

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: SLOWED OR STOPPING

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 3514 State of Registration: NY

Num of Occupants: 1 Driver's Age: 54 Sex: M Citation Issued: N

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: FOLLOWING TOO CLOSELY, DRIVER INATTENTION

County: Orange Muni: Wawayanda(T) Ref. Marker: 284 83011091 Street: [Route] 6

AT INTERSECTION WITH [Route] 284

7/9/2018 Mon 00:00 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37544507
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: UNKNOWN

Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 2 OTHER Registered Weight: State of Registration: -3

Num of Occupants: 1 Driver's Age: Sex: U Citation Issued: N

Direction of Travel: UNKNOWN Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: UNKNOWN

Apparent Factors: NOT ENTERED, NOT ENTERED

Veh:1 CAR/VAN/PICKUP Registered Weight: 3997 State of Registration: NY

Num of Occupants: 1 Driver's Age: 17 Sex: M Citation Issued: N

Direction of Travel: UNKNOWN Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: UNKNOWN

Apparent Factors: NOT ENTERED, NOT ENTERED

County: Orange Muni: Wawayanda(T) Ref. Marker: 17M83013003 Street: STATE HWY 17M

AT INTERSECTION WITH US Hwy 6

10/31/2018 Wed 05:40 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B **Case: 2018-37558664**

Accident Class: PROPERTY DAMAGE AND INJURY
Type Of Accident: COLLISION WITH MOTOR VEHICLE
Police Agency: GREENVILLE SP Num of Veh: 2
Traffic Control: TRAFFIC SIGNAL

Manner of Collision: LEFT TURN (AGAINST OTHER CAR)

Road Surface Condition: DRY

Road Char.: STRAIGHT AND LEVEL

Light Condition: DARK-ROAD UNLIGHTED

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROA Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 2409 State of Registration: NY

Num of Occupants: 1 Driver's Age: 53 Sex: M Citation Issued: Y

Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: ALCOHOL INVOLVEMENT, FAILURE TO YIELD RIGHT OF WAY

Veh: 2 CAR/VAN/PICKUP Registered Weight: 2293 State of Registration: NY

Num of Occupants: 1 Driver's Age: 21 Sex: F Citation Issued: N

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012120 Street: ROUTE 6

59 Meters East of Route 284

11/10/2018 Sat 07:50 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37588041

Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE

Traffic Control: NO PASSING ZONE

Manner of Collision: OVERTAKING Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ

Num of Occupants: 1 Driver's Age: 72 Sex: F Citation Issued: N

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, GLARE

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3628 State of Registration: NY

Num of Occupants: 2 Driver's Age: Sex: Citation Issued:

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: PARKED

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012127 Street: [Route] 6

AT INTERSECTION WITH RIDGEBURY HILL RD

11/16/2018 Fri 19:25 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37592769

Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 1

Type Of Accident: COLLISION WITH DEER

Traffic Control: NONE

Manner of Collision: OTHER Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 3223 State of Registration: NY

Num of Occupants: 1 Driver's Age: 27 Sex: F Citation Issued: N

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, ANIMAL'S ACTION

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012128 Street: ROUTE 6

204 Meters North of Ridgebury Hill Rd

11/18/2018 Sun 20:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37601611**

Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 1

Type Of Accident: COLLISION WITH DEER Traffic Control: NONE

Manner of Collision: OTHER Weather: CLOUDY

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 4439 State of Registration: NY

Num of Occupants: 1 Driver's Age: 26 Sex: M Citation Issued: N

Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012134 Street: [Route] 6

AT INTERSECTION WITH HOOPS RD

11/16/2018 Fri 07:38 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37601876 Accident Class: NON-REPORTABLE Police Agency: ORANGE CO SHERIFF DEPT Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE

Weather: SLEET/HAIL/FREEZING RAIN Manner of Collision: OTHER

Road Char.: STRAIGHT AND LEVEL Road Surface Condition: SNOW/ICE Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP State of Registration: PA Registered Weight: Num of Occupants: 1 Driver's Age: 52 Sex: M Citation Issued: N

> Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: PAVEMENT SLIPPERY, NOT APPLICABLE

Registered Weight: Veh:2 OTHER State of Registration:

Num of Occupants: 1 Sex: M Driver's Age: 57 Citation Issued: N

Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: BACKING

Apparent Factors: PAVEMENT SLIPPERY, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012127 Street: ROUTE 6

AT INTERSECTION WITH Ridgebury Hill Rd

Persons Killed: 0 11/30/2018 Fri 19:25 PM Persons Injured: 0 Extent of Injuries: Case: 2018-37616478

Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 1

Type Of Accident: COLLISION WITH DEER Traffic Control: NO PASSING ZONE Weather: CLOUDY Manner of Collision: OTHER

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 3590 State of Registration: NY

Num of Occupants: 1 Driver's Age: 53 Sex: F Citation Issued: N Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, ANIMAL'S ACTION

Street: RIDGEBURY HILL RD County: Orange Muni: Wawayanda(T) Ref. Marker:

AT INTERSECTION WITH Route 6

11/18/2018 Sun 11:00 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37625240 Accident Class: PROPERTY DAMAGE Num of Veh: 2

Police Agency: GREENVILLE SP Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN

Manner of Collision: REAR END Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 3209 State of Registration: NY

> Num of Occupants: 1 Driver's Age: 33 Sex: F Citation Issued: N

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: SLOWED OR STOPPING

Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh:2 CAR/VAN/PICKUP Registered Weight: 3413 State of Registration: NY

Citation Issued: N Num of Occupants: 1 Driver's Age: 62 Sex: F

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012155 Street: US HWY 6

AT INTERSECTION WITH Route 17M

12/5/2018 Wed 13:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37627117 Police Agency: GREENVILLE SP Accident Class: PROPERTY DAMAGE Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL Manner of Collision: LEFT TURN (WITH OTHER CAR) Weather: CLEAR Road Char.: STRAIGHT AND LEVEL Road Surface Condition: DRY Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE Veh:2 TRUCK Registered Weight: State of Registration: IL

> Num of Occupants: 1 Driver's Age: 56 Sex: M Citation Issued: N Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 3772 State of Registration: NY Citation Issued: N Num of Occupants: 2 Driver's Age: 63 Sex: F

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, NOT APPLICABLE

Muni: Wawayanda(T) Ref. Marker: 284 83011091 Street: ROUTE 284 County: Orange

18 Meters South of Route 6

12/19/2018 Case: 2018-37648283 Wed 10:25 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN

Manner of Collision: REAR END Weather: CLOUDY

Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT Road Surface Condition: DRY

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 3463 State of Registration: NY

Num of Occupants: 1 Driver's Age: 55 Sex: F Citation Issued: N

School Bus Involved: OTHER Direction of Travel: NORTH Public Property Damage: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh:2 CAR/VAN/PICKUP Registered Weight: State of Registration: SC Num of Occupants: 1 Driver's Age: 34 Sex: F Citation Issued: N

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 17M83013001 Street: DOLSON AVE

63 Meters North of Sunrise Park Rd

1/11/2019 Fri 12:40 PM Persons Injured: 0 Case: 2019-37686786 Persons Killed: 0 Extent of Injuries:

Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE

Manner of Collision: REAR END Weather: CLOUDY

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 2643 State of Registration: NY

> Num of Occupants: 1 Driver's Age: 57 Sex: M Citation Issued: N Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh:2 CAR/VAN/PICKUP Registered Weight: 3154 State of Registration: NY

> Num of Occupants: 1 Driver's Age: 48 Sex: M Citation Issued: N

> Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: SLOWED OR STOPPING

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Muni: Wawayanda(T) Ref. Marker: 6 83012155 Street: US ROUTE 6 County: Orange

AT INTERSECTION WITH ROUTE 17M

1/10/2019 Thu 19:20 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2019-37691795

> Police Agency: ORANGE CO SHERIFF DEPT Accident Class: PROPERTY DAMAGE AND INJURY Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL

Manner of Collision: REAR END Weather: CLEAR

Road Char.: STRAIGHT AND LEVEL Road Surface Condition: DRY Light Condition: DARK-ROAD LIGHTED

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

 Veh :2
 CAR/VAN/PICKUP
 Registered Weight: 3458
 State of Registration: NY

 Num of Occupants: 1
 Driver's Age: 18
 Sex: M
 Citation Issued: N

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: DRIVER INEXPERIENCE, NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 3442 State of Registration: NY
Num of Occupants: 1 Driver's Age: 49 Sex: F Citation Issued: N

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 17M83013001 Street: DOLSON AVE

93 Meters North of Sunrise Park Rd

1/19/2019Sat 22:05 PMPersons Killed: 0Persons Injured: 0Extent of Injuries:Case: 2019-37699365Accident Class: PROPERTY DAMAGEPolice Agency: GREENVILLE SPNum of Veh: 1

Type Of Accident: COLLISION WITH GUIDE RAIL

Traffic Control: NO PASSING ZONE

Manner of Collision: OTHER Weather: SNOW

Road Surface Condition: SNOW/ICE Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

 Veh:1
 CAR/VAN/PICKUP
 Registered Weight: 4787
 State of Registration: NY

 Num of Occupants: 3
 Driver's Age: 35
 Sex: M
 Citation Issued: Y

Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: UNSAFE SPEED, PAVEMENT SLIPPERY

County: Orange Muni: Wawayanda(T) Ref. Marker: 17M83013003 Street: [Route] 17M

AT INTERSECTION WITH [Route] 6

1/23/2019 Wed 20:02 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2019-37712055

Accident Class: PROPERTY DAMAGE AND INJURY

Type Of Accident: COLLISION WITH MOTOR VEHICLE

Manner of Collision: LEFT TURN (AGAINST OTHER CAR)

Police Agency: ORANGE CO SHERIFF DEPT

Num of Veh: 2

Traffic Control: TRAFFIC SIGNAL

Weather: RAIN

Manner of Collision: LEFT TURN (AGAINST OTHER CAR)

Road Surface Condition: WET

Road Char.: STRAIGHT AND LEVEL

Light Condition: DARK-ROAD LIGHTED

Loc. of Ped/Bicycle: NOT APPLICABLE

Action of Ped/Bicycle: NOT APPLICABLE

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3721 State of Registration: NY
Num of Occupants: 1 Driver's Age: 24 Sex: M Citation Issued: N

Direction of Travel: EAST

Public Property Damage: OTHER

School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT ENTERED, NOT ENTERED

Veh:1 CAR/VAN/PICKUP Registered Weight: 3936 State of Registration: NY

Num of Occupants: 1 Driver's Age: 48 Sex: F Citation Issued: N

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT ENTERED

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012124 Street: ROUTE 6

2/1/2019 Fri 21:40 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2019-37720858**

Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 1

Type Of Accident: COLLISION WITH DEER Traffic Control: NO PASSING ZONE

Manner of Collision: OTHER Weather: CLOUDY

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 2830 State of Registration: NY

Num of Occupants: 1 Driver's Age: 18 Sex: M Citation Issued: N

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

Muni: Wawayanda(T) Ref. Marker: 6 83012147 Street: ROUTE 6 County: Orange

2/4/2019 Mon 17:50 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2019-37733828

Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 1

Type Of Accident: COLLISION WITH DEER Traffic Control: NONE Manner of Collision: OTHER Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DUSK

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 3263 State of Registration: NY

> Num of Occupants: 1 Driver's Age: 30 Sex: M Citation Issued: N Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, ANIMAL'S ACTION

Muni: Wawayanda(T) Ref. Marker: 84I83011144 Street: I 84 County: Orange

2/20/2019 Wed 14:35 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2019-37754095

> Accident Class: PROPERTY DAMAGE Police Agency: TROOP F NARCO ENFORCEMENT SP Num of Veh: 1

Type Of Accident: COLLISION WITH GUIDE RAIL Traffic Control: NONE

Manner of Collision: OTHER Weather: SNOW

Light Condition: DAYLIGHT Road Surface Condition: SNOW/ICE Road Char.: STRAIGHT AND LEVEL

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ

Num of Occupants: 2 Driver's Age: 45 Sex: M Citation Issued: Y

Direction of Travel: EAST School Bus Involved: OTHER Public Property Damage: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: PAVEMENT SLIPPERY, UNSAFE SPEED

County: Orange Muni: Wawayanda(T) Ref. Marker: Street: ROUTE 17M

44 Meters South of Sunrise Park Rd

3/11/2019 Mon 16:45 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2019-37815317 Police Agency: GREENVILLE SP Accident Class: PROPERTY DAMAGE Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL Manner of Collision: REAR END Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY

> Num of Occupants: 1 Driver's Age: 43 Sex: M Citation Issued: N

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD Apparent Factors: GLARE, DRIVER INATTENTION

Veh:1 CAR/VAN/PICKUP Registered Weight: 3385 State of Registration: NY

> Num of Occupants: 1 Driver's Age: 42 Sex: F Citation Issued: N

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Muni: Wawayanda(T) Ref. Marker: 6 83012143 Street: ROUTE 6 County: Orange

489 Meters North of County Route 56

3/28/2019 Persons Killed: 0 Extent of Injuries: C Case: 2019-37816676 Thu 21:15 PM Persons Injured: 1

Police Agency: GREENVILLE SP Accident Class: PROPERTY DAMAGE AND INJURY Num of Veh: 2 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE

Manner of Collision: RIGHT ANGLE Weather: CLOUDY

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED

Action of Ped/Bicycle: NOT APPLICABLE Loc. of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 6898 State of Registration: NY

Num of Occupants: 2 Driver's Age: 39 Sex: F Citation Issued: Y

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STARTING FROM PARKING

Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT ENTERED

 Veh :2
 CAR/VAN/PICKUP
 Registered Weight: 2894
 State of Registration: NY

 Num of Occupants: 1
 Driver's Age: 23
 Sex: M
 Citation Issued: Y

Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT ENTERED, NOT ENTERED

County: Orange Muni: Wawayanda(T) Ref. Marker: Street: KIRBYTOWN RD

AT INTERSECTION WITH APPLE LANE DR

5/13/2019 Mon 22:28 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2019-37911567

Accident Class: PROPERTY DAMAGE Police Agency: ORANGE CO SHERIFF DEPT Num of Veh: 1
Type Of Accident: COLLISION WITH OTHER FIXED OBJECT Traffic Control: NONE

Manner of Collision: OTHER Weather: CLEAR

Road Surface Condition: WET Road Char.: CURVE AND GRADE Light Condition: DARK-ROAD UNLIGHTED

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 2795 State of Registration: NY
Num of Occupants: 1 Driver's Age: 24 Sex: F Citation Issued: Y

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: CELL PHONE (HANDS FREE), ALCOHOL INVOLVEMENT

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012140 Street: ROUTE 6

26 Meters West of County Route 56

6/3/2019 Mon 21:58 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2019-37914073
Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 1

Type Of Accident: COLLISION WITH DEER Traffic Control: NO PASSING ZONE

Manner of Collision: OTHER Weather: CLOUDY

Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DARK-ROAD LIGHTED

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 2426 State of Registration: NY

Num of Occupants: 2 Driver's Age: 18 Sex: F Citation Issued: N

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, ANIMAL'S ACTION

County: Orange Muni: Wawayanda(T) Ref. Marker: Street: DOLSON AVE

AT INTERSECTION WITH Sunrise Park Rd

6/8/2019 Sat 03:15 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2019-37924377

Accident Class: INJURY Police Agency: WALLKILL TOWN PD Num of Veh: 2 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE

Manner of Collision: UNKNOWN
Road Surface Condition: DRY
Road Char.: STRAIGHT AND LEVEL
Weather: CLEAR
Light Condition: DARK-ROAD UNLIGHTED

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 3516 State of Registration: NY

Num of Occupants: 1 Driver's Age: 30 Sex: M Citation Issued: Y

Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: UNKNOWN, ALCOHOL INVOLVEMENT

Veh: 2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY

Num of Occupants: 1 Driver's Age: Sex: Citation Issued:

Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: PARKED

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012140 Street: ROUTE 6

AT INTERSECTION WITH County Route 56

6/5/2019 Wed 14:50 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2019-37926980
Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN

Manner of Collision: RIGHT ANGLE Weather: CLOUDY

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 4195 State of Registration: NY

Num of Occupants: 2 Driver's Age: 78 Sex: M Citation Issued: N Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

Veh:2 CAR/VAN/PICKUP Registered Weight: 3024 State of Registration: NY

> Num of Occupants: 2 Driver's Age: 18 Sex: F Citation Issued: N

Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: Street: ROUTE 17M

23 Meters South of Sunrise Park Rd

6/14/2019 Fri 09:55 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2019-37928771

Police Agency: TROOP F NARCO ENFORCEMENT SP Accident Class: PROPERTY DAMAGE Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE

Manner of Collision: REAR END Weather: CLOUDY

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Action of Ped/Bicycle: NOT APPLICABLE Loc. of Ped/Bicycle: NOT APPLICABLE

Veh:2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY

> Num of Occupants: 1 Driver's Age: 51 Sex: F Citation Issued: N School Bus Involved: OTHER

Direction of Travel: WEST Public Property Damage: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 3008 State of Registration: NY

> Num of Occupants: 1 Driver's Age: 45 Sex: M Citation Issued: N School Bus Involved: OTHER Direction of Travel: WEST Public Property Damage: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Muni: Wawayanda(T) Ref. Marker: 6 83012140 Street: ROUTE 6 County: Orange

36 Meters East of County Route 56

6/3/2019 Mon 22:15 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2019-37932899 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 1

Type Of Accident: FIRE/EXPLOSION Traffic Control: NO PASSING ZONE Manner of Collision: OTHER Weather: CLOUDY

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 4467 State of Registration: NY

Num of Occupants: 1 Citation Issued: N Driver's Age: 27 Sex: M Direction of Travel: WEST School Bus Involved: OTHER Public Property Damage: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: OTHER (VEHICLE), NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 17M83013003 Street: DOLSON AVE

48 Meters North of US Hwy 6

6/25/2019 Tue 21:16 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2019-37946616 Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL

Manner of Collision: REAR END Weather: CLOUDY

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 3117 State of Registration: NY

> Num of Occupants: 1 Driver's Age: 45 Sex: F Citation Issued: N

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh: 2 CAR/VAN/PICKUP Registered Weight: 4431 State of Registration: NY
Num of Occupants: 1 Driver's Age: 23 Sex: M Citation Issued: N

Direction of Travel: EAST

Public Property Damage: OTHER

School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012134 Street: ROUTE 6

28 Meters East of Creedon Hill Rd

7/5/2019 Fri 06:30 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2019-37963446
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: GREENVILLE SP Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE

Manner of Collision: OVERTAKING Weather: CLOUDY

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 OTHER Registered Weight: State of Registration: NY

Num of Occupants: 0 Driver's Age: Sex: Citation Issued:

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: OVERTAKING

Apparent Factors: PASSING TOO CLOSELY, NOT APPLICABLE

Veh : 2 CAR/VAN/PICKUP Registered Weight: 2657 State of Registration: NY

Num of Occupants: 1 Driver's Age: 19 Sex: F Citation Issued: Y

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012119 Street: ROUTE 6

AT INTERSECTION WITH Route 284

7/10/2019 Wed 12:33 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2019-37973665
Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE

Manner of Collision: SIDESWIPE Weather: CLOUDY

Road Surface Condition: DRY Road Char.: STRAIGHT AT HILLCREST Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE

Action of Ped/Bicycle: NOT APPLICABLE

Veh: 2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY

Num of Occupants: 2 Driver's Age: 45 Sex: M Citation Issued: N

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 2910 State of Registration: NY

Num of Occupants: 1 Driver's Age: 54 Sex: M Citation Issued: Y

Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012139 Street: ROUTE 6

53 Meters West of County Route 56

7/15/2019 Mon 21:55 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2019-37979426

Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 1

Type Of Accident: COLLISION WITH DEER Traffic Control: NO PASSING ZONE

Manner of Collision: OTHER Weather: CLOUDY

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 3637 State of Registration: NY
Num of Occupants: 1 Driver's Age: 37 Sex: F Citation Issued: N

Direction of Travel: WEST

Public Property Damage: OTHER

School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012124 Street: ROUTE 6

Case: 2019-37979430 7/16/2019 Tue 13:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries:

Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 1

Type Of Accident: COLLISION WITH DEER Traffic Control: NO PASSING ZONE

Manner of Collision: OTHER Weather: CLEAR

Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT Road Surface Condition: DRY

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 3515 State of Registration: NY

> Num of Occupants: 1 Driver's Age: 64 Sex: F Citation Issued: N

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, ANIMAL'S ACTION

Muni: Wawayanda(T) Ref. Marker: 6 83012153 Street: ROUTE 6 County: Orange

60 Meters West of Old Route 17M

Case: 2019-38008706 8/2/2019 Fri 12:20 PM Persons Injured: 0 Extent of Injuries: Persons Killed: 0

Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL

Manner of Collision: REAR END Weather: CLEAR

Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT Road Surface Condition: DRY

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 5109 State of Registration: NY

> Sex: M Citation Issued: Y Num of Occupants: 1 Driver's Age: 63

Public Property Damage: OTHER School Bus Involved: OTHER Direction of Travel: EAST

Pre-Accd Action: OVERTAKING

Apparent Factors: TURNING IMPROPER, PASSING OR LANE USAGE IMPROPERLY

Veh:2 CAR/VAN/PICKUP Registered Weight: 3447 State of Registration: NY

> Num of Occupants: 1 Citation Issued: N Driver's Age: 29 Sex: F

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: Street: DOLSON AVE

AT INTERSECTION WITH Sunrise Park Rd

7/31/2019 Case: 2019-38014206 Wed 12:40 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries:

Police Agency: GREENVILLE SP Num of Veh: 2 Accident Class: PROPERTY DAMAGE

Traffic Control: TRAFFIC SIGNAL Type Of Accident: COLLISION WITH MOTOR VEHICLE

Manner of Collision: REAR END Weather: RAIN

Road Char.: STRAIGHT AND LEVEL Road Surface Condition: WET Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 4303 State of Registration: NY

> Num of Occupants: 1 Driver's Age: 73 Sex: M Citation Issued: N Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh:2 CAR/VAN/PICKUP Registered Weight: 4363 State of Registration: NY

> Num of Occupants: 1 Driver's Age: 47 Sex: M Citation Issued: N School Bus Involved: OTHER

Direction of Travel: WEST Public Property Damage: OTHER

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012155 Street: ROUTE 17M

AT INTERSECTION WITH US Hwy 6

8/22/2019 Thu 20:36 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2019-38042054

Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 1 Type Of Accident: COLLISION WITH FIRE HYDRANT Traffic Control: TRAFFIC SIGNAL

Manner of Collision: OTHER

Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED

Weather: RAIN

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: State of Registration: PA

Num of Occupants: 2 Driver's Age: 44 Sex: F Citation Issued: N

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: NOT APPLICABLE, TURNING IMPROPER

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012130 Street: ROUTE 6

AT INTERSECTION WITH McBride Rd

8/20/2019 Tue 15:35 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2019-38042058**Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE

Manner of Collision: REAR END Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: State of Registration: IN

Num of Occupants: 1 Driver's Age: 60 Sex: M Citation Issued: N

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3777 State of Registration: NY

Num of Occupants: 1 Driver's Age: 22 Sex: M Citation Issued: Y

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, UNSAFE SPEED

County: Orange Muni: Wawayanda(T) Ref. Marker: Street: 8/23/2019 Fri 22:10 PM Persons Killed: 0 Per

Fri 22:10 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2019-38042062

Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: GREENVILLE SP Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL

Manner of Collision: REAR END Weather: CLEAR

 $Road\ Surface\ Condition:\ DRY \qquad Road\ Char.:\ STRAIGHT\ AND\ LEVEL \qquad Light\ Condition:\ DARK-ROAD\ UNLIGHTED$

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 3208 State of Registration: NY

Num of Occupants: 1 Driver's Age: 51 Sex: M Citation Issued: Y

Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: SLOWED OR STOPPING

Apparent Factors: FOLLOWING TOO CLOSELY, ALCOHOL INVOLVEMENT

Veh: 2 CAR/VAN/PICKUP Registered Weight: 4024 State of Registration: NY

Num of Occupants: 1 Driver's Age: 32 Sex: M Citation Issued: N

Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: SLOWED OR STOPPING

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012140 Street: ROUTE 6

72 Meters North of County Route 56

8/30/2019 Fri 20:25 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2019-38052740**

Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 1

Type Of Accident: COLLISION WITH DEER Traffic Control: NO PASSING ZONE

Manner of Collision: OTHER Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 4067 State of Registration: NY

Num of Occupants: 1 Driver's Age: 66 Sex: M Citation Issued: N

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 17M83013001 Street: DOLSON AVE

37 Meters North of Sunrise Park Rd

8/29/2019 Thu 13:40 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC Case: 2019-38063847
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: GREENVILLE SP Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL

Manner of Collision: REAR END Weather: CLOUDY

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 2701 State of Registration: NY

Num of Occupants: 1 Driver's Age: 22 Sex: F Citation Issued: Y

Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: FOLLOWING TOO CLOSELY, UNSAFE SPEED

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3443 State of Registration: NY

Num of Occupants: 2 Driver's Age: 30 Sex: M Citation Issued: N

Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012119 Street: ROUTE 6

AT INTERSECTION WITH Route 284

9/6/2019 Fri 15:35 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2019-38069633

Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE

Manner of Collision: LEFT TURN (AGAINST OTHER CAR)

Road Surface Condition: DRY

Road Char.: STRAIGHT AND LEVEL

Traffic Control: STOP SIGN

Weather: CLOUDY

Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 3140 State of Registration: NY

Num of Occupants: 1 Driver's Age: 67 Sex: F Citation Issued: N

Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

Veh: 2 CAR/VAN/PICKUP Registered Weight: 4502 State of Registration: NY

Num of Occupants: 1 Driver's Age: 35 Sex: M Citation Issued: N

Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012129 Street: ROUTE 6

133 Meters South of McBride Rd

9/25/2019 Wed 16:00 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC Case: 2019-38091618
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: GREENVILLE SP Num of Veh: 3

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE

Manner of Collision: OTHER Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 3107 State of Registration: NY

Num of Occupants: 2 Driver's Age: 23 Sex: F Citation Issued: Y

Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: UNSAFE SPEED, NOT APPLICABLE

Veh: 2 CAR/VAN/PICKUP Registered Weight: 4436 State of Registration: NY

Num of Occupants: 6 Driver's Age: 34 Sex: F Citation Issued: N

Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh: 3 CAR/VAN/PICKUP Registered Weight: 4556 State of Registration: NY
Num of Occupants: 3 Driver's Age: 43 Sex: F Citation Issued: N

Num of Occupants. 5 Driver's Age. 45 Sex. 1 Citation Issued. N

Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012121 Street: ROUTE 6

322 Meters East of Route 284

9/29/2019 Sun 05:58 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2019-38096349

Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 1
Type Of Accident: COLL. W/EARTH ELE./ROCK CUT/DITCH Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER
Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DARK-ROAD UNLIGHTED

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

 Veh :1
 CAR/VAN/PICKUP
 Registered Weight: 12000
 State of Registration: NY

 Num of Occupants: 1
 Driver's Age: 30
 Sex: M
 Citation Issued: Y

Num of Occupants: 1 Driver's Age: 30 Sex: M Citation Issued: Y

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: ALCOHOL INVOLVEMENT, UNSAFE SPEED

County: Orange Muni: Wawayanda(T) Ref. Marker: 17M83013003 Street: [Route] 17M

AT INTERSECTION WITH [Route] 6

10/8/2019Tue 19:07 PMPersons Killed: 0Persons Injured: 1Extent of Injuries: CCase: 2019-38110676Accident Class: INJURYPolice Agency: ORANGE CO SHERIFF DEPTNum of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE

Manner of Collision: REAR END

Road Surface Condition: DRY

Road Char.: STRAIGHT AND LEVEL

Num of Ven: 2

Traffic Control: NONE

Weather: CLEAR

Light Condition: DARK-ROAD LIGHTED

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh : 2 CAR/VAN/PICKUP Registered Weight: 4107 State of Registration: NY
Num of Occupants: 2 Driver's Age: 59 Sex: F Citation Issued: N

Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: UNKNOWN, NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 2740 State of Registration: NY

Num of Occupants: 1 Driver's Age: 20 Sex: M Citation Issued: Y

Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012154 Street: ROUTE 6

AT INTERSECTION WITH Old Route 17M

10/4/2019 Fri 14:15 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: **2019-38113730**

Accident Class: PROPERTY DAMAGE Police Agency: TROOP F NARCO ENFORCEMENT SP Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 2 CAR/VAN/PICKUP Registered Weight: 2623 State of Registration: NY

Num of Occupants: 1 Driver's Age: 55 Sex: F Citation Issued: N

Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: TRAFFIC CONTROL DEVICES DISREGARDED, NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: State of Registration: PA

Num of Occupants: 1 Driver's Age: 22 Sex: F Citation Issued: N

Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

County: Orange Muni: Wawayanda(T) Ref. Marker: Street: RAMP

AT INTERSECTION WITH US Hwy 6

11/4/2019 Mon 13:19 PM Persons Killed: 0 Extent of Injuries: CC Case: 2019-38156226 Persons Injured: 2

Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: GREENVILLE SP Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: YIELD SIGN Manner of Collision: REAR END Weather: CLOUDY

Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 5135 State of Registration: NY

> Sex: F Num of Occupants: 2 Driver's Age: 43 Citation Issued: N

School Bus Involved: OTHER Direction of Travel: WEST Public Property Damage: OTHER

Pre-Accd Action: SLOWED OR STOPPING

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh:2 TRUCK Registered Weight: 17900 State of Registration: NY

> Citation Issued: Y Num of Occupants: 1 Driver's Age: 57 Sex: M Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

County: Orange Muni: Wawayanda(T) Ref. Marker: 17M83013003 Street: DOLSON AVE

17 Meters North of US Hwy 6

11/2/2019 Sat 15:15 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2019-38156253

> Accident Class: PROPERTY DAMAGE Police Agency: TROOP F NARCO ENFORCEMENT SP Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL Manner of Collision: REAR END Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 3043 State of Registration: NY

> Num of Occupants: 1 Driver's Age: 62 Sex: M Citation Issued: N

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STARTING IN TRAFFIC

Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

Veh:2 CAR/VAN/PICKUP Registered Weight: 3726 State of Registration: NY

> Num of Occupants: 1 Driver's Age: 63 Sex: M Citation Issued: N Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Muni: Wawayanda(T) Ref. Marker: 6 83012138 Street: [Route] 6 County: Orange

AT INTERSECTION WITH SEWARD RD

10/8/2019 Tue 07:45 AM Persons Injured: 0 Extent of Injuries: Case: 2019-38159620 Persons Killed: 0 Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1

Type Of Accident: COLLISION WITH DEER Traffic Control: NONE

Weather: CLEAR

Manner of Collision: OTHER

Road Char.: STRAIGHT AND LEVEL Road Surface Condition: DRY Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 4884 State of Registration: NY

Num of Occupants: 1 Driver's Age: 50 Sex: F Citation Issued: N

Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD Apparent Factors: NOT ENTERED, NOT ENTERED County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012135 Street: ROUTE 6

83 Meters East of Creedon Hill Rd

11/10/2019 Sun 06:35 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2019-38165974

Police Agency: GREENVILLE SP Accident Class: PROPERTY DAMAGE Num of Veh: 1

Type Of Accident: COLLISION WITH DEER Traffic Control: NO PASSING ZONE

Manner of Collision: OTHER Weather: CLOUDY

Road Surface Condition: DRY Road Char.: STRAIGHT AT HILLCREST Light Condition: DAWN

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 4695 State of Registration: NY Num of Occupants: 1 Driver's Age: 68 Sex: M Citation Issued: N

> Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

Muni: Wawayanda(T) Ref. Marker: 17M83013003 Street: STATE HWY 17M County: Orange

AT INTERSECTION WITH US Hwy 6

11/12/2019 Tue 15:10 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2019-38167652

Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2 Traffic Control: TRAFFIC SIGNAL Type Of Accident: COLLISION WITH MOTOR VEHICLE Weather: CLOUDY Manner of Collision: LEFT TURN (WITH OTHER CAR)

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 4027 State of Registration: NY

Sex: F Num of Occupants: 1 Driver's Age: 22 Citation Issued: N

Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh:2 CAR/VAN/PICKUP Registered Weight: 3470 State of Registration: NY

> Num of Occupants: 1 Driver's Age: 17 Sex: F Citation Issued: N

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012139 Street: ROUTE 6

33 Meters East of Gonzalez Dr

11/14/2019 Case: 2019-38173232 Thu 20:33 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries:

Police Agency: GREENVILLE SP Accident Class: PROPERTY DAMAGE Num of Veh: 1

Type Of Accident: COLLISION WITH DEER Traffic Control: NO PASSING ZONE

Manner of Collision: OTHER Weather: CLOUDY

Road Surface Condition: DRY Light Condition: DARK-ROAD UNLIGHTED Road Char.: STRAIGHT AND LEVEL

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Registered Weight: 3715 Veh:1 CAR/VAN/PICKUP State of Registration: NY

Num of Occupants: 1 Driver's Age: 59 Sex: F Citation Issued: N Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, ANIMAL'S ACTION

Muni: Wawayanda(T) Ref. Marker: 6 83012151 Street: [Route] 6 County: Orange

AT INTERSECTION WITH KIRBYTOWN RD

11/13/2019 Wed 13:40 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2019-38188015

Accident Class: PROPERTY DAMAGE Police Agency: ORANGE CO SHERIFF DEPT Num of Veh: 1

Type Of Accident: COLLISION WITH FIRE HYDRANT Traffic Control: NONE

Manner of Collision: OTHER Weather: CLEAR

Road Char.: CURVE AND LEVEL Road Surface Condition: DRY Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 5290 State of Registration: NY

> Num of Occupants: 1 Driver's Age: 37 Sex: M Citation Issued: N

Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, REACTION TO OTHER UNINVOLVED VEHICL

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012127 Street: ROUTE 6

AT INTERSECTION WITH Ridgebury Hill Rd

11/17/2019 Sun 21:25 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: **2019-38189652**

Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 1

Type Of Accident: COLLISION WITH DEER Traffic Control: NONE

Manner of Collision: OTHER Weather: CLOUDY

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 3180 State of Registration: NY

Num of Occupants: 1 Driver's Age: 56 Sex: M Citation Issued: N

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: Street:

11/15/2019 Fri 16:40 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2019-38190446

Accident Class: PROPERTY DAMAGE Police Agency: TROOP F NARCO ENFORCEMENT SP Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: YIELD SIGN

Manner of Collision: REAR END Weather: CLOUDY

Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3957 State of Registration: NY

Num of Occupants: 1 Driver's Age: 19 Sex: F Citation Issued: N

Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: SLOWED OR STOPPING

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 3929 State of Registration: NY

Num of Occupants: 4 Driver's Age: 32 Sex: F Citation Issued: N

Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: SLOWED OR STOPPING

Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012126 Street: ROUTE 6

197 Meters South of Ridgebury Hill Rd

12/2/2019

10/29/2019 Tue 17:10 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: **2019-38193324**

Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: RAIN

Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 2899 State of Registration: NY

Num of Occupants: 1 Driver's Age: 17 Sex: M Citation Issued: N

Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: SLOWED OR STOPPING

Apparent Factors: UNSAFE SPEED, FOLLOWING TOO CLOSELY

Veh : 2 CAR/VAN/PICKUP Registered Weight: 4393 State of Registration: NY

Num of Occupants: 1 Driver's Age: 43 Sex: M Citation Issued: N

Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012141 Street: ROUTE 6

171 Meters North of County Route 56

Mon 07:10 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC Case: 2019-38204544

Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: GREENVILLE SP Num of Veh: 1

Type Of Accident: COLL. W/LIGHT SUPPORT/UTILITY POLE

Traffic Control: NO PASSING ZONE

Manner of Collision: OTHER Weather: SNOW

Road Surface Condition: SNOW/ICE Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT

Action of Ped/Bicycle: NOT APPLICABLE Loc. of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 3425 State of Registration: NY

Num of Occupants: 2 Driver's Age: 21 Citation Issued: N

Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: UNSAFE SPEED, PAVEMENT SLIPPERY

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012132 Street: ROUTE 6

331 Meters West of Hoops Rd

12/1/2019 Sun 17:59 PM Persons Injured: 0 Case: 2019-38204807 Persons Killed: 0 Extent of Injuries:

Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 1

Type Of Accident: COLLISION WITH CURBING Traffic Control: NONE

Manner of Collision: OTHER Weather: SNOW

Road Surface Condition: SNOW/ICE Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 2879 State of Registration: NY

> Num of Occupants: 1 Driver's Age: 19 Sex: M Citation Issued: N

Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: PAVEMENT SLIPPERY, UNSAFE SPEED

Muni: Wawayanda(T) Ref. Marker: 6 83012148 Street: ROUTE 6 County: Orange

12/18/2019 Wed 10:50 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2019-38237841

Accident Class: NON-REPORTABLE Police Agency: GREENVILLE SP Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE

Manner of Collision: OTHER Weather: CLOUDY

Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY

> Citation Issued: Y Num of Occupants: 1 Driver's Age: 41 Sex: M

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, OBSTRUCTION/DEBRIS

Veh:2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY

> Num of Occupants: 1 Driver's Age: 44 Sex: F Citation Issued: N

School Bus Involved: OTHER Direction of Travel: EAST Public Property Damage: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012127 Street: ROUTE 6

AT INTERSECTION WITH Ridgebury Hill Rd

Case: 2020-38257745 1/2/2020 Thu 22:15 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries:

Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 1

Type Of Accident: COLLISION WITH DEER Traffic Control: NONE

Manner of Collision: OTHER Weather: CLOUDY

Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED Road Surface Condition: DRY

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 3429 State of Registration: NY

> Num of Occupants: 1 Citation Issued: N Driver's Age: 67 Sex: M Direction of Travel: WEST School Bus Involved: OTHER Public Property Damage: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, ANIMAL'S ACTION

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012129 Street: ROUTE 6

58 Meters South of McBride Rd

12/18/2019 Wed 18:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries:

Case: 2019-38265064 Accident Class: NON-REPORTABLE Police Agency: ORANGE CO SHERIFF DEPT Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE Manner of Collision: OVERTAKING Weather: CLOUDY

Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DARK-ROAD UNLIGHTED

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: State of Registration:

Num of Occupants: 1 Driver's Age: Sex: U Citation Issued: N

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: OVERTAKING

Apparent Factors: AGGRESSIVE DRIVING/ROAD RAGE, NOT APPLICABLE

Veh: 2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY

Num of Occupants: 4 Driver's Age: 40 Sex: F Citation Issued: N

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012122 Street: ROUTE 6

426 Meters East of Route 284

1/20/2020 Mon 18:34 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2020-38285296
Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 1

Type Of Accident: COLLISION WITH DEER Traffic Control: NONE

Manner of Collision: OTHER Weather: CLOUDY

Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DARK-ROAD UNLIGHTED

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 3303 State of Registration: NY

Num of Occupants: 2 Driver's Age: 53 Sex: F Citation Issued: N

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 284 83011091 Street: [Route] 284

AT INTERSECTION WITH [Route] 6

12/28/2019 Sat 00:00 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2019-38290528
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1

Type Of Accident: COLLISION WITH DEER Traffic Control: UNKNOWN

Manner of Collision: OTHER Weather: CLOUDY

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 3587 State of Registration: NY

Num of Occupants: 1 Driver's Age: 44 Sex: F Citation Issued: N

Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012138 Street: ROUTE 6

93 Meters West of Seward Rd

2/1/2020 Sat 18:35 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2020-38310954
Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 1

Type Of Accident: COLLISION WITH DEER Traffic Control: NONE

Manner of Collision: OTHER Weather: CLOUDY

Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DARK-ROAD UNLIGHTED

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 3837 State of Registration: NY

Num of Occupants: 1 Driver's Age: 57 Sex: F Citation Issued: N

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012127 Street: ROUTE 6

95 Meters North of Ridgebury Hill Rd

3/3/2020 Tue 02:10 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2020-38357101

Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 1

Type Of Accident: COLLISION WITH DEER Traffic Control: NONE

Manner of Collision: OTHER Weather: CLOUDY

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED

Action of Ped/Bicycle: NOT APPLICABLE Loc. of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 4353 State of Registration: NY

> Sex: M Num of Occupants: 1 Driver's Age: 58 Citation Issued: N Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, ANIMAL'S ACTION

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012140 Street: ROUTE 6

AT INTERSECTION WITH County Route 56

3/4/2020 Wed 07:33 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC Case: 2020-38364613 Police Agency: GREENVILLE SP Num of Veh: 2

Accident Class: PROPERTY DAMAGE AND INJURY

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE Manner of Collision: RIGHT ANGLE Weather: CLEAR

Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT Road Surface Condition: DRY

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 3934 State of Registration: NY

> Num of Occupants: 1 Citation Issued: Y Driver's Age: 18 Sex: F

> Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, TURNING IMPROPER

Veh:2 CAR/VAN/PICKUP Registered Weight: 3500 State of Registration: NY

> Num of Occupants: 2 Citation Issued: N Driver's Age: 22 Sex: M School Bus Involved: OTHER Direction of Travel: EAST Public Property Damage: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012140 Street: ROUTE 6

AT INTERSECTION WITH County Route 56

3/17/2020 Tue 05:10 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2020-38374451

Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 1

Type Of Accident: COLLISION WITH DEER Traffic Control: NO PASSING ZONE Manner of Collision: OTHER Weather: SNOW

Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Registered Weight: 5058 Veh:1 CAR/VAN/PICKUP State of Registration: NY

> Num of Occupants: 1 Sex: M Citation Issued: N Driver's Age: 50

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: Street: RAMP

AT INTERSECTION WITH US Hwy 6

Case: 2020-38375001 3/14/2020 Sat 17:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: A Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: GREENVILLE SP Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: YIELD SIGN

Manner of Collision: REAR END Weather: CLOUDY

Road Char.: STRAIGHT AND LEVEL Road Surface Condition: DRY Light Condition: DAYLIGHT

Action of Ped/Bicycle: NOT APPLICABLE Loc. of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 4180 State of Registration: NY

> Num of Occupants: 1 Driver's Age: 22 Sex: F Citation Issued: N

Direction of Travel: EAST School Bus Involved: OTHER Public Property Damage: OTHER

Pre-Accd Action: STARTING IN TRAFFIC

Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh:2 CAR/VAN/PICKUP Registered Weight: 4519 State of Registration: NY Num of Occupants: 3 Driver's Age: 53 Sex: F Citation Issued: N

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012142 Street: ROUTE 6

384 Meters North of County Route 56

3/23/2020 Mon 12:23 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2020-38377716
Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE

Manner of Collision: RIGHT ANGLE Weather: SLEET/HAIL/FREEZING RAIN

Road Surface Condition: SNOW/ICE Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 TRUCK Registered Weight: State of Registration: NY

Num of Occupants: 1 Driver's Age: 45 Sex: M Citation Issued: N

Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

Veh: 2 TRUCK Registered Weight: 66000 State of Registration: NY

Num of Occupants: 1 Driver's Age: 59 Sex: M Citation Issued: N

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012150 Street: ROUTE 6

147 Meters West of Kirbytown Rd

3/26/2020 Thu 07:55 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2020-38379789

Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP.

Num of Veb: 2

Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE

Traffic Control: NONE

Manner of Collision: REAR END
Road Surface Condition: DRY
Road Char.: STRAIGHT AND LEVEL
Weather: CLOUDY
Light Cond

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 3263 State of Registration: NY
Num of Occupants: 1 Driver's Age: 46 Sex: M Citation Issued: N

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

Veh : 2 CAR/VAN/PICKUP Registered Weight: 3362 State of Registration: NY

Num of Occupants: 1 Driver's Age: 22 Sex: M Citation Issued: N

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: SLOWED OR STOPPING

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012119 Street: ROUTE 6

AT INTERSECTION WITH Route 284

4/8/2020Wed 13:50 PMPersons Killed: 0Persons Injured: 0Extent of Injuries:Case: 2020-38389989Accident Class: PROPERTY DAMAGEPolice Agency: GREENVILLE SPNum of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE

Traffic Control: STOP SIGN

Manner of Collision: RIGHT ANGLE Weather: CLOUDY

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

 Veh:1
 CAR/VAN/PICKUP
 Registered Weight: 8093
 State of Registration: NY

 Num of Occupants: 1
 Driver's Age: 73
 Sex: M
 Citation Issued: N

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

 Veh :2
 CAR/VAN/PICKUP
 Registered Weight: 3228
 State of Registration: NY

 Num of Occupants: 1
 Driver's Age: 23
 Sex: F
 Citation Issued: N

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012125 Street: ROUTE 6

306 Meters South of Ridgebury Hill Rd

5/4/2020 Mon 00:26 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2020-38411369

Accident Class: PROPERTY DAMAGE
Police Agency: GREENVILLE SP
Num of Veh: 1

Type Of Accident: COLLISION WITH DEER Traffic Control: NONE

Manner of Collision: OTHER Weather: CLOUDY

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ

Num of Occupants: 1 Driver's Age: 25 Sex: M Citation Issued: N

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012144 Street: US ROUTE 6

141 Meters South of Unnamed Street

5/24/2020 Sun 08:35 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2020-38421140

Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 1

Type Of Accident: COLLISION WITH DEER Traffic Control: NO PASSING ZONE

Manner of Collision: OTHER Weather: CLOUDY

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 3357 State of Registration: NY

Num of Occupants: 1 Driver's Age: 23 Sex: M Citation Issued: N

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, ANIMAL'S ACTION

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012154 Street: US HWY 6

28 Meters East of Ramp

5/27/2020 Wed 13:15 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2020-38423509**

Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL

Manner of Collision: REAR END Weather: CLOUDY

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3781 State of Registration: NY

Num of Occupants: 1 Driver's Age: 43 Sex: M Citation Issued: N

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: REACTION TO OTHER UNINVOLVED VEHICL, NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 2242 State of Registration: NY

Num of Occupants: 1 Driver's Age: 56 Sex: M Citation Issued: Y

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

County: Orange Muni: Wawayanda(T) Ref. Marker: 17M83013003 Street: DOLSON AVE

33 Meters North of US Hwy 6

7/1/2020 Wed 12:45 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC Case: 2020-38463362

Accident Class: INJURY Police Agency: MONROE SP
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL

Manner of Collision: REAR END Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 6538 State of Registration: NY

Num of Occupants: 1 Driver's Age: 25 Sex: M Citation Issued: N

Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STARTING IN TRAFFIC

Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

Veh :2 CAR/VAN/PICKUP Registered Weight: 3455 State of Registration: NY
Num of Occupants: 3 Driver's Age: 52 Sex: F Citation Issued: N

Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STARTING IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: Street:

7/1/2020 Wed 18:38 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2020-38464395

Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE

Manner of Collision: UNKNOWN Weather: CLOUDY

Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3163 State of Registration: NY

Num of Occupants: 1 Driver's Age: Sex: Citation Issued:

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: PARKED

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh:1 OTHER Registered Weight: State of Registration: -3

Num of Occupants: 0 Driver's Age: Sex: Citation Issued:

Direction of Travel: UNKNOWN Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: ENTERING PARKED POSITION
Apparent Factors: UNKNOWN, UNKNOWN

County: Orange Muni: Wawayanda(T) Ref. Marker: Street: RAMP

AT INTERSECTION WITH Dolson Ave

7/11/2020 Sat 11:31 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2020-38475328

Accident Class: PROPERTY DAMAGE Police Agency: TROOP F NARCO ENFORCEMENT SP Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE

Manner of Collision: OVERTAKING Weather: CLOUDY

Road Surface Condition: DRY

Road Char.: STRAIGHT AND LEVEL

Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 3957 State of Registration: NY

Num of Occupants: 1 Driver's Age: 48 Sex: F Citation Issued: N

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3494 State of Registration: NY

Num of Occupants: 3 Driver's Age: 33 Sex: F Citation Issued: Y

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: CHANGING LANES

Apparent Factors: UNSAFE LANE CHANGE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: Street: STATE HWY 17M

AT INTERSECTION WITH Sunrise Park Rd

7/15/2020 Wed 17:45 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2020-38482348

Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2

Type Of Accident: COLUSION WITH MOTOR VEHICLE Treffic Control: TRAFFIC SIGNAL

Type Of Accident: COLLISION WITH MOTOR VEHICLE
Manner of Collision: LEFT TURN (AGAINST OTHER CAR)

Traffic Control: TRAFFIC SIGNAL
Weather: CLOUDY

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 3362 State of Registration: NY

Num of Occupants: 1 Driver's Age: 24 Sex: M Citation Issued: Y

Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

Veh:2 CAR/VAN/PICKUP Registered Weight: 3379 State of Registration: NY

Num of Occupants: 1 Driver's Age: 62 Citation Issued: N Sex: M School Bus Involved: OTHER Direction of Travel: EAST Public Property Damage: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: Street: DOLSON AVE

AT INTERSECTION WITH Sunrise Park Rd

Case: 2020-38488459 7/20/2020 Persons Injured: 0 Mon 02:16 AM Persons Killed: 0 Extent of Injuries:

Accident Class: PROPERTY DAMAGE Police Agency: TROOP F NARCO ENFORCEMENT SP Num of Veh: 2 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR Road Char.: STRAIGHT AND LEVEL Road Surface Condition: DRY

Light Condition: DARK-ROAD LIGHTED Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 3186 State of Registration: NY

> Num of Occupants: 1 Driver's Age: 24 Sex: F Citation Issued: N Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, TURNING IMPROPER

Veh:2 CAR/VAN/PICKUP Registered Weight: 3595 State of Registration: NY

> Num of Occupants: 1 Driver's Age: 36 Sex: M Citation Issued: N

Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012125 Street: ROUTE 6

284 Meters South of Ridgebury Hill Rd

Extent of Injuries: C 8/6/2020 Thu 14:47 PM Persons Killed: 0 Case: 2020-38510133 Persons Injured: 1

Police Agency: GREENVILLE SP Accident Class: PROPERTY DAMAGE AND INJURY Num of Veh: 2 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE

Weather: CLEAR

Manner of Collision: REAR END

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:2 CAR/VAN/PICKUP Registered Weight: 9500 State of Registration: NY

> Num of Occupants: 1 Driver's Age: 59 Sex: M Citation Issued: Y Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: UNSAFE SPEED, NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 3480 State of Registration: NY

> Num of Occupants: 1 Driver's Age: 64 Sex: F Citation Issued: N Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: Street: [Route] 6

AT INTERSECTION WITH Sunrise Park Rd

7/28/2020 Case: 2020-38513984 Tue 15:50 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC Accident Class: INJURY Police Agency: ORANGE CO SHERIFF DEPT Num of Veh: 4

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL

Manner of Collision: OTHER Weather: CLEAR Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:3 CAR/VAN/PICKUP Registered Weight: 3126 State of Registration: NY Num of Occupants: 1 Sex: F Citation Issued: N

Driver's Age: 54 Public Property Damage: OTHER Direction of Travel: EAST School Bus Involved: OTHER

Pre-Accd Action: SLOWED OR STOPPING

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 4924 State of Registration: NY

> Num of Occupants: 2 Driver's Age: 53 Sex: M Citation Issued: N Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: FOLLOWING TOO CLOSELY, UNSAFE SPEED

Veh:2 CAR/VAN/PICKUP Registered Weight: State of Registration: PA

> Num of Occupants: 1 Driver's Age: 40 Sex: M Citation Issued: N

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh:4 CAR/VAN/PICKUP Registered Weight: 3438 State of Registration: NY

> Num of Occupants: 1 Driver's Age: 25 Sex: M Citation Issued: N School Bus Involved: OTHER Direction of Travel: EAST Public Property Damage: OTHER

Pre-Accd Action: SLOWED OR STOPPING

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Muni: Wawayanda(T) Ref. Marker: 6 83012149 Street: ROUTE 6 County: Orange

Persons Injured: 0 8/19/2020 Wed 20:38 PM Persons Killed: 0 Extent of Injuries: Case: 2020-38523458

Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 1

Type Of Accident: COLLISION WITH DEER Traffic Control: NONE

Manner of Collision: OTHER Weather: CLOUDY

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED

Action of Ped/Bicycle: NOT APPLICABLE Loc. of Ped/Bicycle: NOT APPLICABLE

Registered Weight: 3527 Veh:1 CAR/VAN/PICKUP State of Registration: NY

> Num of Occupants: 1 Driver's Age: 57 Sex: M Citation Issued: N

Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 17M83013003 Street: STATE HWY 17M

AT INTERSECTION WITH US Hwy 6

9/1/2020 Case: 2020-38540545 Persons Killed: 0 Persons Injured: 0 Extent of Injuries:

> Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Action of Ped/Bicycle: NOT APPLICABLE Loc. of Ped/Bicycle: NOT APPLICABLE

Veh:2 CAR/VAN/PICKUP Registered Weight: 4262 State of Registration: NY

> Num of Occupants: 1 Driver's Age: 39 Sex: F Citation Issued: N

> Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 3759 State of Registration: NY

> Num of Occupants: 1 Driver's Age: 32 Sex: M Citation Issued: Y

Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, TRAFFIC CONTROL DEVICES DISREGARDED

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012153 Street: ROUTE 6

277 Meters East of Kirbytown Rd

9/19/2020 Sat 01:40 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2020-38566328

Accident Class: PROPERTY DAMAGE Police Agency: TROOP F NARCO ENFORCEMENT SP Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE

Manner of Collision: REAR END

Traffic Control: NO PASSING ZONE
Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 3349 State of Registration: NY

Num of Occupants: 1 Driver's Age: 25 Sex: F Citation Issued: N

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

Veh : 2 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ

Num of Occupants: 6 Driver's Age: 19 Sex: M Citation Issued: Y

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 17M83013001 Street: DOLSON AVE

41 Meters North of Sunrise Park Rd

9/18/2020 Fri 17:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2020-38566925**

Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLOUDY

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 4463 State of Registration: NY

Num of Occupants: 1 Driver's Age: 57 Sex: M Citation Issued: N

Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3801 State of Registration: NY

Num of Occupants: 1 Driver's Age: 53 Sex: M Citation Issued: N

Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012127 Street: ROUTE 6

102 Meters North of Ridgebury Hill Rd

9/25/2020 Fri 11:00 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2020-38566930**

Accident Class: PROPERTY DAMAGE Police Agency: SP DEER PARK SATELLITE Num of Veh: 1

Type Of Accident: COLLISION WITH DEER Traffic Control: NONE

Manner of Collision: OTHER Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 3556 State of Registration: NY

Num of Occupants: 2 Driver's Age: 79 Sex: M Citation Issued: N

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012139 Street: ROUTE 6

53 Meters West of County Route 56

10/16/2020 Fri 07:15 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: **2020-38595780**

Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 1

Type Of Accident: COLLISION WITH DEER Traffic Control: NONE

Manner of Collision: OTHER Weather: CLOUDY

Road Char.: STRAIGHT AND LEVEL Light Condition: DAWN Road Surface Condition: DRY

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 3878 State of Registration: NY

> Num of Occupants: 2 Driver's Age: 42 Sex: F Citation Issued: N Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, ANIMAL'S ACTION

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012139 Street: ROUTE 6

74 Meters West of County Route 56

10/19/2020 Mon 06:45 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2020-38610752

Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 1

Type Of Accident: COLLISION WITH DEER Traffic Control: NO PASSING ZONE

Manner of Collision: OTHER Weather: CLOUDY

Road Char.: CURVE AND LEVEL Light Condition: DARK-ROAD UNLIGHTED Road Surface Condition: DRY

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

CAR/VAN/PICKUP Registered Weight: 3250 Veh:1 State of Registration: NY

> Num of Occupants: 1 Driver's Age: 21 Sex: F Citation Issued: N

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

Muni: Wawayanda(T) Ref. Marker: 17M83013003 Street: STATE HWY 17M County: Orange

AT INTERSECTION WITH US Hwy 6

10/29/2020 Thu 18:20 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2020-38612633

Police Agency: TROOP F NARCO ENFORCEMENT SP Accident Class: PROPERTY DAMAGE Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL

Manner of Collision: RIGHT ANGLE Weather: RAIN

Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 3243 State of Registration: NY

> Num of Occupants: 1 Driver's Age: 30 Sex: F Citation Issued: N

Public Property Damage: OTHER Direction of Travel: WEST School Bus Involved: OTHER

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

Veh:2 CAR/VAN/PICKUP Registered Weight: 3076 State of Registration: NY

> Num of Occupants: 1 Sex: F Citation Issued: N Driver's Age: 47

Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012136 Street: ROUTE 6

247 Meters East of Creedon Hill Rd

10/30/2020 Fri 19:25 PM Case: 2020-38615173 Persons Killed: 0 Persons Injured: 0 Extent of Injuries:

Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 1

Traffic Control: NONE Type Of Accident: COLLISION WITH DEER

Manner of Collision: OTHER Weather: CLOUDY

Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED Road Surface Condition: DRY

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 3117 State of Registration: NY

Num of Occupants: 1 Driver's Age: 37 Sex: F Citation Issued: N Direction of Travel: WEST School Bus Involved: OTHER Public Property Damage: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012135 Street: ROUTE 6

157 Meters East of Creedon Hill Rd

11/2/2020 Mon 08:17 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2020-38621688 Accident Class: PROPERTY DAMAGE Police Agency: TROOP F NARCO ENFORCEMENT SP Num of Veh: 1

Type Of Accident: COLLISION WITH DEER Traffic Control: NO PASSING ZONE

Manner of Collision: OTHER Weather: CLOUDY

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 3180 State of Registration: NY

Num of Occupants: 1 Driver's Age: 67 Sex: F Citation Issued: N

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: Street: RAMP

AT INTERSECTION WITH US Hwy 6

11/20/2020 Fri 18:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2020-38643301
Accident Class: NON-REPORTABLE Police Agency: GREENVILLE SP Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: YIELD SIGN

Manner of Collision: REAR END Weather: CLEAR

Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DARK-ROAD UNLIGHTED

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY

Num of Occupants: 1 Driver's Age: 35 Sex: F Citation Issued: N

Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

Veh: 2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY

Num of Occupants: 1 Driver's Age: 55 Sex: F Citation Issued: N

Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: SLOWED OR STOPPING

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012121 Street: ROUTE 6

306 Meters East of Route 284

11/21/2020 Sat 08:42 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2020-38645145
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: GREENVILLE SP Num of Veh: 1

Type Of Accident: COLL. W/LIGHT SUPPORT/UTILITY POLE

Traffic Control: NO PASSING ZONE

Manner of Collision: OTHER Weather: CLEAR

Road Surface Condition: DRY Road Char.: CURVE AND GRADE Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 3019 State of Registration: NY

Num of Occupants: 1 Driver's Age: 54 Sex: M Citation Issued: Y

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, UNSAFE SPEED

County: Orange Muni: Wawayanda(T) Ref. Marker: 17M83013003 Street: STATE HWY 17M

AT INTERSECTION WITH US Hwy 6

12/10/2020 Thu 06:11 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B Case: 2020-38659043
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: GREENVILLE SP Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL

Manner of Collision: RIGHT ANGLE Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 2 CAR/VAN/PICKUP Registered Weight: 5872 State of Registration: NY

Num of Occupants: 1 Driver's Age: 50 Sex: M Citation Issued: N

Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 3455 State of Registration: NY

Num of Occupants: 1 Driver's Age: 49 Sex: F Citation Issued: N Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

Muni: Wawayanda(T) Ref. Marker: 6 83012150 Street: [Route] 6 County: Orange

302 Meters West of Kirbytown Rd

1/10/2021 Sun 18:40 PM Case: 2021-38674988 Persons Killed: 0 Extent of Injuries: C Persons Injured: 1

Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: GREENVILLE SP Num of Veh: 2 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE

Manner of Collision: RIGHT ANGLE

Weather: CLOUDY Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 2595 State of Registration: NY

Sex: F Num of Occupants: 1 Driver's Age: 31 Citation Issued: N Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

Veh:2 OTHER Registered Weight: State of Registration: NY

> Num of Occupants: 1 Driver's Age: 35 Sex: M Citation Issued: N Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: BACKING

Apparent Factors: NOT APPLICABLE, BACKING UNSAFELY

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012155 Street: STATE HWY 17M

AT INTERSECTION WITH Ramp

12/23/2020 Wed 08:00 AM Case: 2020-38681307 Persons Killed: 0 Persons Injured: 0 Extent of Injuries:

Accident Class: NON-REPORTABLE Police Agency: GREENVILLE SP Num of Veh: 2 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE

Manner of Collision: REAR END Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Action of Ped/Bicycle: NOT APPLICABLE Loc. of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP State of Registration: NY Registered Weight:

> Num of Occupants: 1 Driver's Age: 40 Sex: F Citation Issued: N

Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: SLOWED OR STOPPING

Apparent Factors: REACTION TO OTHER UNINVOLVED VEHICL, NOT APPLICABLE

Veh:2 CAR/VAN/PICKUP Registered Weight: State of Registration: SC

> Num of Occupants: 1 Driver's Age: 31 Sex: M Citation Issued: N

Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: FOLLOWING TOO CLOSELY, GLARE

Muni: Wawayanda(T) Ref. Marker: 6 83012151 Street: ROUTE 6 County: Orange

115 Meters West of Kirbytown Rd

12/23/2020 Wed 21:05 PM Persons Injured: 0 Extent of Injuries: Case: 2020-38681917 Persons Killed: 0

Police Agency: GREENVILLE SP Accident Class: PROPERTY DAMAGE Num of Veh: 1

Type Of Accident: COLLISION WITH DEER Traffic Control: NO PASSING ZONE

Manner of Collision: OTHER Weather: CLOUDY

Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED Road Surface Condition: DRY

Action of Ped/Bicycle: NOT APPLICABLE Loc. of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 3424 State of Registration: NY Num of Occupants: 1 Driver's Age: 34 Sex: M Citation Issued: N

> Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012126 Street: ROUTE 6

128 Meters South of Ridgebury Hill Rd

12/27/2020 Sun 23:45 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2020-38688604

Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 1

Type Of Accident: COLLISION WITH DEER Traffic Control: NONE

Manner of Collision: OTHER Weather: CLOUDY

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 2754 State of Registration: NY

Num of Occupants: 1 Driver's Age: 39 Sex: F Citation Issued: N

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, ANIMAL'S ACTION

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012154 Street: ROUTE 6

AT INTERSECTION WITH Old Route 17M

11/30/2020 Mon 16:45 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2020-38702878**

Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: YIELD SIGN
Manner of Collision: REAR END Weather: RAIN

Road Surface Condition: WET Road Char.: CURVE AND LEVEL Light Condition: DARK-ROAD UNLIGHTED

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 2952 State of Registration: NY

Num of Occupants: 1 Driver's Age: 18 Sex: F Citation Issued: N

Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: SLOWED OR STOPPING

Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

Veh : 2 CAR/VAN/PICKUP Registered Weight: 2487 State of Registration: NY

Num of Occupants: 1 Driver's Age: 43 Sex: F Citation Issued: N

Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012151 Street: ROUTE 6

AT INTERSECTION WITH Kirbytown Rd

1/15/2021 Fri 18:15 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2021-38706059**

Accident Class: PROPERTY DAMAGE Police Agency: NEWBURGH SP Num of Veh: 1
Type Of Accident: COLLISION WITH DEER Traffic Control: NONE

Type Of Accident: COLLISION WITH DEER

Manner of Collision: OTHER

Traffic Control: NONE
Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 OTHER Registered Weight: State of Registration: NY

Num of Occupants: 1 Driver's Age: 33 Sex: M Citation Issued: N

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: ANIMAL'S ACTION, NOT ENTERED

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012151 Street: ROUTE 6

67 Meters West of Kirbytown Rd

12/9/2020 Wed 16:00 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2020-38744576

Accident Class: PROPERTY DAMAGE AND INJURY
Police Agency: GREENVILLE SP Num of Veh: 3

Type Of Accident: COLLISION WITH MOTOR VEHICLE

Manner of Collision: OTHER

Traffic Control: NO PASSING ZONE
Weather: SNOW

Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DUSK

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

 Veh:3
 CAR/VAN/PICKUP
 Registered Weight: 2772
 State of Registration: NY

 Num of Occupants: 1
 Driver's Age: 29
 Sex: M
 Citation Issued: N

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh:1 TRUCK Registered Weight: 8550 State of Registration: NY

> Num of Occupants: 1 Sex: M Citation Issued: Y Driver's Age: 52 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: DRIVER INATTENTION, UNSAFE SPEED

Veh:2 CAR/VAN/PICKUP Registered Weight: State of Registration: PA Num of Occupants: 2 Driver's Age: 66 Sex: M Citation Issued: N

> Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012121 Street: ROUTE 6

196 Meters East of Route 284

12/10/2020 Thu 16:15 PM Extent of Injuries: Case: 2020-38744723 Persons Killed: 0 Persons Injured: 0

Police Agency: GREENVILLE SP Accident Class: PROPERTY DAMAGE Num of Veh: 2 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE Manner of Collision: SIDESWIPE Weather: CLEAR Road Char.: CURVE AND LEVEL Road Surface Condition: DRY Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 TRUCK Registered Weight: 37600 State of Registration: NY

> Citation Issued: N Num of Occupants: 1 Driver's Age: 64 Sex: M Direction of Travel: EAST School Bus Involved: OTHER Public Property Damage: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD Apparent Factors: UNKNOWN, NOT APPLICABLE

Veh:2 CAR/VAN/PICKUP Registered Weight: 5189 State of Registration: NY

> Num of Occupants: 1 Driver's Age: 57 Citation Issued: N Sex: M Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, FAILURE TO KEEP RIGHT

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012155 Street: [Route] 17M

30 Meters South of [Route] 6

12/3/2020 Thu 18:21 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC Case: 2020-38746645

Police Agency: ORANGE CO SHERIFF DEPT Accident Class: PROPERTY DAMAGE AND INJURY Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE Manner of Collision: REAR END Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED

Action of Ped/Bicycle: NOT APPLICABLE Loc. of Ped/Bicycle: NOT APPLICABLE

Veh:2 CAR/VAN/PICKUP Registered Weight: 3420 State of Registration: NY

Num of Occupants: 1 Driver's Age: 22 Sex: M Citation Issued: N School Bus Involved: OTHER Direction of Travel: SOUTH Public Property Damage: OTHER

Pre-Accd Action: SLOWED OR STOPPING

Apparent Factors: OTHER (VEHICLE), OTHER (VEHICLE)

Veh:1 CAR/VAN/PICKUP Registered Weight: State of Registration: PA Num of Occupants: 2 Driver's Age: 31 Citation Issued: N Sex: M

School Bus Involved: OTHER

Direction of Travel: SOUTH Public Property Damage: OTHER

Apparent Factors: FOLLOWING TOO CLOSELY, UNSAFE SPEED

County: Orange Muni: Wawayanda(T) Ref. Marker: 6 83012121 Street: ROUTE 6

Pre-Accd Action: GOING STRAIGHT AHEAD

277 Meters East of Route 284

Persons Injured: 0 1/26/2021 Tue 13:45 PM Persons Killed: 0 Extent of Injuries: Case: 2021-38812336

Accident Class: PROPERTY DAMAGE Police Agency: GREENVILLE SP Num of Veh: 2 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE

Manner of Collision: OTHER Weather: SNOW Road Surface Condition: SNOW/ICE Road Char.: CURVE AND GRADE Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 4379 State of Registration: NY
Num of Occupants: 1 Driver's Age: 51 Sex: F Citation Issued: N

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: UNSAFE SPEED, PAVEMENT SLIPPERY

Veh : 2 CAR/VAN/PICKUP Registered Weight: 10000 State of Registration: NY

Num of Occupants: 1 Driver's Age: 44 Sex: M Citation Issued: N

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE



Traffic Impact Study

Appendix F | ATR GAP Data

Colliers Engineering & Design

Project: RDM 3333 ROUTE 6 Location: WAWAYANDA, NY Job No. 22011192A - R.H.

22:00

23:00

Total

3193

0

1708

0

907

400 Columbus Avenue, Suite 180 E Valhalla NY 10595 Accelerating Success

Site Code: 22011192 999

Station ID:

43

37 634

0

US ROUTE 6 (APPROXI. 550' NORTH OF CPV ENERGY VALLEY CENTER DRIVEWAY)

0

0

Latitude: 0' 0.0000 Undefined

COMBINED Start	1	3	5	7	9	11	13	15	17	19	21	23	25	27
Time	2	4	6	8	10	12	14	16	18	20	22	24	26	999
03/22/23	4	0	0	1	0	0	0	0	1	0	1	1	0	29
01:00	1	0	1	0	0	1	0	0	0	0	0	0	0	25
02:00	0	0	0	1	1	0	0	0	0	0	0	0	0	23
03:00	2	0	0	0	1	0	1	1	0	0	0	0	0	23
04:00	1	1	1	0	1	1	1	0	1	1	0	0	1	27
05:00	17	6	11	4	6	5	4	5	5	3	0	0	3	55
06:00	104	72	32	21	15	14	11	12	7	10	13	4	2	38
07:00	244	105	53	43	30	23	19	16	9	9	6	1	3	24
08:00	239	116	54	34	33	27	14	19	12	11	11	4	2	14
09:00	210	116	58	32	34	26	20	13	9	8	9	7	4	19
10:00	200	126	53	45	36	29	23	19	12	7	3	6	2	19
11:00	198	121	65	47	33	16	27	17	12	7	5	8	5	17
12 PM	228	113	62	40	27	23	27	17	18	10	6	7	4	16
13:00	178	98	59	40	24	26	24	15	6	10	10	3	7	23
14:00	325	166	77	46	40	26	19	11	7	6	1	6	6	14
15:00	320	161	89	51	40	26	18	12	11	8	2	3	2	10
16:00	319	169	105	48	36	31	17	7	15	9	2	3	2	11
17:00	315	139	83	72	41	20	22	14	11	8	5	2	3	7
18:00	142	96	41	26	31	28	27	11	19	6	6	7	3	24
19:00	77	49	34	25	30	14	11	19	15	11	7	9	7	33
20:00	44	31	19	19	15	16	17	12	6	7	3	4	1	49
21:00	17	16	7	10	11	12	6	5	8	5	2	3	2	54

3 490 0

0

0

137

Colliers Engineering & Design

Project: RDM 3333 ROUTE 6 Location: WAWAYANDA, NY Job No. 22011192A - R.H.

400 Columbus Avenue, Suite 180 E Valhalla NY 10595

Accelerating Success

Site Code: 22011192 999

Station ID:

US ROUTE 6 (APPROXI. 550' NORTH OF CPV ENERGY VALLEY CENTER DRIVEWAY)

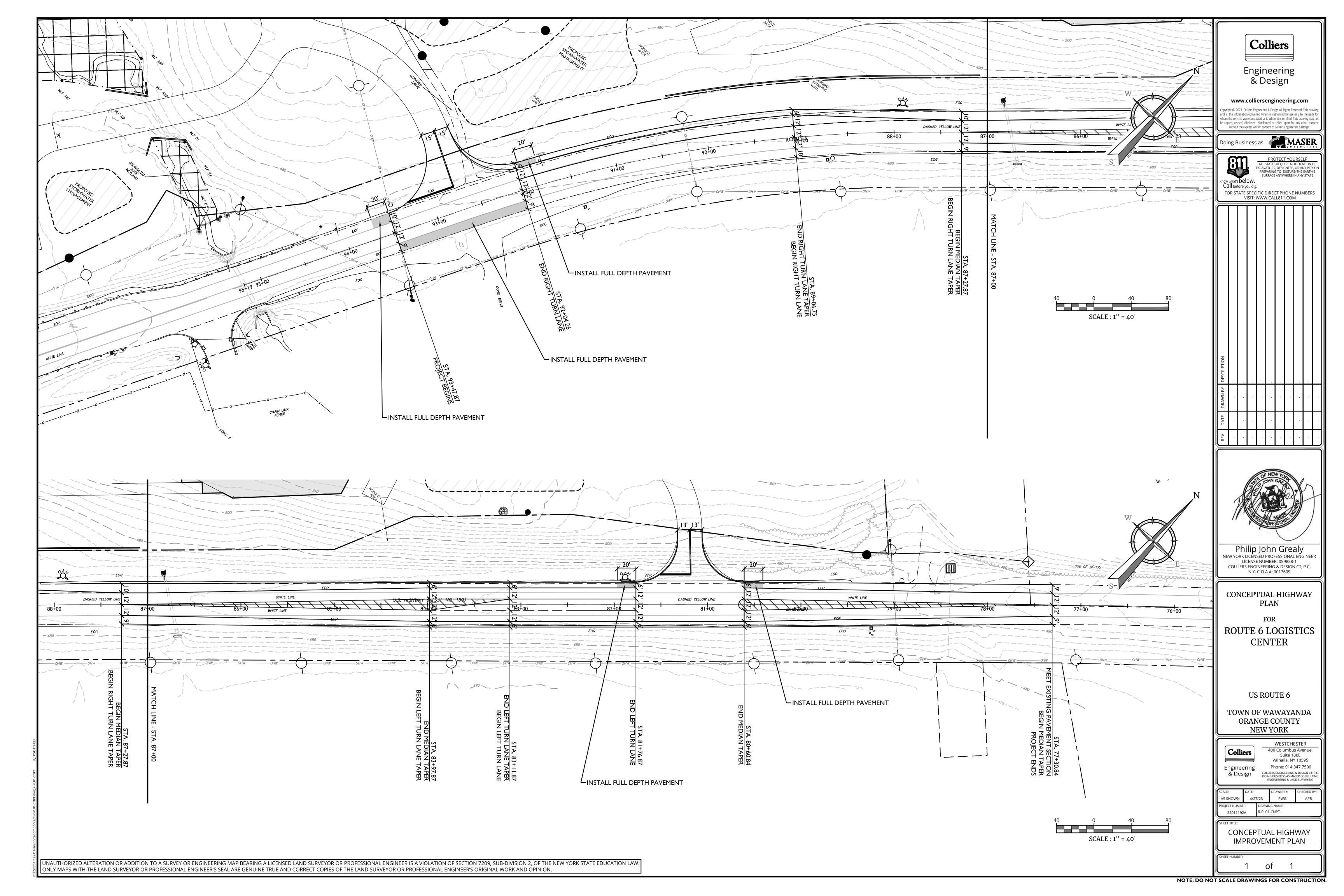
Latitude: 0' 0.0000 Undefined

	COMBINED											_	antado. o	0.0000	i idolii io
03/23/23	Start	1	3	5	7	9	11	13	15	17	19	21	23	25	27
01:00	Time	2	4	6	8	10	12	14	16	18	20	22	24	26	999
02:00	03/23/23	4	1	0	1	0	0	0	1	1	1	1	0	0	25
03:00	01:00	2	0	0	0	1	0	0	0	0	0	1	0	0	20
04:00 0 3 0 1 2 0 0 0 0 1 0 0 1 0 0 1 0 0 1 0 0 0 1 0	02:00	1	1	0	0	0	0	0	0	0	1	0	0	0	19
05:00 13 16 10 7 5 6 4 7 3 2 2 3 06:00 89 58 38 26 26 15 18 20 9 8 8 5 07:00 246 111 67 31 31 24 23 11 14 7 7 4 08:00 219 103 56 61 33 18 22 14 8 12 7 4 09:00 197 97 50 43 25 31 15 18 9 13 12 7 10:00 187 113 55 32 29 30 10 12 16 5 11 7 11:00 178 105 57 43 28 30 14 11 14 8 3 4 12 PM 192 114 6	03:00	2	0	0	0	0	0	0	0	0	0	0	1	2	21
06:00 89 58 38 26 26 15 18 20 9 8 8 8 5 07:00 246 111 67 31 31 24 23 11 14 7 7 4 08:00 219 103 56 61 33 18 22 14 8 12 7 4 09:00 197 97 50 43 25 31 15 18 9 13 12 7 10:00 187 113 55 32 29 30 10 12 16 5 11 7 11:00 178 105 57 43 28 30 14 11 14 8 3 4 12 PM 192 114 67 51 22 22 22 10 9 15 10 11 13:00 198 109 70 44 37 16 12 13 15 12 3 8 14:00 253 137 64 49 33 19 21 12 11 12 3 8 14:00 253 137 64 49 33 19 21 12 11 12 8 9 15:00 286 141 93 46 38 20 12 25 3 11 6 6 16:00 317 156 83 55 36 24 16 7 10 11 4 3 17:00 291 128 82 56 39 17 20 13 12 11 4 5 18:00 155 81 59 38 22 25 19 18 11 7 7 10 6 19:00 69 50 25 26 16 16 17 9 12 8 8 9 20:00 30 23 14 19 18 12 10 7 8 5 3 6 21:00 17 14 11 12 13 5 13 6 4 2 4 6 22:00 9 5 2 5 4 4 2 1 7 5 4 5 3 23:00 6 8 5 8 2 4 6 2 6 1 6 6	04:00	0	3	0	1	2	0	0	0	1	0	0	1	1	26
07:00	05:00	13	16	10	7	5	6	4	7	3	2	2	3	3	55
08:00 219 103 56 61 33 18 22 14 8 12 7 4 09:00 197 97 50 43 25 31 15 18 9 13 12 7 10:00 187 113 55 32 29 30 10 12 16 5 11 7 11:00 178 105 57 43 28 30 14 11 14 8 3 4 12 PM 192 114 67 51 22 22 22 10 9 15 10 11 13:00 198 109 70 44 37 16 12 13 15 12 3 8 14:00 253 137 64 49 33 19 21 12 11 12 3 8 9 15:00 286 141 93 46 38 20 12 25 3 11 6 6 16:00 317 156 83 55 36 24 16 7 10 11 4 3 17:00 291 128 82 56 39 17 20 13 12 11 4 5 18:00 155 81 59 38 22 25 19 18 11 7 10 6 19:00 69 50 25 26 16 16 17 9 12 8 8 9 20:00 30 23 14 19 18 12 10 7 8 5 3 6 21:00 17 14 11 12 13 5 13 6 4 2 4 6 22:00 9 5 4 2 5 4 2 1 7 5 4 5 3 23:00 6 8 5 8 2 4 6 2 6 1 6 3	06:00	89	58	38	26	26	15	18	20	9	8	8	5	5	32
09:00 197 97 50 43 25 31 15 18 9 13 12 7 10:00 187 113 55 32 29 30 10 12 16 5 11 7 11:00 178 105 57 43 28 30 14 11 14 8 3 4 12 PM 192 114 67 51 22 22 22 10 9 15 10 11 13:00 198 109 70 44 37 16 12 13 15 12 3 8 14:00 253 137 64 49 33 19 21 12 11 12 8 9 15:00 286 141 93 46 38 20 12 25 3 11 6 6 16:00 317 156 83 55 36 24 16 7 10 11 4 3 17:00 291 128 82 56 39 17 20 13 12 11 4 5 18:00 155 81 59 38 22 25 19 18 11 7 10 6 19:00 69 50 25 26 16 16 17 9 12 8 8 9 20:00 30 23 14 19 18 12 10 7 8 5 3 6 21:00 17 14 11 12 13 5 13 6 4 2 4 6 22:00 9 5 5 2 5 4 4 2 1 7 5 4 5 3 23:00 6 8 5 8 5 8 2 4 6 2 6 1 6 5	07:00	246	111	67	31	31	24	23	11	14	7	7	4	4	23
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Total 2961 1574 908 654 460 336 275 223 181 156 123 111											11			3	51
	Total	2961	1574	908	654	460	336	275	223	181	156	123	111	81	658



Traffic Impact Study

Appendix G | Conceptual Improvement Plan





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