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June 6, 2024

John Razzano, Chairman
Town of Wawayanda Planning Board
80 Ridgebury Hill Road
Slate Hill, NY 10973

Dewpoint South – Dolsontown Road
Dolsontown Road
4-1-50.32, 6-1-90.22, 90.24 & 107
Town of Wawayanda, New York
Colliers Engineering & Design Project No. 20006912E

Dear Chairman Razzano:

Colliers Engineering & Design has prepared this report as an update to the analysis as presented in the April 11, 2022 GEIS prepared by our office. This report evaluates an increase in building size of the Dewpoint South Project from 125,000 SF to 234,900 SF. Additionally, it is proposed that Caskey Lane be removed and replaced by a second, shared access connection for the Dewpoint South and RDM Simon projects. The proposed access driveway would not be under Town maintenance and would service passenger cars only. It is proposed to be located approximately 185' east of the existing Caskey Lane intersection.

Trip Generation

Consistent with the GEIS, the proposed project trip generation has been estimated under ITE Land Use Code 130 – Industrial Park and is reflected in Table No. 1. The net increase in trips for the Dewpoint South project is 46 trips during the Peak AM Hour and 44 trips during the Peak PM Hour. Using the Land Use Code 130 – Industrial Park, represents traffic generation at nearly double the generation of a standard warehouse use, a very conservative approach. Herein, analysis presented overstates potential impacts.

Trip Distribution

With the addition of the second access point, the arrival and departure distributions for the Dewpoint South and RDM Simon projects were updated accordingly with the shared access driveway serving passenger car traffic only.

For the Dewpoint South project, out of the 85% of the passenger car traffic to/from the west, 70% of the traffic will utilize the shared driveway while 15% will enter at the westerly access based on the provided parking layout. The remaining 15% of the passenger car traffic to/from the east will enter at the shared driveway.

For the RDM Simon project, all passenger cars will utilize the shared driveway with all trucks utilizing the easterly site driveway. It should be noted that emergency access gates will prohibit internal travel between the two RDM Simon site access driveways.

Capacity Analysis

Table No. 2 presents the results of the capacity analysis including Existing, GEIS Build and Supplemental Build with Improvement conditions.

NYS Route 17M and Dolsontown Road/James P. Kelly Way

Under Build with Improvement conditions, the proposed project expansion is projected to add 1.0 and 2.0 seconds of overall delay during the Peak AM and PM Hours, respectively, compared to GEIS Build with Improvement conditions. The Dolsontown Road (westbound approach) overall delay is projected to increase by 0.7 and 5.4 seconds during Peak AM and PM Hours, respectively. Individual turning movements are projected to operate at similar Levels of Service and delays as in the GEIS. The overall intersection is projected to operate at Level of Service "D" during the AM and PM Peak Hours with increase in delay no greater than 2.0 seconds, an insignificant change.

Site Driveways

Except for the Dewpoint South Driveway, the proposed project expansion is not projected to change the Levels of Service experienced at the site driveways. The Dewpoint South driveway is projected to operate at Level of Service "D" compared to Level of Service "C" as estimated in the GEIS. The proposed shared driveway is projected to operate at Levels of Service "C" and "D" during the Peak AM and PM Hours. Similar to the NYS Route 17M/Dolsontown Road intersection, the driveway intersections with Dolsontown Road will experience only minor increases in delay associated with the limited additional generated traffic.

Conclusions

The proposed expansion of Dewpoint South to 234,900 SF is projected to add 46 and 44 trips to the roadway network during the Peak AM and PM Hours, respectively. With the mitigation measures previously proposed at the intersection of NYS Route 17M & Dolsontown Road/James P. Kelly Way in the April 11, 2022 GEIS, the proposed expansion is projected to add 5.4 seconds of delay to the overall westbound approach and 2.0 seconds of overall intersection delay, during the Peak PM Hour. Therefore, the proposed expansion is not anticipated to significantly impact the overall operation of the roadway network and that the mitigation as proposed as part of the GEIS is sufficient to support the minor increases in traffic associated with the proposed expansion and therefore, no additional mitigation is warranted.

Sincerely,

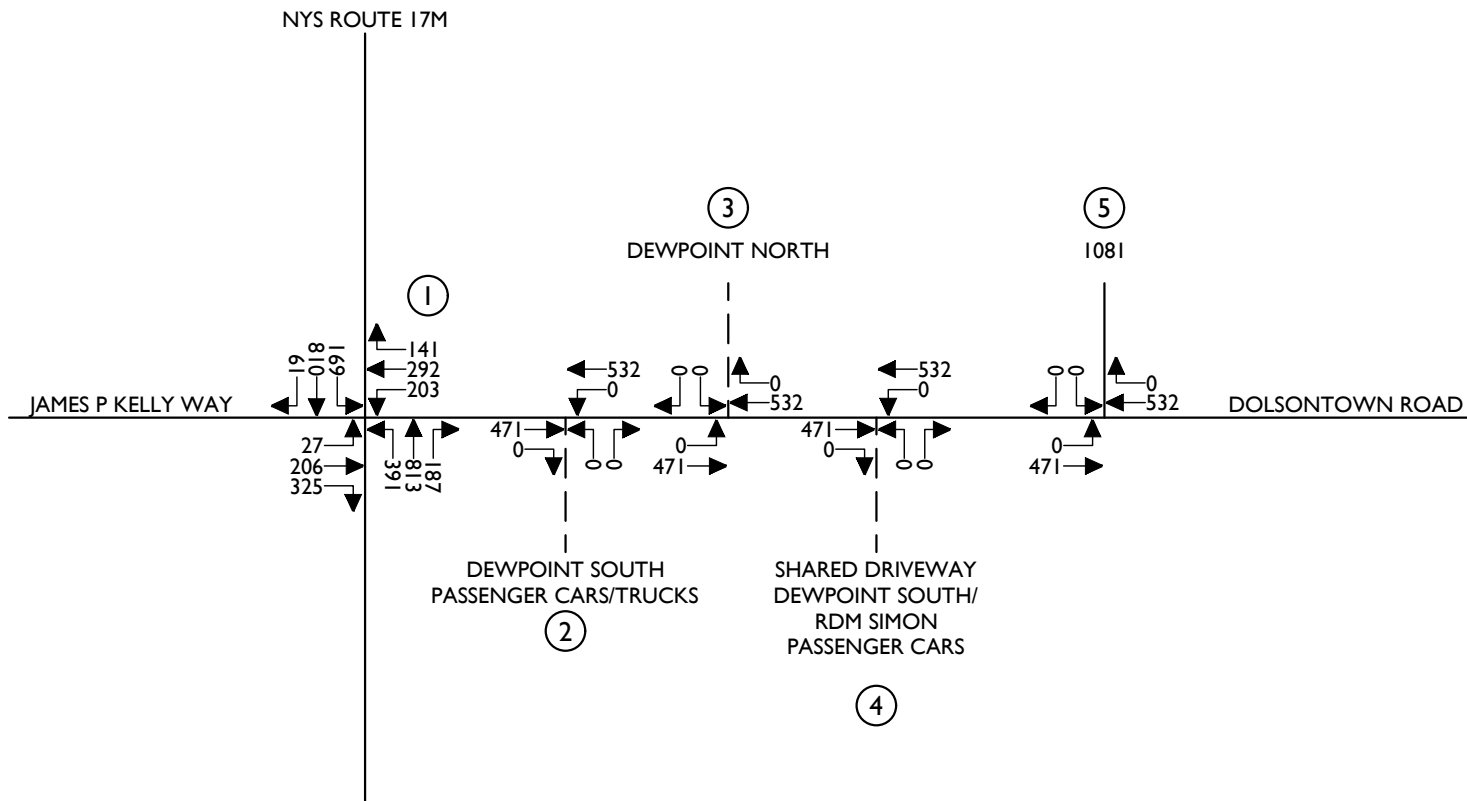
Colliers Engineering & Design, Architecture, Landscape Architecture, Surveying, CT P.C.



A. Peter Russillo, PE, PTOE
Senior Project Manager



Philip Gotthelf, EIT, ENV SP
Project Engineer



DEWPOINT SOUTH

DOLSONTOWN ROAD

TOWN OF WAWAYANDA, ORANGE COUNTY, NEW YORK

UPDATED ANALYSIS

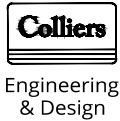
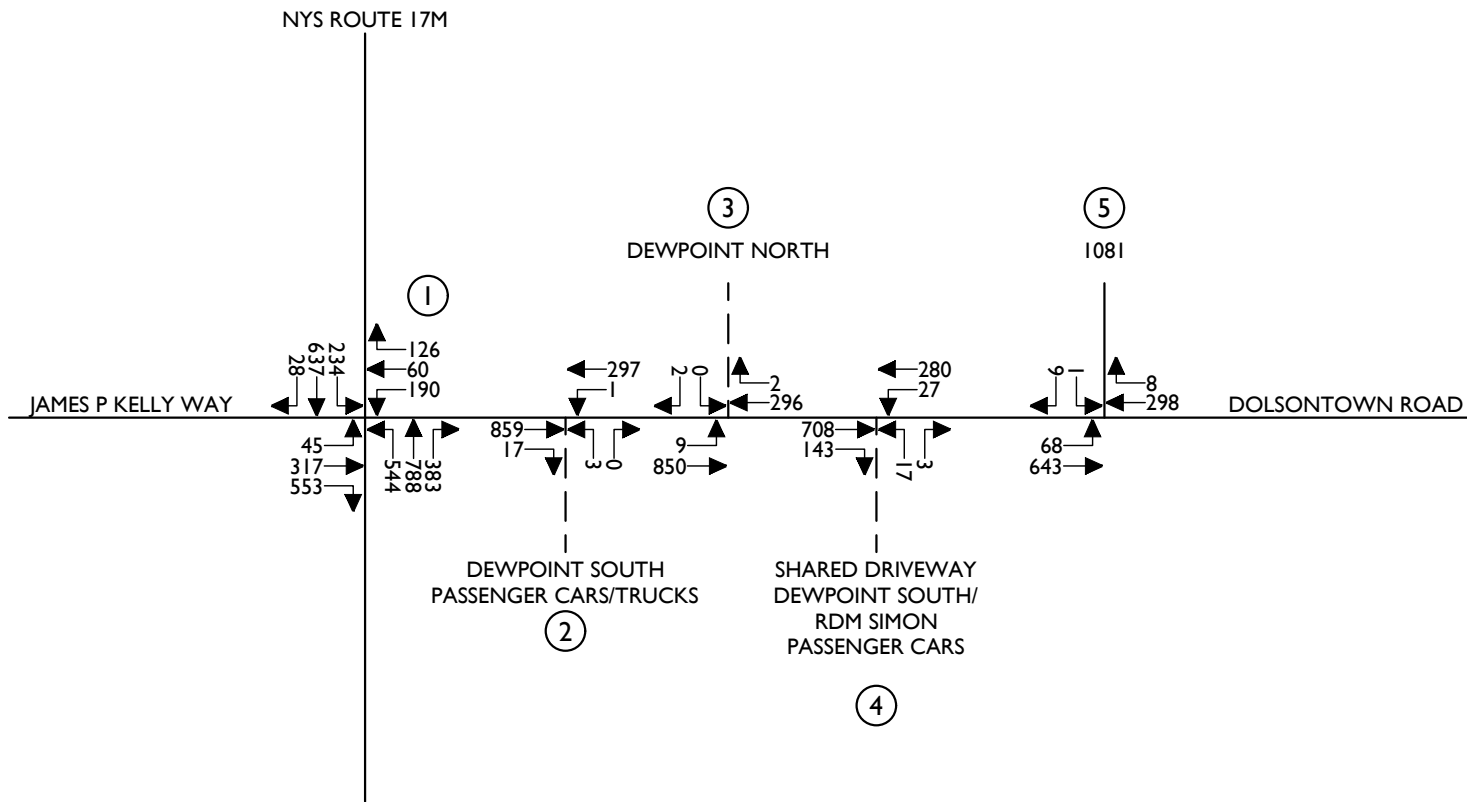
20006912E

5/21/24



2022 EXISTING TRAFFIC VOLUMES
PEAK PM HOUR
GEIS - APRIL 11, 2022

FIGURE No. 2



DEWPOINT SOUTH

DOLSONTOWN ROAD

TOWN OF WAWAYANDA, ORANGE COUNTY, NEW YORK

UPDATED ANALYSIS

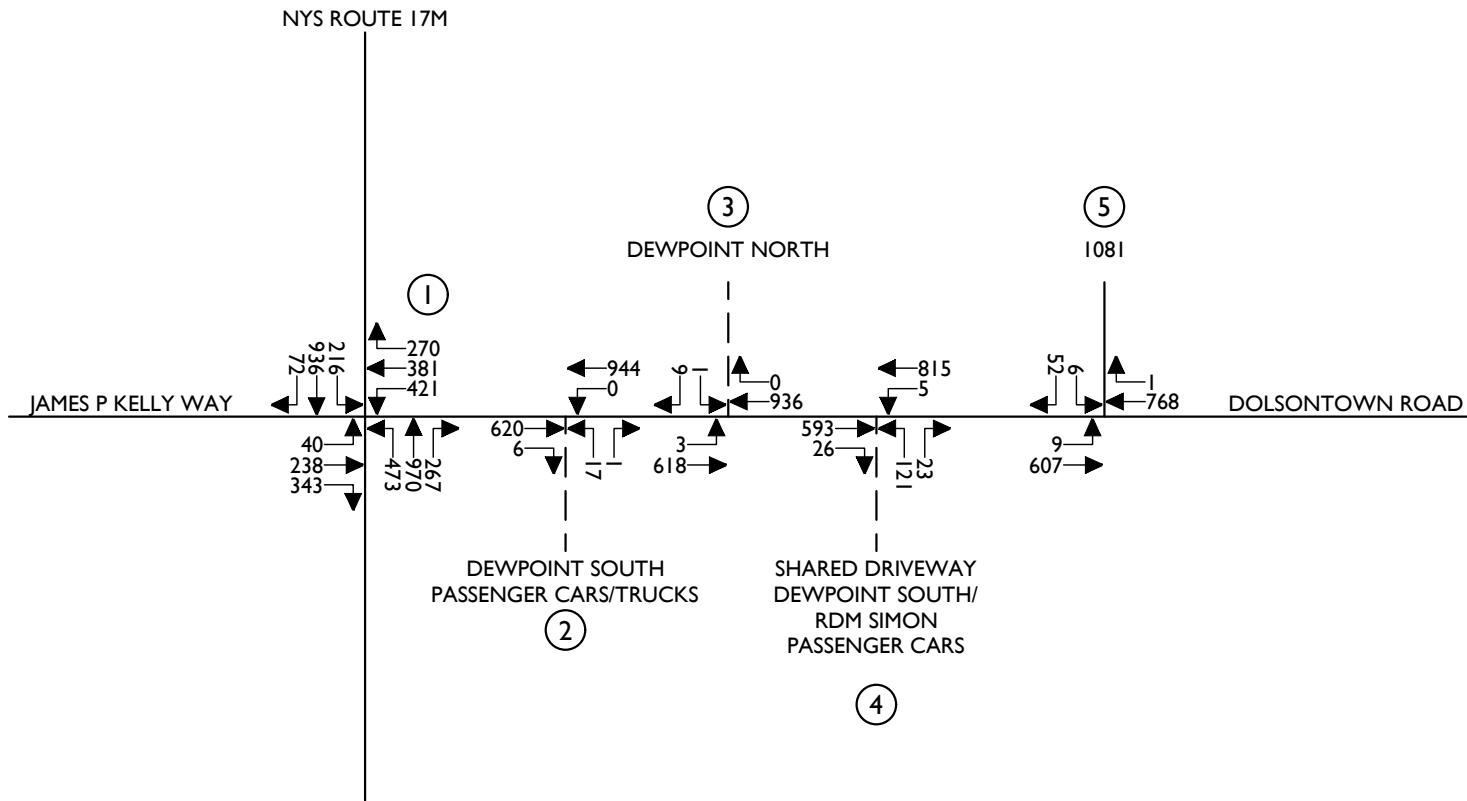
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2032 BUILD TRAFFIC VOLUMES
PEAK AM HOUR

FIGURE No. 3



DEWPOINT SOUTH

DOLSONTOWN ROAD

TOWN OF WAWAYANDA, ORANGE COUNTY, NEW YORK

UPDATED ANALYSIS

20006912E

5/21/24



2032 BUILD TRAFFIC VOLUMES
PEAK PM HOUR

FIGURE No. 4

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

Updated Analysis Town of Wawayanda	Entry				Exit			
	HTGR ¹	Passenger Vehicles	Trucks	Total	HTGR ¹	Passenger Vehicles	Trucks	Total
Dewpoint South (4/11/22 GEIS) (125,000 s.f.)								
Peak AM Hour	0.36	42	3	45	0.05	5	1	6
Peak PM Hour	0.08	8	2	10	0.32	36	4	40
Dewpoint South (Current Proposal) (234,900 s.f.)								
Peak AM Hour	0.36	80	5	85	0.05	10	2	12
Peak PM Hour	0.08	15	4	19	0.32	67	8	75
Dewpoint South (Net Increase)								
Peak AM Hour	----	38	2	40	----	5	1	6
Peak PM Hour	----	7	2	9	----	31	4	35
Dewpoint North (32,000 s.f.)								
Peak AM Hour	0.36	10	1	11	0.05	2	0	2
Peak PM Hour	0.08	2	1	3	0.32	6	4	10
Dolsontown Road East - Lot 1 (402,000 s.f.)								
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
Dolsontown Road East - Lot 2 (61,000 s.f.)								
Peak AM Hour	0.36	21	1	22	0.05	3	0	3
Peak PM Hour	0.08	4	1	5	0.32	18	2	20
RDM - Simon (300,000 s.f.)								
Peak AM Hour	0.36	102	6	108	0.05	12	3	15
Peak PM Hour	0.08	18	6	24	0.32	87	9	96
Marangi Facility²								
Peak AM Hour	----	23	14	37	----	1	10	11
Peak PM Hour	----	1	7	8	----	27	12	39

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 - PEAK HOUR OF GENERATOR.

2) BASED ON MARANGI TRAFFIC EVALUATION DATED JULY 7, 2021 BY THE CHAZEN COMPANIES

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

				2022 Existing			GEIS 2032 Build			Updated 2032 Build			Change in Delay
	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	GEIS to Update			
1	NYS Route 17M & Dolsontown Road/James P. Kelly Way			Signalized									
	James P. Kelly Way	EB	L	0.14	C	33.8	0.20	C	33.7	-	-	-	-
			T	0.81	D	49.7	0.97	F	80.8	-	-	-	-
			R	0.68	A	7.1	0.77	B	11.4	-	-	-	-
			EB Overall	-	C	20.9	-	D	36.3	-	-	-	-
	Dolsontown Road	WB	L	0.61	D	37.2	1.12	F	141.0	-	-	-	-
			TR	0.43	C	34.8	0.58	D	37.8	-	-	-	-
			WB Overall	-	D	36.0	-	F	89.9	-	-	-	-
	NYS Route 17M	NB	L	0.71	C	31.5	1.02	F	77.6	-	-	-	-
			T, TR	0.63	C	24.2	0.86	D	39.0	-	-	-	-
			NB Overall	-	C	26.5	-	D	50.8	-	-	-	-
	NYS Route 17M	SB	L	0.52	D	40.6	1.20	F	169.9	-	-	-	-
			T, TR	0.86	D	52.1	0.98	F	80.7	-	-	-	-
			SB Overall	-	D	50.3	-	F	102.8	-	-	-	-
			Overall	-	C	30.5	-	E	63.1	-	-	-	-
	With Additional WB Through Lane & Additional NB Left Turn Lane Additional NB Right Turn Lane												
	James P. Kelly Way	EB	L	-	-	-	0.13	C	30.6	0.13	C	30.5	-0.1
			T	-	-	-	0.86	D	52.4	0.87	D	53.9	1.5
			R	-	-	-	0.89	C	20.8	0.88	C	20.7	-0.1
			EB Overall	-	-	-	-	C	32.3	-	C	32.7	0.4
	Dolsontown Road	WB	L	-	-	-	0.75	D	38.8	0.76	D	40.2	1.4
		T, TR	-	-	-	0.14	C	29.1	0.14	C	29.0	-0.1	
		WB Overall	-	-	-	-	C	33.7	-	C	34.4	0.7	
NYS Route 17M	NB	L, L	-	-	-	0.32	D	49.3	0.33	D	49.8	0.5	
		T, T	-	-	-	0.84	D	38.2	0.84	D	40.6	2.4	
		R	-	-	-	0.65	C	28.8	0.70	C	31.5	2.7	
		NB Overall	-	-	-	-	D	39.7	-	D	41.4	1.7	
NYS Route 17M	SB	L	-	-	-	0.79	D	50.1	0.78	D	49.9	-0.2	
		T, TR	-	-	-	0.89	D	52.8	0.89	D	53.0	0.2	
		SB Overall	-	-	-	-	D	52.0	-	D	52.1	0.1	
		Overall	-	-	-	-	D	40.2	-	D	41.2	1.0	

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

			2022 Existing			GEIS 2032 Build			Updated 2032 Build			Change in Delay GEIS to Update			
			v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay				
2	Dolsontown Road & Dewpoint South Driveway	Unsignalized													
			Dolsontown Road	EB	TR	-	-	-	0.00	A	0.0	0.00	A	0.0	0.0
			Dolsontown Road	WB	L	-	-	-	0.01	A	10.0	0.00	B	13.2	3.2
			Dewpoint South Driveway	NB	LR	-	-	-	0.02	C	17.3	0.01	C	20.1	2.8
3	Dolsontown Road & Dewpoint North Driveway	Unsignalized													
			Dolsontown Road	EB	L	-	-	-	0.01	A	8.0	0.01	A	8.0	0.0
			Dolsontown Road	WB	TR	-	-	-	0.00	A	0.0	0.00	A	0.0	0.0
			Dewpoint North Driveway	SB	LR	-	-	-	0.00	B	10.0	0.00	B	10.0	0.0
4	Dolsontown Road & Dewpoint South/RDM Simon Driveway	Unsignalized													
			Dolsontown Road	EB	TR	-	-	-	-	-	-	0.00	A	0.0	-
			Dolsontown Road	WB	L	-	-	-	-	-	-	0.04	A	10.0	-
			RDM Simon Driveway	NB	LR	-	-	-	-	-	-	0.07	C	16.8	-
5	Dolsontown Road & 1081 Driveway	Unsignalized													
			Dolsontown Road	EB	L	-	-	-	0.06	A	8.1	0.06	A	8.1	0.0
			Dolsontown Road	WB	TR	-	-	-	0.00	A	0.0	0.00	A	0.0	0.0
			1081 Driveway	SB	LR	-	-	-	0.02	B	10.8	0.02	B	10.7	-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.

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

				2022 Existing			GEIS 2032 Build			Updated 2032 Build			Change in Delay
	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	GEIS to Update			
1	NYS Route 17M & Dolsontown Road/James P. Kelly Way			Signalized									
	James P. Kelly Way	EB	L	0.22	C	34.6	0.35	C	34.6	-	-	-	-
			T	0.58	D	38.6	0.61	D	39.8	-	-	-	-
			R	0.49	A	8.3	0.52	A	8.9	-	-	-	-
			EB Overall	-	C	20.8	-	C	22.3	-	-	-	-
	Dolsontown Road	WB	L	0.60	C	31.6	1.27	F	180.0	-	-	-	-
			TR	0.94	E	61.4	1.38	F	222.6	-	-	-	-
			WB Overall	-	D	51.9	-	F	205.9	-	-	-	-
	NYS Route 17M	NB	L	0.87	E	55.4	1.14	F	125.8	-	-	-	-
			T, TR	0.76	D	35.4	0.97	E	59.8	-	-	-	-
			NB Overall	-	D	41.0	-	E	77.5	-	-	-	-
	NYS Route 17M	SB	L	0.69	D	41.1	0.90	E	67.9	-	-	-	-
			T, TR	0.92	E	58.1	1.04	F	88.3	-	-	-	-
			SB Overall	-	E	55.1	-	F	84.6	-	-	-	-
			Overall	-	D	43.9	-	F	101.1	-	-	-	-
	With Additional WB Through Lane & Additional NB Left Turn Lane & Additional NB Right Turn Lane												
	James P. Kelly Way	EB	L	-	-	-	0.18	C	34.8	0.18	C	34.9	0.1
			T	-	-	-	0.84	E	56.1	0.82	D	49.9	-6.2
			R	-	-	-	0.75	B	17.1	0.73	B	14.8	-2.3
			EB Overall	-	-	-	-	C	33.1	-	C	29.5	-3.6
	Dolsontown Road	WB	L	-	-	-	1.06	F	92.3	1.09	F	104.2	11.9
		T, TR	-	-	-	0.66	C	33.1	0.67	C	34.0	0.9	
		WB Overall	-	-	-	-	E	56.0	-	E	61.4	5.4	
NYS Route 17M	NB	L, L	-	-	-	1.08	F	107.2	1.03	F	93.9	-13.3	
		T, T	-	-	-	0.82	D	35.8	0.86	D	39.5	3.7	
		R	-	-	-	0.35	A	5.2	0.37	B	16.7	11.5	
		NB Overall	-	-	-	-	D	50.9	-	D	51.0	0.1	
NYS Route 17M	SB	L	-	-	-	0.80	D	49.6	0.83	D	49.6	0.0	
		T, TR	-	-	-	0.91	D	48.3	0.93	D	53.6	5.3	
		SB Overall	-	-	-	-	D	48.4	-	D	52.7	4.3	
		Overall	-	-	-	-	D	49.0	-	D	51.0	2.0	

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
























			2022 Existing			GEIS 2032 Build			Updated 2032 Build			Change in Delay GEIS to Update			
			v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay				
2	Dolsontown Road & Dewpoint South Driveway	Unsignalized													
			Dolsontown Road	EB	TR	-	-	-	0.00	A	0.0	0.00	A	0.0	0.0
			Dolsontown Road	WB	L	-	-	-	0.00	A	9.2	0.00	A	0.0	-9.2
			Dewpoint South Driveway	NB	LR	-	-	-	0.17	C	22.3	0.10	D	25.2	2.9
3	Dolsontown Road & Dewpoint North Driveway	Unsignalized													
			Dolsontown Road	EB	L	-	-	-	0.01	B	11.1	0.01	B	11.4	0.3
			Dolsontown Road	WB	TR	-	-	-	0.00	A	0.0	0.00	A	0.0	0.0
			Dewpoint North Driveway	SB	LR	-	-	-	0.04	C	19.7	0.05	C	20.8	1.1
4	Dolsontown Road & Dewpoint South/RDM Simon Driveway	Unsignalized													
			Dolsontown Road	EB	TR	-	-	-	-	-	-	0.00	A	0.0	-
			Dolsontown Road	WB	L	-	-	-	-	-	-	0.01	A	8.9	-
			RDM Simon Driveway	NB	LR	-	-	-	-	-	-	0.56	D	32.6	-
5	Dolsontown Road & 1081 Driveway	Unsignalized													
			Dolsontown Road	EB	L	-	-	-	0.01	A	9.8	0.01	A	9.5	-0.3
			Dolsontown Road	WB	TR	-	-	-	0.00	A	0.0	0.00	A	0.0	0.0
			1081 Driveway	SB	LR	-	-	-	0.20	C	18.8	0.18	C	17.3	-1.5

NOTES:

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

2032 Build Traffic Volumes w/ Improvements
1: NYS Route 17M & Dolsontown Road

Weekday Peak AM Hour
05/22/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	317	553	190	60	126	544	788	383	234	637	28
Future Volume (vph)	45	317	553	190	60	126	544	788	383	234	637	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	12	12	12
Grade (%)		-3%			0%			1%				-1%
Storage Length (ft)	0		0	530		190	440		0	125		0
Storage Lanes	1		1	1		1	2		1	1		0
Taper Length (ft)	25			86			86			60		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00	1.00	0.95	0.95
Frt			0.850		0.899				0.850		0.994	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	1793	1495	1544	2999	0	3226	3454	1461	1728	3391	0
Flt Permitted	0.622			0.185			0.950			0.367		
Satd. Flow (perm)	1126	1793	1495	301	2999	0	3226	3454	1461	667	3391	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			157		140				154		4	
Link Speed (mph)		30			45			45			45	
Link Distance (ft)		628			741			950			1031	
Travel Time (s)		14.3			11.2			14.4			15.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	4%	6%	13%	8%	3%	8%	4%	10%	5%	6%	14%
Adj. Flow (vph)	50	352	614	211	67	140	604	876	426	260	708	31
Shared Lane Traffic (%)												
Lane Group Flow (vph)	50	352	614	211	207	0	604	876	426	260	739	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes						Yes	
Headway Factor	1.02	1.02	1.02	1.04	1.04	1.04	1.01	1.01	1.01	0.99	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2		2	2	1	2	2	
Detector Template									Right			
Leading Detector (ft)	83	83	83	83	83		83	83	20	83	83	
Trailing Detector (ft)	-5	-5	-5	-5	-5		-5	-5	0	-5	-5	
Detector 1 Position(ft)	-5	-5	-5	-5	-5		-5	-5	0	-5	-5	
Detector 1 Size(ft)	40	40	40	40	40		40	40	20	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	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	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+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	

2032 Build Traffic Volumes w/ Improvements
1: NYS Route 17M & Dolsontown Road

Weekday Peak AM Hour
05/22/2024

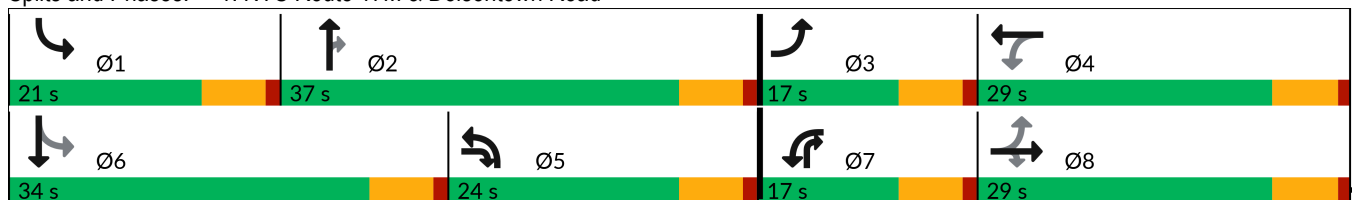


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Prot	NA	pm+ov	pm+pt	NA	
Protected Phases	3	8	5	7	4		5	2	7	1	6	
Permitted Phases	8		8	4					2	6		
Detector Phase	3	8	5	7	4		5	2	7	1	6	
Switch Phase												
Minimum Initial (s)	3.0	3.0	10.0	4.0	4.0		10.0	10.0	4.0	3.0	10.0	
Minimum Split (s)	9.0	9.0	16.0	10.0	10.0		16.0	16.0	10.0	9.0	16.0	
Total Split (s)	17.0	29.0	24.0	17.0	29.0		24.0	37.0	17.0	21.0	34.0	
Total Split (%)	16.3%	27.9%	23.1%	16.3%	27.9%		23.1%	35.6%	16.3%	20.2%	32.7%	
Maximum Green (s)	11.0	23.0	18.0	11.0	23.0		18.0	31.0	11.0	15.0	28.0	
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	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	3.0	2.0		2.0	2.0	3.0	2.0	2.0	
Recall Mode	None	None	Max	None	None		Max	Max	None	None	None	
v/c Ratio	0.14	0.91	0.86	0.86	0.22		0.95	0.83	0.55	0.82	0.87	
Control Delay (s/veh)	21.9	70.0	28.2	58.6	11.6		68.2	42.2	15.4	56.7	49.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	21.9	70.0	28.2	58.6	11.6		68.2	42.2	15.4	56.7	49.6	
Queue Length 50th (ft)	21	228	166	99	17		~214	287	125	151	244	
Queue Length 95th (ft)	46	#393	#410	#225	47		#342	#376	221	#229	313	
Internal Link Dist (ft)		548			661			870			951	
Turn Bay Length (ft)				530			440			125		
Base Capacity (vph)	425	403	706	243	940		635	1046	767	320	930	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.12	0.87	0.87	0.87	0.22		0.95	0.84	0.56	0.81	0.79	

Intersection Summary

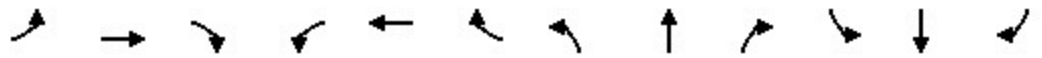
Area Type: Other
 Cycle Length: 104
 Actuated Cycle Length: 102.4
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 17M & Dolsontown Road



2032 Build Traffic Volumes w/ Improvements
1: NYS Route 17M & Dolsontown Road

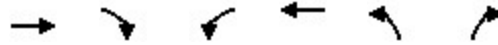
Weekday Peak AM Hour
05/22/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	317	553	190	60	126	544	788	383	234	637	28
Future Volume (veh/h)	45	317	553	190	60	126	544	788	383	234	637	28
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	1973	1958	1928	1707	1781	1856	1776	1835	1746	1864	1849	1729
Adj Flow Rate, veh/h	50	352	614	211	67	140	604	876	426	260	708	31
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	4	6	13	8	3	8	4	10	5	6	14
Cap, veh/h	385	405	695	277	480	428	717	1058	608	331	795	35
Arrive On Green	0.03	0.21	0.21	0.11	0.28	0.28	0.22	0.30	0.30	0.15	0.23	0.23
Sat Flow, veh/h	1879	1958	1634	1626	1692	1510	3281	3486	1480	1776	3429	150
Grp Volume(v), veh/h	50	352	614	211	67	140	604	876	426	260	363	376
Grp Sat Flow(s),veh/h/ln	1879	1958	1634	1626	1692	1510	1640	1743	1480	1776	1757	1822
Q Serve(g_s), s	2.1	17.8	10.2	10.1	3.0	7.5	18.0	23.9	24.3	14.1	20.4	20.4
Cycle Q Clear(g_c), s	2.1	17.8	10.2	10.1	3.0	7.5	18.0	23.9	24.3	14.1	20.4	20.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	385	405	695	277	480	428	717	1058	608	331	407	422
V/C Ratio(X)	0.13	0.87	0.88	0.76	0.14	0.33	0.84	0.83	0.70	0.78	0.89	0.89
Avail Cap(c_a), veh/h	529	441	725	277	480	428	717	1058	608	331	482	500
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.5	39.2	9.2	28.4	27.3	28.9	38.2	33.1	24.9	39.1	38.0	38.0
Incr Delay (d2), s/veh	0.1	14.8	11.5	11.8	0.0	0.2	11.5	7.5	6.6	10.8	15.0	14.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	10.1	7.5	4.6	1.2	2.6	8.0	10.6	9.4	6.9	10.0	10.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.5	53.9	20.7	40.2	27.3	29.0	49.8	40.6	31.5	49.9	53.0	52.7
LnGrp LOS	C	D	C	D	C	C	D	D	C	D	D	D
Approach Vol, veh/h		1016			418			1906			999	
Approach Delay, s/veh		32.7			34.4			41.4			52.1	
Approach LOS		C			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.0	37.0	9.2	35.0	28.3	29.7	17.0	27.1				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	15.0	31.0	11.0	23.0	18.0	28.0	11.0	23.0				
Max Q Clear Time (g_c+I1), s	16.1	26.3	4.1	9.5	20.0	22.4	12.1	19.8				
Green Ext Time (p_c), s	0.0	2.0	0.0	0.5	0.0	1.2	0.0	1.4				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			41.2									
HCM 6th LOS			D									

2032 Build Traffic Volumes w/ Improvements
 2: Dewpoint South Driveway & Dolsontown Road

Weekday Peak AM Hour
 05/22/2024



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	→		↵	↑	↵	
Traffic Volume (vph)	859	17	1	297	3	0
Future Volume (vph)	859	17	1	297	3	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	3%			-2%	0%	
Storage Length (ft)		0	50		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.997					
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1738	0	912	1729	1165	0
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	1738	0	912	1729	1165	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	741			157	329	
Travel Time (s)	16.8			3.6	7.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	7%	27%	100%	11%	55%	100%
Adj. Flow (vph)	934	18	1	323	3	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	952	0	1	323	3	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	Yes			Yes		
Headway Factor	1.02	1.02	0.99	0.99	1.00	1.00
Turning Speed (mph)		60	60		60	60
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

2032 Build Traffic Volumes w/ Improvements
 2: Dewpoint South Driveway & Dolsontown Road

Weekday Peak AM Hour
 05/22/2024

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	859	17	1	297	3	0
Future Vol, veh/h	859	17	1	297	3	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	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	3	-	-	-2	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	27	100	11	55	100
Mvmt Flow	934	18	1	323	3	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	952	0	1268 943
Stage 1	-	-	-	-	943 -
Stage 2	-	-	-	-	325 -
Critical Hdwy	-	-	5.1	-	6.95 7.2
Critical Hdwy Stg 1	-	-	-	-	5.95 -
Critical Hdwy Stg 2	-	-	-	-	5.95 -
Follow-up Hdwy	-	-	3.1	-	3.995 4.2
Pot Cap-1 Maneuver	-	-	442	-	145 214
Stage 1	-	-	-	-	306 -
Stage 2	-	-	-	-	627 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	442	-	145 214
Mov Cap-2 Maneuver	-	-	-	-	242 -
Stage 1	-	-	-	-	306 -
Stage 2	-	-	-	-	626 -

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	20.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	242	-	-	442	-
HCM Lane V/C Ratio	0.013	-	-	0.002	-
HCM Control Delay (s/veh)	20.1	-	-	13.2	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q (veh)	0	-	-	0	-

2032 Build Traffic Volumes w/ Improvements
 3: Dolsontown Road & Dewpoint North Driveway

Weekday Peak AM Hour
 05/22/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	9	850	296	2	0	2
Future Volume (vph)	9	850	296	2	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		2%	-9%		0%	
Storage Length (ft)	50			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.865	
Flt Protected	0.950					
Satd. Flow (prot)	1624	1758	1787	0	1644	0
Flt Permitted	0.950					
Satd. Flow (perm)	1624	1758	1787	0	1644	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		157	804		189	
Travel Time (s)		3.6	26.5		4.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	7%	11%	6%	0%	0%
Adj. Flow (vph)	10	924	322	2	0	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	924	324	0	2	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		Yes	Yes			
Headway Factor	1.01	1.01	0.94	0.94	1.00	1.00
Turning Speed (mph)	60			60	60	60
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

2032 Build Traffic Volumes w/ Improvements
 3: Dolsontown Road & Dewpoint North Driveway

Weekday Peak AM Hour
 05/22/2024

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑	↗		↘	
Traffic Vol, veh/h	9	850	296	2	0	2
Future Vol, veh/h	9	850	296	2	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	2	-9	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	10	7	11	6	0	0
Mvmt Flow	10	924	322	2	0	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	324	0	-	0	1267 323
Stage 1	-	-	-	-	323 -
Stage 2	-	-	-	-	944 -
Critical Hdwy	4.2	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.29	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1192	-	-	-	188 723
Stage 1	-	-	-	-	738 -
Stage 2	-	-	-	-	381 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1192	-	-	-	186 723
Mov Cap-2 Maneuver	-	-	-	-	301 -
Stage 1	-	-	-	-	732 -
Stage 2	-	-	-	-	381 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0.1	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1192	-	-	-	723
HCM Lane V/C Ratio	0.008	-	-	-	0.003
HCM Control Delay (s/veh)	8	-	-	-	10
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q (veh)	0	-	-	-	0

2032 Build Traffic Volumes w/ Improvements
 4: Caskey Lane (Dewpoint South/RDM Simon) & Dolsontown Road

Weekday Peak AM Hour
 05/22/2024



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	708	143	27	280	17	3
Future Volume (vph)	708	143	27	280	17	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			-9%	0%	
Storage Length (ft)		0	50		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.977				0.981	
Flt Protected			0.950		0.959	
Satd. Flow (prot)	1740	0	1886	1773	1787	0
Flt Permitted			0.950		0.959	
Satd. Flow (perm)	1740	0	1886	1773	1787	0
Link Speed (mph)	45			45	30	
Link Distance (ft)	804			362	315	
Travel Time (s)	18.3			8.2	8.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	8%	0%	0%	12%	0%	0%
Adj. Flow (vph)	770	155	29	304	18	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	925	0	29	304	21	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	Yes			Yes		
Headway Factor	1.00	1.00	0.94	0.94	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

2032 Build Traffic Volumes w/ Improvements
 4: Caskey Lane (Dewpoint South/RDM Simon) & Dolsontown Road

Weekday Peak AM Hour
 05/22/2024

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	708	143	27	280	17	3
Future Vol, veh/h	708	143	27	280	17	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	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-9	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	8	0	0	12	0	0
Mvmt Flow	770	155	29	304	18	3

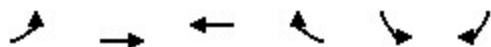
Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	925	0	1210
Stage 1	-	-	-	-	848
Stage 2	-	-	-	-	362
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	747	-	204
Stage 1	-	-	-	-	423
Stage 2	-	-	-	-	709
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	747	-	196
Mov Cap-2 Maneuver	-	-	-	-	320
Stage 1	-	-	-	-	423
Stage 2	-	-	-	-	681

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.9	16.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	326	-	-	747	-
HCM Lane V/C Ratio	0.067	-	-	0.039	-
HCM Control Delay (s/veh)	16.8	-	-	10	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q (veh)	0.2	-	-	0.1	-

2032 Build Traffic Volumes w/ Improvements
 5: Dolsontown Road & 1081 Driveway

Weekday Peak AM Hour
 05/22/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	68	643	298	8	1	9
Future Volume (vph)	68	643	298	8	1	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		0%	3%		0%	
Storage Length (ft)	150			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.996		0.877	
Flt Protected	0.950				0.995	
Satd. Flow (prot)	1805	1759	1684	0	1658	0
Flt Permitted	0.950				0.995	
Satd. Flow (perm)	1805	1759	1684	0	1658	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		362	562		151	
Travel Time (s)		26.5	12.8		3.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	8%	11%	0%	0%	0%
Adj. Flow (vph)	74	699	324	9	1	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	74	699	333	0	11	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		Yes	Yes			
Headway Factor	1.00	1.00	1.02	1.02	1.00	1.00
Turning Speed (mph)	60			60	60	60
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2032 Build Traffic Volumes w/ Improvements
 5: Dolsontown Road & 1081 Driveway

Weekday Peak AM Hour
 05/22/2024

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	68	643	298	8	1	9
Future Vol, veh/h	68	643	298	8	1	9
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	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	3	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	8	11	0	0	0
Mvmt Flow	74	699	324	9	1	10

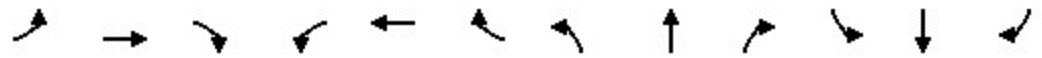
Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	333	0	-	0	1176 329
Stage 1	-	-	-	-	329 -
Stage 2	-	-	-	-	847 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1238	-	-	-	213 717
Stage 1	-	-	-	-	734 -
Stage 2	-	-	-	-	424 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1238	-	-	-	200 717
Mov Cap-2 Maneuver	-	-	-	-	323 -
Stage 1	-	-	-	-	690 -
Stage 2	-	-	-	-	424 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0.8	0	10.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1238	-	-	-	639
HCM Lane V/C Ratio	0.06	-	-	-	0.017
HCM Control Delay (s/veh)	8.1	-	-	-	10.7
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q (veh)	0.2	-	-	-	0.1

2032 Build Traffic Volumes w/ Improvements
1: NYS Route 17M & Dolsontown Road

Weekday Peak PM Hour
05/22/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	238	343	421	381	270	473	970	267	216	936	72
Future Volume (vph)	40	238	343	421	381	270	473	970	267	216	936	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	12	12	12
Grade (%)		-3%			0%			1%				-1%
Storage Length (ft)	0		0	530		190	440		0	125		0
Storage Lanes	1		1	1		1	2		1	1		0
Taper Length (ft)	25			86			86			60		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00	1.00	0.95	0.95
Frt			0.850		0.938				0.850		0.989	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1771	1828	1569	1631	3215	0	3416	3522	1488	1761	3555	0
Flt Permitted	0.397			0.283			0.950			0.198		
Satd. Flow (perm)	740	1828	1569	486	3215	0	3416	3522	1488	367	3555	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			157		162				173		8	
Link Speed (mph)		30			45			45			45	
Link Distance (ft)		628			741			950			1031	
Travel Time (s)		14.3			11.2			14.4			15.6	
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 (%)	0%	2%	1%	7%	1%	3%	2%	2%	8%	3%	1%	0%
Adj. Flow (vph)	41	245	354	434	393	278	488	1000	275	223	965	74
Shared Lane Traffic (%)												
Lane Group Flow (vph)	41	245	354	434	671	0	488	1000	275	223	1039	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes						Yes	
Headway Factor	1.02	1.02	1.02	1.04	1.04	1.04	1.01	1.01	1.01	0.99	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2		2	2	1	2	2	
Detector Template									Right			
Leading Detector (ft)	83	83	83	83	83		83	83	20	83	83	
Trailing Detector (ft)	-5	-5	-5	-5	-5		-5	-5	0	-5	-5	
Detector 1 Position(ft)	-5	-5	-5	-5	-5		-5	-5	0	-5	-5	
Detector 1 Size(ft)	40	40	40	40	40		40	40	20	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	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	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+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	

2032 Build Traffic Volumes w/ Improvements
1: NYS Route 17M & Dolsontown Road

Weekday Peak PM Hour
05/22/2024

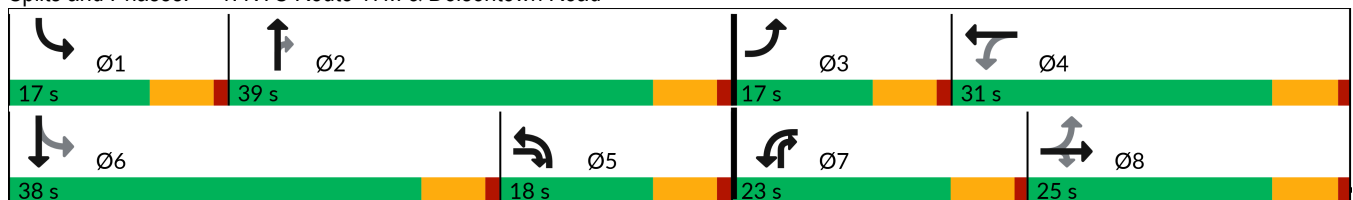


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Prot	NA	pm+ov	pm+pt	NA	
Protected Phases	3	8	5	7	4		5	2	7	1	6	
Permitted Phases	8		8	4					2	6		
Detector Phase	3	8	5	7	4		5	2	7	1	6	
Switch Phase												
Minimum Initial (s)	3.0	3.0	10.0	4.0	4.0		10.0	10.0	4.0	3.0	10.0	
Minimum Split (s)	9.0	9.0	16.0	10.0	10.0		16.0	16.0	10.0	9.0	16.0	
Total Split (s)	17.0	25.0	18.0	23.0	31.0		18.0	39.0	23.0	17.0	38.0	
Total Split (%)	16.3%	24.0%	17.3%	22.1%	29.8%		17.3%	37.5%	22.1%	16.3%	36.5%	
Maximum Green (s)	11.0	19.0	12.0	17.0	25.0		12.0	33.0	17.0	11.0	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	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	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	3.0	2.0		2.0	2.0	3.0	2.0	2.0	
Recall Mode	None	None	Max	None	None		Max	Max	None	None	None	
v/c Ratio	0.18	0.81	0.62	1.13	0.59		1.14	0.87	0.30	0.84	0.94	
Control Delay (s/veh)	22.3	63.1	14.6	116.8	25.4		129.6	42.7	5.7	58.2	51.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	22.3	63.1	14.6	116.8	25.4		129.6	42.7	5.7	58.2	51.9	
Queue Length 50th (ft)	16	155	59	~253	155		~207	329	32	116	349	
Queue Length 95th (ft)	38	#263	115	#449	224		#311	#450	77	#225	#486	
Internal Link Dist (ft)		548			661			870			951	
Turn Bay Length (ft)				530			440			125		
Base Capacity (vph)	312	341	565	381	1126		428	1143	897	263	1125	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.13	0.72	0.63	1.14	0.60		1.14	0.87	0.31	0.85	0.92	

Intersection Summary
























Area Type: Other
 Cycle Length: 104
 Actuated Cycle Length: 101.7
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 17M & Dolsontown Road



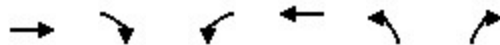
2032 Build Traffic Volumes w/ Improvements
1: NYS Route 17M & Dolsontown Road

Weekday Peak PM Hour
05/22/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	238	343	421	381	270	473	970	267	216	936	72
Future Volume (veh/h)	40	238	343	421	381	270	473	970	267	216	936	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2018	1988	2003	1796	1885	1856	1864	1864	1776	1894	1924	1939
Adj Flow Rate, veh/h	41	245	354	434	393	278	488	1000	275	223	965	74
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, %	0	2	1	7	1	3	2	2	8	3	1	0
Cap, veh/h	222	299	488	397	593	415	472	1168	752	270	1042	80
Arrive On Green	0.03	0.15	0.15	0.17	0.29	0.29	0.14	0.33	0.33	0.11	0.30	0.30
Sat Flow, veh/h	1922	1988	1697	1711	2014	1408	3445	3542	1505	1804	3441	264
Grp Volume(v), veh/h	41	245	354	434	349	322	488	1000	275	223	513	526
Grp Sat Flow(s),veh/h/ln	1922	1988	1697	1711	1791	1632	1722	1771	1505	1804	1828	1877
Q Serve(g_s), s	1.8	11.9	6.1	17.0	17.1	17.4	13.7	26.4	11.2	10.4	27.2	27.2
Cycle Q Clear(g_c), s	1.8	11.9	6.1	17.0	17.1	17.4	13.7	26.4	11.2	10.4	27.2	27.2
Prop In Lane	1.00		1.00	1.00		0.86	1.00		1.00	1.00		0.14
Lane Grp Cap(c), veh/h	222	299	488	397	527	480	472	1168	752	270	554	568
V/C Ratio(X)	0.18	0.82	0.73	1.09	0.66	0.67	1.03	0.86	0.37	0.83	0.93	0.93
Avail Cap(c_a), veh/h	383	377	555	397	527	480	472	1168	752	270	585	600
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.7	41.2	11.7	31.2	30.9	31.0	43.2	31.3	15.3	32.2	33.8	33.8
Incr Delay (d2), s/veh	0.1	8.7	3.2	73.1	2.5	2.9	50.7	8.1	1.4	17.4	19.8	19.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	6.5	3.6	15.7	7.3	6.8	8.9	11.8	4.0	5.6	14.3	14.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.9	49.9	14.8	104.2	33.4	34.0	93.9	39.5	16.7	49.6	53.6	53.2
LnGrp LOS	C	D	B	F	C	C	F	D	B	D	D	D
Approach Vol, veh/h		640			1105			1763			1262	
Approach Delay, s/veh		29.5			61.4			51.0			52.7	
Approach LOS		C			E			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.0	39.0	8.6	35.5	19.7	36.3	23.0	21.1				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	11.0	33.0	11.0	25.0	12.0	32.0	17.0	19.0				
Max Q Clear Time (g_c+I1), s	12.4	28.4	3.8	19.4	15.7	29.2	19.0	13.9				
Green Ext Time (p_c), s	0.0	2.0	0.0	1.2	0.0	1.1	0.0	1.1				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh				51.0								
HCM 6th LOS				D								

2032 Build Traffic Volumes w/ Improvements
 2: Dewpoint South Driveway & Dolsontown Road

Weekday Peak PM Hour
 05/22/2024



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	620	6	0	944	17	1
Future Volume (vph)	620	6	0	944	17	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	3%			-2%	0%	
Storage Length (ft)		0	50		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.999				0.993	
Flt Protected					0.955	
Satd. Flow (prot)	1787	0	959	1845	1242	0
Flt Permitted					0.955	
Satd. Flow (perm)	1787	0	959	1845	1242	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	741			157	329	
Travel Time (s)	16.8			3.6	7.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	62%	100%	4%	42%	100%
Adj. Flow (vph)	674	7	0	1026	18	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	681	0	0	1026	19	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	Yes			Yes		
Headway Factor	1.02	1.02	0.99	0.99	1.00	1.00
Turning Speed (mph)		60	60		60	60
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2032 Build Traffic Volumes w/ Improvements
 2: Dewpoint South Driveway & Dolsontown Road

Weekday Peak PM Hour
 05/22/2024

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	620	6	0	944	17	1
Future Vol, veh/h	620	6	0	944	17	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	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	3	-	-	-2	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	4	62	100	4	42	100
Mvmt Flow	674	7	0	1026	18	1

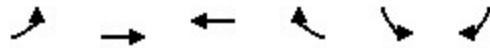
Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	681	0	1704 678
Stage 1	-	-	-	-	678 -
Stage 2	-	-	-	-	1026 -
Critical Hdwy	-	-	5.1	-	6.82 7.2
Critical Hdwy Stg 1	-	-	-	-	5.82 -
Critical Hdwy Stg 2	-	-	-	-	5.82 -
Follow-up Hdwy	-	-	3.1	-	3.878 4.2
Pot Cap-1 Maneuver	-	-	585	-	80 320
Stage 1	-	-	-	-	437 -
Stage 2	-	-	-	-	292 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	585	-	80 320
Mov Cap-2 Maneuver	-	-	-	-	194 -
Stage 1	-	-	-	-	437 -
Stage 2	-	-	-	-	292 -

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	25.2
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	198	-	-	585	-
HCM Lane V/C Ratio	0.099	-	-	-	-
HCM Control Delay (s/veh)	25.2	-	-	0	-
HCM Lane LOS	D	-	-	A	-
HCM 95th %tile Q (veh)	0.3	-	-	0	-

2032 Build Traffic Volumes w/ Improvements
 3: Dolsontown Road & Dewpoint North Driveway

Weekday Peak PM Hour
 05/22/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	3	618	936	0	1	9
Future Volume (vph)	3	618	936	0	1	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		2%	-9%		0%	
Storage Length (ft)	50			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.877	
Flt Protected	0.950				0.995	
Satd. Flow (prot)	1324	1809	1928	0	1183	0
Flt Permitted	0.950				0.995	
Satd. Flow (perm)	1324	1809	1928	0	1183	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		157	804		189	
Travel Time (s)		3.6	26.5		4.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	35%	4%	3%	25%	31%	41%
Adj. Flow (vph)	3	672	1017	0	1	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	3	672	1017	0	11	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		Yes	Yes			
Headway Factor	1.01	1.01	0.94	0.94	1.00	1.00
Turning Speed (mph)	60			60	60	60
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2032 Build Traffic Volumes w/ Improvements
 3: Dolsontown Road & Dewpoint North Driveway

Weekday Peak PM Hour
 05/22/2024

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑	↗		↘	
Traffic Vol, veh/h	3	618	936	0	1	9
Future Vol, veh/h	3	618	936	0	1	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	2	-9	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	35	4	3	25	31	41
Mvmt Flow	3	672	1017	0	1	10

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1017	0	0
Stage 1	-	-	1017
Stage 2	-	-	678
Critical Hdwy	4.45	-	6.71
Critical Hdwy Stg 1	-	-	5.71
Critical Hdwy Stg 2	-	-	5.71
Follow-up Hdwy	2.515	-	3.779
Pot Cap-1 Maneuver	569	-	87
Stage 1	-	-	309
Stage 2	-	-	454
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	569	-	87
Mov Cap-2 Maneuver	-	-	205
Stage 1	-	-	307
Stage 2	-	-	454

Approach	EB	WB	SB
HCM Control Delay, s/v	0.1	0	20.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	569	-	-	-	239
HCM Lane V/C Ratio	0.006	-	-	-	0.045
HCM Control Delay (s/veh)	11.4	-	-	-	20.8
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q (veh)	0	-	-	-	0.1



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	593	26	5	815	121	23
Future Volume (vph)	593	26	5	815	121	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			-9%	0%	
Storage Length (ft)		0	50		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.994				0.979	
Flt Protected			0.950		0.960	
Satd. Flow (prot)	1819	0	1886	1909	1786	0
Flt Permitted			0.950		0.960	
Satd. Flow (perm)	1819	0	1886	1909	1786	0
Link Speed (mph)	45			45	30	
Link Distance (ft)	804			362	315	
Travel Time (s)	18.3			8.2	8.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	0%	0%	4%	0%	0%
Adj. Flow (vph)	645	28	5	886	132	25
Shared Lane Traffic (%)						
Lane Group Flow (vph)	673	0	5	886	157	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	Yes			Yes		
Headway Factor	1.00	1.00	0.94	0.94	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2032 Build Traffic Volumes w/ Improvements
 4: Caskey Lane (Dewpoint South/RDM Simon) & Dolsontown Road

Weekday Peak PM Hour
 05/22/2024

Intersection						
Int Delay, s/veh	3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	593	26	5	815	121	23
Future Vol, veh/h	593	26	5	815	121	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-9	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	4	0	0	4	0	0
Mvmt Flow	645	28	5	886	132	25

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	673	0	1555 659
Stage 1	-	-	-	-	659 -
Stage 2	-	-	-	-	896 -
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	-	-	927	- ~	126 467
Stage 1	-	-	-	-	518 -
Stage 2	-	-	-	-	402 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	927	- ~	125 467
Mov Cap-2 Maneuver	-	-	-	-	262 -
Stage 1	-	-	-	-	518 -
Stage 2	-	-	-	-	400 -

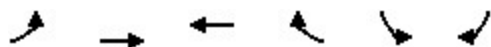
Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.1	32.6
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	282	-	-	927	-
HCM Lane V/C Ratio	0.555	-	-	0.006	-
HCM Control Delay (s/veh)	32.6	-	-	8.9	-
HCM Lane LOS	D	-	-	A	-
HCM 95th %tile Q (veh)	3.1	-	-	0	-

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

2032 Build Traffic Volumes w/ Improvements
 5: Dolsontown Road & 1081 Driveway

Weekday Peak PM Hour
 05/22/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	9	607	768	1	6	52
Future Volume (vph)	9	607	768	1	6	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		0%	3%		0%	
Storage Length (ft)	150			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.880	
Flt Protected	0.950				0.995	
Satd. Flow (prot)	1805	1827	1800	0	1664	0
Flt Permitted	0.950				0.995	
Satd. Flow (perm)	1805	1827	1800	0	1664	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		362	562		151	
Travel Time (s)		26.5	12.8		3.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	4%	4%	0%	0%	0%
Adj. Flow (vph)	10	660	835	1	7	57
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	660	836	0	64	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		Yes	Yes			
Headway Factor	1.00	1.00	1.02	1.02	1.00	1.00
Turning Speed (mph)	60			60	60	60
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2032 Build Traffic Volumes w/ Improvements
 5: Dolsontown Road & 1081 Driveway

Weekday Peak PM Hour
 05/22/2024

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	607	768	1	6	52
Future Vol, veh/h	9	607	768	1	6	52
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	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	3	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	4	4	0	0	0
Mvmt Flow	10	660	835	1	7	57

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	836	0	-	0	1516 836
Stage 1	-	-	-	-	836 -
Stage 2	-	-	-	-	680 -
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	807	-	-	-	133 370
Stage 1	-	-	-	-	429 -
Stage 2	-	-	-	-	507 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	807	-	-	-	131 370
Mov Cap-2 Maneuver	-	-	-	-	270 -
Stage 1	-	-	-	-	424 -
Stage 2	-	-	-	-	507 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0.1	0	17.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	807	-	-	-	356
HCM Lane V/C Ratio	0.012	-	-	-	0.177
HCM Control Delay (s/veh)	9.5	-	-	-	17.3
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q (veh)	0	-	-	-	0.6