



Engineering
& Design

Traffic Impact Study

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Neelytown Business Park
Town of Montgomery, Orange County, New York

Prepared for:

Issac Neuman
RDM Group, LLC
1 International Boulevard, Suite 410
Mahwah, NJ 07430

Prepared by:

A. Peter Russillo, P.E., PTOE
Senior Project Manager
New York Professional Engineer
License No. 059969

Ronald P. Rieman
Associate/Project Manager

Colliers Engineering & Design

50 Chestnut Ridge Road
Suite 101
Montvale, New Jersey 07645
Main: 877 627 3772
Colliersengineering.com

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Table of contents

I. Introduction	1
A. Project Description and Location	1
B. Scope of Study	1
II. Existing Roadway and Traffic Descriptions	3
A. Description of Existing Roadways	3
1. NYS Route 208	3
2. Neelytown Road (C.R. 99)	3
3. Beaver Dam Road	3
4. NYS Route 416	4
B. Year 2023 Existing Traffic Volumes	4
C. Public Transportation and School Buses	5
D. Accident Data	6
III. Evaluation of Future Traffic Conditions	7
A. Year 2027 No-Build Traffic Volumes	7
B. Site Generated Traffic Volumes	7
C. Arrival/Departure Distribution	8
D. Year 2027 Build Conditions Traffic Volumes	8
E. 2037 Build Conditions Traffic Volumes	8
F. Description of Analysis Procedures	8
<i>Signalized Intersection Capacity Analysis</i>	9
<i>Unsignalized Intersection Capacity Analysis</i>	9
G. Results of Analysis	9
1. NYS Route 208 and I-84 Westbound On-Off Ramps	9
2. NYS Route 208 and I-84 Eastbound On-Off Ramps/Neelytown Road	11
3. Neelytown Road and Beaver Dam Road/Neelytown Road North	12
4. NYS Route 416 and Neelytown Road	13
5. NYS Route 211 and NYS Route 416	13
6. Goodwill Road and Beaver Dam Road	14
7. Beaver Dam Road and Chandler Lane	15
H. Proposed Site Driveways	15
8. Neelytown Road and Proposed Site Driveway 1	16
9. Beaver Dam Road and Proposed Site Driveway 2	17
I. Parking Requirements	18
J. Potential Impacts and Mitigation Measures	20
K. Construction Impacts	21
L. Alternate Access (3) Alternative Site Layouts	21
IV. Summary and Conclusion	23

Appendices

APPENDIX A	TRAFFIC VOLUME FIGURES
APPENDIX B	TABLES
APPENDIX C	LEVEL OF SERVICE STANDARDS
APPENDIX D	CAPACITY ANALYSIS
APPENDIX E	TRAFFIC COUNT DATA
APPENDIX F	TRIP GENERATION RATE COMPARISON
APPENDIX G	ACCIDENT RATES
APPENDIX H	SIGHT DISTANCE PLANS/TURNING TEMPLATES
APPENDIX I	CONCEPTUAL IMPROVEMENT PLANS
APPENDIX J	ALTERNATIVE SITE ACCESS LAYOUTS

I. Introduction

A. Project Description and Location

(Figure No. 1)

This study has been prepared to evaluate the potential traffic impacts associated with a planned warehouse development consisting of 2 buildings; Building 1 is proposed to have an area of 850,000 s.f. and Building 2 an area of 278,270 for a total of 1,128,270 s.f. of warehouse space. Access to the Site is proposed via a single driveway to Neelytown Road (for both passenger cars and trucks) and a single driveway to Beaver Dam Road (for passenger cars only). An emergency access is also proposed to Beaver Dam Road. The Site location is shown on Figure No. 1 in Appendix A of this study.

A Design Year of 2027 has been utilized in completing the traffic analysis to evaluate future traffic conditions associated with this proposed development. In addition, a Design Year + 10 analysis (2037) was also evaluated.

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.

Traffic counts for the study area intersections and locations of the Automatic Traffic Recorder (ATR) counts outlined in the Traffic and Transportation Scope were collected by representatives of Colliers Engineering & Design CT, P.C. This data was compared to all available traffic count data obtained from the New York State Department of Transportation (NYSDOT), Orange County and Town. Together this data was utilized to establish the Year 2023 Existing Traffic Volumes in the vicinity of the site.

The Year 2023 Existing Traffic Volumes were projected to the 2027 Design Year to take into account normal background traffic growth. In addition, traffic associated with other specific potential or approved developments in the area were estimated (see Section III.A for further discussion) and added to the year 2027 Projected Traffic Volumes to obtain the Year 2027 No-Build Traffic Volumes.

Estimates were made of the potential traffic that the proposed development is anticipated to 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 2027 No-Build Traffic Volumes resulting in the Year 2027 Build Traffic Volumes.

In addition, the No-Build and Build Traffic Volumes were also projected and analyzed for 2037 Conditions (Design Year + 10) as discussed in Section III.E.

The Existing, No-Build and Build Traffic Volumes were compared to intersection 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

The following is a brief description of the roadways located within the study area. In addition, Section III-G provides a further description of the existing geometrics including number of travel lanes, parking, bus stops, lane widths, pedestrian activity, traffic control and a summary of the existing and future Levels of Service and any recommended improvements for each of the study area intersections. Appendix D contains copies of the capacity analyses which indicate the existing geometrics (including lane widths) and other characteristics for each of the individual intersections studied.

1. NYS Route 208

In the vicinity of the site, NYS Route 208, a state facility, is classified as an urban minor arterial. NYS Route 208 traverses in a generally north/south direction and provides access to the I-84 (Exit 5). The I-84 Westbound On/Off Ramp intersects with NYS Route 208 at a signalized intersection which is coordinated with the I-84 Eastbound On/Off Ramp/Neelytown Road signalized intersection. In the vicinity of the study area, the roadway pavement is generally in fair-good condition with minor reflective cracking. NYS Route 208 has a posted speed limit of 45 mph in the vicinity of the I-84 ramps and Neelytown Road. There are no existing pedestrian facilities along NYS Route 208 in the immediate environ of the intersections under study.

2. Neelytown Road (C.R. 99)

Neelytown Road (C.R. 99) is a two-lane County roadway that is classified as an urban major collector roadway. Neelytown Road originates at a full movement, signalized intersection with NYS Route 208 opposite the I-84 EB On/Off Ramp. Neelytown Road traverses in a westerly direction, generally paralleling I-84 and terminates at a "T" type, signalized intersection with NYS Route 416. The roadway consists of one lane in each direction with stabilized shoulders. Several intersections/driveways have separate turn lanes. The roadway pavement is generally in fair-good condition. There are no existing pedestrian facilities along C.R. 99, i.e., sidewalks, crosswalks or signalized pedestrian crossings. There are no speed limit signs posted along the roadway and therefore it would appear the Statewide speed limit of 55 mph governs this roadway.

3. Beaver Dam Road

Beaver Dam Road is a two-lane, Town roadway which originates at Goodwill Road at a "T" type, unsignalized intersection north of the site. Beaver Dam Road continues in a southerly direction, intersecting other local roads including Chandler Lane, crosses under I-84 before intersecting with Neelytown Road (C.R. 99) opposite Neelytown Road North. The roadway pavement is generally in fair-good condition. There are no existing pedestrian facilities along Beaver Dam Road, i.e., sidewalks, crosswalks or signalized pedestrian crossings. Beaver Dam Road has a posted speed limit of 30 mph. Contained in Appendix E are the results of traffic volume and speed data recorded on Beaver Dam Road.

4. NYS Route 416

NYS Route 416 as a state facility, is classified as an urban major collector roadway. In the vicinity of the site, NYS Route 416 traverses in a generally north/south direction and intersects with Neelytown Road at a “T” type, signalized intersection. The roadway pavement is generally in fair-good condition with some minor reflective cracking. In the vicinity of site, there are no speed limit signs posted along the roadway and therefore it would appear the Statewide speed limit of 55 mph governs this roadway. Also, there are no existing pedestrian facilities along NYS Route 416 in the immediate environ of the intersection at CR 99 (Neelytown Road).

In addition to the above, as contained in the Environmental Impact Study (EIS), the posted speed limits, weight limits and jurisdiction over each roadway are summarized below:

Road	Speed Limit	Weight Limit	Jurisdiction
Route 208	45 MPH	None Posted	NYSDOT
Neelytown Road	Unposted (55 MPH)	None Posted	Orange County DPW
Beaver Dam Road	30 MPH	Eight (8) Tons	Town of Montgomery
Route 416	Unposted (55 MPH)	None Posted	NYSDOT

B. Year 2023 Existing Traffic Volumes

(Figures No. 2, 3 and 4)

In order to establish existing traffic conditions in the vicinity of the site, turning movement traffic counts (which includes vehicle classification and pedestrians) were collected by representatives of Colliers Engineering & Design on Thursday, February 2, 2023 between the hours of 6:30 AM and 9:30 AM and 3:30 PM and 6:30 PM to determine the Weekday Peak AM and Weekday Peak PM Hours, and on Saturday, February 4, 2023 between the hours of 11:00 AM and 3:00 PM. In addition, Automatic Traffic recorded (ATR) counts were also collected at the locations identified in the scoping document.

These traffic counts were compared to all available historical traffic count data from the New York State Department of Transportation (NYSDOT), Orange County and Town. The traffic data was collected in accordance with the scoping document.

Reviewing the 2021 Automatic Traffic Recorder (ATR) data and the 2023 turning movement counts for the peak hour intervals including those collected along Neelytown Road indicates consistency in traffic volume levels such that no further adjustments to existing volumes was warranted. Furthermore, based on NYSDOT record traffic volume data, the peak hour volumes are consistent.

The above traffic count data was utilized to establish the Year 2023 Existing Traffic Volumes for the following Study Area Intersections as outlined in the Traffic and Transportation Scope.

- NYS Route 208 and I-84 Westbound On-Off Ramps
- NYS Route 208 and I-84 Eastbound On-Off Ramps/ Neelytown Road
- Neelytown Road and Beaver Dam Road
- NYS Route 416 and Neelytown Road
- NYS Route 211 and NYS Route 416
- Goodwill Road and Beaver Dam Road
- Beaver Dam Road and Chandler Lane

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

- | | |
|------------------------|-------------------|
| ▪ Weekday Peak AM Hour | 7:30 AM – 8:30 AM |
| ▪ Weekday Peak PM Hour | 4:45 PM – 5:45 PM |
| ▪ Saturday Peak Hour | 1:30 PM – 2:30 PM |

The resulting Year 2023 Existing Traffic Volumes are shown on Figures No. 2, 3 and 4 for the Weekday Peak AM, Weekday Peak PM and Saturday Peak Hours, respectively.

A copy of the traffic count data (Turning Movement Traffic Counts/ATR Traffic Volumes), including NYSDOT historical data is contained in Appendix E.

C. Public Transportation and School Buses

There is currently no public transportation serves adjacent to the project site. However, public transportation is provided in the area by the Short Lane Bus Company (SLBC) via its Newburgh-Middletown service and the Port Jervis line of the Metro-North.

The proposed site is located in the Valley Central School District, which consists of 5 elementary schools, 1 middle school, and 1 high school. Berea Elementary School is located approximately 3.6 miles northeast of the site on NYS Route 17K. East Coldenham Elementary School is located approximately 7.1 miles northeast of the site on NYS Route 211. Walden Elementary School is situated approximately 5.5 miles north of the site in Walden off of NYS Route 208. The ALC School is closest to the project site and is located approximately 1.0 mile to the east of the Broadway in Maybrook. The Valley Central Middle School and Valley Central High School are located approximately 4.0 miles to the north of the site on NYS Route 17K, west of NYS Route 208.

During the morning peak hour, 3 school buses were observed on Beaver Dam Road while during the afternoon peak hour, 6 school buses were observed passing along the site frontage. On Neelytown Road some 3 school buses were observed passing the site while during the afternoon peak hour, 4 buses were observed along the Neelytown Road site frontage.

D. Accident Data

(Tables No. 4, 5, 6, 7, 8 and 9)

Accident information was obtained from the New York State Department of Transportation (NYSDOT) Records Access Office for the latest four-year period (January 1, 2018 – December 31, 2021) for each of the study area intersections. This data is summarized in Table No. 4 for the NYS Route 208/I-84 Eastbound On-Off Ramps and NYS Route 208/I-84 Westbound On-Off Ramps/Neelytown Road intersections, Table No. 5 for the Neelytown Road/Beaver Dam Road/Neelytown Road North intersection, Table No. 6 for the NYS Route 416/Neelytown Road intersection, Table No. 7 for NYS Route 211 and NYS Route 416, Table No. 8 for the Goodwill Road/Beaver Dam Road, and Table No. 9 for the Beaver Dam Road/Chandler Lane by location, date, time, traffic control, severity, number of vehicles/injuries, light conditions, road surface condition, weather, collision type, manner of collision, and apparent contributing factors.

As shown on Table No. 4 there were a total of 10 accidents (2017), 12 accidents (2018), 10 accidents (2019), 7 accidents (2020), and 15 accidents (2021) in the vicinity of Reference Markers 208.8301.1157 – 208.8301.1159 for an average of 10.8 accidents in the vicinity of the NYS Route 208 and the I-84 Interchange.

As per the Scope, for locations with 5 or more accidents over a 12-month period, a calculation of the accident rate was provided. The accident rate for the NYS Route 208 and I-84 Interchange was calculated and compared to NYSDOT statewide average and is summarized in Table No 4-A in Appendix G of this study.

As shown on Table No. 5 there were 3 accidents (2017), 1 accident (2018), 3 accidents (2019), 3 accidents (2020) and 2 accidents (2021) for a total of 12 accidents over the 5-year period for an average of 2.4 accidents/year at the Neelytown Road /Beaver Dam Road/Neelytown Road North intersection.

As shown on Table No. 6 there were 2 accidents (2017), 4 accident (2018) and 3 accidents (2019), 5 accidents (2020), and 3 accidents (2021) for a total of 17 accidents over the 5-year period for an average of 3.4 accidents/year at the NYS Route 416 and Neelytown Road intersection

As shown on Table No. 7 there were 3 accidents (2017), 3 accident (2018) and 3 accidents (2019), 1 accident (2020), and 2 accidents (2021) for a total of 12 accidents over the 5-year period for an average of 2.4 accidents/year at the NYS Route 211 and NYS Route 416 intersection

As shown on Table No. 8 there were 2 accidents (2017), 2 accident (2018) and no reported accidents in 2019, 2020, 2021 at the Goodwill Road/Beaver Dam Road intersection.

As shown on Table No. 9 there were no reported accidents at the Beaver Dam Road/Chandler Lane intersection.

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, driver inattention as well as weather-related conditions with no fatalities recorded.

III. Evaluation of Future Traffic Conditions

A. Year 2027 No-Build Traffic Volumes

(Figure No. 5 through 13)

The Year 2023 Existing Traffic Volumes were increased by a conservative growth factor of 4% (based on NYSDOT Historical data) to account for general background growth resulting in the Year 2027 Projected Traffic Volumes that are shown on Figures No. 5, 6, and 7 for the weekday Peak AM, Weekday Peak PM and Saturday Peak Hours, respectively.

A list of other developments was provided by the Town, however only those developments located in an area that would impact traffic operations within the study area were included herein. Traffic from other specific potential developments in the area including, Barron Road Warehouse (36 Barron Road), 229 Neelytown Road North Warehouse, 230 Neelytown Road North Warehouse, 915 Bracken Road Warehouse, Galaxy-Maybrook Warehouse, Cardinal Heath Expansion, and the 150 New Wood Warehouse (proposed on Neelytown Road North just south of 230 Neelytown Road North Warehouse), I-84 Logistics Center, Hawkins Drive Apartments and Quick Check were included. The resulting Other Development Traffic Volumes are shown on Figures No. 8, 9 and 10 for each of the Peak Hours, respectively.

The Other Development Traffic Volumes were added to the Year 2027 Projected Traffic Volumes resulting in the Year 2027 No-Build Traffic Volumes which are shown on Figures No. 11, 12 and 13 for the Weekday Peak AM, Weekday Peak PM and Saturday Peak Hours, respectively.

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 and are approximately 2 times higher than typical ITE warehouse rates (ITE Land Use 150). Table No. 1 summarizes the trip generation rates and corresponding site generated traffic volumes for each of the Peak Hours. It should be noted that the site generated trips were separated into passenger vehicles and trucks as each will likely have a different arrival/departure distribution as discussed below. These rates consider shift changes.

While the type of warehouse uses are not known at this time (and the "higher" Industrial Park Trip Generation Rates were utilized), Colliers Engineering & Design conducted traffic surveys at both the Hudson Crossing Industrial Park (approximately 1,107,500 s.f.) and The Home Depot Distribution Center (760,000 s.f.) located along Neelytown Road to compare trip generation rates for area uses. Based on these surveys, the observed actual Trip Generation Rates were approximately 1/3 lower than the Industrial Park Trip Generation Rates utilized.

A summary of this data is contained in Appendix F of this study.

C. Arrival/Departure Distribution

(Figures No. 14, 15, 16, and 17)

As discussed in Section I.A, access to the Site is proposed via a single driveway to Neelytown Road (for trucks only) and a single driveway to Beaver Dam Road (for passenger cars only). In order to assign the site generated traffic volumes to the surrounding roadway network, arrival and departure distributions were established based on a review of the Existing Traffic Volumes and the expected travel patterns for each building for both passenger vehicles and trucks.

The anticipated arrival and departure distributions for Warehouses 1 & 2 are shown on Figures No. 14 & 15 for passenger cars and Figures No. 16 & 17 for trucks.

D. Year 2027 Build Conditions Traffic Volumes

(Figures No. 18 through 29)

The anticipated site generated traffic volumes (Table No. 1) were assigned to the roadway network based on the arrival and departure distributions referenced above. The resulting site generated passenger car traffic volumes for each of the study area intersections are shown on Figures No. 18, 19 and 20 and resulting site generated truck traffic volumes are shown on Figures No. 21, 22 and 23 for the Weekday Peak AM, Weekday Peak PM and Saturday Peak Hours, respectively. The total Site Generated Traffic Volumes are shown on Figures No. 24, 25 and 26, respectively.

The site generated traffic volumes were then added to the Year 2027 No-Build Traffic Volumes to obtain the Year 2027 Build Traffic Volumes. The resulting Year 2027 Build Traffic Volumes are shown on Figures No. 27, 28 and 29 for the Weekday Peak AM, Weekday Peak PM and Saturday Peak Hours, respectively.

E. 2037 Build Conditions Traffic Volumes

(Figures No. 30 through 35)

In addition to the Year 2027 Design Year analysis, 2037 No-Build and 2037 Build Traffic Volumes were also projected and analyzed (Design Year + 10) to include an additional conservative future background of 10%.

The resulting Year 2037 No-Build Traffic Volumes are shown on Figures No. 30, 31 & 32 and resulting Year 2037 Build Traffic Volumes are shown on Figures No. 33, 34 & 35 for the Weekday Peak AM, Weekday Peak PM and Saturday Peak Hours, respectively.

F. Description of Analysis Procedures

It was necessary to perform capacity analyses 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. 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 study.

G. Results of Analysis

(Tables No. 2 and 3)

Capacity analyses (see analysis sheets) that takes into consideration appropriate truck percentages, lane widths, bus stops/bus activity, pedestrian activity, and other factors, were performed at the study area intersections utilizing the procedures described above to determine the Levels of Service and average vehicle delay. Summarized below are a description of the existing geometrics, traffic control and a summary of the existing and future Levels of Service as well as any recommended improvements.

Tables No. 2 and 3 summarizes the results of the capacity analysis for the Year 2023 Existing, Year 2027 No-Build, Year 2027 Build and Year 2037 No-Build, and Year 2037 Build Conditions. Appendix D contains copies of the capacity analysis that also indicate the existing geometrics and other characteristics as mentioned above, including signal timings (where appropriate) for each of the individual intersections studied.

1. NYS Route 208 and I-84 Westbound On-Off Ramps

The I-84 Westbound On-Off Ramp intersects with NYS Route 208 at a signalized intersection (Signal O-170). The NYS Route 208 northbound approach consist of three lanes in the form of a separate left turn lane and two through lanes and the NYS Route 208 southbound approach consist of two lanes in the form of a separate through lane and a shared through/right turn lane. The I-84 Westbound Off-Ramp approach consist of two lanes in the form of a shared left/through and a separate right turn lane.

Year 2023 Existing Traffic Volumes

Capacity analysis conducted for this intersection utilizing the Year 2023 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service "C" during both the Weekday Peak AM and Weekday Peak PM Hours and at an overall Level of Service "B" during the Saturday Peak Hour.

Year 2027 No-Build Traffic Volumes

Capacity analysis conducted using the Year 2027 No-Build Traffic Volumes indicates that the intersection is projected to operate at overall Levels of Service "E" during the Weekday Peak AM Hour, projected to operate at overall Levels of Service "D" during the Weekday Peak Hour, and projected to operate at overall Levels of Service "C" during the Saturday Peak Hour.

Year 2027 Build Traffic Volumes

Capacity analysis conducted using the Year 2027 Build Traffic Volumes indicates that the intersection is projected to operate at overall Levels of Service "F" during the Weekday Peak AM Hour, projected to operate at overall Levels of Service "E" during the Weekday Peak Hour, and projected to continue to operate at an overall Levels of Service "C" during the Saturday Peak Hour.

W/ Signal Timing Changes

With signal timing changes, the intersection is projected to continue to operate at an overall Level of Service "E" during the Weekday Peak AM Hour, projected to operate at an improved overall Level of Service "D" during the Weekday Peak PM Hour, and projected to continue to operate at an overall Level of Service "C" during the Saturday Peak Hour when compared to 2027 No-Build conditions.

Year 2037 No-Build Traffic Volumes

Capacity analysis conducted using the Year 2037 No-Build Traffic Volumes indicates that the intersection is projected to operate at overall Levels of Service "F" during the Weekday Peak AM Hour, projected to operate at overall Levels of Service "E" during the Weekday Peak Hour, and projected to operate at overall Levels of Service "C" during the Saturday Peak Hour.

Year 2037 Build Traffic Volumes

Capacity analysis conducted using the Year 2037 Build Traffic Volumes indicates that the intersection is projected to continue to operate at overall Levels of Service "F" during the Weekday Peak AM Hour, projected to continue to operate at overall Levels of Service "E" during the Weekday Peak Hour, and projected to continue to operate at an overall Levels of Service "C" during the Saturday Peak Hour.

W/ Signal Timing Changes

With signal timing changes, the intersection is projected to operate at an improved overall Level of Service "E" during the Weekday Peak AM Hour, projected to operate at an improved overall Level of Service "D" during the Weekday Peak PM Hour, and projected to continue to operate at an overall Level of Service "C" during the Saturday Peak Hour when compared to 2037 No-Build conditions.

2. NYS Route 208 and I-84 Eastbound On-Off Ramps/Neelytown Road

The I-84 Eastbound On-Off Ramp intersects with NYS Route 208 opposite Neelytown Road at a signalized intersection (Signal O-169). The NYS Route northbound approach consists of three lanes in the form of a separate left turn lane, a separate through lane and a shared through/right turn lane while the NYS Route 208 southbound approach consist of five lanes in the form of a two separate left turn lanes, two through lane and a channelized right turn lane under "yield" control. The I-84 Eastbound Off-Ramp (westbound approach) consist of three lanes in the form of a separate left turn lane, a separate through lane and a separate right turn lane. The Neelytown Road eastbound approach consist of three lanes in the form of a separate left turn lane, a separate through lane and a shared through/right turn lane.

Year 2023 Existing Traffic Volumes

Capacity analysis conducted for this intersection utilizing the Year 2023 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service "D" during both the Weekday Peak AM and Weekday Peak PM Hours and at an overall Level of Service "C" during the Saturday Peak Hour.

Year 2027 No-Build Traffic Volumes

Capacity analysis conducted using the Year 2027 No-Build Traffic Volumes indicates that the intersection is projected to operate at overall Levels of Service "D" during the Weekday Peak AM Hour, projected to operate at overall Levels of Service "E" during the Weekday Peak Hour, and projected to operate at overall Levels of Service "D" during the Saturday Peak Hour.

Year 2027 Build Traffic Volumes

Capacity analysis conducted using the Year 2027 Build Traffic Volumes indicates that the intersection is projected to continue to operate at overall Levels of Service "D" during the Weekday Peak AM Hour, projected to operate at overall Levels of Service "F" during the Weekday Peak PM Hour, and projected to continue to operate at an overall Levels of Service "D" during the Saturday Peak Hour.

W/ Signal Timing Changes

With signal timing changes, the intersection is projected to continue to operate at an overall Level of Service "D" during the Weekday Peak AM Hour, projected to operate at an improved overall Level of Service "D" during the Weekday Peak PM Hour, and projected to continue to operate at an overall Level of Service "D" during the Saturday Peak Hour when compared to 2027 No-Build conditions.

Year 2037 No-Build Traffic Volumes

Capacity analysis conducted using the Year 2037 No-Build Traffic Volumes indicates that the intersection is projected to operate at overall Levels of Service “D” during the Weekday Peak AM Hour, projected to operate at overall Levels of Service “E” during the Weekday Peak Hour, and projected to operate at overall Levels of Service “D” during the Saturday Peak Hour.

Year 2037 Build Traffic Volumes

Capacity analysis conducted using the Year 2037 Build Traffic Volumes indicates that the intersection is projected to operate at overall Levels of Service “E” during the Weekday Peak AM Hour, projected to operate at overall Levels of Service “F” during the Weekday Peak Hour, and projected to continue to operate at an overall Levels of Service “D” during the Saturday Peak Hour.

W/ Signal Timing Changes

With signal timing changes, the intersection is projected to continue to operate at an overall Level of Service “D” during the Weekday Peak AM Hour, projected to continue to operate at an overall Level of Service “E” during the Weekday Peak PM Hour, and projected to continue to operate at an overall Level of Service “D” during the Saturday Peak Hour when compared to 2037 No-Build conditions.

3. Neelytown Road and Beaver Dam Road/Neelytown Road North

Beaver Dam Road intersects Neelytown Road opposite Neelytown Road North at a full movement, signalized intersection (Orange County Signal 428). The Neelytown Road westbound and eastbound approaches each consist of two lanes in the form of a separate left turn lane and a shared through/right lane. The Beaver Dam Road southbound approach consists of one lane for left, through and right turn movements. The Neelytown Road North approach (northbound approach) consists of two lanes in the form of a shared left/through lane and a separate right turn lane.

Year 2023 Existing Traffic Volumes

Capacity analysis conducted for this intersection utilizing the Year 2023 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service “B” during the Weekday Peak AM, Weekday Peak PM and Saturday Peak Hours.

Year 2027 No-Build Traffic Volumes

Capacity analysis conducted using the Year 2027 No-Build Traffic Volumes indicates that the intersection is projected to operate at overall Levels of Service “B” during each of the Peak Hours.

Year 2027 Build Traffic Volumes

Capacity analysis conducted using the Year 2027 Build Traffic Volumes indicates that the intersection is projected to operate at overall Levels of Service “C” or better during each of the Peak Hours.

Year 2037 No-Build and Year 2037 Build Traffic Volumes

Capacity analysis conducted using the Year 2037 No-Build and 2037 Build Traffic Volumes indicates that the intersection is projected to operate at overall Levels of Service “C” or better during each of the Peak Hours.

4. NYS Route 416 and Neelytown Road

Neelytown Road intersects NYS Route 416 at a “T” type, signalized intersection (Signal O-277). The NYS Route 416 southbound approach consist of one lane in the form of a shared left/through lane and the NYS Route 416 northbound approach consist of one lane in the form of a shared through/right lane. The Neelytown Road westbound approach consists of one lane in the form of a shared left/right lane.

Year 2023 Existing Traffic Volumes

Capacity analysis conducted for this intersection utilizing the Year 2023 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service “B” or better during the Weekday Peak AM, Weekday Peak PM and Saturday Peak Hours.

Year 2027 No-Build Traffic Volumes

Capacity analysis conducted using the Year 2027 No-Build Traffic Volumes indicates that the intersection is projected to operate at overall Levels of Service “B” or better during each of the Peak Hours.

Year 2027 Build Traffic Volumes

Capacity analysis conducted using the 2027 Build Traffic Volumes indicates that the intersection is projected to continue to operate at overall Levels of Service “B” or better during each of the Peak Hours.

Year 2037 No-Build and Year Build Traffic Volumes

Capacity analysis conducted using the Year 2037 No-Build and 2037 Build Traffic Volumes indicates that the intersection is projected to operate at overall Levels of Service “B” or better during each of the Peak Hours.

5. NYS Route 211 and NYS Route 416

NYS Route 416 intersects NYS Route 211 at a “Y” type, unsignalized intersection. The NYS Route 211 southbound approach consist of one lane in the form of a shared left/through lane and the NYS Route 211 northbound approach consist of one lane in the form of a shared through/right lane. The NYS Route 416 westbound approach consists of two lanes with the left turn under “stop” control and the channelized right turn under “yield” control.

Year 2023 Existing Traffic Volumes

Capacity analysis conducted for this intersection utilizing the Year 2023 Existing Traffic Volumes indicates that the intersection is currently operating at a Level of Service “C” during the Weekday Peak AM and Weekday Peak PM Hours and operating at a Level of Service “B” during the Saturday Peak Hour.

Year 2027 No-Build Traffic Volumes

Capacity analysis conducted using the Year 2027 No-Build Traffic Volumes indicates that the intersection is projected to operate at a Levels of Service “D” during the Weekday Peak AM Hour, projected to operate at a Level of Service “C” during the Weekday Peak PM Hour and projected to operate at a Level of Service “B” during the Saturday Peak Hour.

Year 2027 Build traffic Volumes

Capacity analysis conducted using the Year 2027 Build Traffic Volumes indicates that the intersection is projected to continue to operate at a Levels of Service “D” during the Weekday Peak AM Hour, projected to continue to operate at a Level of Service “C” during the Weekday Peak PM Hour and projected to operate at a Level of Service “C” during the Saturday Peak Hour.

Year 2037 No-Build and Year 2037 Build Traffic Volumes

Capacity analysis conducted using the Year 2037 No-Build and 2037 Build Traffic Volumes indicates that the intersection is projected to operate at a Levels of Service “E” during the Weekday Peak AM Hour, projected to operate at a Level of Service “D” during the Weekday Peak PM Hour and projected to operate at a Level of Service “C” during the Saturday Peak Hour.

It should be noted that for unsignalized intersections, it is not uncommon for the side road approach (NYS Route 416) to operate with delays while the major road (NYS Route 211) operates at better Levels of Service.

6. Goodwill Road and Beaver Dam Road

Goodwill Road and Beaver Dam Road intersects at a “T” type, unsignalized intersection. All approaches to the intersection consist of a single lane with the Beaver Dam Road approach “stop” sign controlled.

Year 2023 Existing Traffic Volumes

Capacity analysis conducted using the Year 2023 Existing Traffic Volumes indicates that all movements to the intersection are currently operating at a Level of Service “B” or better during each of the Peak Hours.

Year 2027 No-Build and Year 2027 Build Traffic Volumes

Capacity analysis conducted using the Year 2027 No-Build and Year 2027 Build Traffic Volumes indicates that all movements to the intersection are projected to operate at a Level of Service “B” or better during each of the Peak Hours.

Year 2037 No-Build and Year 2037 Build Traffic Volumes

Capacity analysis conducted using the Year 2037 No-Build and Year 2037 Build Traffic Volumes indicates that all movements to the intersection are projected to operate at a Level of Service "B" or better during each of the Peak Hours.

7. Beaver Dam Road and Chandler Lane

Beaver Dam Road and Chandler Lane intersect at a "T" type, unsignalized intersection. All approaches to the intersection consist of a single lane with the Chandler Lane approach "stop" sign controlled.

Year 2023 Existing Traffic Volumes

Capacity analysis conducted using the Year 2023 Existing Traffic Volumes indicates that all movements to the intersection are currently operating at a Level of Service "A" during each of the Peak Hours.

Year 2027 No-Build and Year 2027 Build Traffic Volumes

Capacity analysis conducted using the Year 2027 No-Build and Year 2027 Build Traffic Volumes indicates that all movements to the intersection are projected to operate at a Level of Service "A" during each of the Peak Hours.

Year 2037 No-Build and Year 2037 Build Traffic Volumes

Capacity analysis conducted using the Year 2037 No-Build and Year 2037 Build Traffic Volumes indicates that all movements to the intersection are projected to operate at a Level of Service "A" during each of the Peak Hours.

H. Proposed Site Driveways

As discussed in Section I.A, access to the Site is proposed via a single driveway to Neelytown Road (for both passenger cars and trucks) and a single driveway to Beaver Dam Road (for passenger cars only).

Sight Distances

A Sight Distance Evaluation has been conducted at each of the proposed site driveways showing the available Stopping Sight Distances (SSD) and Intersection Sight Distances (ISD) based on the 85th percentile travel speeds and shows that sufficient sight lines will be provided for all driveways provided certain vegetative clearing measures are undertaken. The Sight Distance Plans are contained in Appendix H.

Turning Radii and Accessibility

Truck turning maneuvers at the Neelytown Road driveway (Site Driveway 1), are contained in Appendix H. Vehicle circulation plans throughout the site for trucks, passenger cars, emergency vehicles, as well as the emergency access road on the northern end of the site adjacent to I-84 are provided demonstrating their ability to navigate the site without difficulty and are contained in DEIS Appendix D – Project plans.

8. Neelytown Road and Proposed Site Driveway 1

Site Driveway 1 is proposed to intersect Neelytown Road and provide entering/exiting access for both passenger cars and trucks. Based on the anticipated site traffic, a separate left turn lane and separate right turn lane for site entering traffic is proposed. A Conceptual Improvement Plan is contained in Appendix I.

Year 2027 Build Traffic Volumes

Unsignalized capacity analysis conducted for the Year 2027 Build Condition, indicates that Site Driveway 1 is projected to operate at a Level of Service "C" during the Weekday Peak AM Hour, projected to operate at a Level of Service "F" during the Weekday Peak PM Hour, and projected to operate at a Level of Service "C" during the Saturday Peak Hour. The Neelytown Road northbound left turn into the site is projected to operate at a Level of Service "B" or better.

With Signalization

With signalization, Site Driveway No. 1 is projected to operate at an overall Level of Service "A" during each of the Peak Hours.

Year 2037 Build Traffic Volumes

Unsignalized capacity analysis conducted for the Year 2037 Build Condition, indicates that Site Driveway 1 is projected to operate at a Level of Service "C" during the Weekday Peak AM Hour, projected to operate at a Level of Service "F" during the Weekday Peak PM Hour, and projected to operate at a Level of Service "C" during the Saturday Peak Hour. The Neelytown Road northbound left turn into the site is projected to operate at a Level of Service "B".

It should be noted that for unsignalized intersections, it is not uncommon for the side road approach or driveway to operate with delays while the major road operates at better Levels of Service.

With Signalization

With signalization, Site Driveway No. 1 is projected to operate at an overall Level of Service "B" or better during each of the Peak Hours.

9. Beaver Dam Road and Proposed Site Driveway 2

Site Driveway 2 is proposed to intersect Beaver Dam Road at an unsignalized intersection and provide entering/exiting access for passenger cars only.

Year 2027 Build Traffic Volumes

Unsignalized capacity analysis conducted for the Year 2027 Build Condition, indicates that Site Driveway 2 is projected to operate at a Level of Service "B" or better during the Weekday Peak AM, Weekday Peak PM, and Saturday Peak Hours.

Year 2037 Build Traffic Volumes

Unsignalized capacity analysis conducted for the Year 2037 Build Condition, indicates that Site Driveway 2 is projected to operate at a Level of Service "B" or better during the Weekday Peak AM, Weekday Peak PM, and Saturday Peak Hours.

Entrances

As discussed in Section III.D above, the anticipated arrival and departure distributions for Buildings 1 & 2 are shown in Figures No. 14 & 15 for passenger cars and Figures No. 16 & 17 for trucks.

Site Driveway 1 is proposed to intersect Neelytown Road and provide entering/exiting access for both passenger cars and trucks. Based on the anticipated site traffic, a separate left turn lane and separate right turn lane for site entering traffic is proposed. Site Driveway 2 is proposed to intersect Beaver Dam Road and provide for entrance and exiting maneuvers for strictly passenger cars.

One Emergency Access is proposed on the north end of the project site is proposed to connect to building 2 and will be designed with a gate and an emergency key box for Emergency Vehicle use only.

The Site Driveway 1 intersecting with Neelytown Road is projected to operate at acceptable Levels of Service and not result in more than minimal delays as a result of traffic entering the Site from Neelytown Road. Similarly, for traffic leaving the Site, under most conditions the driveways would operate at acceptable levels of service turning left or right onto Neelytown Road. While delays for traffic leaving the Site onto Neelytown Road would be slightly longer than for traffic turning into the Site, at unsignalized intersections such as the Proposed Action's driveways it is not uncommon for the side road to operate with delays while the major road operates at better Levels of Service.

The Site driveway intersecting with Beaver Dam Road for passenger cars would operate with minimal delays for traffic entering or existing the Project Site.

See also the internal traffic movement section below.

Internal Traffic Movements

Access to the Site is proposed via a single driveway to Neelytown Road (for both passenger cars and trucks) and a single driveway to Beaver Dam Road (for passenger cars only). The Emergency Access Road on the north end of the Trailer Storage Area will be designed with a gate and a Knox Box for Emergency Vehicle use only.

All truck traffic is proposed to enter and exit the site via Neelytown Road with the primary truck route to and from I-84.

The Project Site layout has been designed to minimize potential for conflicting truck and passenger vehicle movements as much as possible. The employee vehicles can enter the Neelytown Road Entrance and from Beaver Dam Road while the trucks will enter/exit Neelytown. Trucks must exit to Neelytown Road through their dedicated exit driveway.

Trucks accessing Lot 2 can do so without traversing a passenger vehicle parking area. Similarly, trucks looking to access the Trailer Storage Area on the north side of the Project Site can do so without traversing any passenger vehicle parking areas. The Trailer Storage Area contains 302 stalls. Combined with the trailer storage spaces provided on Lots 1 (246 spaces) and 2 (56 spaces), there is no queuing of delivery trucks anticipated on Neelytown Road for the Proposed Action.

The main employee parking areas for Lots 1 and 2 are accessed via the passenger-car only driveway from Beaver Dam Road. There are connections available between all passenger parking lots and the main circulation drives to allow for ease of access for first responders in the event of an emergency.

I. Parking Requirements

The parking requirements per the zoning code, estimated parking demand and provision of on-site parking facilities are discussed below.

The Town of Montgomery has a minimum parking stall size of 9'x20' and a minimum truck loading space stall size of 12' W x 25' L x 14' H, both of which are being provided for each lot including the trailer storage areas. Below is a breakdown of the required number of parking and loading spaces, as well as what is provided for each lot, which can also be found on the Overall Layout Plan in Appendix D of the EIS.

PARKING & LOADING CALCULATIONS:

§235-12.8 MINIMUM STALL SIZE (PARKING STALL): 9' X 20' (COMPLIES)

§235-12.8 MINIMUM STALL SIZE (TRUCK LOADING SPACE): 12' W X 25' L X 14' H (COMPLIES)

WAREHOUSE USE:

§235-12.4 SUFFICIENT PARKING FOR ALL TRUCKS, TRUCK TRAILERS, AND TRUCK TRACTORS STORED OR BEING SERVICED AT ANY PERIOD OF TIME, PLUS REQUIRED PARKING FOR OFFICE AREAS, PLUS 2 SPACES PER 3 EMPLOYEES ON DUTY OR ON THE PREMISES AT ANY ONE TIME

REQUIRED:

§235-12.4: 1 LOADING SPACE FOR EACH 40,000 SF IN ADDITION TO THE FIRST 40,000 SQUARE FEET

LOT 1: 1 SPACE + (815,000 SF/40,000 SF) = 21 SPACES

LOT 2: 1 SPACE + (238,280 SF/40,000 SF) = 6 SPACES

PROVIDED:

LOT 1: 134 LOADING SPACES (COMPLIES)

LOT 2: 50 LOADING SPACES (COMPLIES)

LOT 1 HAS A TOTAL OF 246 TRAILER STORAGE SPACES (43 LAND BANKED)

LOT 2 HAS A TOTAL OF 56 TRAILER STORAGE SPACES (56 LAND BANKED)

OFFICE USE:

REQUIRED:

§235-12.4: 1 PARKING SPACE PER 200 SF OF FLOOR AREA

LOT 1: 8,000 SF / 200 SF = 40 SPACES

LOT 2: 16,000 SF / 200 SF = 80 SPACES

NON-OFFICE SPACES:

REQUIRED:

1 EMPLOYEE PER 4,100 GROSS FLOOR AREA**

2 SPACES PER 3 EMPLOYEES

LOT 1: 278,270 SF - 8,000 SF (OFFICE AREA) = 270,270 SF / 4,100 SF = APPROXIMATELY 66 EMPLOYEES

2 SPACES PER 3 EMPLOYEES:

(2 X 66) / 3 = 44 PARKING SPACES

LOT 1 TOTAL = 44 SPACES + 40 SPACES = 88 REQUIRED SPACES

LOT 2: 850,000 SF - 16,000 SF (OFFICE AREA) = 834,000 SF / 4,100 SF = APPROXIMATELY 204 EMPLOYEES

2 SPACES PER 3 EMPLOYEES

(2 X 204) / 3 = 136 REQUIRED SPACES

LOT 2 TOTAL = 136 SPACES + 80 SPACES = 216 REQUIRED SPACES

PROVIDED:

LOT 1: 210 STANDARD SPACES FOR WAREHOUSE USE

80 STANDARD SPACES FOR OFFICE USE

10 ADA COMPLIANT SPACES

300 TOTAL SPACES (COMPLIES)

LOT 2: 110 STANDARD SPACES FOR WAREHOUSE USE

40 STANDARD SPACES FOR OFFICE USE

6 ADA COMPLIANT SPACES

156 TOTAL SPACES (COMPLIES)

** NUMBER OF EMPLOYEES BASED ON ITE 4TH EDITION PARKING GENERATION FOR WAREHOUSE (LAND USE CODE 150 - WAREHOUSE)

J. Potential Impacts and Mitigation Measures

This section will evaluate traffic impact mitigation needs at various phases of the Proposed Action based on the potential impacts described.

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

- Potential signal timing changes at NYS Route 208 and I-84 WB On-Off Ramps based on future traffic projections/demand. Subject to review and approval of NYSDOT
- Potential signal timing changes at NYS Route 208 and I-84 EB On-Off Ramps/Neelytown Road based on future traffic projections/demand. Subject to review and approval of NYSDOT.
- Separate left turn lane and separate right turn lane for site entering traffic at Neelytown Road and Proposed Site Driveway 1.

As identified in the TIS and shown on the Level of Service Summary Tables, similar LOS will be experienced at the study area intersections under future No-Build and future Build Conditions with the proposed warehouse development and recommended traffic signal timings.

In addition, the proposed Site driveways are not expected to significantly impact the area roadways or its traffic operation.

It should be noted as discussed in Section III.B, a conservative analysis was used for traffic that may be generated by the Proposed Action based on the “higher” Trip Generation Rates for Land Use Category – 130 Industrial Park in the traffic volume projections. Accordingly, results from the analysis are approximately 2 times higher than typical ITE warehouse rates (ITE Land Use 150). In addition, while the type of warehouses uses are not known at this time (and the “higher” Industrial Park Trip Generation Rates were utilized), based on traffic surveys conducted at Hudson Crossing Industrial Park and The Home Depot Distribution Center located along Neelytown Road, the observed actual trip generation rates were approximately 1/3 lower than the aforementioned Trip Generation rates utilized in the Traffic Study.

Based on the above, it is not anticipated that the project will need to be included in any Transportation Improvement District.

K. Construction Impacts

The development of the Site will require truck trips for every operation but the operations do not become cumulative. Traffic can be separated into two categories, regular deliveries and bulk deliveries which are further divided into phases which are associated with 1) site work, 2) building superstructure and 3) finish work.

Based on information provided by the construction management team, the development plan is anticipated to be completed within 24 months. The number of construction vehicles/delivery trucks per day is a variable value depending on specific construction operation. The maximum anticipated number of trucks would occur during earthwork import/export and during precast concrete structure erection where a maximum of 85 truck deliveries (or a total of 170 truck trips) over the course of a day would occur. These trips would include approximately 45 truck deliveries of fill material with the remaining truck deliveries associated with other construction activity.

It should be noted that the anticipated construction traffic would be significantly less than the estimated traffic for the proposed warehouse as analyzed in the Traffic Impact Study.

A Construction Management Plan including traffic control measures would be implemented in accordance with all state and local requirements, and construction trucks would be required to use local trucks routes as designated by the Town. It should be noted that CR 99 (Neelytown Road) is designated as a major collector (urban) that supports trucks on a daily basis. The intent is to limit truck traffic to County and State facilities, i.e., not using local roadways.

Additional information including construction operation, including project phasing, schedule of construction, demolition and cut/fill is contained in DEIS Chapter 2, Section D.

L. Alternate Access (3) Alternative Site Layouts

Alternative Site Layouts 1, 2, and 3 contain three buildings with the same building square footage of 1,128,270. Major differences include varying size, location, and number of warehouses within the subject site. Additionally, the three alternatives provide different access points and traffic circulation.

Under the Proposed Action and Site Design Alternatives 1, 2, 3, all development plans would result in a trip generation with a total of 463 trips (406 entering trips/57 exiting trips) during the Weekday AM Peak Hour, a total of 452 trips (90 entering trips/362 exiting trips) during the Weekday PM Peak Hour and a total of 458 trips (248 entering trips/210 exiting trips) during the Saturday Peak Hour.

Alternative Site Layout 1 and 3 consists of three Warehouse buildings: Building 1 (214,000 SF), Building 2 (664,200 SF), and Building 3 (250,070 SF), respectively in both alternatives. Alternative Site Layout 1 has 4 access driveways, 1 driveway to Neelytown Road, 2 driveways to Beaver Dam

Road, plus an emergency access to Beaver Dam Road. Site layout 3 has 6 access driveways, 3 driveways to Neelytown Road, 2 driveways to Beaver Dam Road, plus an emergency access to Beaver Dam Road.

Alternative Site Layout 2 maintains the 214,000 SF warehouse, however, warehouses 2 and 3 are 550,670 SF and 363,600 SF, respectively. Alternative Site Layout 2 has 6 access driveways, 3 driveways to Neelytown Road, 2 driveways to Beaver Dam Road, plus an emergency access to Beaver Dam Road.

For comparison purpose, an Alternate Access Scenario was analyzed (Alternative Site Layout 3).

This alternative would not change the projected Year 2027 and Year 2037 Build Traffic Volumes at the adjacent study area intersections and results of analysis outlined above in Section III.G 1 through 7. The arrival/departure distributions, resulting site generated traffic volumes, resulting Year 2027 Build Traffic Volumes and Year 2037 Build Traffic Volumes are shown on Figures No. 14-ALT through 43-ALT. The resulting Levels of Service Summary Tables are shown on Tables No. 2-ALT-and 3-ALT, respectively.

The Alternate Access analysis is contained in Appendix J.

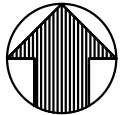
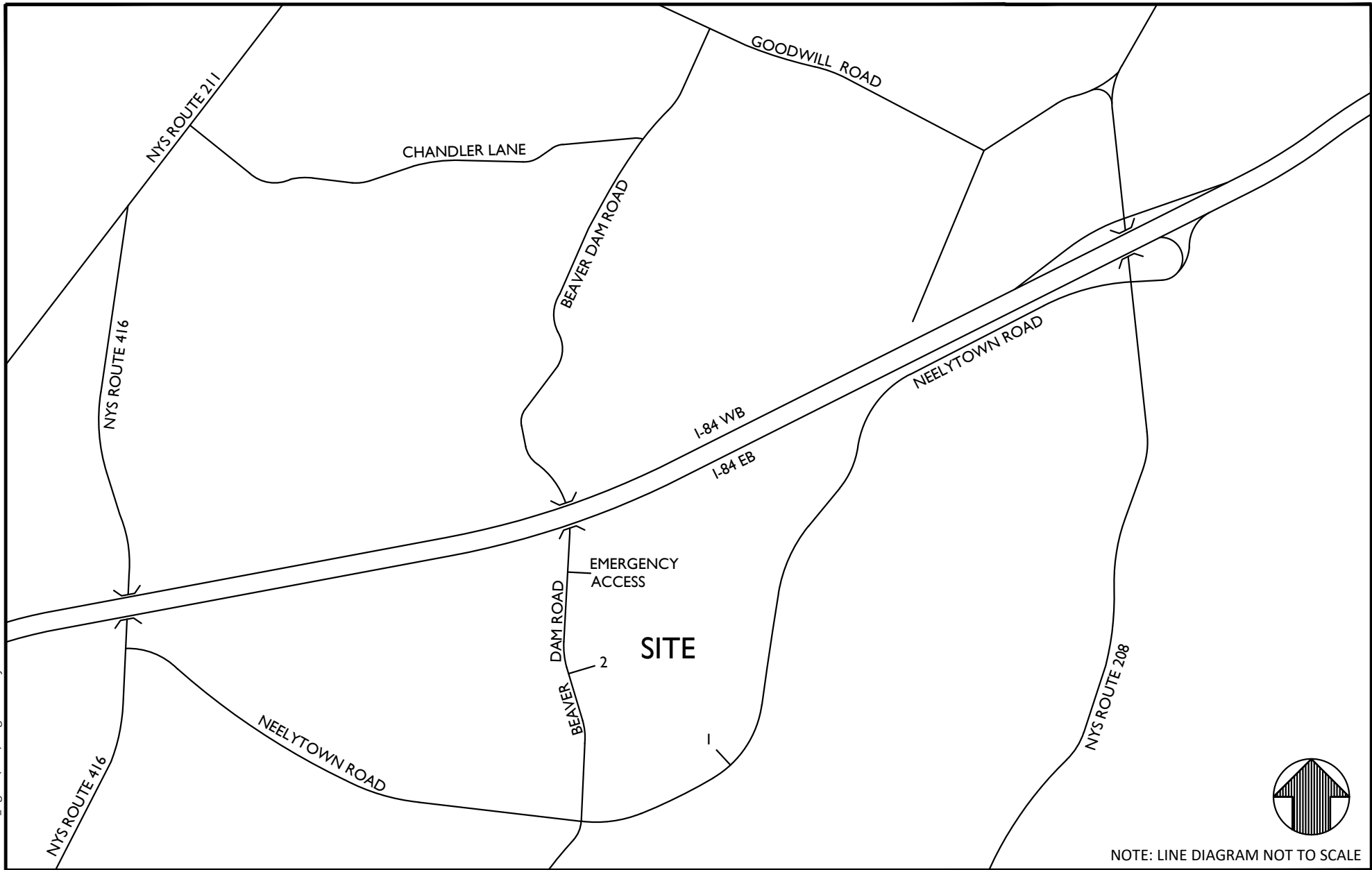
IV. Summary and Conclusion

As identified in this study and shown on the Level of Service Summary Tables, similar Levels of Service will be experienced at the study area intersections under future No-Build and future Build Conditions with the proposed warehouse development and recommended traffic signal timings. It should be noted, as discussed in Section III.B to provide a conservative analysis, the “higher” Trip Generation Rates for Land Use Category – 130 Industrial Park were utilized in the traffic volume projections and results of the analysis. In addition, the proposed site driveways are projected to operate at a Levels of Service “D” or better and will provide safe access to/from the site. Thus, the proposed development is not expected to significantly impact the area roadways or its traffic operation.

Traffic Impact Study

Appendix A | Traffic Volume Figures

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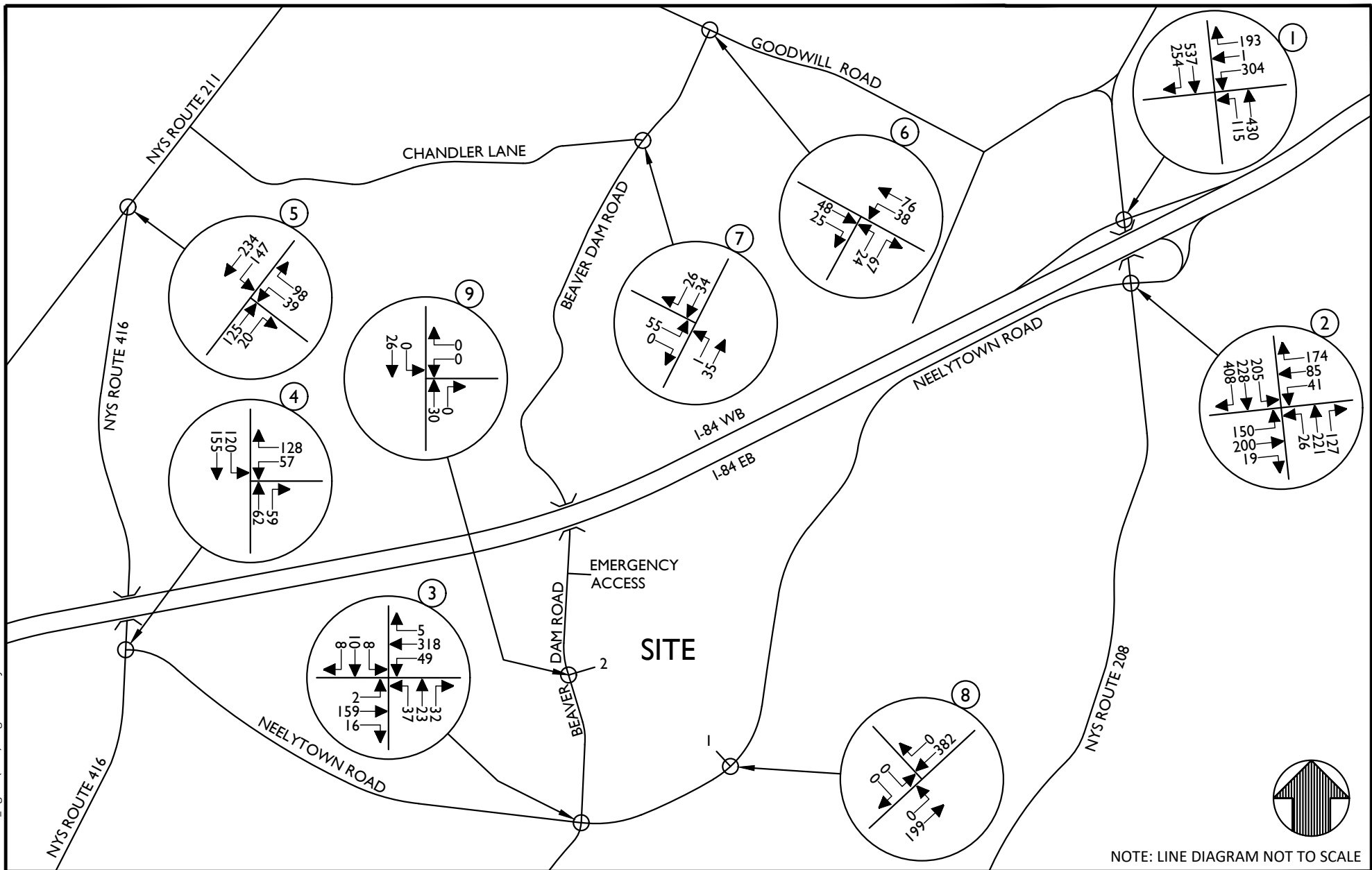
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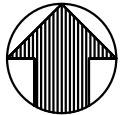
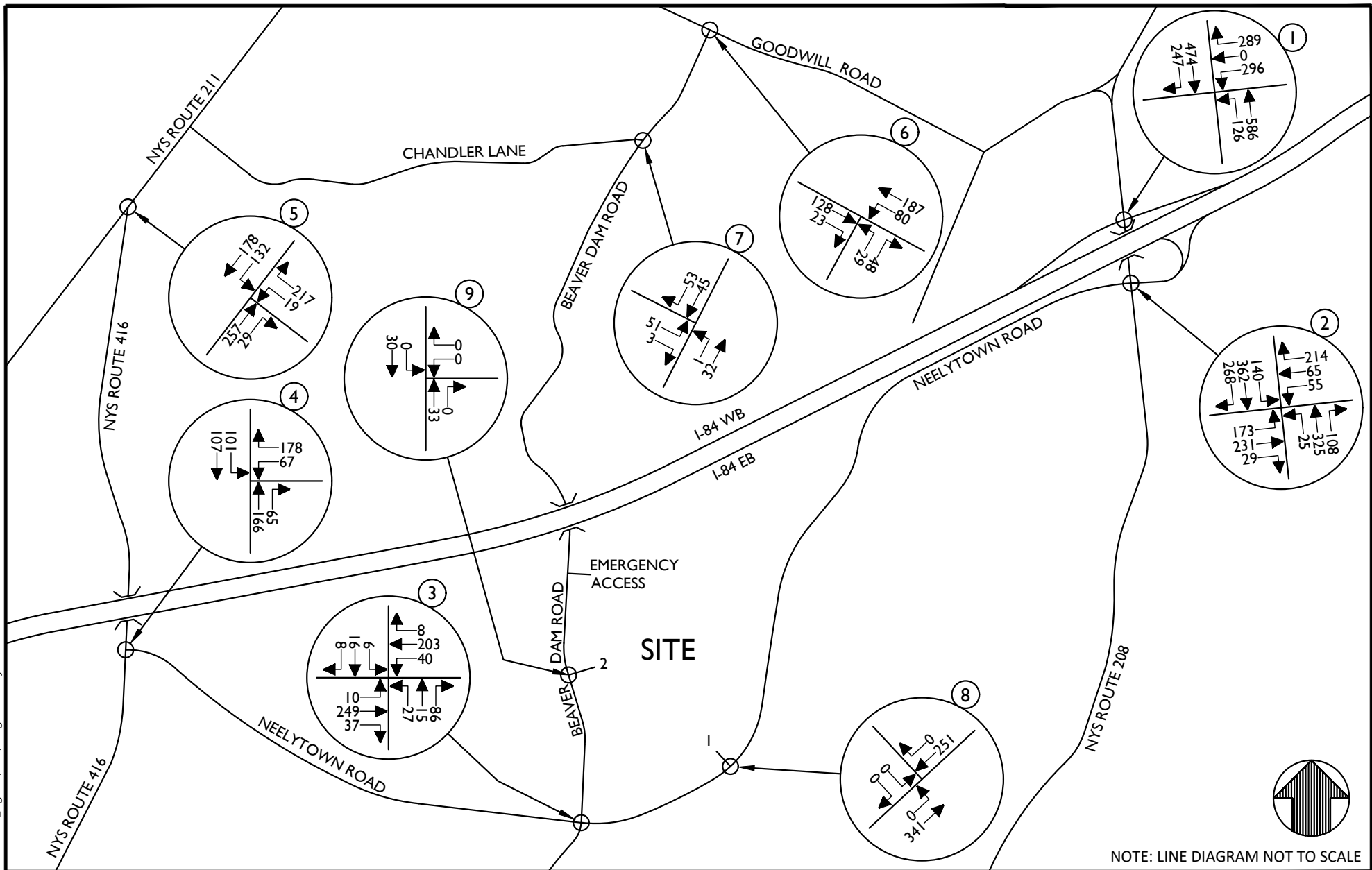
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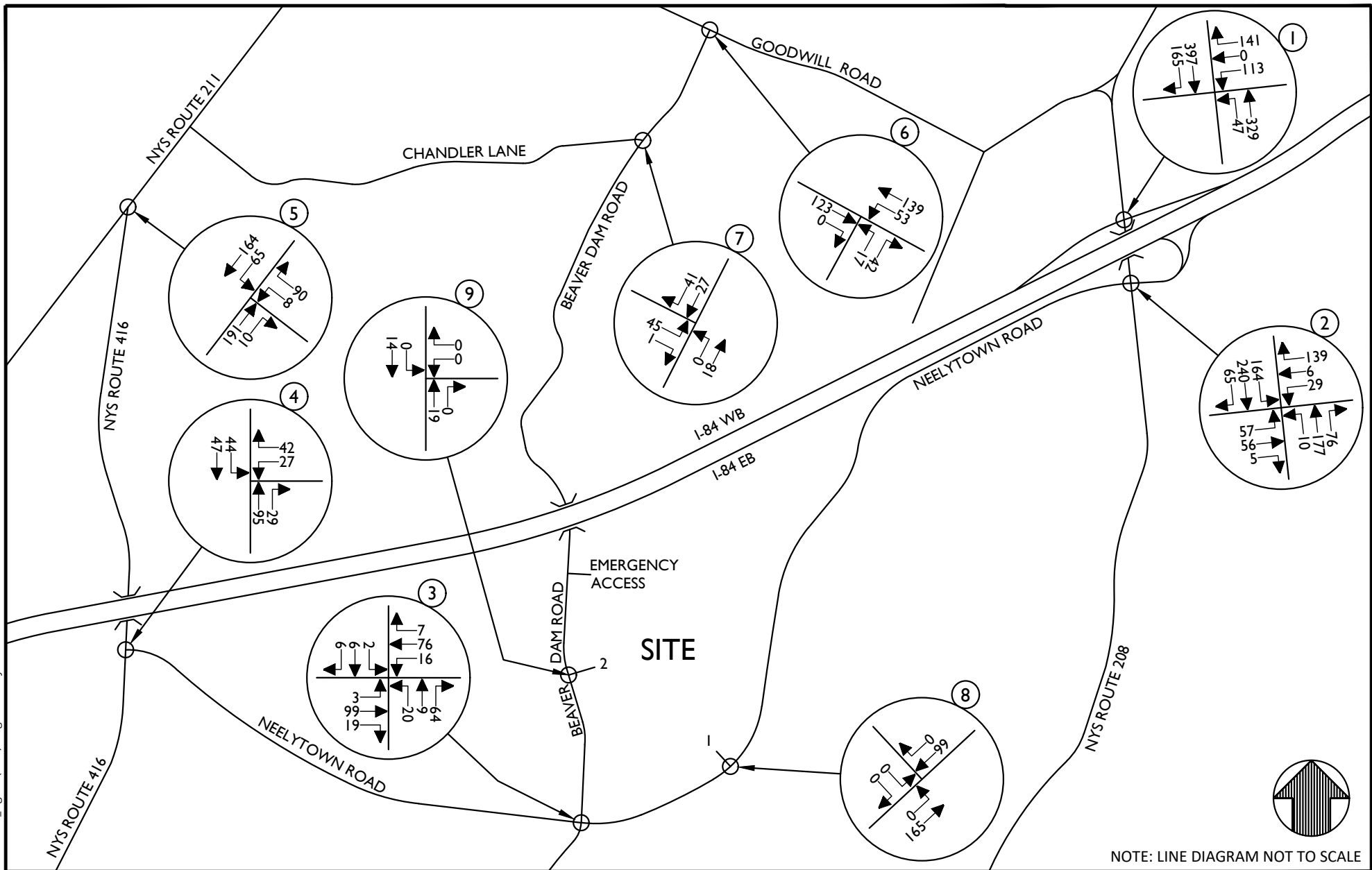
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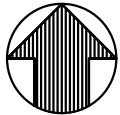
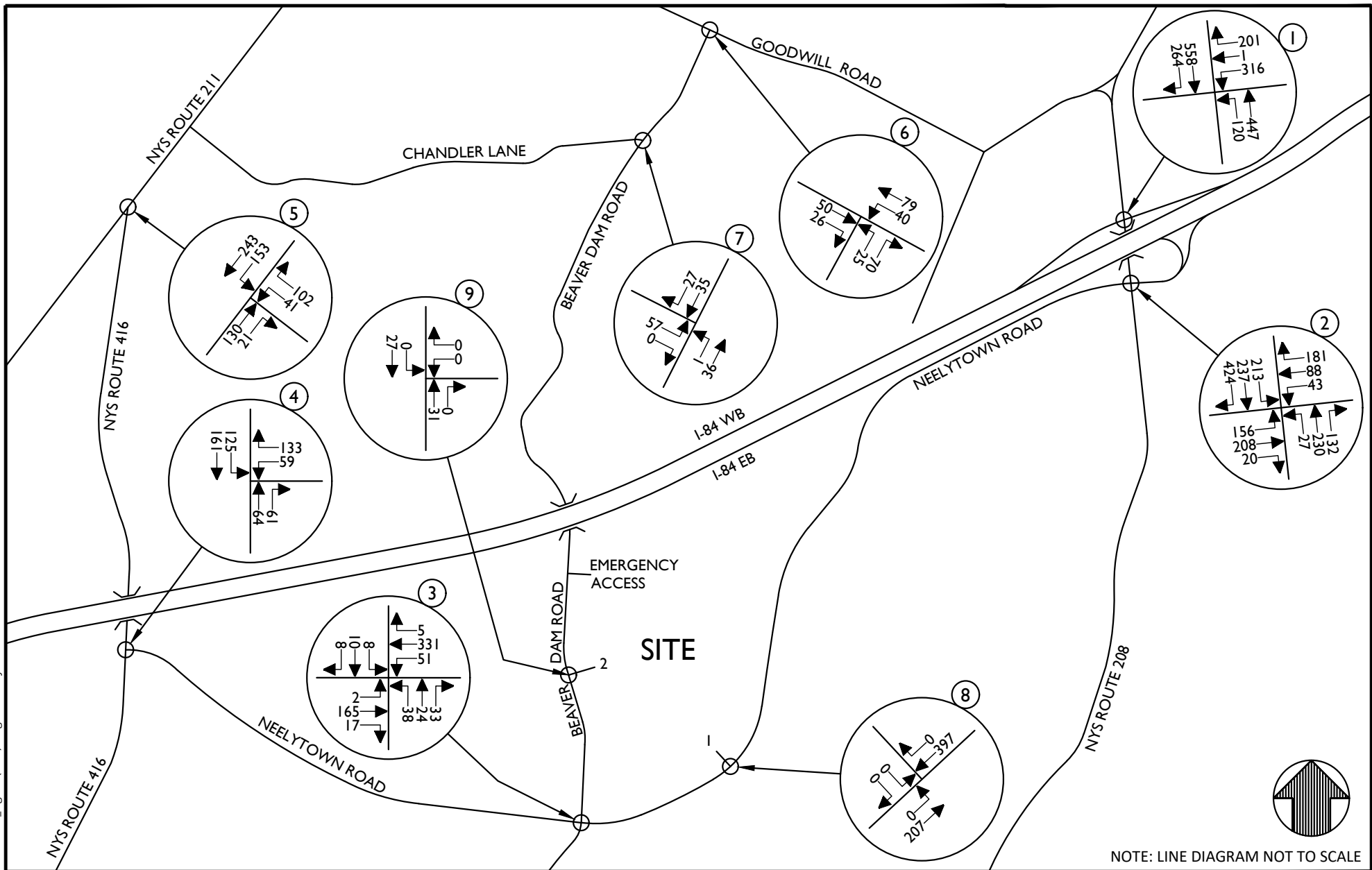
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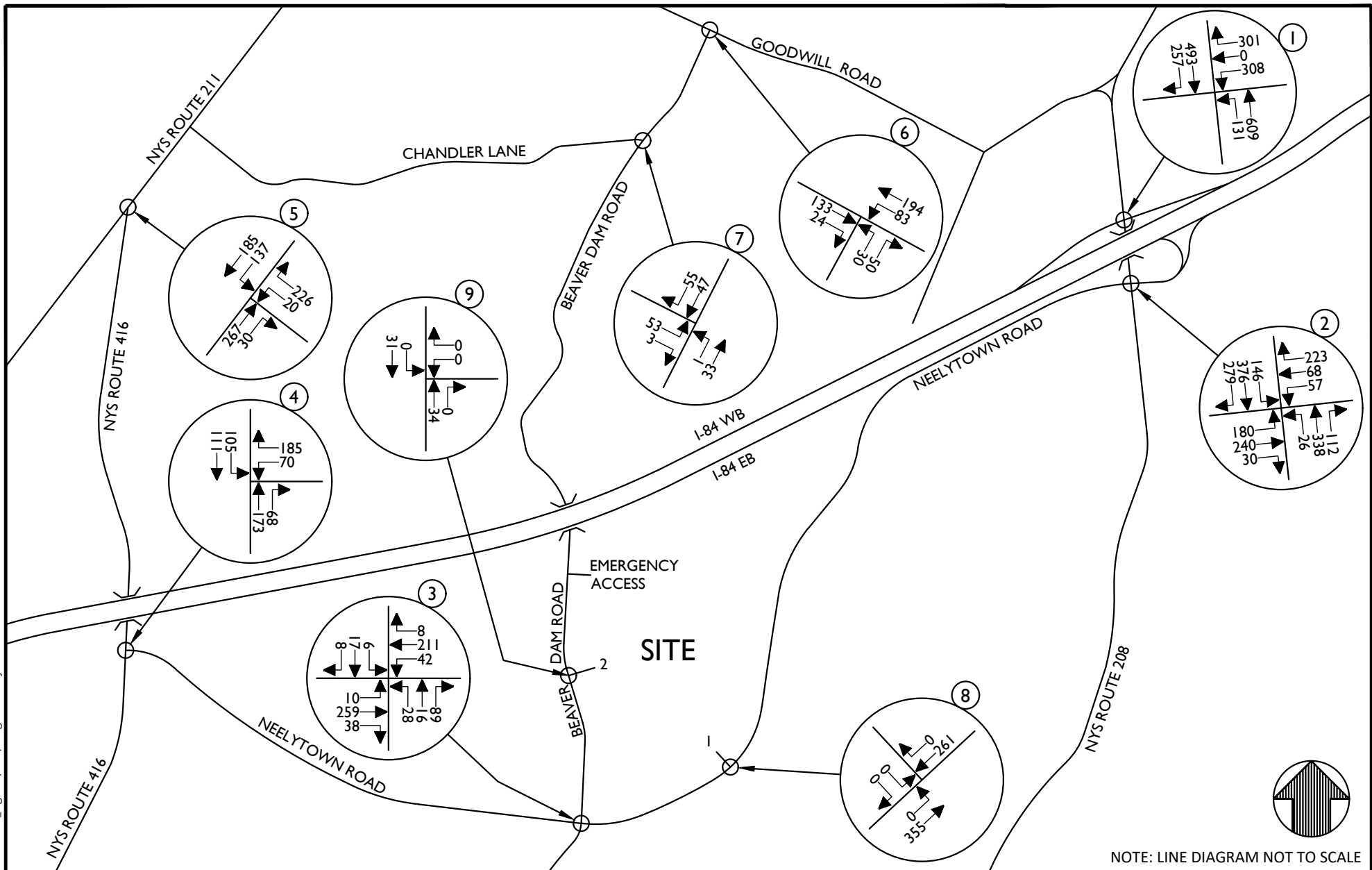
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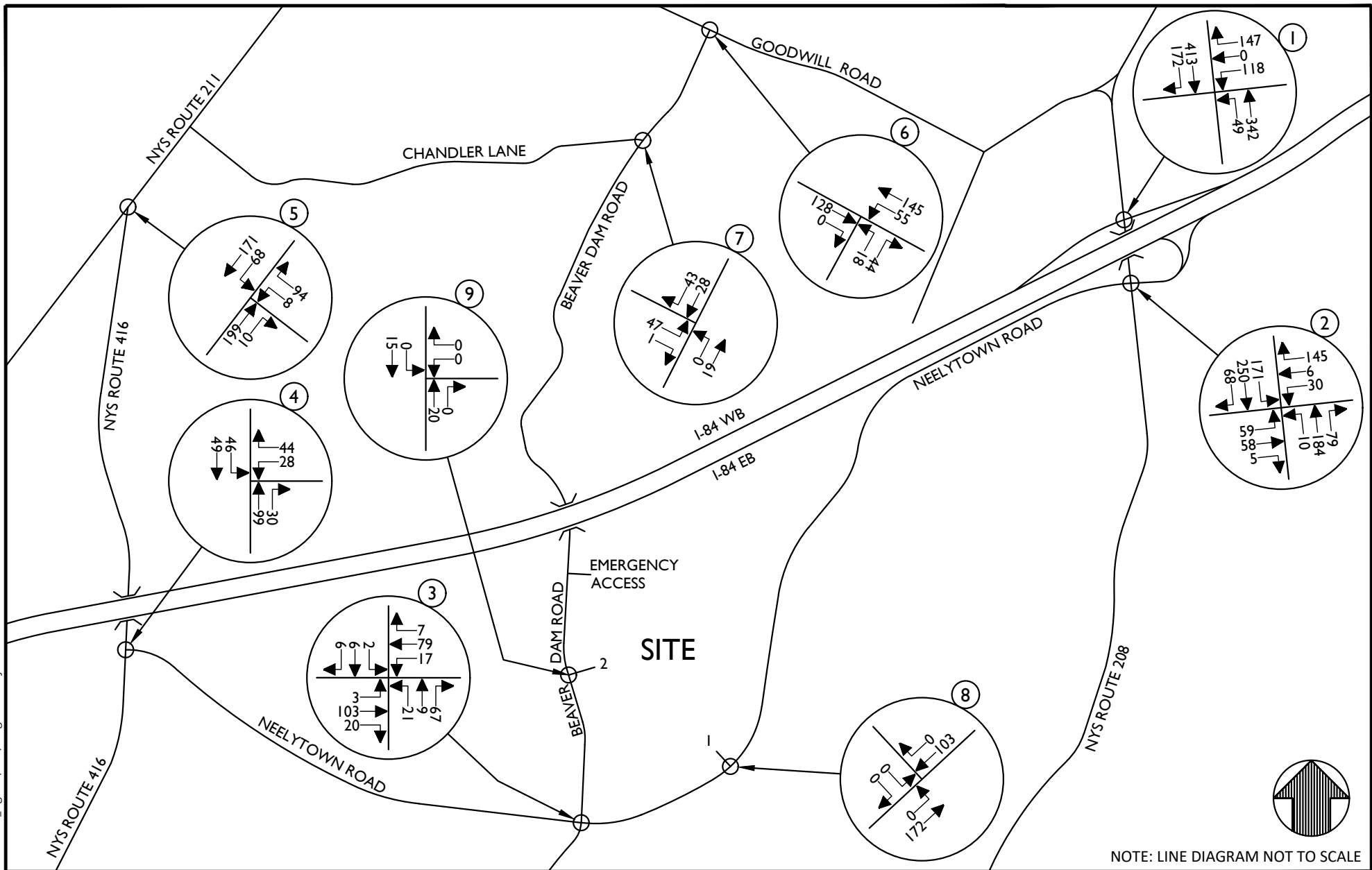
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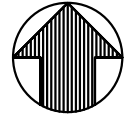
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21000327A	240716PWG_FIGURE (1-33)		
SHEET TITLE:			
2027 PROJECTED TRAFFIC VOLUMES WEEKDAY PEAK PM HOUR			
SHEET NUMBER:			
5 of 35			

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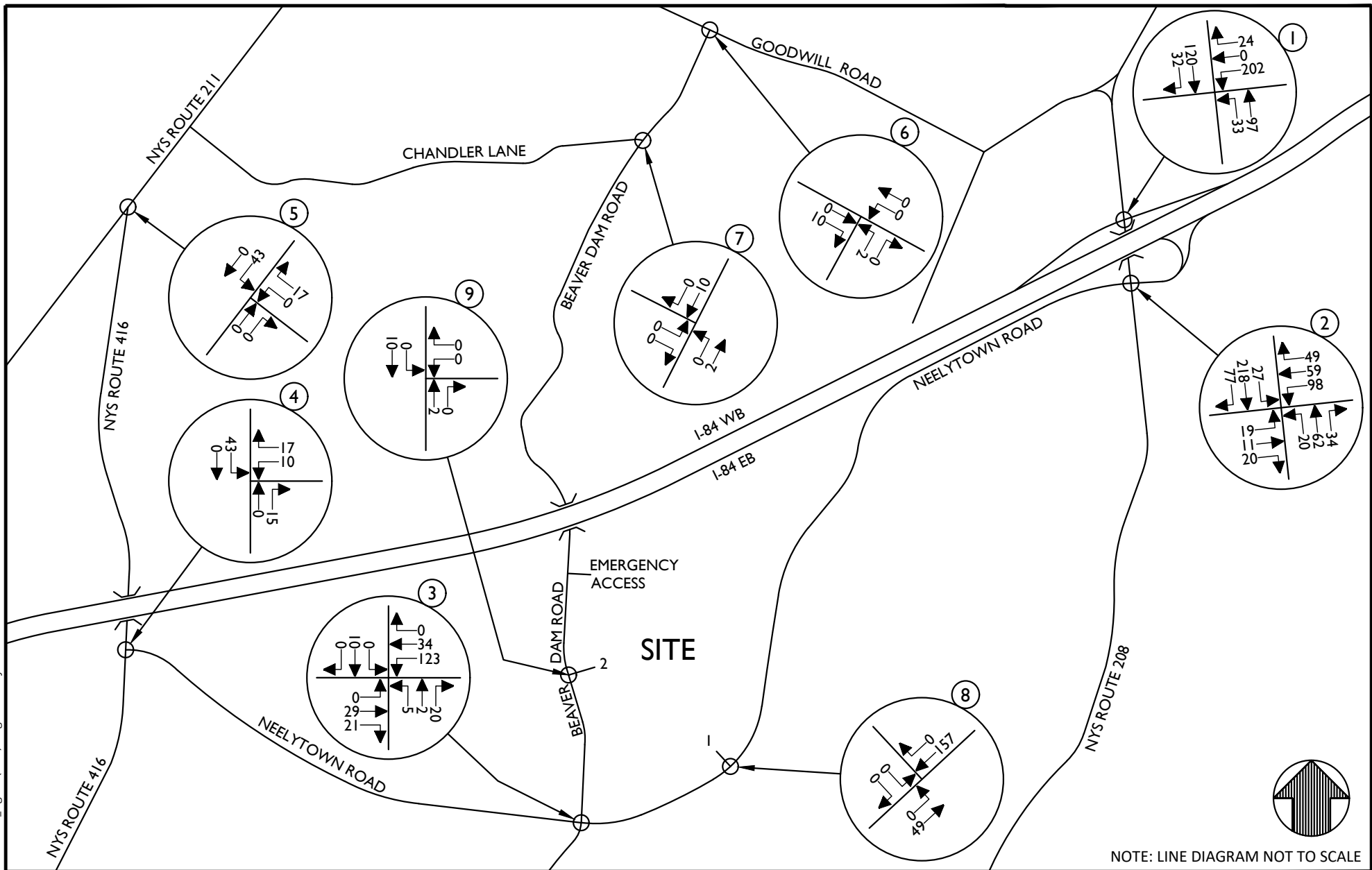
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SHEET TITLE:
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SATURDAY PEAK HOUR**

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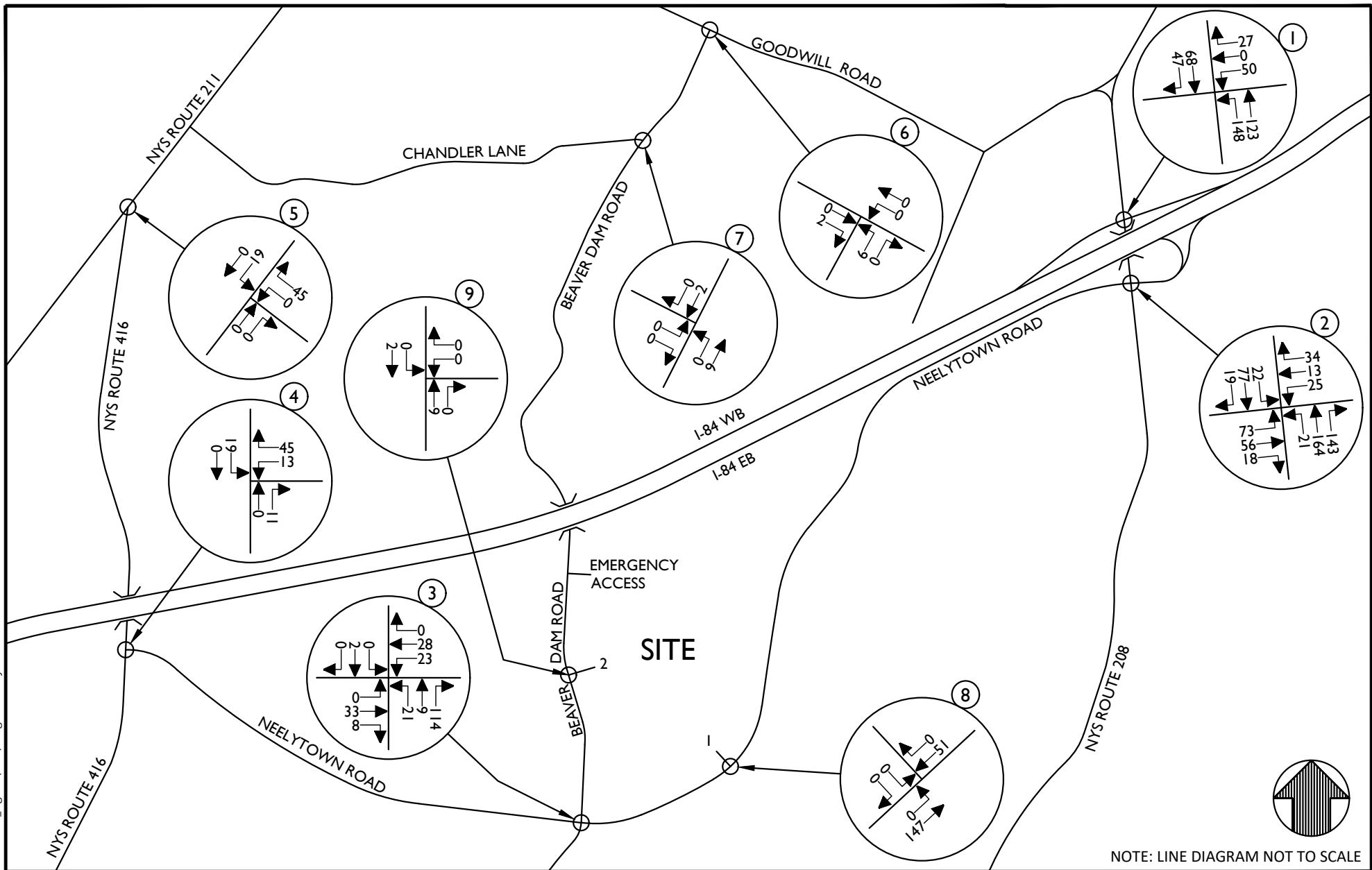
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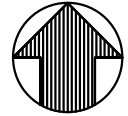
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SHEET TITLE:			
OTHER DEVELOPMENT TRAFFIC VOLUMES WEEKDAY PEAK AM HOUR			
SHEET NUMBER:			
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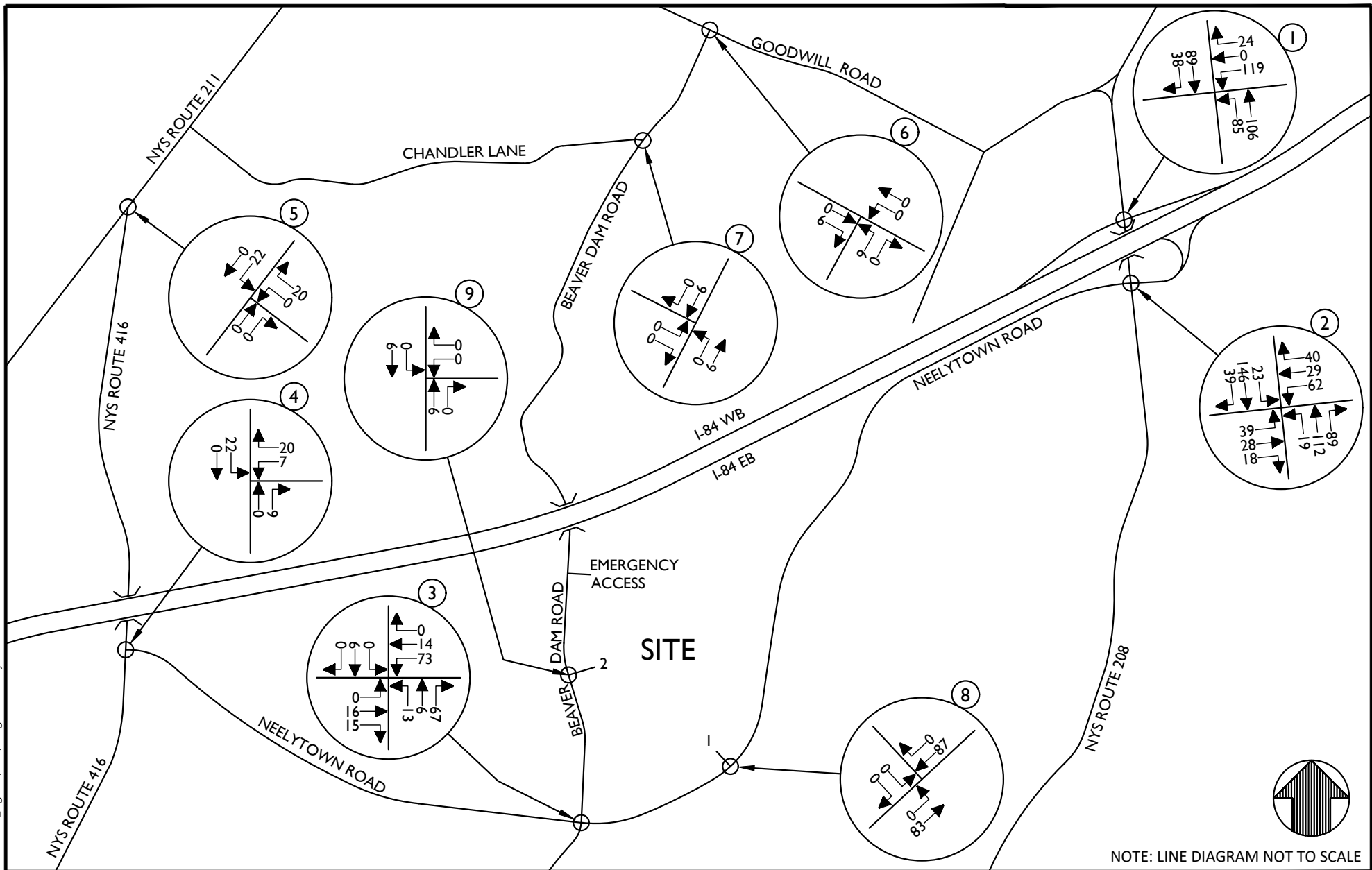
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PROJECT NUMBER:	DRAWING NAME:		
21000327A	240716PWG_FIGURE (1-33)		

SHEET TITLE:
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SHEET NUMBER:
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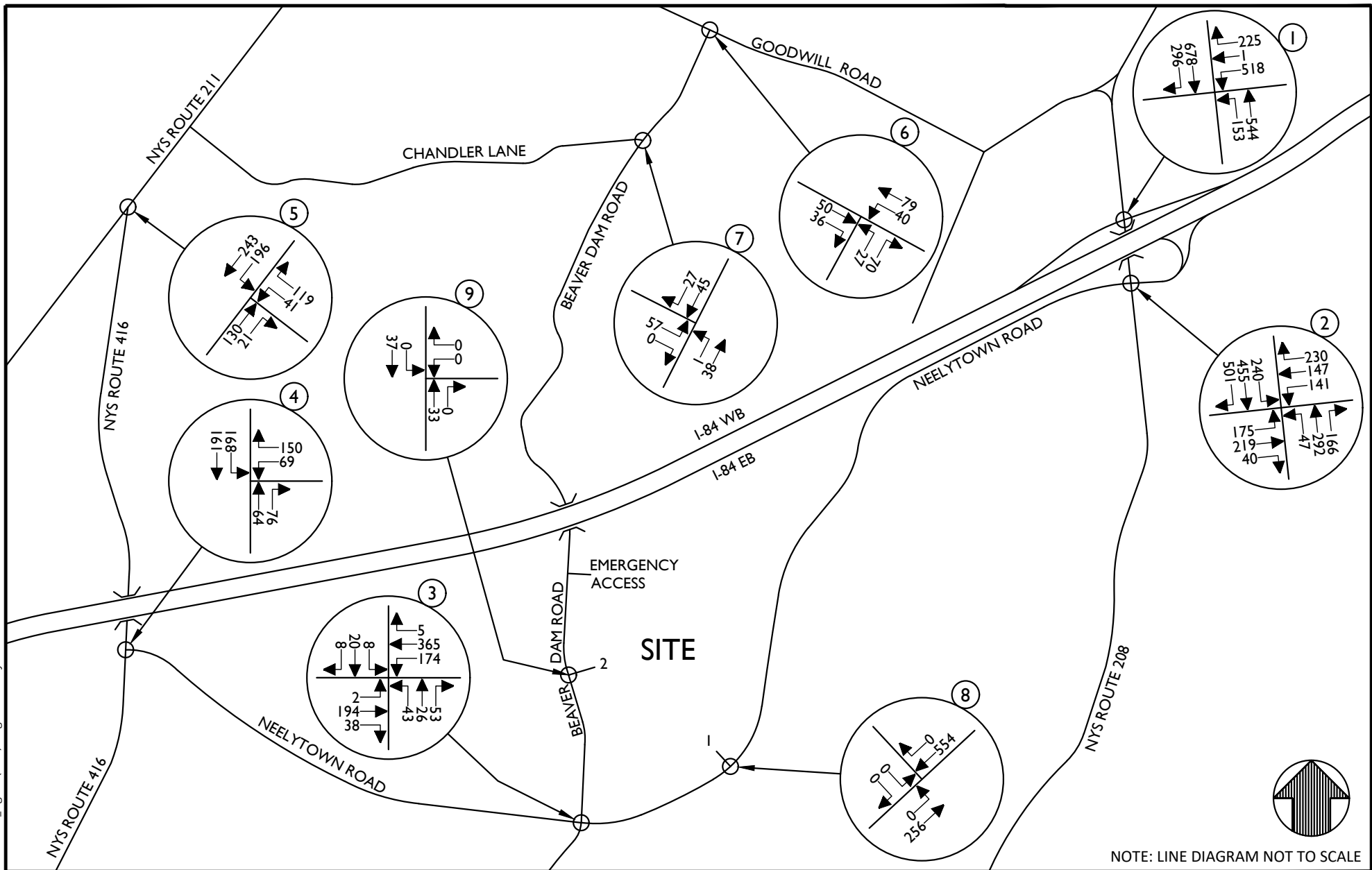
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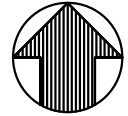
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PROJECT NUMBER: 21000327A	DRAWING NAME: 240716PWG_FIGURE (1-33)		
SHEET TITLE: OTHER DEVELOPMENT TRAFFIC VOLUMES SATURDAY PEAK HOUR			
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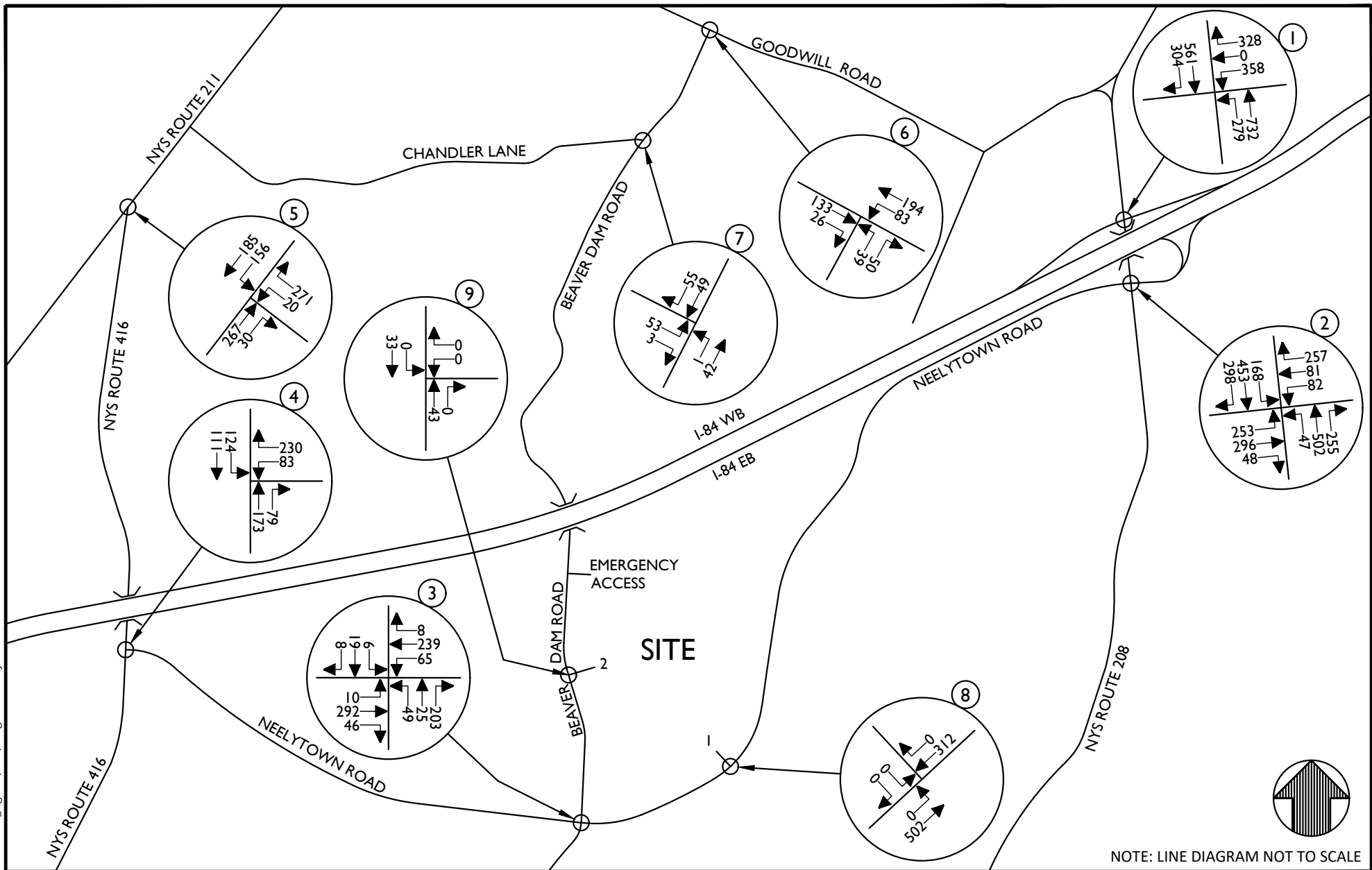
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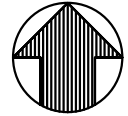
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21000327A	240716PWG_FIGURE (1-33)		
SHEET TITLE:			
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SHEET NUMBER:			
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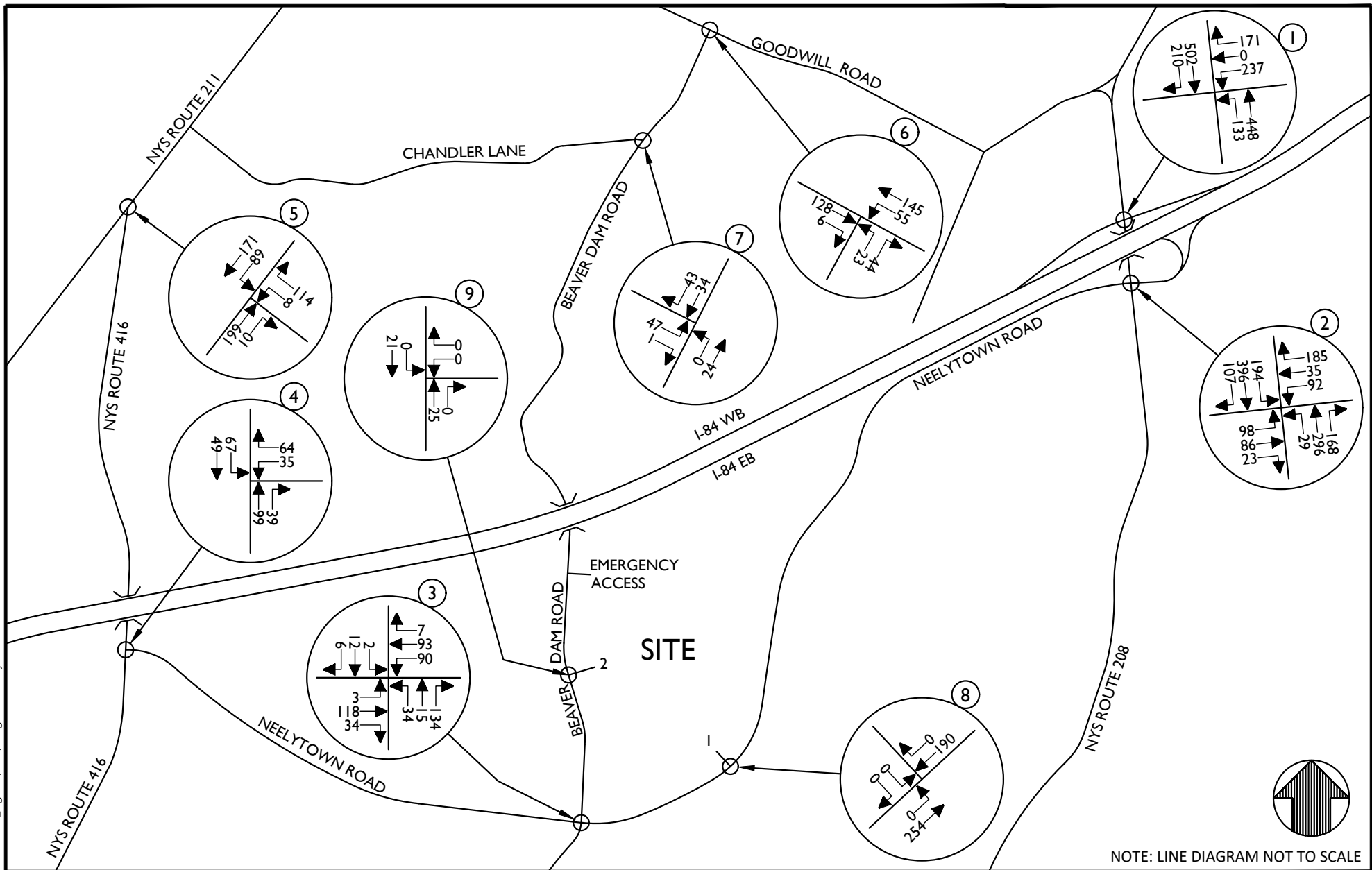
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SHEET TITLE:
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WEEKDAY PEAK PM HOUR**

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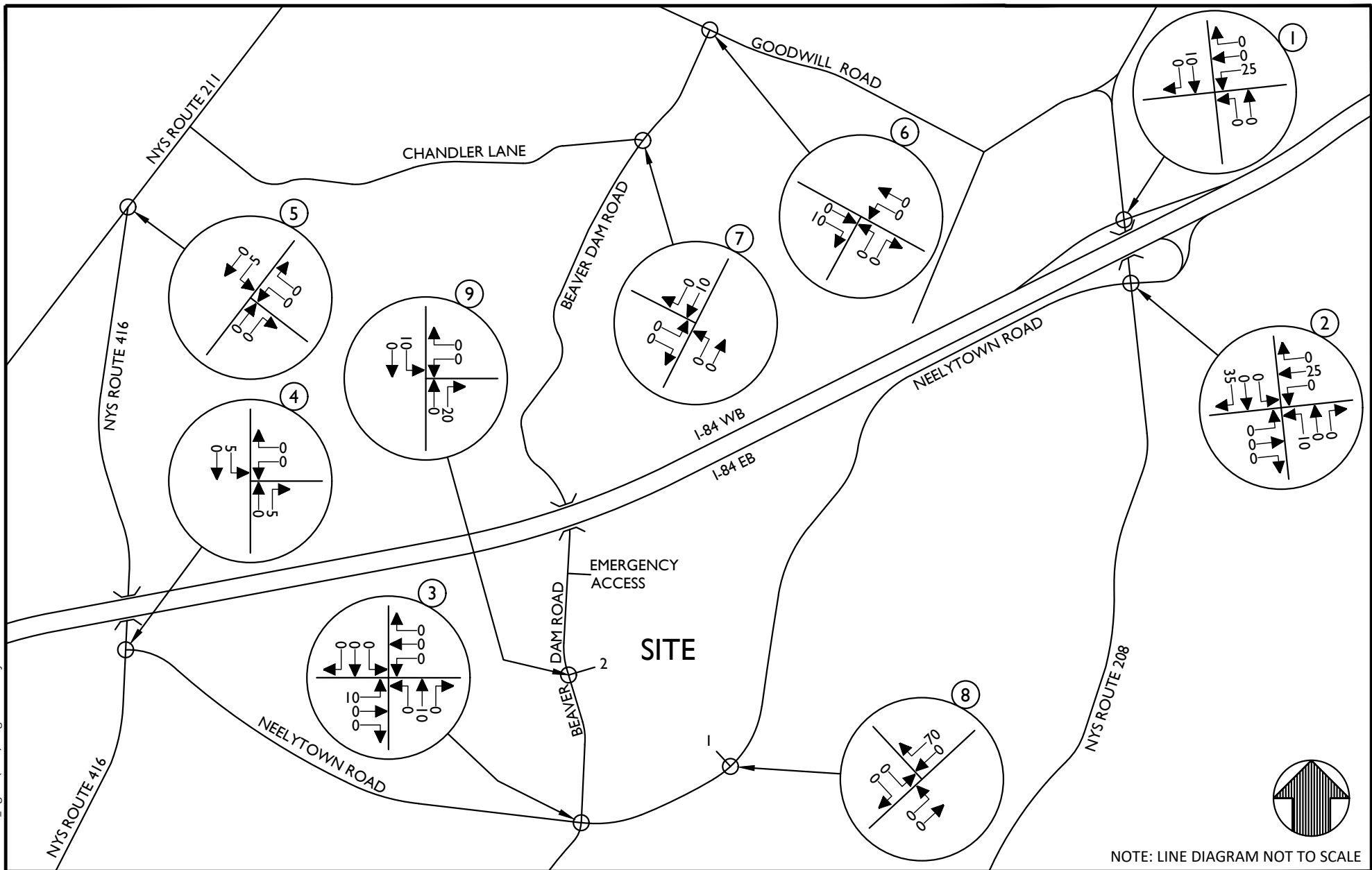
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SHEET TITLE:			
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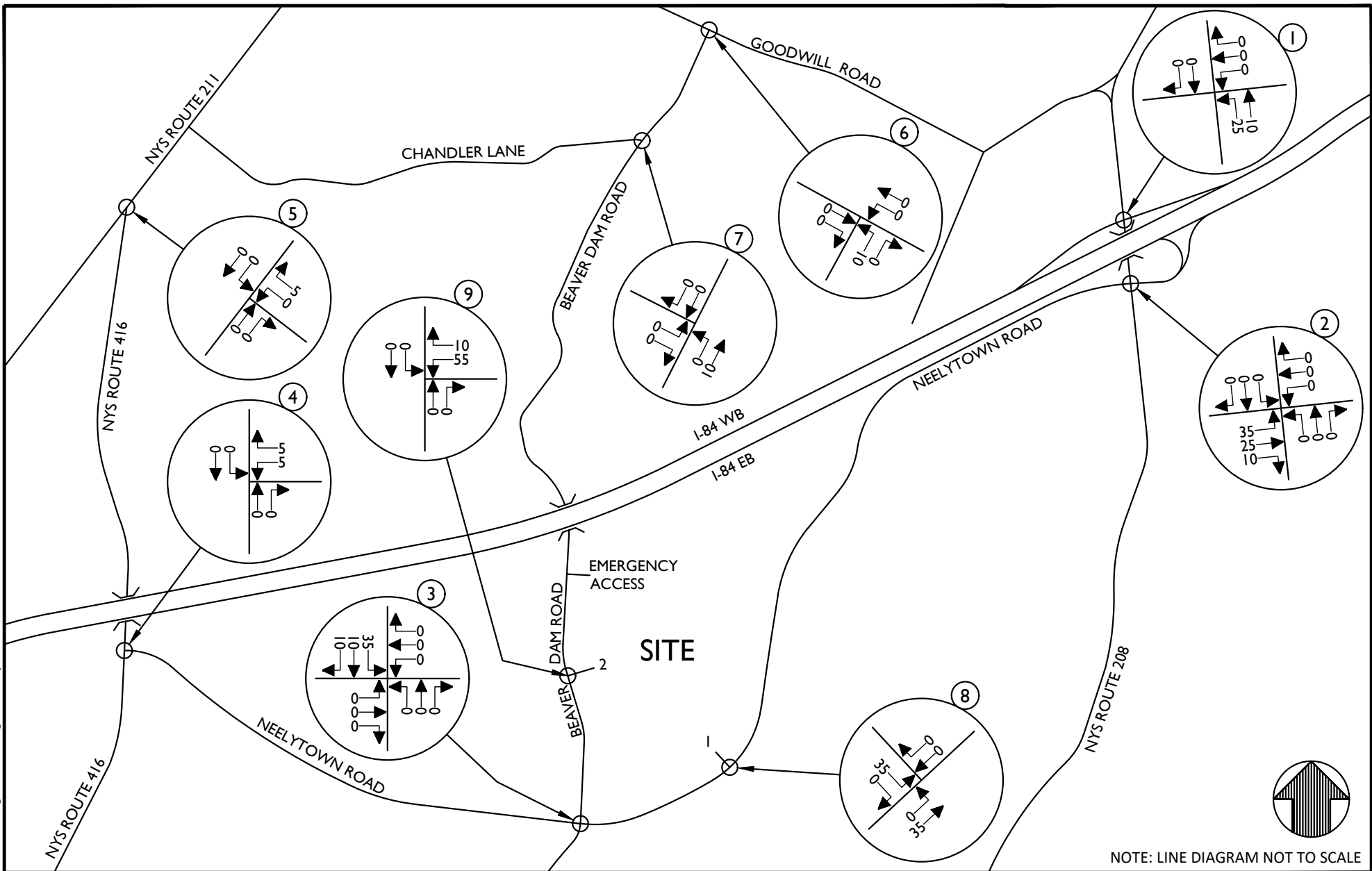
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SHEET TITLE:
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PASSENGER CARS
BUILDING 1 & 2

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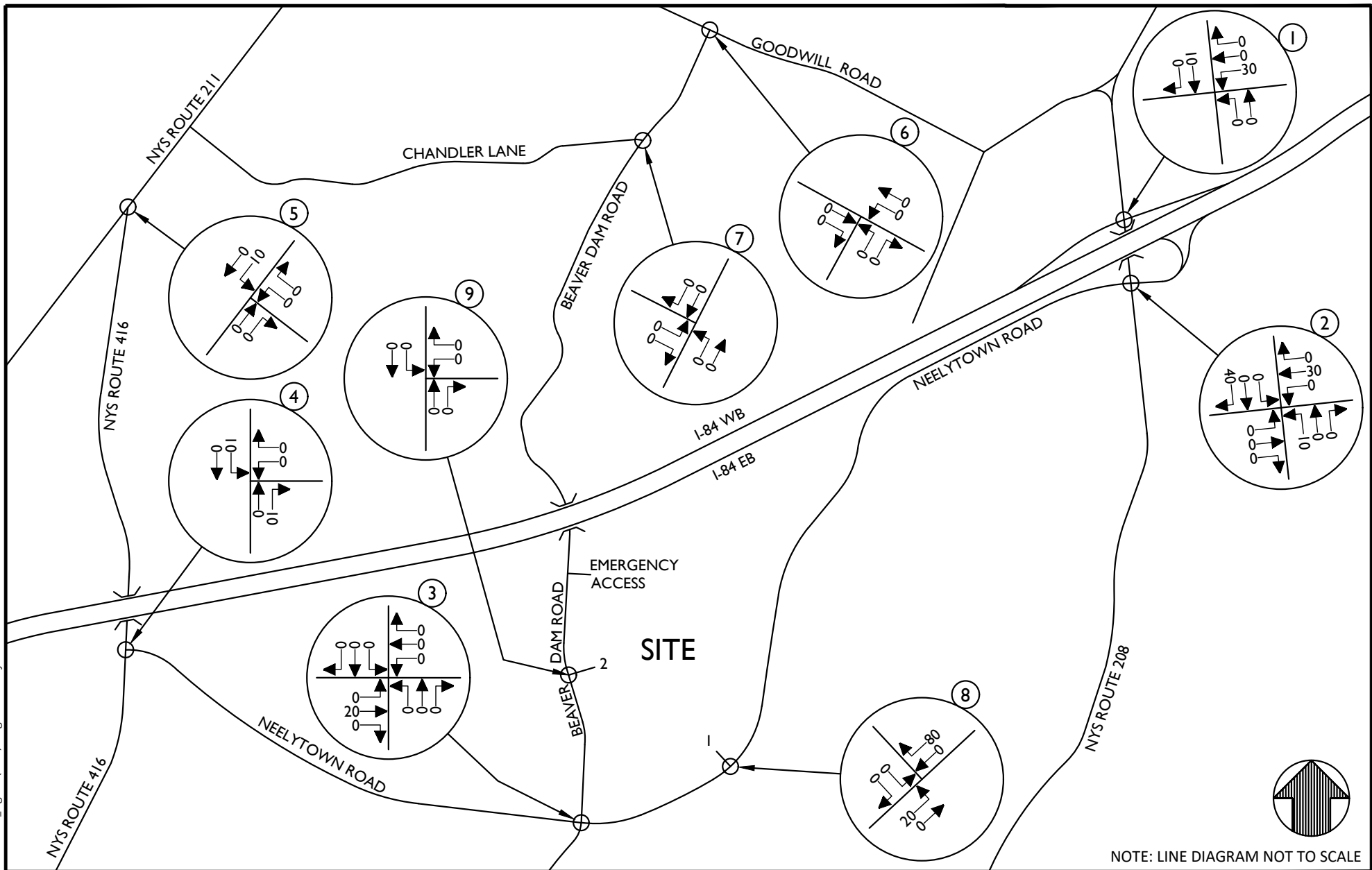
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SHEET TITLE:
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BUILDING 1 & 2

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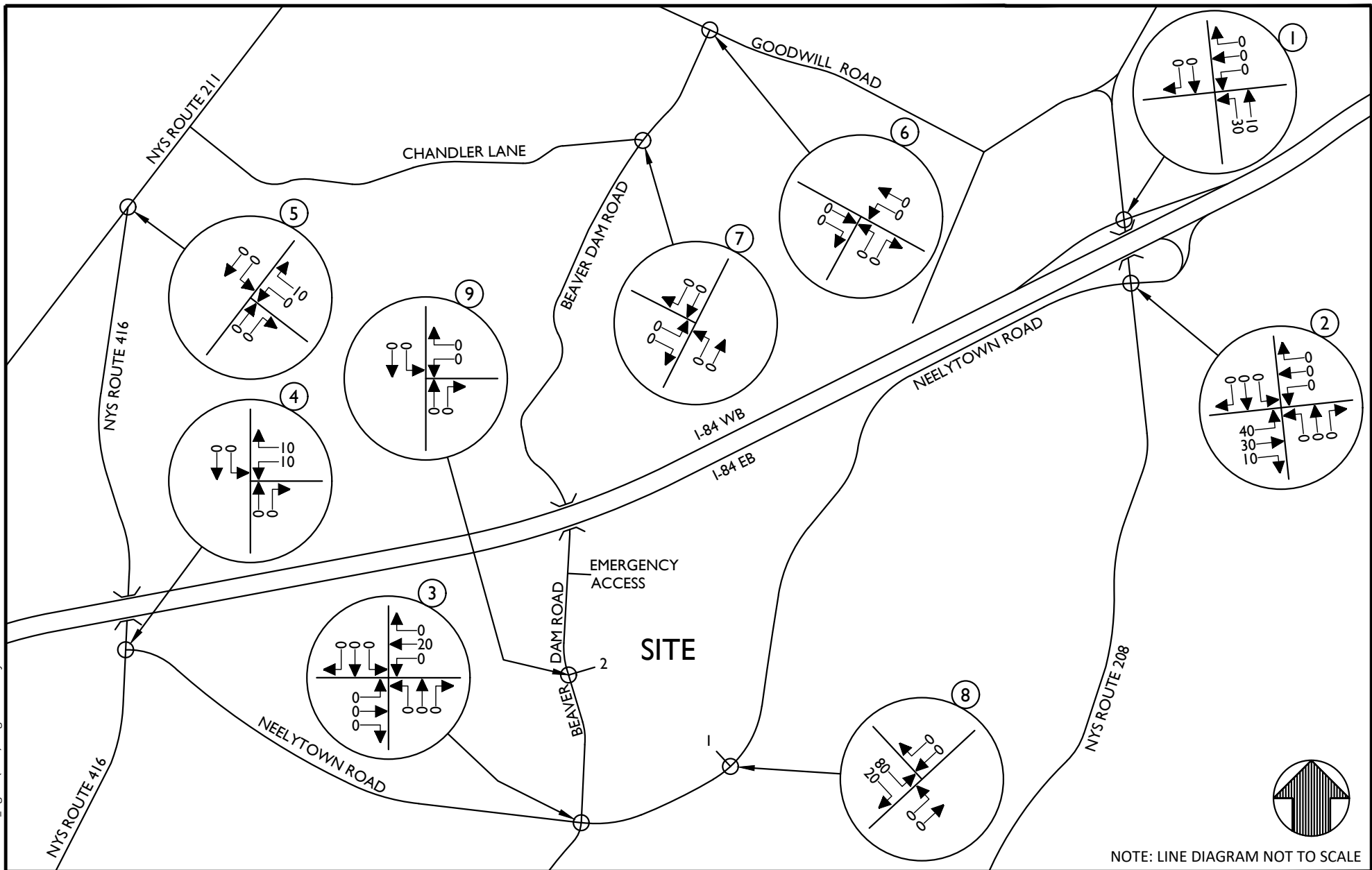
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SHEET TITLE:
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TRUCKS
BUILDING 1 & 2

SHEET NUMBER:
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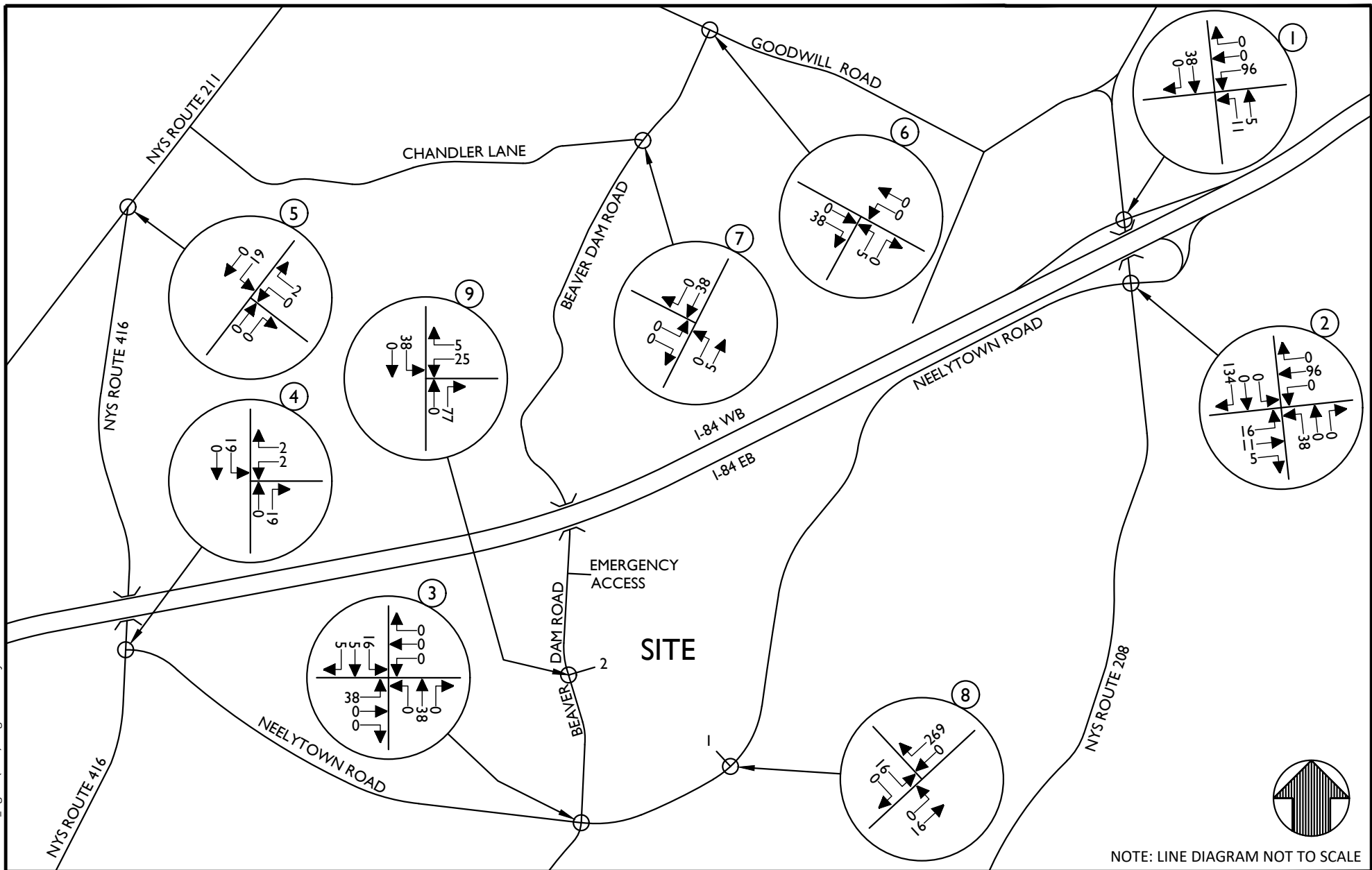
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SHEET TITLE:
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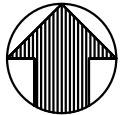
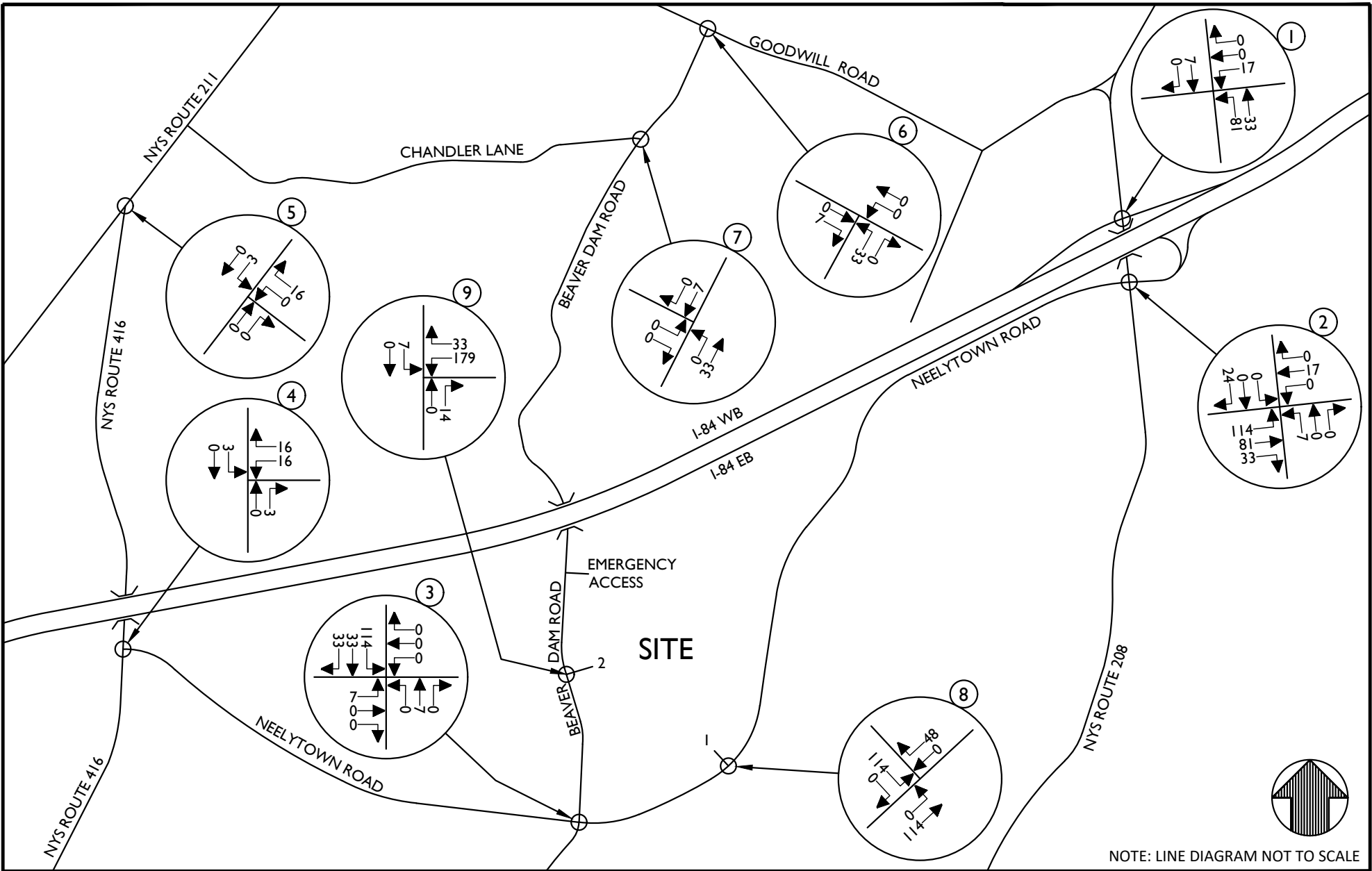
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PROJECT NUMBER:	DRAWING NAME:		
21000327A	240716PWG_FIGURE (1-33)		
SHEET TITLE:			
SITE GENERATED TRAFFIC VOLUMES PASSENGER CARS WEEKDAY PEAK AM HOUR			
SHEET NUMBER:			
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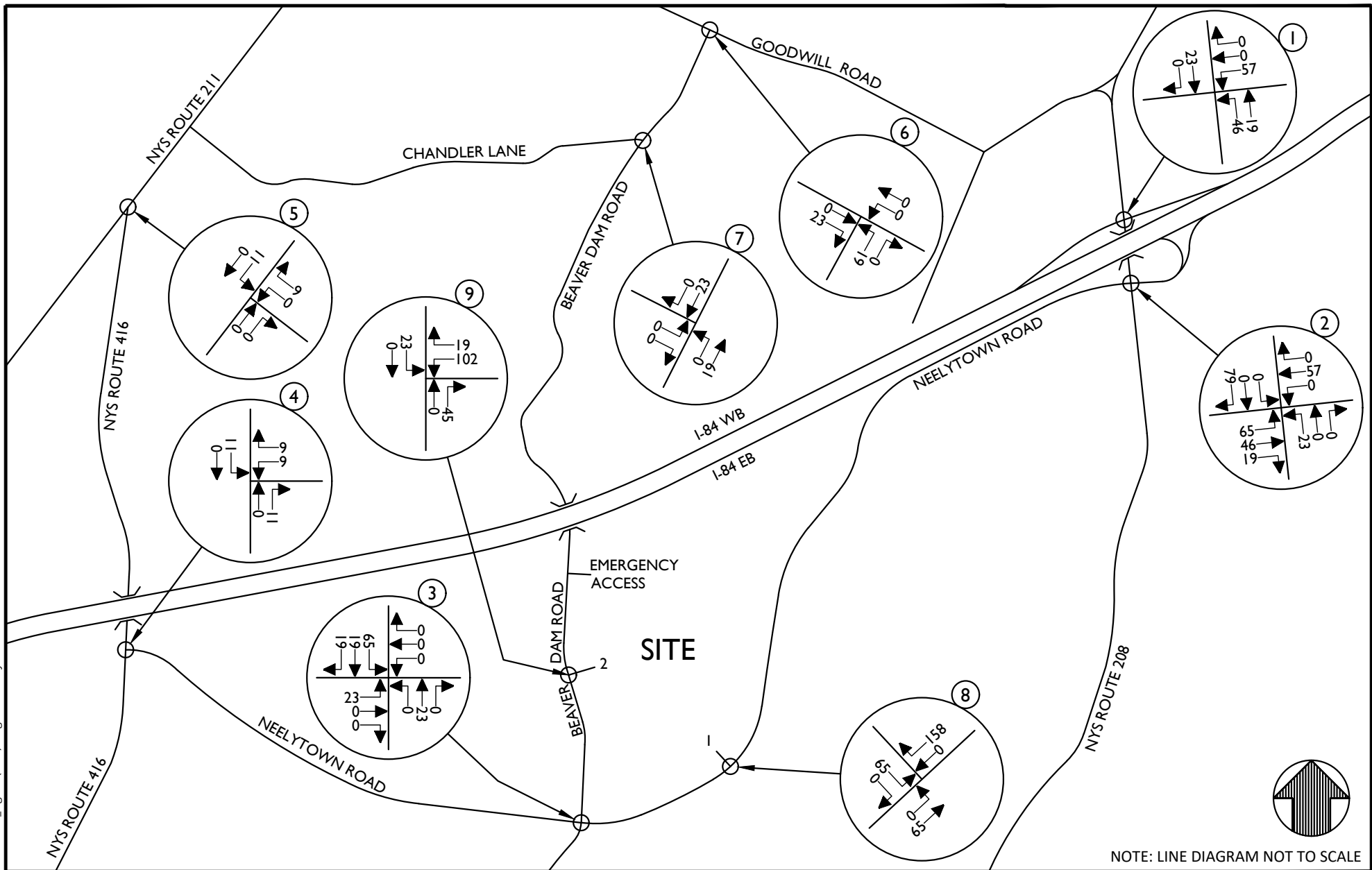
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SCALE: AS SHOWN	DATE: 7/16/24	DRAWN BY: P.W.G.	CHECKED BY: R.R.
PROJECT NUMBER: 21000327A	DRAWING NAME: 240716PWG_FIGURE (1-33)		

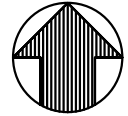
SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
PASSENGER CARS
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
19 of 35

0327A Reports\Traffic\Figures\240716PWG_Figure (1-33).dwg\20 By: PGOITHEL



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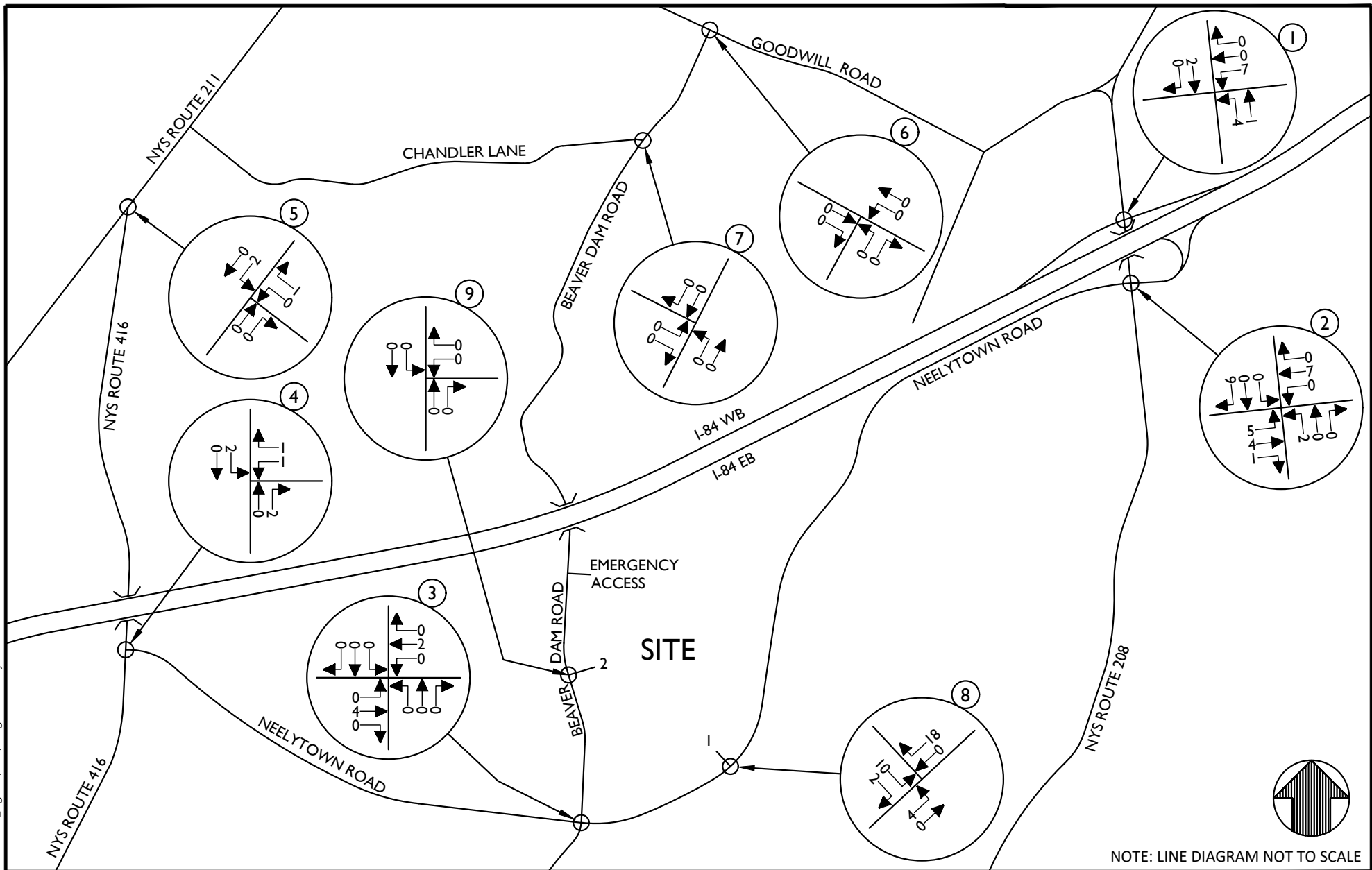
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PROJECT NUMBER:	DRAWING NAME:		
21000327A	240716PWG_FIGURE (1-33)		

SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
PASSENGER CARS
SATURDAY PEAK HOUR

SHEET NUMBER:
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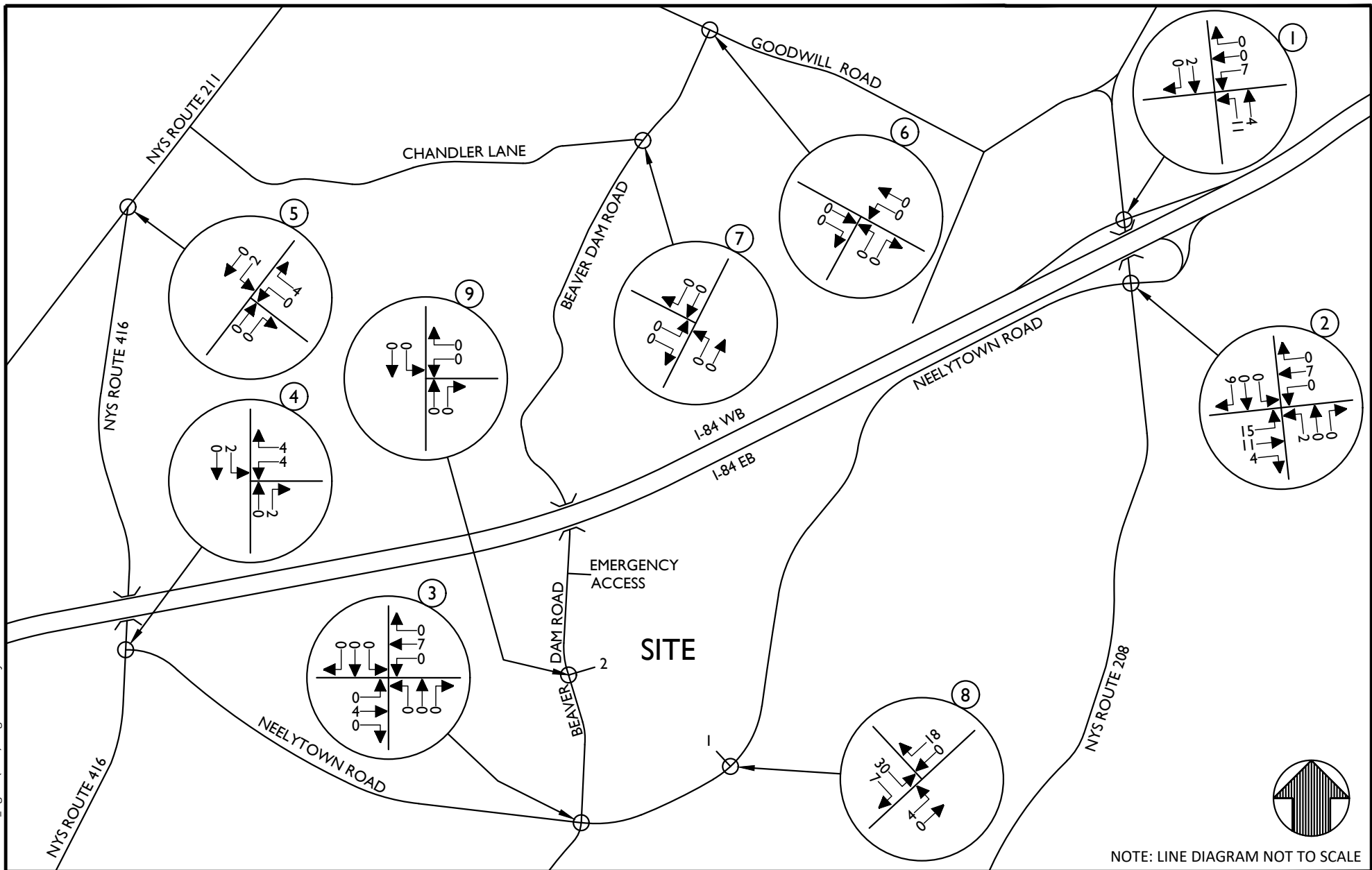
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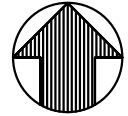
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PROJECT NUMBER:	DRAWING NAME:		
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SHEET TITLE:			
SITE GENERATED TRAFFIC VOLUMES TRUCKS WEEKDAY PEAK AM HOUR			
SHEET NUMBER:			
21 of 35			

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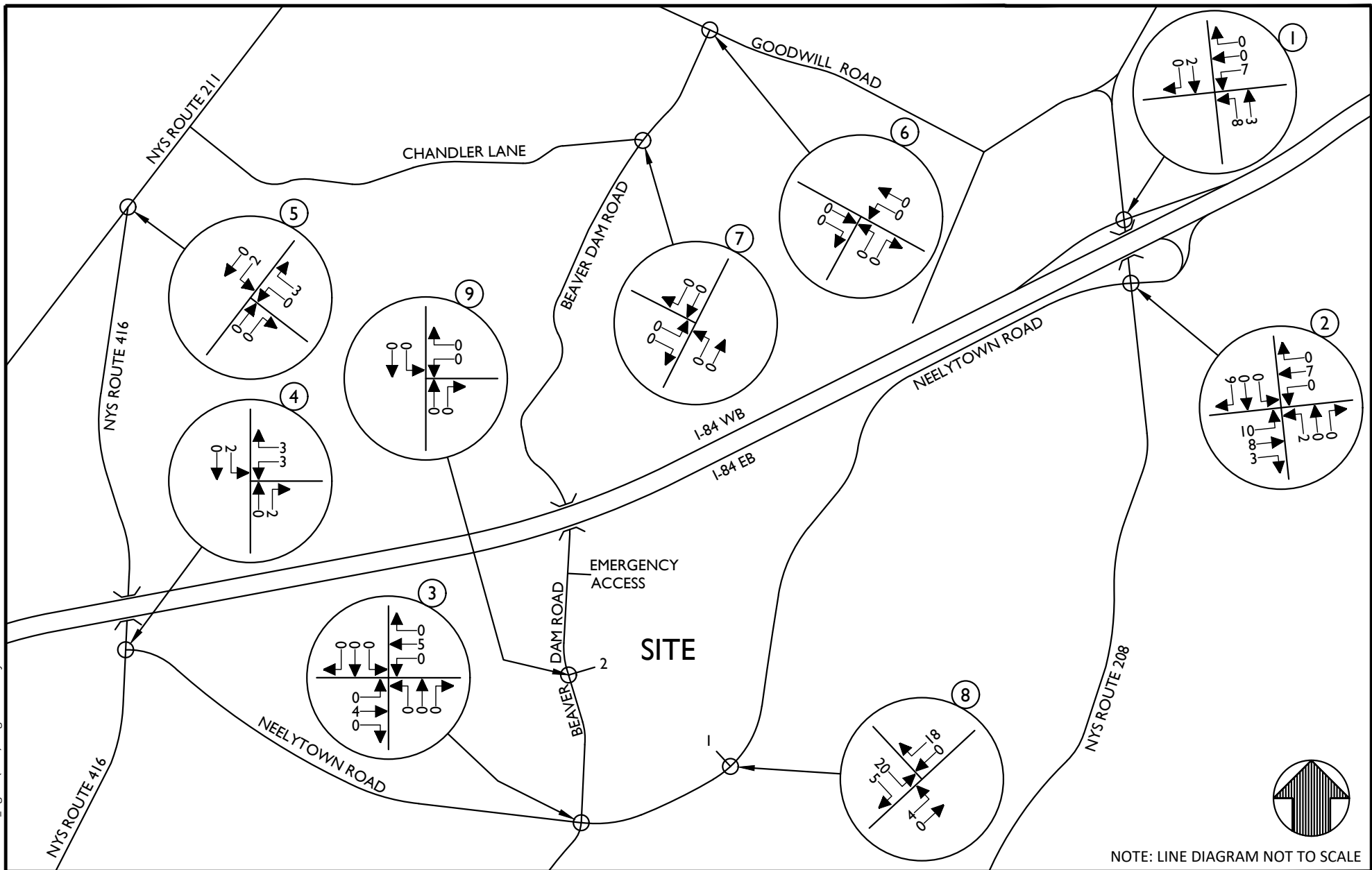
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PROJECT NUMBER:	DRAWING NAME:		
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SHEET TITLE:
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TRUCKS
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
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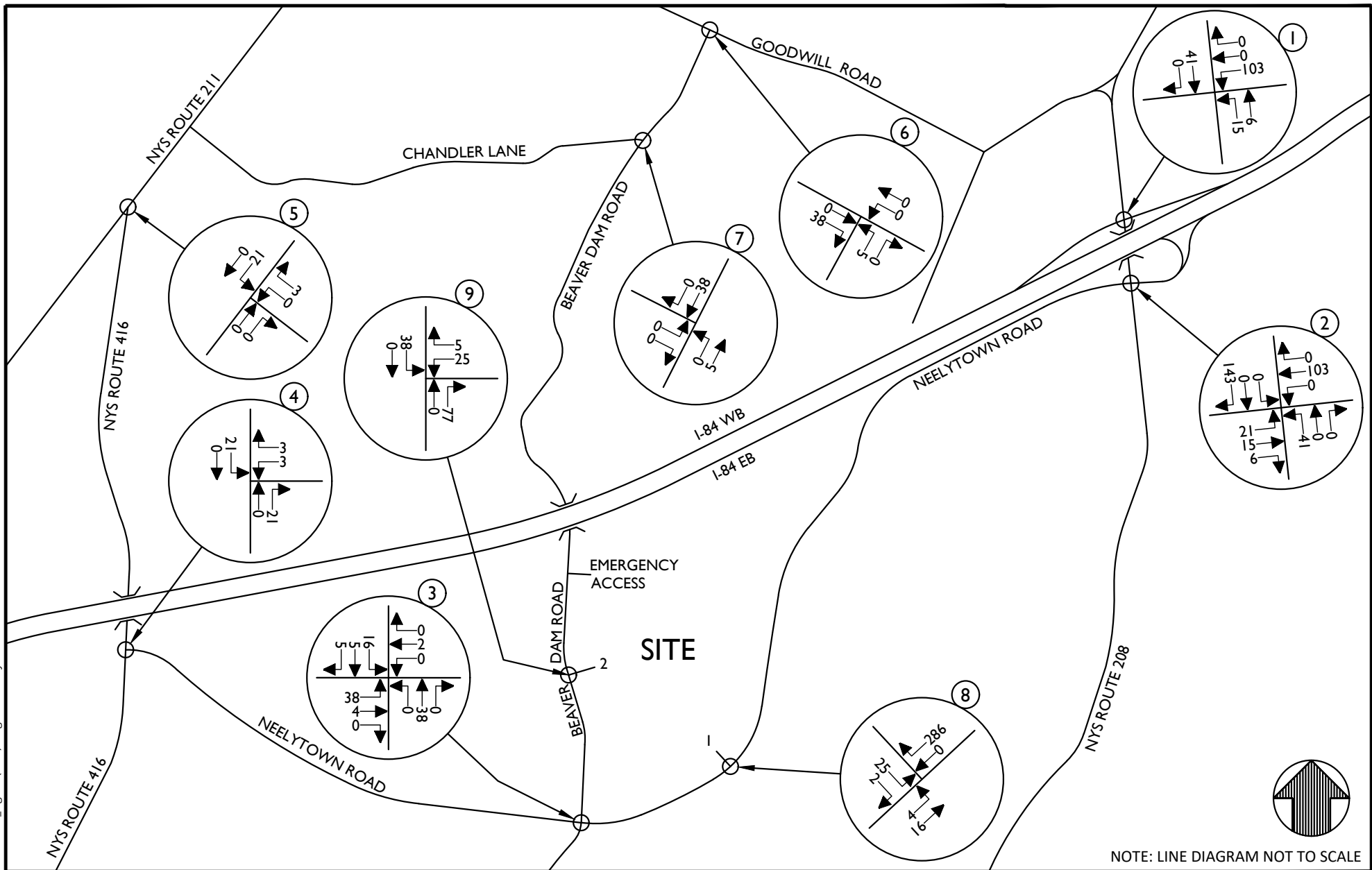
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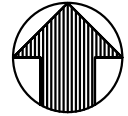
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PROJECT NUMBER:	DRAWING NAME:		
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SHEET TITLE:
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TRUCKS
SATURDAY PEAK HOUR

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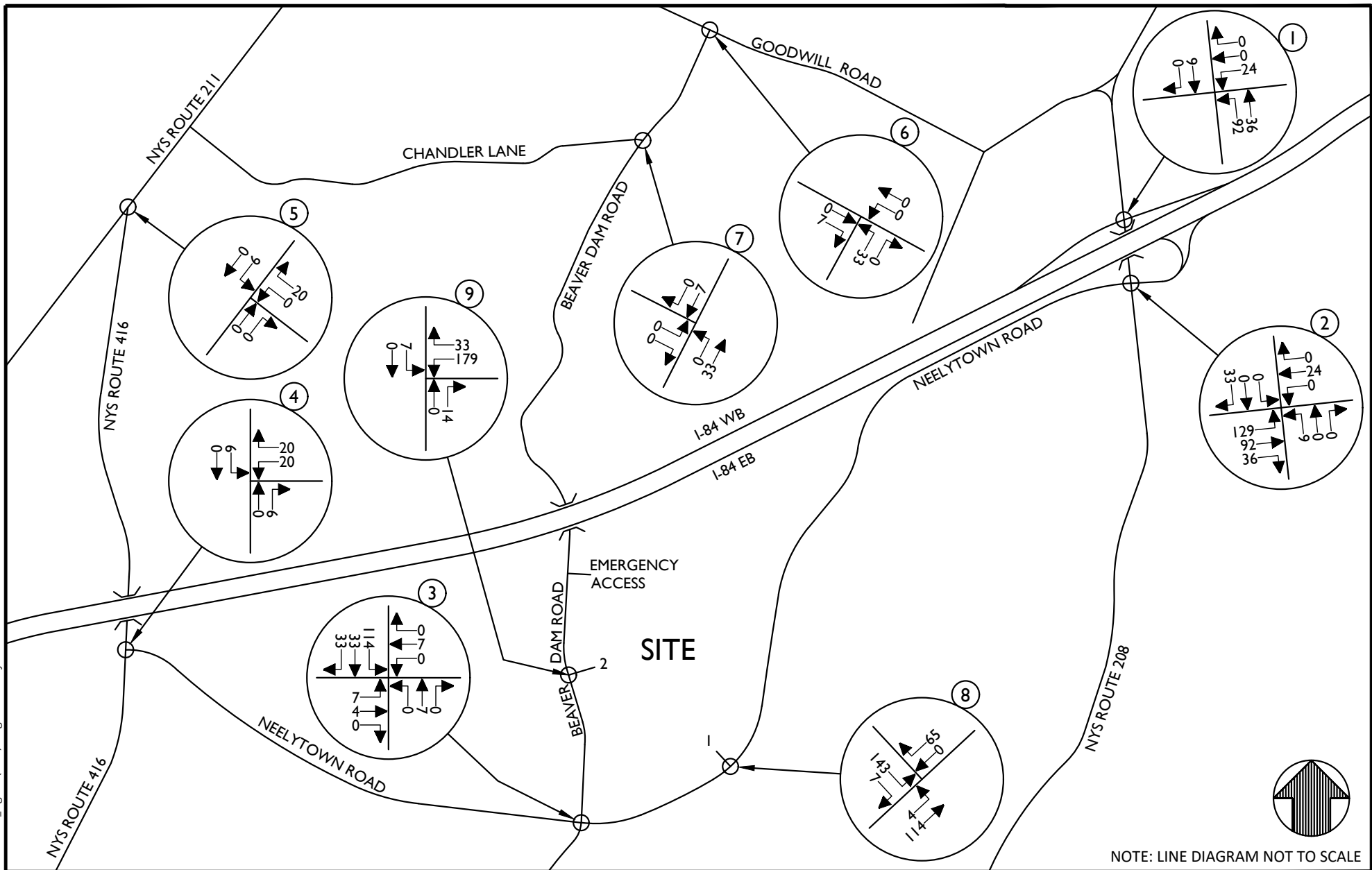
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PROJECT NUMBER:	DRAWING NAME:		
21000327A	240716PWG_FIGURE (1-33)		

SHEET TITLE:
TOTAL
SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
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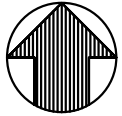
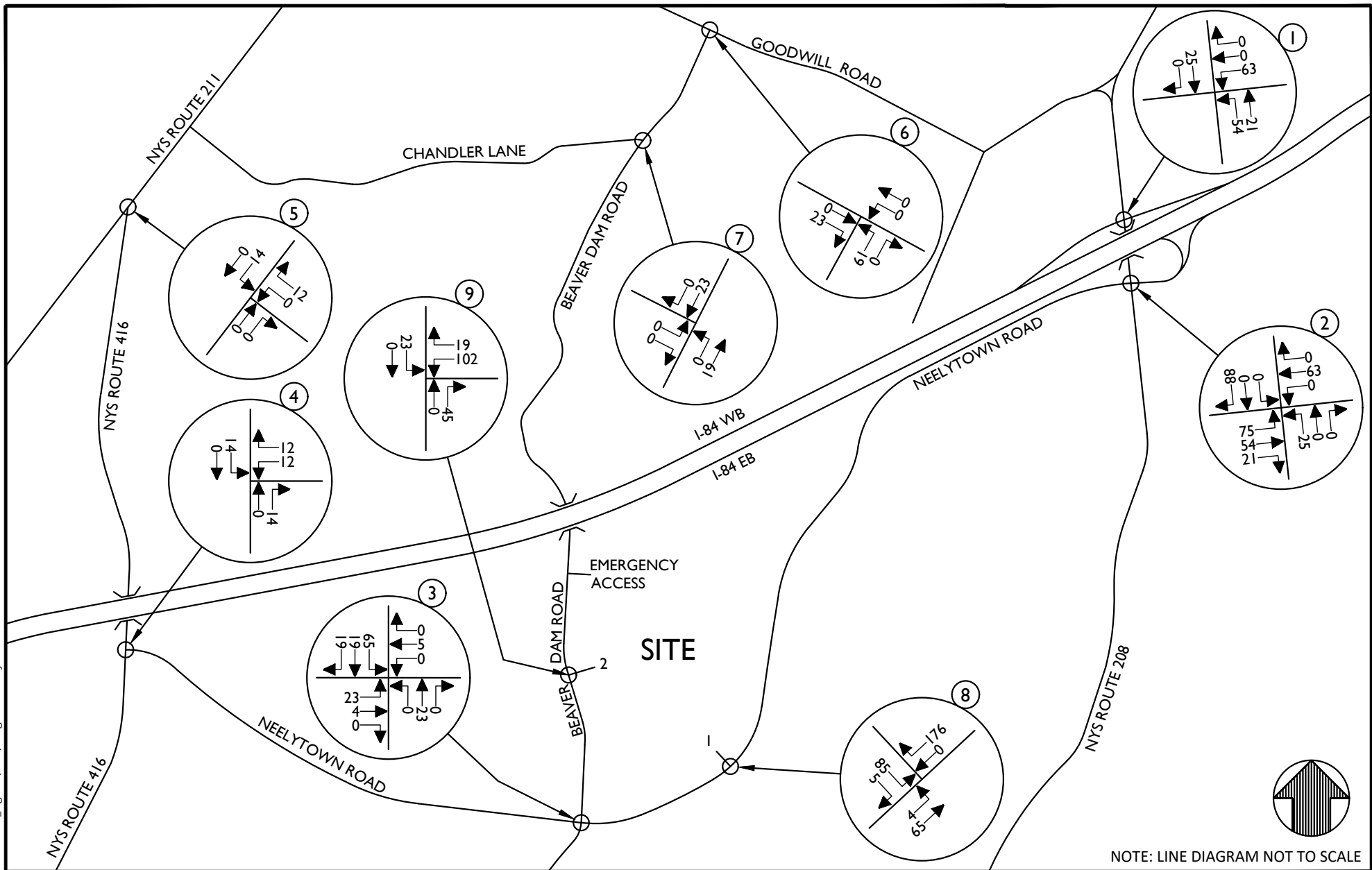
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PROJECT NUMBER: 21000327A	DRAWING NAME: 240716PWG_FIGURE (1-33)		

SHEET TITLE: TOTAL SITE GENERATED TRAFFIC VOLUMES WEEKDAY PEAK PM HOUR

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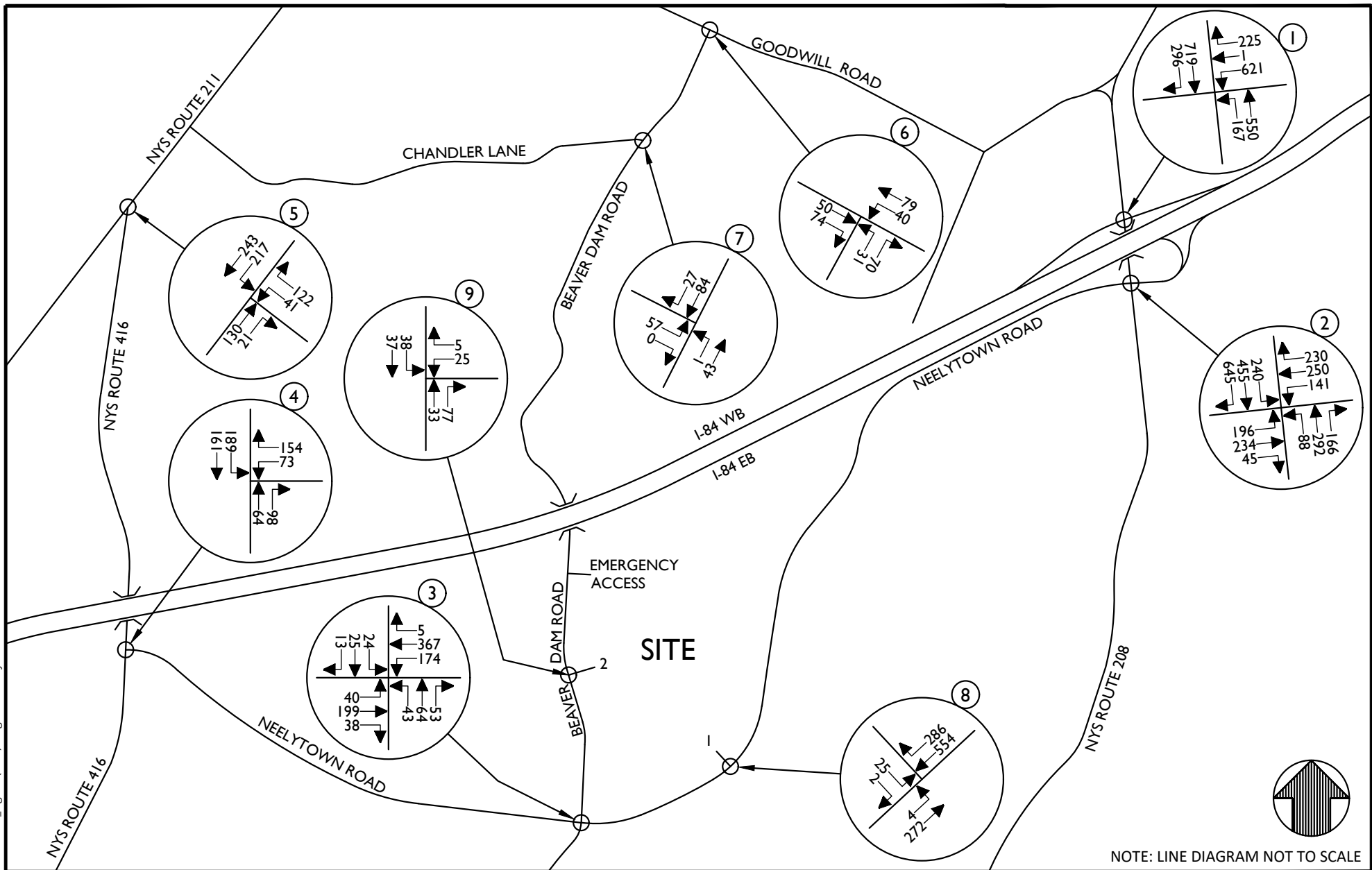
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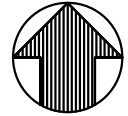
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TOTAL
SITE GENERATED TRAFFIC VOLUMES
SATURDAY PEAK HOUR

SHEET NUMBER:
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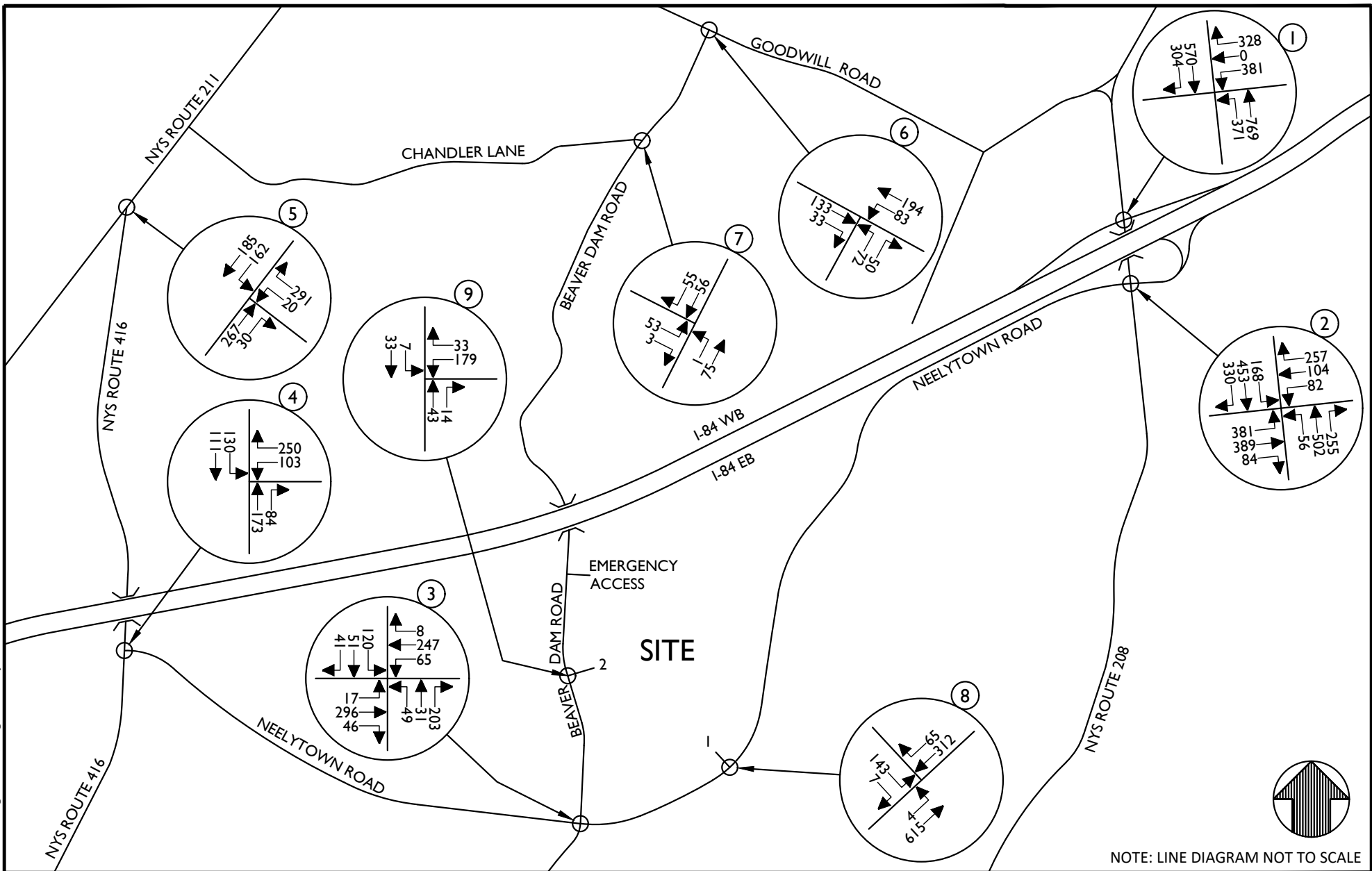
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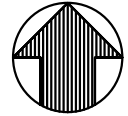
SHEET TITLE:
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WEEKDAY PEAK AM HOUR

SHEET NUMBER:
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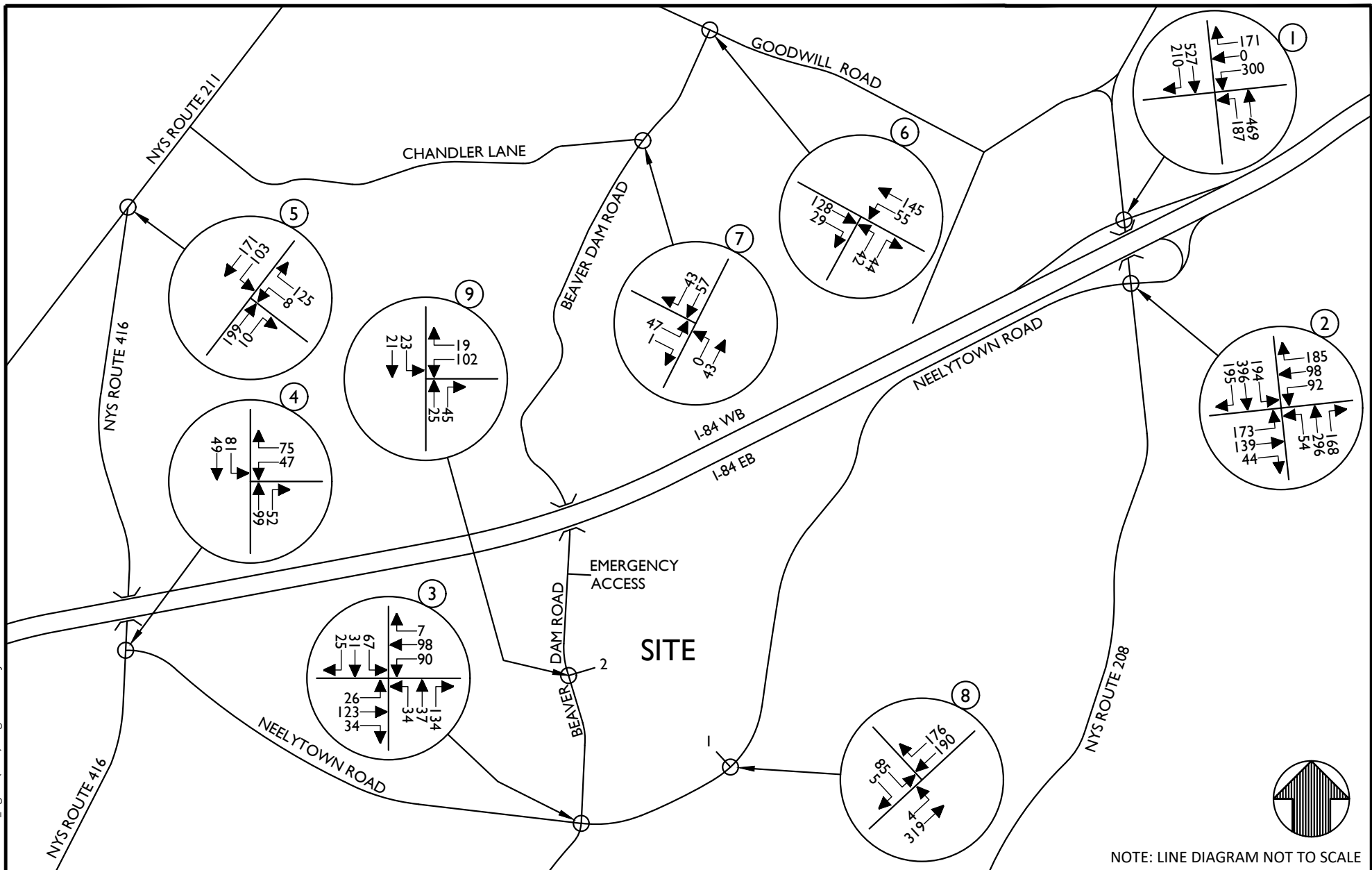
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PROJECT NUMBER: 21000327A	DRAWING NAME: 240716PWG_FIGURE (1-33)		
SHEET TITLE: 2027 BUILD TRAFFIC VOLUMES WEEKDAY PEAK PM HOUR			
SHEET NUMBER: 28 of 35			

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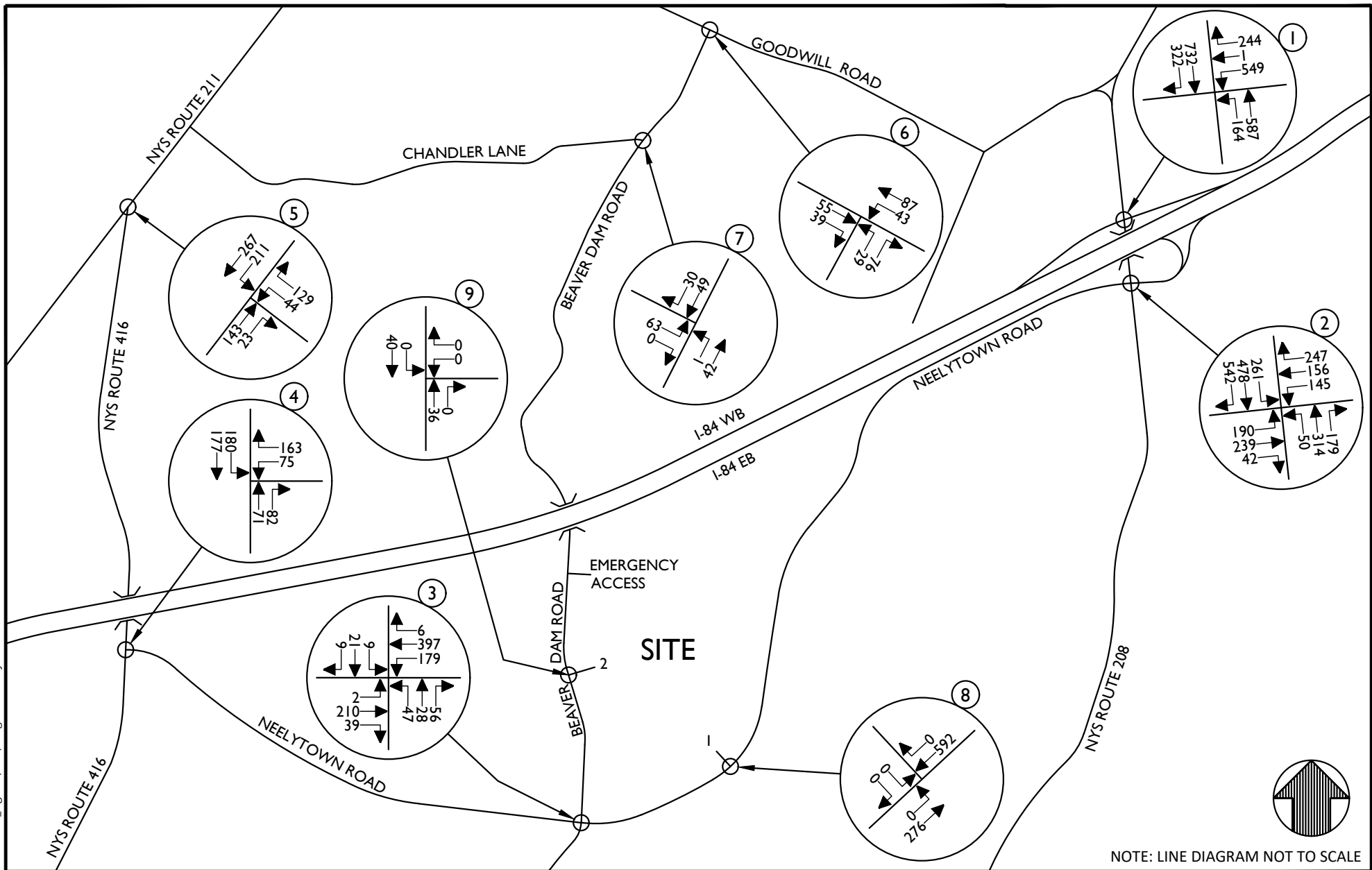
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PROJECT NUMBER:	DRAWING NAME:		
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SHEET TITLE:			
2027 BUILD TRAFFIC VOLUMES SATURDAY PEAK HOUR			
SHEET NUMBER:			
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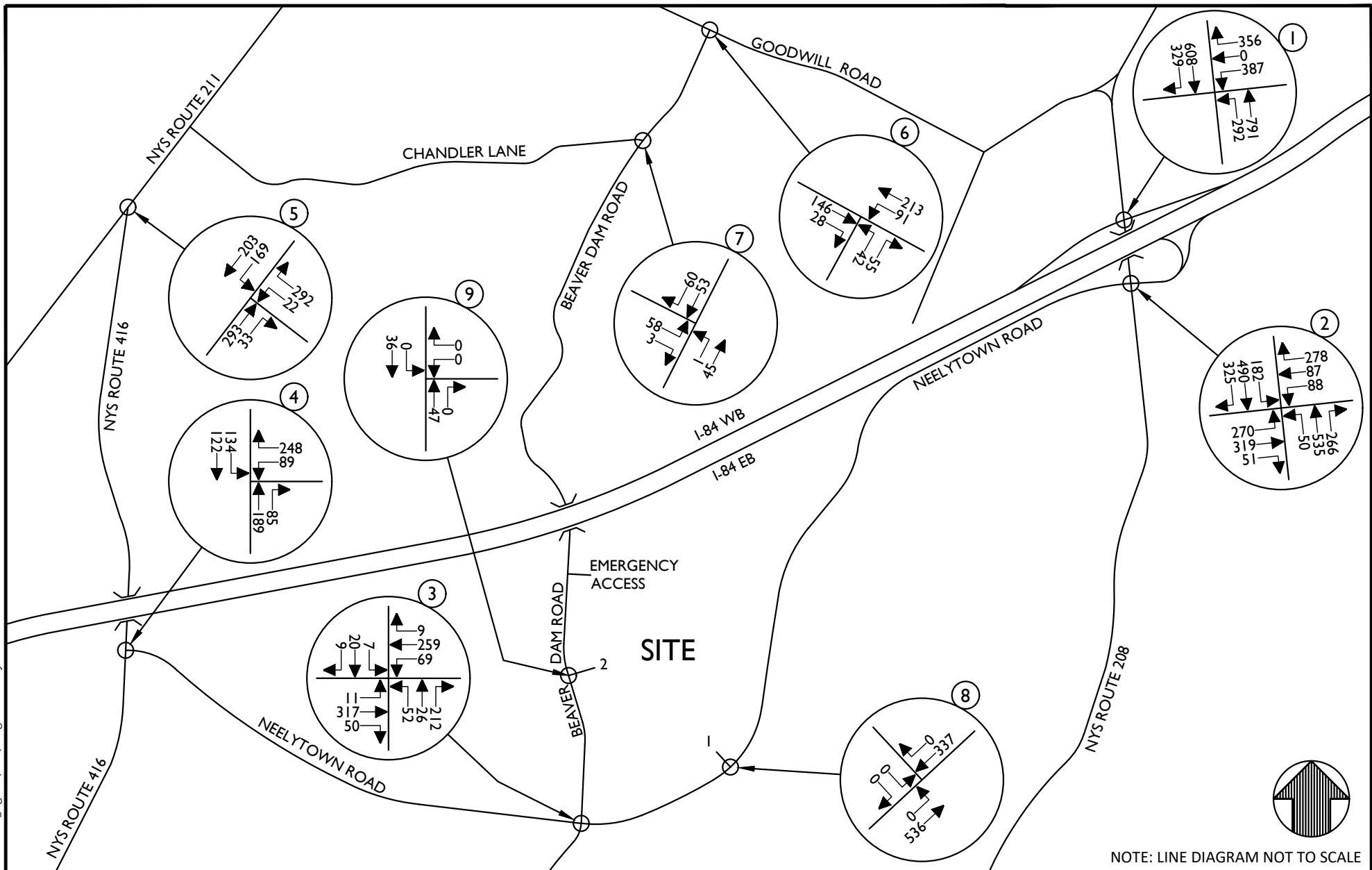
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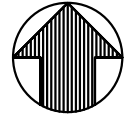
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PROJECT NUMBER:	DRAWING NAME:		
21000327A	240716PWG_FIGURE (1-33)		
SHEET TITLE:			
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SHEET NUMBER:			
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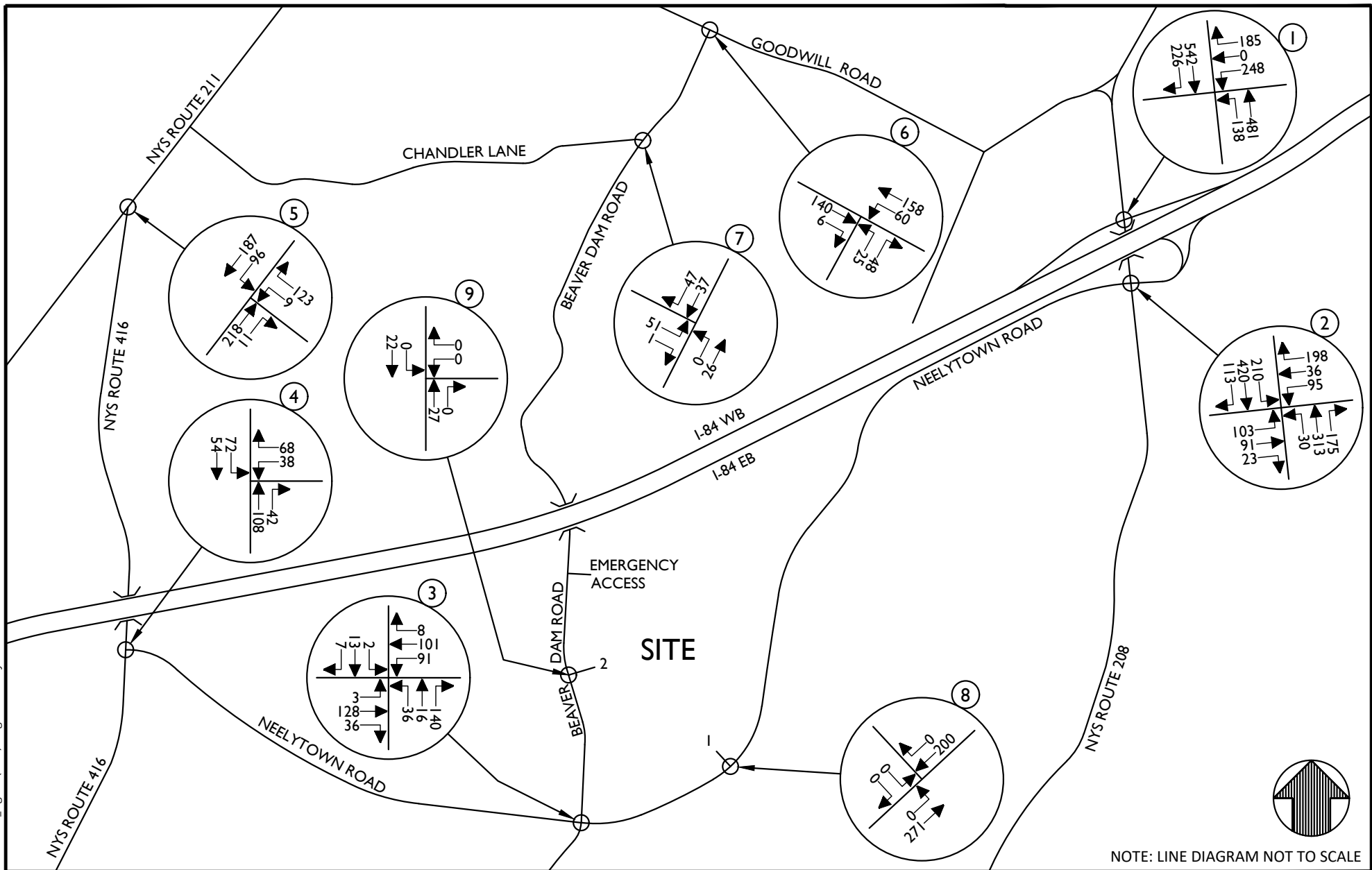
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SHEET TITLE:			
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SHEET NUMBER:			
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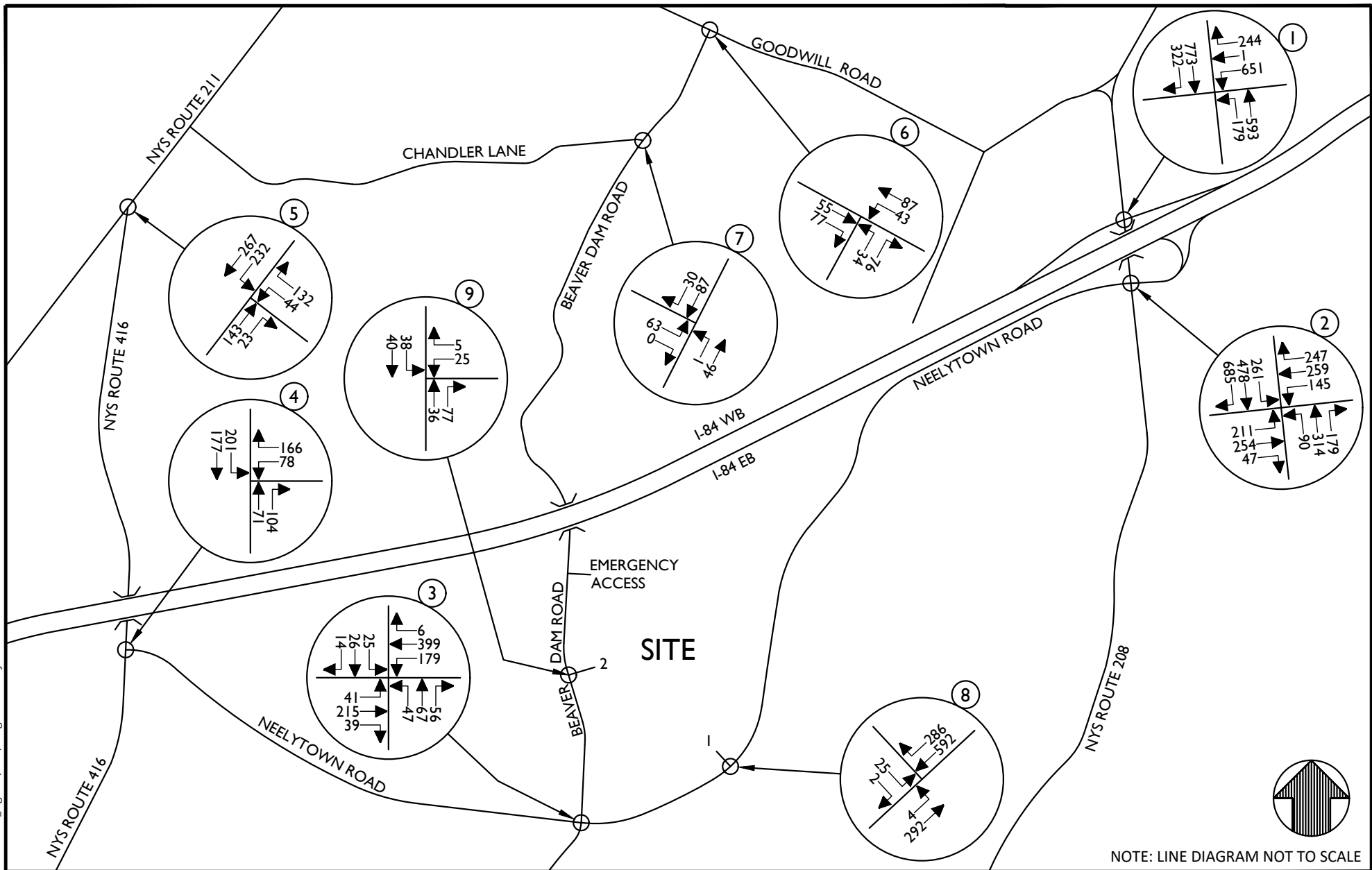
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PROJECT NUMBER:	DRAWING NAME:		
21000327A	240716PWG_FIGURE (1-33)		
SHEET TITLE:			
2037 NO-BUILD TRAFFIC VOLUMES SATURDAY PEAK HOUR			
SHEET NUMBER:			
32 of 35			

0327A Reports\Traffic\Figures\240716PWG_Figure (1-33).dwg'33 By: PGOITHEL



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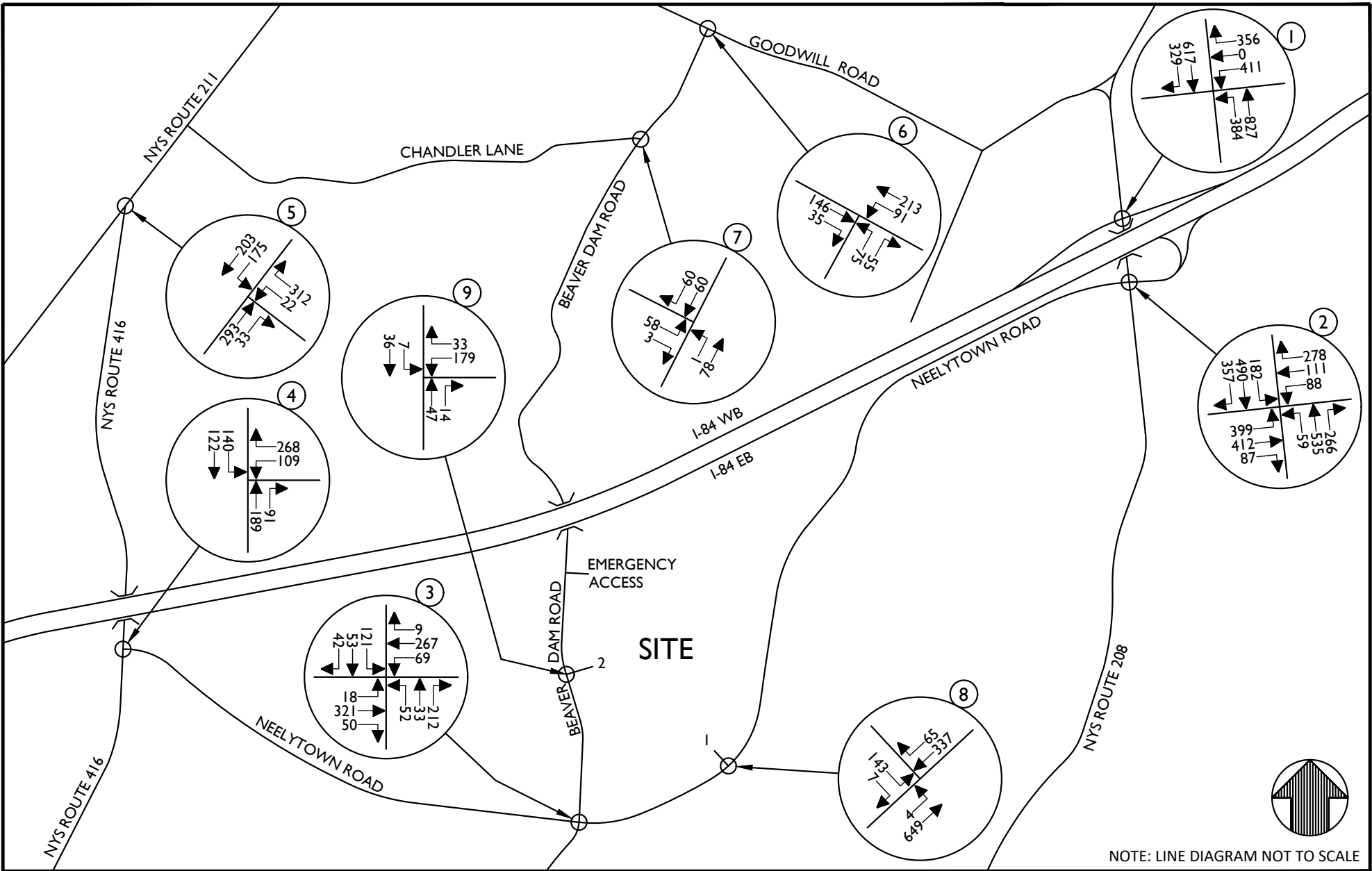
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PROJECT NUMBER:	DRAWING NAME:		
21000327A	240716PWG_FIGURE (1-33)		
SHEET TITLE:			
2037 BUILD TRAFFIC VOLUMES WEEKDAY PEAK AM HOUR			
SHEET NUMBER:			
33 of 35			

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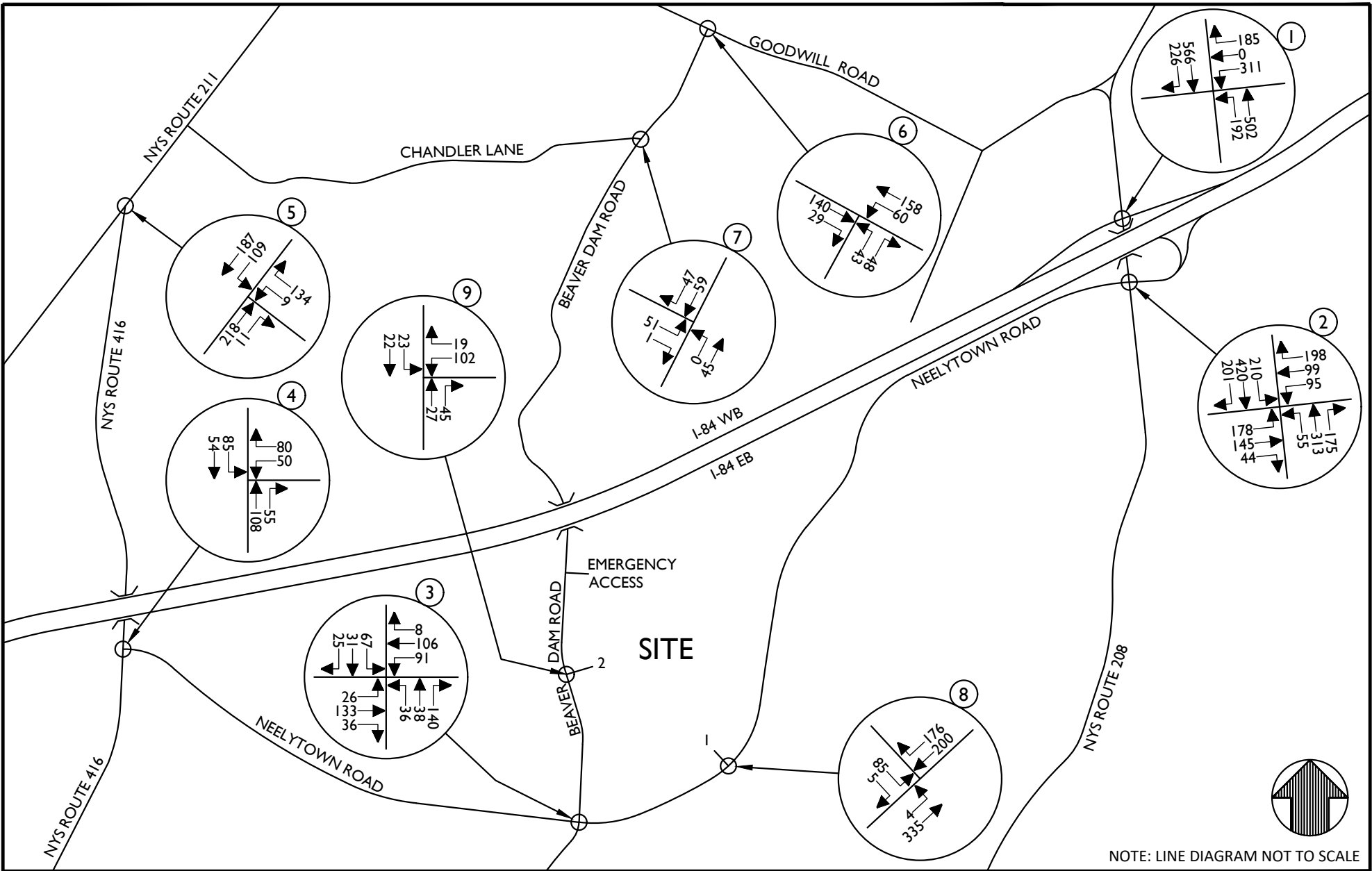
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PROJECT NUMBER:	DRAWING NAME:		
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SHEET TITLE:			
2037 BUILD TRAFFIC VOLUMES WEEKDAY PEAK PM HOUR			
SHEET NUMBER:			
34 of 35			

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PROJECT NUMBER:	DRAWING NAME:		
21000327A	240716PWG_FIGURE (34-35 OD)		
SHEET TITLE:			
2037 BUILD TRAFFIC VOLUMES SATURDAY PEAK HOUR			
SHEET NUMBER:			
35 of 35			

Traffic Impact Study

Appendix B | Tables

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

NEELYTOWN BUSINESS PARK	Entry				Exit				Total			
	HTGR (1)	Passenger Vehicles	Trucks	Total	HTGR (1)	Passenger Vehicles	Trucks	Total	HTGR (1)	Passenger Vehicles	Trucks	Total
Building 1 (850,000 S.F.)												
Weekday AM Peak Hour	0.36	290	16	306	0.05	33	10	43	0.41	323	26	349
Weekday PM Peak Hour	0.08	52	16	68	0.32	245	27	272	0.40	297	43	340
Saturday Peak Hour (2)	0.22	171	16	187	0.19	139	19	158	0.41	310	35	345
Building 2 (278,270 S.F.)												
Weekday AM Peak Hour	0.36	94	6	100	0.05	12	2	14	0.41	106	8	114
Weekday PM Peak Hour	0.08	16	6	22	0.32	80	10	90	0.40	96	16	112
Saturday Peak Hour (2)	0.22	55	6	61	0.19	46	6	52	0.41	101	12	113
Total (1,128,270 S.F.)												
Weekday AM Peak Hour	----	384	22	406	----	45	12	57	----	429	34	463
Weekday PM Peak Hour	----	68	22	90	----	325	37	362	----	393	59	452
Saturday Peak Hour (2)	----	226	22	248	----	185	25	210	----	411	47	458

(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) ITE HAS LIMITED STUDIES ON SATURDAY (2 STUDIES).
AS A RESULT THE AVERAGE OF THE WEEKDAY AM AND PM PEAK HOURS WERE USED TO DETERMINE THE SATURDAY PEAK MIDDAY HOUR

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

			2023 Existing			2027 No-Build			2027 Build			Change in Delay No-Build to Build
			v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	
1	NYS Route 208 & I-84 WB On-Off Ramps	Signalized										
	I-84 WB Off-Ramp	WB	0.92	E	71.9	1.39	F	239.0	1.67	F	359.6	120.6
		R	0.70	D	51.5	0.73	D	52.4	0.72	D	51.9	-0.5
		WB Overall	-	E	64.0	-	F	182.5	-	F	277.8	95.3
	NYS Route 208	NB	0.90	E	76.9	0.93	F	86.8	0.93	F	81.4	-5.4
		TT	0.21	A	0.0	0.27	A	0.0	0.27	A	0.0	0.0
		NB Overall	-	B	16.2	-	B	19.1	-	B	19.0	-0.1
	NYS Route 208	SB	0.52	C	21.8	0.72	C	33.1	0.74	C	33.3	0.2
		TR	0.52	C	21.9	0.73	C	33.4	0.74	C	33.7	0.3
		SB Overall	-	C	21.9	-	C	33.3	-	C	33.5	0.2
		Overall	-	C	31.6	-	E	75.1	-	F	109.7	34.6
	W/ Signal Timing Changes											
	I-84 WB Off-Ramp	WB	-	-	-	-	-	-	1.16	F	133.4	-105.6
		R	-	-	-	-	-	-	0.50	C	34.8	-17.6
		WB Overall	-	-	-	-	-	-	-	F	107.2	-75.3
	NYS Route 208	NB	-	-	-	-	-	-	1.07	F	131.2	44.4
		TT	-	-	-	-	-	-	0.32	A	0.0	0.0
		NB Overall	-	-	-	-	-	-	-	C	30.6	11.5
	NYS Route 208	SB	-	-	-	-	-	-	0.88	D	52.3	19.2
		TR	-	-	-	-	-	-	0.89	D	53.3	19.9
		SB Overall	-	-	-	-	-	-	-	D	52.8	19.5
		Overall	-	-	-	-	-	-	-	E	64.5	-10.6

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

			2023 Existing			2027 No-Build			2027 Build			Change in Delay No-Build to Build
			v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	
2	NYS Route 208 & I-84 EB On-Off Ramps / Neelytown Road	Signalized										
	Neelytown Road	EB	0.90	F	93.1	0.96	F	109.5	1.01	F	120.7	11.2
		T	0.42	D	42.4	0.54	D	46.4	0.53	D	45.0	-1.4
		TR	0.42	D	42.5	0.56	D	46.7	0.54	D	45.2	-1.5
		EB Overall	-	E	63.0	-	E	71.9	-	E	76.3	4.4
	I-84 WB On-Off Ramps	WB	0.78	F	82.2	0.84	E	70.7	0.83	E	68.9	-1.8
		T	0.39	D	52.4	0.52	D	50.4	0.82	E	56.3	5.9
		R	0.54	D	46.5	0.59	D	43.0	0.57	D	41.9	-1.1
		WB Overall	-	D	53.1	-	D	52.6	-	D	53.8	1.2
	NYS Route 208	NB	0.79	F	94.6	0.83	F	85.6	0.81	E	71.9	-13.7
		T	0.25	C	22.1	0.38	C	29.1	0.37	C	29.7	0.6
		TR	0.26	C	22.4	0.39	C	29.5	0.39	C	30.1	0.6
		NB Overall	-	C	27.3	-	C	34.6	-	D	36.7	2.1
	NYS Route 208	SB	0.78	E	67.0	0.81	E	67.8	0.81	E	67.5	-0.3
		TT	0.14	C	29.3	0.33	D	37.6	0.34	D	39.8	2.2
		R	-	A	-	-	A	-	-	A	-	-
		SB Overall	-	D	47.1	-	D	48.1	-	D	49.3	1.2
		Overall	-	D	47.3	-	D	50.8	-	D	53.1	2.3
	W/ Signal Timing Changes											
	Neelytown Road	EB	-	-	-	-	-	-	0.89	E	74.1	-35.4
		T	-	-	-	-	-	-	0.50	D	43.0	-3.4
		TR	-	-	-	-	-	-	0.51	D	43.2	-3.5
		EB Overall	-	-	-	-	-	-	-	E	55.9	-16.0
	I-84 WB On-Off Ramps	WB	-	-	-	-	-	-	0.84	E	73.0	2.3
		T	-	-	-	-	-	-	0.84	E	63.7	13.3
		R	-	-	-	-	-	-	0.58	D	42.6	-0.4
		WB Overall	-	-	-	-	-	-	-	E	58.0	5.4
	NYS Route 208	NB	-	-	-	-	-	-	0.81	E	73.2	-12.4
		T	-	-	-	-	-	-	0.39	C	31.3	2.2
		TR	-	-	-	-	-	-	0.40	C	31.7	2.2
		NB Overall	-	-	-	-	-	-	-	D	38.3	3.7
	NYS Route 208	SB	-	-	-	-	-	-	0.80	E	64.3	-3.5
		TT	-	-	-	-	-	-	0.35	D	40.8	3.2
		R	-	-	-	-	-	-	-	A	-	-
		SB Overall	-	-	-	-	-	-	-	D	48.9	0.8
		Overall	-	-	-	-	-	-	-	D	50.2	-0.6

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

			2023 Existing			2027 No-Build			2027 Build			Change in Delay No-Build to Build		
			v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay			
3	Neelytown Road & Beaver Dam Road / Neelytown Road North		Signalized											
		Neelytown Road	EB	L	0.00	B	10.3	0.00	B	10.8	0.09	B	11.5	0.7
				TR	0.21	A	8.7	0.28	A	9.4	0.28	A	9.4	0.0
				EB Overall	-	A	8.7	-	A	9.4	-	A	9.7	0.3
		Neelytown Road	WB	L	0.08	B	10.8	0.32	B	14.2	0.31	B	16.4	2.2
				TR	0.46	B	15.3	0.53	B	16.6	0.58	C	20.8	4.2
				WB Overall	-	B	14.7	-	B	15.8	-	B	19.4	3.6
		Neelytown Road North	NB	LT	0.14	C	25.7	0.16	C	26.0	0.22	C	26.7	0.7
				R	0.09	C	25.3	0.15	C	26.1	0.14	C	25.8	-0.3
				NB Overall	-	C	25.6	-	C	26.0	-	C	26.4	0.4
		Beaver Dam Road	SB	LTR	0.06	C	24.8	0.08	C	25.0	0.15	C	25.8	0.8
				Overall	-	B	15.0	-	B	15.9	-	B	18.3	2.4
4	Neelytown Road & NYS Route 416		Signalized											
		Neelytown Road	WB	LR	0.71	B	12.4	0.71	B	13.2	0.72	B	14.0	0.8
		NYS Route 416	NB	TR	0.26	A	6.5	0.27	A	6.8	0.29	A	6.9	0.1
		NYS Route 416	SB	LT	0.45	A	7.5	0.53	A	8.7	0.57	A	9.3	0.6
				Overall	-	A	8.9	-	A	9.8	-	B	10.2	0.4
5	NYS Route 211 & NYS Route 416		Unsignalized											
		NYS Route 416	WB	L	0.19	C	23.7	0.26	D	31.2	0.26	D	31.4	0.2
				R	0.13	A	9.8	0.16	B	10.0	0.16	B	10.0	0.0
		NYS Route 211	SB	LT	0.12	A	7.9	0.16	A	8.1	0.16	A	8.1	0.0
6	Goodwill Road & Beaver Dam Road		Unsignalized											
		Goodwill Road	WB	LT	0.03	A	7.5	0.03	A	7.5	0.03	A	7.6	0.1
		Beaver Dam Road	NB	LR	0.10	A	9.4	0.11	A	9.5	0.12	A	9.7	0.2
7	Chandler Lane & Beaver Dam Road		Unsignalized											
		Chandler Lane	EB	LR	0.07	A	9.3	0.07	A	9.4	0.08	A	9.8	0.4
		Beaver Dam Road	NB	LT	0.00	A	8.3	0.00	A	8.4	0.00	A	8.5	0.1

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

			2023 Existing			2027 No-Build			2027 Build			Change in Delay No-Build to Build			
			v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay				
8	Neelytown Road & Site Driveway 1	Unsignalized													
			Neelytown Road	EB	L	-	-	-	-	-	-	0.01	B	12.8	-
		Site Driveway 1	SB	LR	-	-	-	-	-	-	0.11	C	19.8	-	
		W/ Traffic Signal													
		Neelytown Road	EB	L	-	-	-	-	-	-	0.02	A	6.5	-	
				T	-	-	-	-	-	-	0.27	A	2.9	-	
			EB Overall		-	-	-	-	-	-	-	A	3.0	-	
		Neelytown Road	WB	T	-	-	-	-	-	-	0.76	A	9.4	-	
				R	-	-	-	-	-	-	0.40	A	6.5	-	
			EB Overall		-	-	-	-	-	-	-	A	8.4	-	
	Site Driveway 1	SB	LR	-	-	-	-	-	-	0.67	C	34.5	-		
		Overall		-	-	-	-	-	-	-	A	7.7	-		
9	Beaver Dam Road & Site Driveway 2	Unsignalized													
			Site Driveway 2	WB	LR	-	-	-	-	-	-	0.04	A	9.7	-
			Beaver Dam Road	SB	LT	-	-	-	-	-	-	0.03	A	7.5	-

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.

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

			2023 Existing			2027 No-Build			2027 Build			Change in Delay No-Build to Build
			v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	
1	NYS Route 208 & I-84 WB On-Off Ramps	Signalized										
	I-84 WB Off-Ramp	WB	0.80	E	56.7	0.89	E	67.5	0.95	E	79.0	11.5
		R	0.92	E	75.9	0.96	F	86.1	0.96	F	86.1	0.0
		WB Overall	-	E	66.2	-	E	76.4	-	F	82.3	5.9
	NYS Route 208	NB	0.87	E	64.0	1.29	F	194.6	1.52	F	284.6	90.0
		TT	0.25	A	0.0	0.32	A	0.0	0.34	A	0.0	0.0
		NB Overall	-	B	11.3	-	D	53.8	-	F	92.6	38.8
	NYS Route 208	SB	0.42	B	18.7	0.58	C	27.6	0.58	C	27.8	0.2
		TR	0.42	B	18.9	0.58	C	27.8	0.58	C	28.0	0.2
		SB Overall	-	B	18.8	-	C	27.7	-	C	27.9	0.2
		Overall	-	C	29.9	-	D	51.1	-	E	69.1	18.0
	W/ Signal Timing Changes											
	I-84 WB Off-Ramp	WB	-	-	-	-	-	-	0.89	E	59.0	-8.5
		R	-	-	-	-	-	-	0.90	E	62.9	-23.2
		WB Overall	-	-	-	-	-	-	-	E	60.8	-15.6
	NYS Route 208	NB	-	-	-	-	-	-	0.96	D	54.7	-139.9
		TT	-	-	-	-	-	-	0.35	A	0.0	0.0
		NB Overall	-	-	-	-	-	-	-	B	17.8	-36.0
	NYS Route 208	SB	-	-	-	-	-	-	0.75	D	43.5	15.9
		TR	-	-	-	-	-	-	0.75	D	44.1	16.3
		SB Overall	-	-	-	-	-	-	-	D	43.8	16.1
		Overall	-	-	-	-	-	-	-	D	37.3	-13.8

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

			2023 Existing			2027 No-Build			2027 Build			Change in Delay No-Build to Build
			v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	
2	NYS Route 208 & I-84 EB On-Off Ramps / Neelytown Road	Signalized										
	Neelytown Road	EB	0.90	F	86.9	1.19	F	176.5	1.67	F	373.7	197.2
		T	0.35	D	39.6	0.44	D	39.0	0.57	D	41.2	2.2
		TR	0.36	D	39.7	0.44	D	39.1	0.58	D	41.4	2.3
		EB Overall	-	E	58.5	-	F	97.3	-	F	189.6	92.3
	I-84 WB On-Off Ramps	WB	0.78	E	76.4	0.80	E	71.3	0.79	E	71.1	-0.2
		T	0.55	D	53.2	0.59	D	51.2	0.54	D	49.3	-1.9
		R	0.65	D	47.4	0.68	D	44.6	0.67	D	44.5	-0.1
		WB Overall	-	D	53.3	-	D	51.1	-	D	50.5	-0.6
	NYS Route 208	NB	0.80	F	95.8	0.83	F	84.8	0.80	E	78.0	-6.8
		T	0.30	C	23.8	0.61	C	35.0	0.61	C	34.8	-0.2
		TR	0.31	C	24.0	0.61	D	35.3	0.61	D	35.2	-0.1
		NB Overall	-	C	27.8	-	D	38.0	-	D	38.0	0.0
	NYS Route 208	SB	0.72	E	66.1	0.75	E	65.5	0.75	E	65.4	-0.1
		TT	0.23	C	33.3	0.33	D	39.1	0.33	D	39.4	0.3
		R	-	A	-	-	A	-	-	A	-	-
		SB Overall	-	D	42.4	-	D	46.2	-	D	46.5	0.3
		Overall	-	D	44.7	-	E	56.8	-	F	89.3	32.5
	W/ Signal Timing Changes											
	Neelytown Road	EB	-	-	-	-	-	-	0.93	E	67.7	-108.8
		T	-	-	-	-	-	-	0.46	C	32.7	-6.3
		TR	-	-	-	-	-	-	0.46	C	32.8	-6.3
		EB Overall	-	-	-	-	-	-	-	D	48.3	-49.0
	I-84 WB On-Off Ramps	WB	-	-	-	-	-	-	0.80	E	73.7	2.4
		T	-	-	-	-	-	-	0.75	E	71.5	20.3
		R	-	-	-	-	-	-	0.85	E	68.0	23.4
		WB Overall	-	-	-	-	-	-	-	E	69.9	18.8
	NYS Route 208	NB	-	-	-	-	-	-	0.81	E	78.5	-6.3
		T	-	-	-	-	-	-	0.74	D	46.6	11.6
		TR	-	-	-	-	-	-	0.74	D	47.3	12.0
		NB Overall	-	-	-	-	-	-	-	D	49.1	11.1
	NYS Route 208	SB	-	-	-	-	-	-	0.78	E	68.3	2.8
		TT	-	-	-	-	-	-	0.40	D	44.8	5.7
		R	-	-	-	-	-	-	-	A	-	-
		SB Overall	-	-	-	-	-	-	-	D	51.2	5.0
		Overall	-	-	-	-	-	-	-	D	52.7	-4.1

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

			2023 Existing			2027 No-Build			2027 Build			Change in Delay No-Build to Build			
			v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay				
3	Neelytown Road & Beaver Dam Road / Neelytown Road North	Signalized													
			Neelytown Road	EB	L	0.02	A	9.7	0.02	A	9.9	0.04	B	10.1	0.2
					TR	0.35	B	10.1	0.42	B	10.8	0.42	B	10.9	0.1
					EB Overall	-	B	10.0	-	B	10.8	-	B	10.8	0.0
			Neelytown Road	WB	L	0.09	B	12.5	0.16	B	14.6	0.16	B	14.7	0.1
					TR	0.33	B	14.2	0.39	B	15.0	0.41	B	16.0	1.0
					WB Overall	-	B	13.9	-	B	14.9	-	B	15.8	0.9
			Neelytown Road North	NB	LT	0.11	C	25.4	0.20	C	26.5	0.24	C	27.1	0.6
					R	0.25	C	27.2	0.58	C	34.0	0.57	C	33.5	-0.5
					NB Overall	-	C	26.6	-	C	32.0	-	C	31.7	-0.3
			Beaver Dam Road	SB	LTR	0.09	C	25.2	0.10	C	25.3	0.76	D	47.6	22.3
					Overall	-	B	15.1	-	B	18.7	-	C	23.9	5.2
4	Neelytown Road & NYS Route 416	Signalized													
			Neelytown Road	WB	LR	0.69	B	11.1	0.71	B	11.8	0.74	B	12.4	0.6
			NYS Route 416	NB	TR	0.48	A	8.1	0.48	A	9.1	0.48	A	9.8	0.7
			NYS Route 416	SB	LT	0.39	A	8.2	0.46	A	9.9	0.49	B	11.2	1.3
					Overall	-	A	9.2	-	B	10.4	-	B	11.3	0.9
5	NYS Route 211 & NYS Route 416	Unsignalized													
			NYS Route 416	WB	L	0.08	C	21.0	0.10	C	23.9	0.11	C	24.3	0.4
					R	0.32	B	12.1	0.41	B	13.3	0.43	B	13.7	0.4
			NYS Route 211	SB	LT	0.12	A	8.3	0.14	A	8.4	0.15	A	8.5	0.1
6	Goodwill Road & Beaver Dam Road	Unsignalized													
			Goodwill Road	WB	LT	0.06	A	7.7	0.06	A	7.8	0.06	A	7.8	0.0
			Beaver Dam Road	NB	LR	0.12	B	10.9	0.14	B	11.4	0.21	B	12.5	1.1
7	Chandler Lane & Beaver Dam Road	Unsignalized													
			Chandler Lane	EB	LR	0.06	A	9.3	0.07	A	9.4	0.07	A	9.7	0.3
			Beaver Dam Road	NB	LT	0.00	A	7.4	0.00	A	7.4	0.00	A	7.4	0.0

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

			2023 Existing			2027 No-Build			2027 Build			Change in Delay No-Build to Build			
			v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay				
8	Neelytown Road & Site Driveway 1	Unsignalized													
			Neelytown Road	EB	L	-	-	-	-	-	-	0.01	B	10.0	-
		Site Driveway 1	SB	LR	-	-	-	-	-	-	0.96	F	104.5	-	
		W/ Traffic Signal													
		Neelytown Road	EB	L	-	-	-	-	-	-	0.02	A	7.8	-	
				T	-	-	-	-	-	-	0.82	A	9.7	-	
			EB Overall		-	-	-	-	-	-	-	A	9.7	-	
		Neelytown Road	WB	T	-	-	-	-	-	-	0.59	B	10.8	-	
				R	-	-	-	-	-	-	0.16	A	8.3	-	
			EB Overall		-	-	-	-	-	-	-	B	10.4	-	
	Site Driveway 1	SB	LR	-	-	-	-	-	-	0.76	C	21.2	-		
		Overall		-	-	-	-	-	-	-	B	11.4	-		
9	Beaver Dam Road & Site Driveway 2	Unsignalized													
			Site Driveway 2	WB	LR	-	-	-	-	-	-	0.30	B	10.8	-
			Beaver Dam Road	SB	LT	-	-	-	-	-	-	0.01	A	7.4	-

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 SAT Hour

			2023 Existing			2027 No-Build			2027 Build			Change in Delay No-Build to Build
			v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	
1	NYS Route 208 & I-84 WB On-Off Ramps	Signalized										
	I-84 WB Off-Ramp	WB	0.60	E	55.0	0.88	E	64.0	0.91	E	71.5	7.5
		R	0.84	E	59.4	0.71	D	52.5	0.59	D	47.2	-5.3
		WB Overall	-	E	57.4	-	E	59.2	-	E	62.7	3.5
	NYS Route 208	NB	0.79	E	66.3	0.87	E	62.9	0.91	E	72.7	9.8
		TT	0.13	A	0.0	0.19	A	0.0	0.21	A	0.0	0.0
		NB Overall	-	A	8.3	-	B	14.4	-	C	20.8	6.4
	NYS Route 208	SB	0.26	A	7.5	0.40	B	15.3	0.46	C	21.3	6.0
		TR	0.26	A	7.6	0.40	B	15.4	0.47	C	21.4	6.0
		SB Overall	-	A	7.5	-	B	15.4	-	C	21.3	5.9
		Overall	-	B	18.4	-	C	25.5	-	C	31.6	6.1
	W/ Signal Timing Changes											
	I-84 WB Off-Ramp	WB	-	-	-	-	-	-	0.89	E	57.8	-6.2
		R	-	-	-	-	-	-	0.57	D	46.4	-6.1
		WB Overall	-	-	-	-	-	-	-	D	53.7	-5.5
	NYS Route 208	NB	-	-	-	-	-	-	0.90	E	59.7	-3.2
		TT	-	-	-	-	-	-	0.21	A	0.0	0.0
		NB Overall	-	-	-	-	-	-	-	B	17.1	2.7
	NYS Route 208	SB	-	-	-	-	-	-	0.47	C	21.8	6.5
		TR	-	-	-	-	-	-	0.47	C	21.9	6.5
		SB Overall	-	-	-	-	-	-	-	C	21.9	6.5
		Overall	-	-	-	-	-	-	-	C	28.2	2.7

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

			2023 Existing			2027 No-Build			2027 Build			Change in Delay No-Build to Build
			v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	
2	NYS Route 208 & I-84 EB On-Off Ramps / Neelytown Road	Signalized										
	Neelytown Road	EB	0.76	E	79.0	0.80	E	72.4	0.87	E	79.4	7.0
		T	0.15	D	50.0	0.25	D	49.5	0.30	D	44.5	-5.0
		TR	0.15	D	50.0	0.26	D	49.6	0.32	D	44.7	-4.9
		EB Overall	-	E	64.0	-	E	60.4	-	E	61.5	1.1
	I-84 WB On-Off Ramps	WB	0.71	F	80.5	0.80	E	69.8	0.79	E	69.4	-0.4
		T	0.06	D	51.6	0.27	D	50.3	0.43	D	51.7	1.4
		R	0.54	D	49.7	0.58	D	46.4	0.57	D	46.1	-0.3
		WB Overall	-	D	54.9	-	D	53.8	-	D	53.3	-0.5
	NYS Route 208	NB	0.69	F	104.7	0.90	F	110.9	0.79	E	77.5	-33.4
		T	0.13	B	12.2	0.28	B	18.5	0.32	C	22.8	4.3
		TR	0.14	B	12.2	0.29	B	18.7	0.32	C	23.0	4.3
		NB Overall	-	B	15.7	-	C	24.0	-	C	28.5	4.5
	NYS Route 208	SB	0.76	E	59.3	0.77	E	66.4	0.77	E	66.3	-0.1
		TT	0.11	A	0.0	0.21	C	28.1	0.24	C	32.9	4.8
		R	-	A	-	-	A	-	-	A	-	-
		SB Overall	-	C	24.1	-	D	40.7	-	D	43.8	3.1
		Overall	-	C	32.3	-	D	40.7	-	D	44.9	4.2
	W/ Signal Timing Changes											
	Neelytown Road	EB	-	-	-	-	-	-	0.85	E	66.3	-6.1
		T	-	-	-	-	-	-	0.31	D	44.8	-4.7
		TR	-	-	-	-	-	-	0.32	D	45.0	-4.6
		EB Overall	-	-	-	-	-	-	-	E	55.3	-5.1
	I-84 WB On-Off Ramps	WB	-	-	-	-	-	-	0.80	E	69.7	-0.1
		T	-	-	-	-	-	-	0.46	D	52.7	2.4
		R	-	-	-	-	-	-	0.59	D	47.0	0.6
		WB Overall	-	-	-	-	-	-	-	D	54.1	0.3
	NYS Route 208	NB	-	-	-	-	-	-	0.79	E	77.7	-33.2
		T	-	-	-	-	-	-	0.31	C	22.6	4.1
		TR	-	-	-	-	-	-	0.32	C	22.8	4.1
		NB Overall	-	-	-	-	-	-	-	C	28.4	4.4
	NYS Route 208	SB	-	-	-	-	-	-	0.76	E	65.1	-1.3
		TT	-	-	-	-	-	-	0.24	C	32.6	4.5
		R	-	-	-	-	-	-	-	A	-	-
		SB Overall	-	-	-	-	-	-	-	D	43.3	2.6
		Overall	-	-	-	-	-	-	-	D	43.6	2.9

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

			2023 Existing			2027 No-Build			2027 Build			Change in Delay No-Build to Build			
			v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay				
3	Neelytown Road & Beaver Dam Road / Neelytown Road North	Signalized													
			Neelytown Road	EB	L	0.01	A	9.1	0.01	A	9.1	0.05	A	9.3	0.2
					TR	0.15	A	8.2	0.19	A	8.6	0.21	A	8.7	0.1
					EB Overall	-	A	8.2	-	A	8.6	-	A	8.8	0.2
			Neelytown Road	WB	L	0.03	B	10.4	0.17	B	11.8	0.19	B	14.1	2.3
					TR	0.13	B	11.2	0.16	B	11.4	0.18	B	13.8	2.4
					WB Overall	-	B	11.1	-	B	11.6	-	B	13.9	2.3
			Neelytown Road North	NB	LT	0.08	C	25.0	0.13	C	25.6	0.19	C	26.3	0.7
					R	0.19	C	26.4	0.40	C	29.7	0.39	C	29.5	-0.2
					NB Overall	-	C	26.0	-	C	28.7	-	C	28.4	-0.3
			Beaver Dam Road	SB	LTR	0.04	C	24.6	0.05	C	24.8	0.40	C	31.2	6.4
					Overall	-	B	14.9	-	B	16.9	-	B	19.8	2.9
			4	Neelytown Road & NYS Route 416	Signalized										
Neelytown Road	WB	LR				0.51	B	11.0	0.56	B	10.7	0.62	B	11.1	0.4
NYS Route 416	NB	TR				0.26	A	5.6	0.31	A	6.0	0.34	A	6.4	0.4
NYS Route 416	SB	LT				0.13	A	5.3	0.17	A	5.7	0.21	A	6.0	0.3
		Overall				-	A	6.8	-	A	7.2	-	A	7.7	0.5
5	NYS Route 211 & NYS Route 416	Unsignalized													
			NYS Route 416	WB	L	0.02	B	13.4	0.02	B	14.5	0.02	C	15.1	0.6
					R	0.12	A	9.9	0.15	B	10.2	0.17	B	10.3	0.1
			NYS Route 211	SB	LT	0.06	A	7.9	0.08	A	8.0	0.09	A	8.0	0.0
6	Goodwill Road & Beaver Dam Road	Unsignalized													
			Goodwill Road	WB	LT	0.04	A	7.5	0.04	A	7.6	0.04	A	7.6	0.0
			Beaver Dam Road	NB	LR	0.08	A	9.8	0.09	B	10.0	0.12	B	10.6	0.6
7	Chandler Lane & Beaver Dam Road	Unsignalized													
			Chandler Lane	EB	LR	0.05	A	9.1	0.06	A	9.2	0.06	A	9.4	0.2
			Beaver Dam Road	NB	LT	0.00	A	0.0	0.00	A	0.0	0.00	A	0.0	0.0

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

			2023 Existing			2027 No-Build			2027 Build			Change in Delay No-Build to Build			
			v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay				
8	Neelytown Road & Site Driveway 1	Unsignalized													
			Neelytown Road	EB	L	-	-	-	-	-	-	0.01	B	10.1	-
		Site Driveway 1	SB	LR	-	-	-	-	-	-	0.31	C	18.5	-	
		W/ Traffic Signal													
		Neelytown Road	EB	L	-	-	-	-	-	-	0.02	A	7.3	-	
				T	-	-	-	-	-	-	0.46	A	5.3	-	
			EB Overall		-	-	-	-	-	-	-	A	5.4	-	
		Neelytown Road	WB	T	-	-	-	-	-	-	0.49	A	9.6	-	
				R	-	-	-	-	-	-	0.55	B	10.2	-	
			EB Overall		-	-	-	-	-	-	-	A	9.9	-	
	Site Driveway 1	SB	LR	-	-	-	-	-	-	0.78	C	21.4	-		
		Overall		-	-	-	-	-	-	-	A	9.3	-		
9	Beaver Dam Road & Site Driveway 2	Unsignalized													
			Site Driveway 2	WB	LR	-	-	-	-	-	-	0.19	B	10.2	-
			Beaver Dam Road	SB	LT	-	-	-	-	-	-	0.02	A	7.4	-

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. 3
Level of Service Summary Table
Weekday Peak AM Hour**

			2037 No-Build			2037 Build			Change in Delay No-Build to Build
			v/c	LOS	Delay	v/c	LOS	Delay	
1	NYS Route 208 & I-84 WB On-Off Ramps	Signalized							
	I-84 WB Off-Ramp	WB	1.47	F	275.0	1.74	F	394.4	119.4
		R	0.79	E	57.3	0.78	E	56.6	-0.7
		WB Overall	-	F	208.1	-	F	302.4	94.3
	NYS Route 208	NB	1.00	F	104.4	0.98	F	92.7	-11.7
		TT	0.29	A	0.0	0.29	A	0.0	0.0
		NB Overall	-	C	22.8	-	C	21.5	-1.3
	NYS Route 208	SB	0.78	D	36.1	0.80	D	37.0	0.9
		TR	0.79	D	36.8	0.80	D	37.7	0.9
		SB Overall	-	D	36.5	-	D	37.3	0.8
		Overall	-	F	84.9	-	F	118.8	33.9
	W/ Signal Timing Changes								
	I-84 WB Off-Ramp	WB	-	-	-	1.28	F	181.6	-93.4
		R	-	-	-	0.57	D	37.8	-19.5
		WB Overall	-	-	-	-	F	142.4	-65.7
	NYS Route 208	NB	-	-	-	1.22	F	183.7	79.3
		TT	-	-	-	0.33	A	0.0	0.0
		NB Overall	-	-	-	-	D	42.6	19.8
	NYS Route 208	SB	-	-	-	0.90	D	51.9	15.8
		TR	-	-	-	0.91	D	53.4	16.6
		SB Overall	-	-	-	-	D	52.6	16.1
		Overall	-	-	-	-	E	78.9	-6.0

**Table No. 3
Level of Service Summary Table
Weekday Peak AM Hour**

				2037 No-Build			2037 Build			Change in Delay No-Build to Build
	v/c	LOS	Delay	v/c	LOS	Delay				
2	NYS Route 208 & I-84 EB On-Off Ramps / Neelytown Road			Signalized						
	Neelytown Road	EB	L	1.05	F	133.7	1.09	F	144.0	10.3
			T	0.57	D	46.3	0.56	D	45.2	-1.1
			TR	0.59	D	46.6	0.58	D	45.5	-1.1
			EB Overall	-	F	81.6	-	F	86.0	4.4
	I-84 WB On-Off Ramps	WB	L	0.84	E	71.4	0.84	E	69.7	-1.7
			T	0.52	D	49.5	0.82	E	55.7	6.2
			R	0.60	D	41.8	0.58	D	41.0	-0.8
			WB Overall	-	D	51.8	-	D	53.2	1.4
	NYS Route 208	NB	L	0.83	F	84.0	0.81	E	71.7	-12.3
			T	0.42	C	31.4	0.42	C	31.8	0.4
			TR	0.43	C	31.8	0.43	C	32.2	0.4
			NB Overall	-	D	36.4	-	D	38.1	1.7
	NYS Route 208	SB	LL	0.82	E	68.1	0.82	E	67.5	-0.6
			TT	0.36	D	38.9	0.36	D	40.7	1.8
			R	-	A	-	-	A	-	-
			SB Overall	-	D	49.2	-	D	50.2	1.0
			Overall	-	D	53.5	-	E	55.5	2.0
	W/ Signal Timing Changes									
	Neelytown Road	EB	L	-	-	-	0.90	E	75.6	-58.1
			T	-	-	-	0.51	D	41.9	-4.4
			TR	-	-	-	0.52	D	42.1	-4.5
			EB Overall	-	-	-	-	E	55.8	-25.8
	I-84 WB On-Off Ramps	WB	L	-	-	-	0.84	E	71.6	0.2
			T	-	-	-	0.86	E	65.8	16.3
			R	-	-	-	0.60	D	42.2	0.4
			WB Overall	-	-	-	-	E	58.1	6.3
	NYS Route 208	NB	L	-	-	-	0.82	E	77.2	-6.8
			T	-	-	-	0.45	C	34.6	3.2
			TR	-	-	-	0.46	D	35.1	3.3
			NB Overall	-	-	-	-	D	41.4	5.0
	NYS Route 208	SB	LL	-	-	-	0.82	E	65.3	-2.8
			TT	-	-	-	0.39	D	42.5	3.6
			R	-	-	-	-	A	-	-
			SB Overall	-	-	-	-	D	50.6	1.4
			Overall	-	-	-	-	D	51.5	-2.0

**Table No. 3
Level of Service Summary Table
Weekday Peak AM Hour**

				2037 No-Build			2037 Build			Change in Delay No-Build to Build
				v/c	LOS	Delay	v/c	LOS	Delay	
3	Neelytown Road & Beaver Dam Road / Neelytown Road North									
		Neelytown Road	EB L	0.01	B	11.3	0.10	B	12.1	0.8
			TR	0.30	A	9.6	0.30	A	9.6	0.0
			EB Overall	-	A	9.6	-	A	9.9	0.3
		Neelytown Road	WB L	0.34	B	14.9	0.33	B	16.7	1.8
			TR	0.58	B	17.6	0.64	C	22.3	4.7
			WB Overall	-	B	16.8	-	C	20.6	3.8
		Neelytown Road North	NB LT	0.17	C	26.2	0.24	C	27.0	0.8
			R	0.16	C	26.2	0.15	C	25.9	-0.3
			NB Overall	-	C	26.2	-	C	26.6	0.4
		Beaver Dam Road	SB LTR	0.09	C	25.1	0.15	C	25.9	0.8
			Overall	-	B	16.6	-	B	19.0	2.4
4	Neelytown Road & NYS Route 416									
		Neelytown Road	WB LR	0.72	B	13.9	0.73	B	15.0	1.1
		NYS Route 416	NB TR	0.27	A	7.1	0.29	A	7.1	0.0
		NYS Route 416	SB LT	0.58	A	9.5	0.61	B	10.2	0.7
			Overall	-	B	10.4	-	B	11.0	0.6
5	NYS Route 211 & NYS Route 416									
		NYS Route 416	WB L	0.32	E	38.2	0.35	E	43.4	5.2
			R	0.18	B	10.2	0.18	B	10.3	0.1
		NYS Route 211	SB LT	0.18	A	8.2	0.20	A	8.3	0.1
6	Goodwill Road & Beaver Dam Road									
		Goodwill Road	WB LT	0.03	A	7.5	0.03	A	7.6	0.1
		Beaver Dam Road	NB LR	0.12	A	9.6	0.13	A	9.8	0.2
7	Chandler Lane & Beaver Dam Road									
		Chandler Lane	EB LR	0.08	A	9.6	0.09	A	9.9	0.3
		Beaver Dam Road	NB LT	0.00	A	8.4	0.00	A	8.5	0.1

**Table No. 3
Level of Service Summary Table
Weekday Peak AM Hour**

			2037 No-Build			2037 Build			Change in Delay No-Build to Build	
			v/c	LOS	Delay	v/c	LOS	Delay		
8	Neelytown Road & Site Driveway 1	Unsignalized								
			Neelytown Road EB L	-	-	-	0.01	B	13.2	-
		Site Driveway 1 SB LR	-	-	-	0.12	C	21.4	-	
		W/ Traffic Signal								
		Neelytown Road EB L	-	-	-	0.02	A	6.7	-	
						0.29	A	2.9	-	
		EB Overall	-	-	-	-	A	2.9	-	
		Neelytown Road WB T	-	-	-	0.77	A	9.5	-	
						0.38	A	6.2	-	
		EB Overall	-	-	-	-	A	8.4	-	
		Site Driveway 1 SB LR	-	-	-	0.67	D	35.8	-	
	Overall	-	-	-	-	A	7.7	-		
9	Beaver Dam Road & Site Driveway 2	Unsignalized								
			Site Driveway 2 WB LR	-	-	-	0.04	A	9.7	-
			Beaver Dam Road SB LT	-	-	-	0.03	A	7.5	-

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.

**Table No. 3
Level of Service Summary Table
Weekday Peak PM Hour**

			2037 No-Build			2037 Build			Change in Delay No-Build to Build
			v/c	LOS	Delay	v/c	LOS	Delay	
1	NYS Route 208 & I-84 WB On-Off Ramps	Signalized							
	I-84 WB Off-Ramp	WB	0.96	F	82.5	1.02	F	98.7	16.2
		R	1.04	F	108.8	1.04	F	108.8	0.0
		WB Overall	-	F	95.1	-	F	103.4	8.3
	NYS Route 208	NB	1.35	F	216.8	1.57	F	306.8	90.0
		TT	0.35	A	0.0	0.37	A	0.0	0.0
		NB Overall	-	E	58.4	-	F	97.3	38.9
	NYS Route 208	SB	0.62	C	29.1	0.63	C	29.2	0.1
		TR	0.62	C	29.3	0.63	C	29.5	0.2
		SB Overall	-	C	29.2	-	C	29.4	0.2
		Overall	-	E	58.4	-	E	76.9	18.5
	W/ Signal Timing Changes								
	I-84 WB Off-Ramp	WB	-	-	-	0.91	E	65.3	-17.2
		R	-	-	-	0.93	E	71.9	-36.9
		WB Overall	-	-	-	-	E	68.4	-26.7
	NYS Route 208	NB	-	-	-	0.97	D	54.7	-162.1
		TT	-	-	-	0.38	A	0.0	0.0
		NB Overall	-	-	-	-	B	17.4	-41.0
	NYS Route 208	SB	-	-	-	0.86	D	53.9	24.8
		TR	-	-	-	0.86	D	54.8	25.5
		SB Overall	-	-	-	-	D	54.3	25.1
		Overall	-	-	-	-	D	42.7	-15.7

**Table No. 3
Level of Service Summary Table
Weekday Peak PM Hour**

				2037 No-Build			2037 Build			Change in Delay No-Build to Build
				v/c	LOS	Delay	v/c	LOS	Delay	
2	NYS Route 208 & I-84 EB On-Off Ramps / Neelytown Road	Signalized								
	Neelytown Road	EB	L	1.27	F	206.7	1.75	F	409.0	202.3
			T	0.46	D	38.5	0.59	D	41.0	2.5
			TR	0.46	D	38.7	0.60	D	41.2	2.5
			EB Overall	-	F	109.5	-	F	204.5	95.0
	I-84 WB On-Off Ramps	WB	L	0.80	E	70.6	0.80	E	70.4	-0.2
			T	0.59	D	50.0	0.55	D	48.2	-1.8
			R	0.69	D	43.3	0.68	D	43.1	-0.2
			WB Overall	-	D	49.9	-	D	49.4	-0.5
	NYS Route 208	NB	L	0.83	F	83.3	0.80	E	77.2	-6.1
			T	0.68	D	38.9	0.67	D	38.8	-0.1
			TR	0.68	D	39.3	0.67	D	39.1	-0.2
			NB Overall	-	D	41.6	-	D	41.6	0.0
	NYS Route 208	SB	LL	0.76	E	65.3	0.76	E	65.2	-0.1
			TT	0.37	D	40.9	0.38	D	41.2	0.3
			R	-	A	-	-	A	-	-
			SB Overall	-	D	47.5	-	D	47.7	0.2
			Overall	-	E	61.1	-	F	94.6	33.5
	W/ Signal Timing Changes									
	Neelytown Road	EB	L	-	-	-	0.96	E	76.6	-130.1
			T	-	-	-	0.47	C	32.3	-6.2
			TR	-	-	-	0.48	C	32.4	-6.3
			EB Overall	-	-	-	-	D	52.0	-57.5
	I-84 WB On-Off Ramps	WB	L	-	-	-	0.81	E	79.7	9.1
			T	-	-	-	0.77	E	73.0	23.0
			R	-	-	-	0.88	E	71.9	28.6
			WB Overall	-	-	-	-	E	73.6	23.7
	NYS Route 208	NB	L	-	-	-	0.81	E	77.7	-5.6
			T	-	-	-	0.81	D	53.0	14.1
			TR	-	-	-	0.81	D	53.8	14.5
			NB Overall	-	-	-	-	E	55.0	13.4
	NYS Route 208	SB	LL	-	-	-	0.84	E	71.6	6.3
			TT	-	-	-	0.46	D	46.6	5.7
			R	-	-	-	-	A	-	-
			SB Overall	-	-	-	-	D	53.4	5.9
			Overall	-	-	-	-	E	56.8	-4.3

**Table No. 3
Level of Service Summary Table
Weekday Peak PM Hour**

				2037 No-Build			2037 Build			Change in Delay No-Build to Build
				v/c	LOS	Delay	v/c	LOS	Delay	
3	Neelytown Road & Beaver Dam Road / Neelytown Road North									
		Neelytown Road	EB L	0.03	B	10.1	0.04	B	10.3	0.2
			TR	0.45	B	11.3	0.45	B	11.3	0.0
			EB Overall	-	B	11.2	-	B	11.3	0.1
		Neelytown Road	WB L	0.18	B	15.7	0.18	B	15.8	0.1
			TR	0.43	B	15.6	0.45	B	16.7	1.1
			WB Overall	-	B	15.6	-	B	16.5	0.9
		Neelytown Road North	NB LT	0.21	C	26.6	0.26	C	27.4	0.8
			R	0.60	C	34.8	0.59	C	34.2	-0.6
			NB Overall	-	C	32.6	-	C	32.3	-0.3
		Beaver Dam Road	SB LTR	0.11	C	25.4	0.80	D	51.4	26.0
		Overall	-	B	19.1	-	C	24.7	5.6	
4	Neelytown Road & NYS Route 416									
		Neelytown Road	WB LR	0.73	B	12.7	0.76	B	13.7	1.0
		NYS Route 416	NB TR	0.48	A	9.5	0.48	B	10.3	0.8
		NYS Route 416	SB LT	0.51	B	11.0	0.54	B	12.5	1.5
			Overall	-	B	11.2	-	B	12.3	1.1
5	NYS Route 211 & NYS Route 416									
		NYS Route 416	WB L	0.13	D	27.3	0.13	D	27.9	0.6
			R	0.45	B	14.3	0.48	B	14.9	0.6
		NYS Route 211	SB LT	0.16	A	8.6	0.16	A	8.6	0.0
6	Goodwill Road & Beaver Dam Road									
		Goodwill Road	WB LT	0.07	A	7.8	0.07	A	7.8	0.0
		Beaver Dam Road	NB LR	0.16	B	11.9	0.24	B	13.2	1.3
7	Chandler Lane & Beaver Dam Road									
		Chandler Lane	EB LR	0.08	A	9.5	0.08	A	9.8	0.3
		Beaver Dam Road	NB LT	0.00	A	7.4	0.00	A	7.5	0.1

**Table No. 3
Level of Service Summary Table
Weekday Peak PM Hour**

			2037 No-Build			2037 Build			Change in Delay No-Build to Build		
			v/c	LOS	Delay	v/c	LOS	Delay			
8	Neelytown Road & Site Driveway 1	Unsignalized									
		Neelytown Road	EB	L	-	-	-	0.01	B	10.2	-
		Site Driveway 1	SB	LR	-	-	-	1.08	F	144.4	-
		W/ Traffic Signal									
		Neelytown Road	EB	L	-	-	-	0.02	A	7.6	-
				T	-	-	-	0.84	B	10.0	-
			EB Overall		-	-	-	-	A	10.0	-
		Neelytown Road	WB	T	-	-	-	0.60	B	10.7	-
				R	-	-	-	0.15	A	8.0	-
			EB Overall		-	-	-	-	B	10.3	-
		Site Driveway 1	SB	LR	-	-	-	0.77	C	22.6	-
		Overall		-	-	-	-	B	11.7	-	
9	Beaver Dam Road & Site Driveway 2	Unsignalized									
		Site Driveway 2	WB	LR	-	-	-	0.31	B	10.9	-
		Beaver Dam Road	SB	LT	-	-	-	0.01	A	7.4	-

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. 3
Level of Service Summary Table
Weekday Peak SAT Hour**

			2037 No-Build			2037 Build			Change in Delay No-Build to Build
			v/c	LOS	Delay	v/c	LOS	Delay	
1	NYS Route 208 & I-84 WB On-Off Ramps	Signalized							
	I-84 WB Off-Ramp	WB	0.88	E	65.2	0.92	E	72.7	7.5
		R	0.74	D	53.7	0.62	D	47.8	-5.9
		WB Overall	-	E	60.3	-	E	63.4	3.1
	NYS Route 208	NB	0.87	E	64.3	0.91	E	73.0	8.7
		TT	0.21	A	0.0	0.23	A	0.0	0.0
		NB Overall	-	B	14.3	-	C	20.2	5.9
	NYS Route 208	SB	0.44	B	16.7	0.51	C	22.9	6.2
		TR	0.44	B	16.8	0.51	C	23.0	6.2
		SB Overall	-	B	16.7	-	C	22.9	6.2
		Overall	-	C	26.3	-	C	32.1	5.8
	W/ Signal Timing Changes								
	I-84 WB Off-Ramp	WB	-	-	-	0.90	E	58.4	-6.8
		R	-	-	-	0.60	D	46.2	-7.5
		WB Overall	-	-	-	-	D	53.8	-6.5
	NYS Route 208	NB	-	-	-	0.90	E	58.5	-5.8
		TT	-	-	-	0.23	A	0.0	0.0
		NB Overall	-	-	-	-	B	16.2	1.9
	NYS Route 208	SB	-	-	-	0.52	C	23.6	6.9
		TR	-	-	-	0.52	C	23.7	6.9
		SB Overall	-	-	-	-	C	23.6	6.9
		Overall	-	-	-	-	C	28.6	2.3

**Table No. 3
Level of Service Summary Table
Weekday Peak SAT Hour**

2	NYS Route 208 & I-84 EB On-Off Ramps / Neelytown Road	Signalized	2037 No-Build			2037 Build			Change in Delay No-Build to Build		
			v/c	LOS	Delay	v/c	LOS	Delay			
	Neelytown Road	EB	L	0.80	E	72.0	0.88	F	80.4	8.4	
			T	0.24	D	48.4	0.30	D	43.4	-5.0	
			TR	0.25	D	48.5	0.31	D	43.6	-4.9	
			EB Overall	-	E	59.6	-	E	61.5	1.9	
	I-84 WB On-Off Ramps	WB	L	0.80	E	69.6	0.80	E	69.2	-0.4	
			T	0.26	D	49.4	0.41	D	50.6	1.2	
			R	0.59	D	45.3	0.58	D	45.0	-0.3	
			WB Overall	-	D	52.7	-	D	52.2	-0.5	
	NYS Route 208	NB	L	0.90	F	108.9	0.79	E	77.4	-31.5	
			T	0.31	C	20.0	0.34	C	24.6	4.6	
			TR	0.32	C	20.2	0.35	C	24.8	4.6	
			NB Overall	-	C	25.3	-	C	30.0	4.7	
	NYS Route 208	SB	LL	0.78	E	67.5	0.78	E	67.2	-0.3	
			TT	0.23	C	29.3	0.27	C	34.1	4.8	
			R	-	A	-	-	A	-	-	
			SB Overall	-	D	42.1	-	D	45.2	3.1	
			Overall	-	D	41.3	-	D	45.5	4.2	
	W/ Signal Timing Changes										
	Neelytown Road	EB	L	-	-	-	0.85	E	65.8	-6.2	
			T	-	-	-	0.30	D	43.8	-4.6	
			TR	-	-	-	0.31	D	44.0	-4.5	
			EB Overall	-	-	-	-	D	54.6	-5.0	
	I-84 WB On-Off Ramps	WB	L	-	-	-	0.80	E	69.3	-0.3	
			T	-	-	-	0.44	D	51.7	2.3	
			R	-	-	-	0.60	D	46.3	1.0	
			WB Overall	-	-	-	-	D	53.2	0.5	
	NYS Route 208	NB	L	-	-	-	0.79	E	77.6	-31.3	
			T	-	-	-	0.34	C	24.4	4.4	
			TR	-	-	-	0.35	C	24.6	4.4	
			NB Overall	-	-	-	-	C	29.9	4.6	
	NYS Route 208	SB	LL	-	-	-	0.77	E	64.7	-2.8	
			TT	-	-	-	0.27	C	33.9	4.6	
			R	-	-	-	-	A	-	-	
			SB Overall	-	-	-	-	D	44.2	2.1	
			Overall	-	-	-	-	D	44.0	2.7	

**Table No. 3
Level of Service Summary Table
Weekday Peak SAT Hour**

				2037 No-Build			2037 Build			Change in Delay No-Build to Build	
				v/c	LOS	Delay	v/c	LOS	Delay		
3	Neelytown Road & Beaver Dam Road / Neelytown Road North		Signalized								
		Neelytown Road	EB	L	0.01	A	9.1	0.05	A	9.4	0.3
				TR	0.21	A	8.7	0.22	A	8.8	0.1
				EB Overall	-	A	8.7	-	A	8.9	0.2
		Neelytown Road	WB	L	0.17	B	11.9	0.19	B	14.2	2.3
				TR	0.17	B	11.6	0.20	B	13.9	2.3
				WB Overall	-	B	11.7	-	B	14.0	2.3
		Neelytown Road North	NB	LT	0.14	C	25.7	0.20	C	26.4	0.7
				R	0.42	C	30.1	0.41	C	29.9	-0.2
				NB Overall	-	C	28.9	-	C	28.7	-0.2
		Beaver Dam Road	SB	LTR	0.06	C	24.8	0.40	C	31.5	6.7
			Overall	-	B	17.0	-	B	19.8	2.8	
4	Neelytown Road & NYS Route 416		Signalized								
		Neelytown Road	WB	LR	0.57	B	10.6	0.63	B	11.1	0.5
		NYS Route 416	NB	TR	0.33	A	6.2	0.37	A	6.5	0.3
		NYS Route 416	SB	LT	0.19	A	5.8	0.23	A	6.3	0.5
				Overall	-	A	7.3	-	A	7.8	0.5
5	NYS Route 211 & NYS Route 416		Unsignalized								
		NYS Route 416	WB	L	0.03	C	15.4	0.03	C	16.0	0.6
				R	0.17	B	10.4	0.19	B	10.6	0.2
		NYS Route 211	SB	LT	0.08	A	8.1	0.09	A	8.1	0.0
6	Goodwill Road & Beaver Dam Road		Unsignalized								
		Goodwill Road	WB	LT	0.04	A	7.6	0.04	A	7.7	0.1
		Beaver Dam Road	NB	LR	0.10	B	10.3	0.13	B	10.9	0.6
7	Chandler Lane & Beaver Dam Road		Unsignalized								
		Chandler Lane	EB	LR	0.06	A	9.2	0.06	A	9.5	0.3
		Beaver Dam Road	NB	LT	0.00	A	0.0	0.00	A	0.0	0.0

**Table No. 3
Level of Service Summary Table
Weekday Peak SAT Hour**

			2037 No-Build			2037 Build			Change in Delay No-Build to Build			
			v/c	LOS	Delay	v/c	LOS	Delay				
8	Neelytown Road & Site Driveway 1	Unsignalized										
			Neelytown Road	EB	L	-	-	-	0.01	B	10.2	-
		Site Driveway 1	SB	LR	-	-	-	0.33	C	19.5	-	
		W/ Traffic Signal										
		Neelytown Road	EB	L	-	-	-	0.02	A	7.4	-	
				T	-	-	-	0.49	A	5.4	-	
			EB Overall		-	-	-	-	A	5.5	-	
		Neelytown Road	WB	T	-	-	-	0.51	A	9.7	-	
				R	-	-	-	0.55	B	10.1	-	
			EB Overall		-	-	-	-	A	9.9	-	
		Site Driveway 1	SB	LR	-	-	-	0.78	C	21.5	-	
		Overall		-	-	-	-	A	9.3	-		
9	Beaver Dam Road & Site Driveway 2	Unsignalized										
			Site Driveway 2	WB	LR	-	-	-	0.19	B	10.3	-
			Beaver Dam Road	SB	LT	-	-	-	0.02	A	7.4	-

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. 4
ACCIDENT DATA SUMMARY
NEELYTOWN ROAD (CR 99)/I-84 RAMPS & NYS ROUTE 208**

On Street	Location	Mile Marker	Date	Time	Traffic Control	Accident Class	# of Vehicles Injured	Light Condition	Road Condition	Weather	Manner of Collision	Apparent Contributing Factors
ROUTE 208	AT THE INTERSECTION OF NEELYTOWN RD	208 83011157	3/31/2017	8:06 PM	NOT ENTERED	PDO	0-0	NOT ENTERED	NOT ENTERED	NOT ENTERED	NOT ENTERED	
RAMP	AT THE INTERSECTION OF NEELYTOWN RD		6/14/2017	2:40 PM	OTHER	PDO	2-0	DAYLIGHT	DRY	CLEAR	OVERTAKING	V1:(FAILURE TO YIELD RIGHT OF WAY,PASSING OR LANE USAGE IMPROPERLY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
RAMP	AT THE INTERSECTION OF ROUTE 208		7/3/2017	7:50 AM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
NEELYTOWN RD	AT THE INTERSECTION OF ROUTE 208	208 83011157	7/12/2017	6:05 AM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(FOLLOWING TOO CLOSELY,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
NEELYTOWN RD	AT THE INTERSECTION OF ROUTE 208	208 83011157	7/12/2017	5:26 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	OVERTAKING	V1:(FAILURE TO YIELD RIGHT OF WAY,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 208	AT THE INTERSECTION OF NEELYTOWN RD	208 83011157	9/27/2017	3:55 AM	TRAFFIC SIGNAL	PDO	2-0	DARK-ROAD LIGHTED	DRY	CLEAR	RIGHT ANGLE	V1:(TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE) / V2:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE)
RAMP	AT THE INTERSECTION OF ROUTE 208		10/30/2017	1:50 PM	NONE	PDO	1-0	DAYLIGHT	DRY	CLEAR	OTHER	V1:(REACTION TO OTHER UNINVOLVED VEHICLE,PASSING OR LANE USAGE IMPROPERLY)
RAMP	AT THE INTERSECTION OF ROUTE 208		12/8/2017	7:58 AM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	OVERTAKING	V1:(PASSING OR LANE USAGE IMPROPERLY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 208	AT THE INTERSECTION OF NEELYTOWN RD	208 83011157	12/31/2017	5:34 PM	TRAFFIC SIGNAL	I	2-1	DARK-ROAD LIGHTED	DRY	CLEAR	HEAD ON	V1:(TRAFFIC CONTROL DEVICES DISREGARDED,FAILURE TO YIELD RIGHT OF WAY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 208	AT THE INTERSECTION OF NEELYTOWN RD	208 83011157	1/2/2018	6:20 PM	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	WET	CLOUDY	OTHER	V1:(ANIMAL'S ACTION,NOT APPLICABLE)
NEELYTOWN RD	AT THE INTERSECTION OF ROUTE 208		1/4/2018	8:05 AM	NONE	PDO	2-0	DAYLIGHT	SNOW/ICE	SNOW	REAR END	V1:(PAVEMENT SLIPPERY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 208	AT THE INTERSECTION OF NEELYTOWN RD	208 83011157	5/25/2018	3:07 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
NEELYTOWN RD	AT THE INTERSECTION OF ROUTE 208	208 83011157	7/2/2018	4:05 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(FOLLOWING TOO CLOSELY,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 208	AT THE INTERSECTION OF NEELYTOWN RD	208 83011157	7/10/2018	4:44 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(NOT APPLICABLE,NOT APPLICABLE) / V2:(DRIVER INATTENTION,NOT APPLICABLE)
ROUTE 208	AT THE INTERSECTION OF NEELYTOWN RD	208 83011157	8/1/2018	7:29 AM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	WET	RAIN	REAR END	V1:(DRIVER INATTENTION,NOT ENTERED) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 208	AT THE INTERSECTION OF NEELYTOWN RD	208 83011157	8/7/2018	12:45 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLOUDY	LEFT TURN (AGAINST OTHER CAR)	V1:(DRIVER INATTENTION,TRAFFIC CONTROL DEVICES DISREGARDED) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 208	AT THE INTERSECTION OF NEELYTOWN RD	208 83011157	8/8/2018	7:40 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	OTHER	V1:(BACKING UNSAFELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
RAMP	AT THE INTERSECTION OF NEELYTOWN RD		9/20/2018	6:20 PM	TRAFFIC SIGNAL	PDO	2-0	DUSK	DRY	CLEAR	REAR END	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
RAMP	AT THE INTERSECTION OF ROUTE 208		10/17/2018	4:00 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 208	AT THE INTERSECTION OF NEELYTOWN RD	208 83011157	10/21/2018	1:34 PM	NONE	I	2-1	DAYLIGHT	DRY	CLEAR	LEFT TURN (AGAINST OTHER CAR)	V1:(TURNING IMPROPER,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
NEELYTOWN RD	AT THE INTERSECTION OF ROUTE 208	208 83011157	11/6/2018	3:50 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	WET	RAIN	OVERTAKING	V1:(UNSAFE LANE CHANGE,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
NEELYTOWN RD	AT THE INTERSECTION OF ROUTE 208	208 83011157	1/17/2019	3:00 PM	YIELD SIGN	PDO	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 208	AT THE INTERSECTION OF NEELYTOWN RD	208 83011157	3/12/2019	5:25 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
RAMP	AT THE INTERSECTION OF NEELYTOWN RD		5/23/2019	11:10 AM	TRAFFIC SIGNAL	PDO	1-0	DAYLIGHT	DRY	CLOUDY	OTHER	V1:(OTHER (VEHICLE),NOT APPLICABLE)
ROUTE 208	AT THE INTERSECTION OF NEELYTOWN RD	208 83011157	8/5/2019	5:30 AM	TRAFFIC SIGNAL	PDO	2-0	DAWN	DRY	CLEAR	OVERTAKING	V1:(PASSING OR LANE USAGE IMPROPERLY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
RAMP	AT THE INTERSECTION OF ROUTE 208		8/17/2019	2:00 PM	TRAFFIC SIGNAL	I	2-1	DAYLIGHT	DRY	CLEAR	REAR END	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
NEELYTOWN RD	AT THE INTERSECTION OF ROUTE 208	208 83011157	10/25/2019	11:15 AM	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	OVERTAKING	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
NEELYTOWN RD	AT THE INTERSECTION OF ROUTE 208	208 83011157	11/11/2019	1:34 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
RAMP	AT THE INTERSECTION OF ROUTE 208		11/13/2019	11:45 AM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	RIGHT ANGLE	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 208	AT THE INTERSECTION OF NEELYTOWN RD	208 83011157	12/20/2019	6:30 PM	TRAFFIC SIGNAL	PDO	2-0	DARK-ROAD LIGHTED	DRY	CLOUDY	LEFT TURN (WITH OTHER CAR)	V1:(TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)

NOTES:

1) ACCIDENT DATA OBTAINED FROM THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION (NYSOT) RECORDS ACCESS DEPARTMENT FOR THE TIME PERIOD BETWEEN JANUARY 1, 2017 THROUGH DECEMBER 31, 2021.

2) ACCIDENT CLASS: PDO = PROPERTY DAMAGE ONLY, I = INJURY, F = FATALITY, UNKNOW = NON-REPORTABLE

**TABLE NO. 4
ACCIDENT DATA SUMMARY
NEELYTOWN ROAD (CR 99)/I-84 RAMPS & NYS ROUTE 208**

On Street	Location	Mile Marker	Date	Time	Traffic Control	Accident Class	# of Vehicles Injuries	Light Condition	Road Condition	Weather	Manner of Collision	Apparent Contributing Factors
NEELYTOWN RD	AT THE INTERSECTION OF ROUTE 208	208 83011157	2/1/2020	2:22 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(VIEW OBSTRUCTED/LIMITED,NOT APPLICABLE)
NEELYTOWN RD	AT THE INTERSECTION OF ROUTE 208	208 83011157	3/4/2020	12:25 PM	TRAFFIC SIGNAL	I	2-1	DAYLIGHT	DRY	CLEAR	REAR END	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 208	AT THE INTERSECTION OF NEELYTOWN RD	208 83011157	3/6/2020	7:50 AM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(FOLLOWING TOO CLOSELY,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 208	AT THE INTERSECTION OF ROUTE 99	208 83011157	3/17/2020	9:00 AM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	V1:(UNKNOWN,UNKNOWN) / V2:(UNKNOWN,UNKNOWN)
ROUTE 208	AT THE INTERSECTION OF NEELYTOWN RD	208 83011157	7/25/2020	1:38 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(VIEW OBSTRUCTED/LIMITED,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
NEELYTOWN RD	AT THE INTERSECTION OF ROUTE 208	208 83011157	12/2/2020	8:31 AM	NONE	PDO	1-0	DAYLIGHT	DRY	CLEAR	OTHER	V1:(REACTION TO OTHER UNINVOLVED VEHICL,FOLLOWING TOO CLOSELY)
NEELYTOWN RD	AT THE INTERSECTION OF ROUTE 208	208 83011157	12/15/2020	2:15 PM	NONE	PDO	1-0	DAYLIGHT	DRY	CLEAR	OTHER	V1:(BACKING UNSAFELY,DRIVER INATTENTION)
ROUTE 208	AT THE INTERSECTION OF NEELYTOWN RD	208 83011157	1/11/2021	6:46 AM	TRAFFIC SIGNAL	PDO	2-0	DAWN	DRY	CLOUDY	RIGHT ANGLE	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 208	AT THE INTERSECTION OF NEELYTOWN RD	208 83011157	3/23/2021	2:40 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(FOLLOWING TOO CLOSELY,BRAKES DEFECTIVE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 208	AT THE INTERSECTION OF NEELYTOWN RD	208 83011157	5/10/2021	6:04 AM	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	OVERTAKING	V1:(PASSING OR LANE USAGE IMPROPERLY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 208	AT THE INTERSECTION OF NEELYTOWN RD	208 83011157	7/29/2021	11:15 PM	TRAFFIC SIGNAL	I	2-1	DARK-ROAD LIGHTED	WET	CLEAR	REAR END	V1:(UNSAFE SPEED,ALCOHOL INVOLVEMENT) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 208	AT THE INTERSECTION OF NEELYTOWN RD	208 83011157	8/12/2021	10:35 AM	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	RIGHT ANGLE	V1:(BACKING UNSAFELY,DRIVER INATTENTION) / V2:(DRIVER INATTENTION,NOT APPLICABLE)
NEELYTOWN RD	AT THE INTERSECTION OF ROUTE 208	208 83011157	9/3/2021	4:40 PM	NONE	I	2-1	DAYLIGHT	DRY	CLOUDY	LEFT TURN (AGAINST OTHER CAR)	V1:(PASSING OR LANE USAGE IMPROPERLY,NOT APPLICABLE) / V2:(OTHER (VEHICLE),NOT APPLICABLE)
NEELYTOWN RD	AT THE INTERSECTION OF ROUTE 208	208 83011157	9/26/2021	4:55 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	V1:(FOLLOWING TOO CLOSELY,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
NEELYTOWN RD	AT THE INTERSECTION OF ROUTE 208	208 83011157	9/29/2021	10:45 AM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	LEFT TURN (AGAINST OTHER CAR)	V1:(UNSAFE LANE CHANGE,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 208	AT THE INTERSECTION OF NEELYTOWN RD	208 83011157	10/28/2021	4:03 AM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	HEAD ON	V1:(DRIVER INATTENTION,TRAFFIC CONTROL DEVICES DISREGARDED) / V2:(NOT APPLICABLE,NOT APPLICABLE)
NEELYTOWN RD	AT THE INTERSECTION OF ROUTE 208	208 83011157	11/18/2021	11:15 AM	NO PASSING ZONE	PDO	1-0	DAYLIGHT	DRY	CLEAR	OTHER	V1:(ANIMAL'S ACTION,NOT APPLICABLE)
NEELYTOWN RD	AT THE INTERSECTION OF ROUTE 208	208 83011157	12/10/2021	7:03 AM	YIELD SIGN	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 208	AT THE INTERSECTION OF NEELYTOWN RD	208 83011158	6/10/2021	6:44 AM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 208	AT THE INTERSECTION OF RAMP	208 83011159	5/9/2017	11:15 AM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	V1:(FOLLOWING TOO CLOSELY,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 208	AT THE INTERSECTION OF RAMP	208 83011159	11/9/2019	12:15 AM	TRAFFIC SIGNAL	PDO	2-0	DARK-ROAD LIGHTED	DRY	CLEAR	RIGHT ANGLE	V1:(TRAFFIC CONTROL DEVICES DISREGARDED,FAILURE TO YIELD RIGHT OF WAY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 208	AT THE INTERSECTION OF RAMP	208 83011159	7/10/2021	1:35 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(FOLLOWING TOO CLOSELY,FAILURE TO YIELD RIGHT OF WAY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 208	AT THE INTERSECTION OF RAMP	208 83011159	9/30/2021	5:30 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLOUDY	OVERTAKING	V1:(PASSING OR LANE USAGE IMPROPERLY,AGGRESSIVE DRIVING/ROAD RAGE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 208	AT THE INTERSECTION OF RAMP	208 83011159	10/7/2021	5:15 AM	TRAFFIC SIGNAL	I	1-1	DARK-ROAD LIGHTED	DRY	DG/SMOG/SMO	OTHER	V1:(NOT APPLICABLE,NOT APPLICABLE)

NOTES:

1) ACCIDENT DATA OBTAINED FROM THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION (NYSOT) RECORDS ACCESS DEPARTMENT FOR THE TIME PERIOD BETWEEN JANUARY 1, 2017 THROUGH DECEMBER 31, 2021.

2) ACCIDENT CLASS: PDO = PROPERTY DAMAGE ONLY, I = INJURY, F = FATALITY, UNKOWN = NON-REPORTABLE

**TABLE NO. 5
ACCIDENT DATA SUMMARY
NEELYTOWN ROAD (CR 99) & BEAVER DAM ROAD**

On Street	Location	Mile Marker	Date	Time	Traffic Control	Accident Class	# of Vehicles Injured	Light Condition	Road Condition	Weather	Manner of Collision	Apparent Contributing Factors
NEELYTOWN RD	AT THE INTERSECTION OF BEAVER DAM RD		8/21/2017	5:20 PM	NO PASSING ZONE	PDO	2-0	DAYLIGHT	OTHER	CLEAR	LEFT TURN (AGAINST OTHER CAR)	V1;(DRIVER INATTENTION,FAILURE TO YIELD RIGHT OF WAY) / V2;(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 99	AT THE INTERSECTION OF BEAVER DAM RD		12/18/2017	3:09 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLOUDY	LEFT TURN (WITH OTHER CAR)	V1;(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2;(NOT APPLICABLE,NOT APPLICABLE)
NEELYTOWN RD	AT THE INTERSECTION OF BEAVER DAM RD		12/22/2017	8:15 AM	NONE	I	1-1	DAYLIGHT	DRY	CLOUDY	OTHER	V1;(FELL ASLEEP,NOT APPLICABLE)
NEELYTOWN RD	AT THE INTERSECTION OF BEAVER DAM RD		10/5/2018	7:38 AM	NO PASSING ZONE	I	2-1	DAYLIGHT	DRY	CLOUDY	REAR END	V1;(FOLLOWING TOO CLOSELY,DRIVER INATTENTION) / V2;(ANIMAL'S ACTION,NOT APPLICABLE)
NEELYTOWN RD	AT THE INTERSECTION OF BEAVER DAM RD		4/11/2019	8:54 PM	NONE	PDO	3-0	DARK-ROAD LIGHTED	DRY	CLEAR	OTHER	V1;(FAILURE TO KEEP RIGHT,PASSING OR LANE USAGE IMPROPERLY) / V2;(NOT APPLICABLE,NOT APPLICABLE) / V3;(NOT APPLICABLE,NOT APPLICABLE)
NEELYTOWN RD	AT THE INTERSECTION OF BEAVER DAM RD		10/10/2019	7:05 PM	NONE	I	1-1	DARK-ROAD UNLIGHTED	DRY	CLEAR	OTHER	V1;(ANIMAL'S ACTION,NOT APPLICABLE)
NEELYTOWN RD	AT THE INTERSECTION OF BEAVER DAM RD		10/28/2019	9:03 AM	NONE	I	1-1	DAYLIGHT	DRY	CLOUDY	OTHER	V1;(DRIVER INATTENTION,EATING OR DRINKING)
NEELYTOWN RD	AT THE INTERSECTION OF BEAVER DAM RD		5/4/2020	2:05 AM	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	OTHER	V1;(ANIMAL'S ACTION,NOT APPLICABLE)
NEELYTOWN RD	AT THE INTERSECTION OF BEAVER DAM RD		5/23/2020	4:28 PM	TRAFFIC SIGNAL	I	2-2	DAYLIGHT	DRY	CLOUDY	REAR END	V1;(DRUGS (ILLEGAL),UNSAFE SPEED) / V2;(NOT APPLICABLE,NOT APPLICABLE)
NEELYTOWN RD	AT THE INTERSECTION OF BEAVER DAM RD		11/30/2020	2:28 PM	TRAFFIC SIGNAL	I	2-2	DAYLIGHT	WET	RAIN	RIGHT ANGLE	V1;(TRAFFIC CONTROL DEVICES DISREGARDED,FAILURE TO YIELD RIGHT OF WAY) / V2;(NOT APPLICABLE,NOT APPLICABLE)
NEELYTOWN RD	AT THE INTERSECTION OF BEAVER DAM RD		5/17/2021	4:05 AM	NO PASSING ZONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	OTHER	V1;(ANIMAL'S ACTION,NOT APPLICABLE)
NEELYTOWN RD	AT THE INTERSECTION OF BEAVER DAM RD		7/3/2021	11:29 PM	NONE	PDO	1-0	DARK-ROAD LIGHTED	DRY	CLEAR	OTHER	V1;(ANIMAL'S ACTION,NOT APPLICABLE)

**TABLE NO. 6
ACCIDENT DATA SUMMARY
NEELYTOWN ROAD (CR 99) & NYS ROUTE 416**

On Street	Location	Mile Marker	Date	Time	Traffic Control	Accident Class	# of Vehicles Injured	Light Condition	Road Condition	Weather	Manner of Collision	Apparent Contributing Factors
ROUTE 416	AT THE INTERSECTION OF ROUTE 99	416 83011032	7/7/2017	6:30 AM	NONE	PDO	1-0	DAWN	WET	RAIN	OTHER	V1;(PAVEMENT SLIPPERY,DRIVER INEXPERIENCE)
NEELYTOWN RD	AT THE INTERSECTION OF ROUTE 416	416 83011032	12/15/2017	3:20 PM	STOP SIGN	PDO	2-0	DAYLIGHT	SNOW/ICE	SNOW	REAR END	V1;(DRIVER INATTENTION,NOT APPLICABLE) / V2;(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 416	AT THE INTERSECTION OF NEELYTOWN RD	416 83011032	6/12/2018	9:00 AM	NONE	PDO	1-0	DAYLIGHT	DRY	CLOUDY	OTHER	V1;(TURNING IMPROPER,OVERSIZED VEHICLE)
ROUTE 416	AT THE INTERSECTION OF NEELYTOWN RD	416 83011032	6/13/2018	1:25 PM	STOP SIGN	I	3-1	DAYLIGHT	WET	CLOUDY	OTHER	V1;(NOT APPLICABLE,NOT APPLICABLE) / V2;(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V3;(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 416	AT THE INTERSECTION OF NEELYTOWN RD	416 83011032	7/26/2018	9:05 PM	STOP SIGN	PDO	2-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	RIGHT TURN (WITH OTHER CAR)	V1;(NOT APPLICABLE,NOT APPLICABLE) / V2;(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE)
ROUTE 416	AT THE INTERSECTION OF NEELYTOWN RD	416 83011032	11/7/2018	2:33 PM	STOP SIGN	I	2-1	DAYLIGHT	DRY	CLOUDY	RIGHT ANGLE	V1;(FAILURE TO YIELD RIGHT OF WAY,DRIVER INATTENTION) / V2;(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 416	AT THE INTERSECTION OF NEELYTOWN RD	416 83011032	5/27/2019	12:24 PM	NO PASSING ZONE	I	2-2	DAYLIGHT	DRY	CLOUDY	RIGHT ANGLE	V1;(FAILURE TO YIELD RIGHT OF WAY,DRIVER INATTENTION) / V2;(NOT APPLICABLE,NOT APPLICABLE)
NEELYTOWN RD	AT THE INTERSECTION OF ROUTE 416	416 83011032	7/18/2019	8:12 AM	NONE	PDO	1-0	DAYLIGHT	WET	CLOUDY	OTHER	V1;(UNSAFE SPEED,NOT APPLICABLE)
ROUTE 416	AT THE INTERSECTION OF ROUTE 99	416 83011032	10/11/2019	9:50 AM	NONE	PDO	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	V1;(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2;(NOT APPLICABLE,NOT APPLICABLE)
NEELYTOWN RD	AT THE INTERSECTION OF ROUTE 416		2/17/2020	10:25 PM	NONE	I	1-1	DARK-ROAD UNLIGHTED	DRY	CLEAR	OTHER	V1;(REACTION TO OTHER UNINVOLVED VEHICLE,PASSING OR LANE USAGE IMPROPERLY)
ROUTE 416	AT THE INTERSECTION OF NEELYTOWN RD	416 83011032	6/16/2020	6:55 PM	NONE	PDO	1-0	DAYLIGHT	DRY	CLEAR	OTHER	V1;(REACTION TO OTHER UNINVOLVED VEHICLE,NOT APPLICABLE)
ROUTE 416	AT THE INTERSECTION OF NEELYTOWN RD	416 83011032	6/18/2020	7:54 AM	NONE	I	2-1	DAYLIGHT	DRY	CLOUDY	REAR END	V1;(DRIVER INATTENTION,OUTSIDE CAR DISTRACTION) / V2;(NOT APPLICABLE,NOT APPLICABLE)
NEELYTOWN RD	AT THE INTERSECTION OF ROUTE 416	416 83011032	9/1/2020	11:03 AM	STOP SIGN	PDO	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	V1;(DRIVER INATTENTION,FOLLOWING TOO CLOSELY) / V2;(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 416	AT THE INTERSECTION OF NEELYTOWN RD	416 83011032	12/4/2020	4:15 AM	NONE	PDO	2-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	REAR END	V1;(OTHER (VEHICLE),NOT APPLICABLE) / V2;(BACKING UNSAFELY,DRIVER INATTENTION)
ROUTE 416	AT THE INTERSECTION OF NEELYTOWN RD	416 83011032	2/4/2021	2:25 PM	STOP SIGN	PDO	2-0	DAYLIGHT	DRY	CLEAR	RIGHT ANGLE	V1;(DRIVER INATTENTION,TURNING IMPROPER) / V2;(NOT APPLICABLE,UNKNOWN)
ROUTE 416	AT THE INTERSECTION OF NEELYTOWN RD	416 83011032	8/14/2021	8:40 AM	STOP SIGN	PDO	2-0	DAYLIGHT	DRY	CLOUDY	RIGHT ANGLE	V1;(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2;(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 416	AT THE INTERSECTION OF NEELYTOWN RD	416 83011032	9/15/2021	11:15 PM	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	WET	RAIN	OTHER	V1;(ANIMAL'S ACTION,NOT APPLICABLE)

NOTES:

1) ACCIDENT DATA OBTAINED FROM THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION (NYSOT) RECORDS ACCESS DEPARTMENT FOR THE TIME PERIOD BETWEEN JANUARY 1, 2017 THROUGH DECEMBER 31, 2021.

2) ACCIDENT CLASS: PDO = PROPERTY DAMAGE ONLY, I = INJURY, F = FATALITY, UNKOWN = NON-REPORTABLE

**TABLE NO. 7
ACCIDENT DATA SUMMARY
NYS ROUTE 211 & NYS ROUTE 416**

On Street	Location	Mile Marker	Date	Time	Traffic Control	Accident Class	# of Vehicles Injuries	Light Condition	Road Condition	Weather	Manner of Collision	Apparent Contributing Factors
ROUTE 211	AT THE INTERSECTION OF DUNN RD	211 83013092	7/11/2017	8:10 AM	NONE	PDO	1-0	DAYLIGHT	DRY	CLEAR	OTHER	V1:(ANIMAL'S ACTION,NOT APPLICABLE) V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
	AT THE INTERSECTION OF		11/22/2017	5:11 PM	YIELD SIGN	I	2-1	DARK-ROAD LIGHTED	DRY	CLEAR	REAR END	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
UNION ST	AT THE INTERSECTION OF RAMP	211 83013093	11/24/2017	7:34 PM	YIELD SIGN	PDO	2-0	DARK-ROAD LIGHTED	DRY	CLEAR	RIGHT TURN (WITH OTHER CAR)	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 416	AT THE INTERSECTION OF ROUTE 211	416 83011042	8/28/2018	7:56 AM	YIELD SIGN	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 416	AT THE INTERSECTION OF RAMP	416 83011042	10/17/2018	8:14 AM	YIELD SIGN	I	2-1	DAYLIGHT	DRY	CLEAR	REAR END	V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 211	AT THE INTERSECTION OF ROUTE 416	416 83011042	11/15/2018	5:00 PM	NONE	PDO	2-0	DARK-ROAD UNLIGHTED	SNOW/ICE	SNOW	OVERTAKING	V1:(NOT ENTERED,NOT ENTERED) / V2:(NOT ENTERED,NOT ENTERED)
ROUTE 211	AT THE INTERSECTION OF ROUTE 416	416 83011042	2/13/2019	9:24 AM	NONE	PDO	1-0	DAYLIGHT	SLUSH	CLEAR	OTHER	V1:(PAVEMENT SLIPPERY,PAVEMENT SLIPPERY)
UNION ST	AT THE INTERSECTION OF RAMP	211 83013093	7/20/2019	8:00 AM	NONE	PDO	2-0	DAYLIGHT	WET	RAIN	REAR END	V1:(FOLLOWING TOO CLOSELY,PAVEMENT SLIPPERY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 211	AT THE INTERSECTION OF ROUTE 416	416 83011042	7/23/2019	1:06 PM	NO PASSING ZONE	I	2-1	DAYLIGHT	DRY	CLOUDY	REAR END	V1:(FOLLOWING TOO CLOSELY,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
UNION ST	AT THE INTERSECTION OF RAMP	211 83013093	5/18/2020	12:30 PM	NONE	I	2-1	DAYLIGHT	DRY	CLEAR	REAR END	V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
UNION ST	AT THE INTERSECTION OF ROUTE 416	416 83011042	2/11/2021	3:40 PM	YIELD SIGN	PDO	2-0	DAYLIGHT	WET	CLEAR	LEFT TURN (WITH OTHER CAR)	V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(VIEW OBSTRUCTED/LIMITED,NOT APPLICABLE)
UNION ST	AT THE INTERSECTION OF RAMP	211 83013093	11/11/2021	8:43 AM	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(DRIVER INATTENTION,FOLLOWING TOO CLOSELY) / V2:(NOT APPLICABLE,NOT APPLICABLE)

**TABLE NO. 8
ACCIDENT DATA SUMMARY
BEAVER DAM ROAD & GOODWILL ROAD**

On Street	Location	Mile Marker	Date	Time	Traffic Control	Accident Class	# of Vehicles Injuries	Light Condition	Road Condition	Weather	Manner of Collision	Apparent Contributing Factors
GOODWILL RD	AT THE INTERSECTION OF BEAVER DAM RD		1/18/2017	12:34 PM	NONE	PDO	2-0	DAYLIGHT	WET	CLOUDY	LEFT TURN (AGAINST OTHER CAR)	V1:(DRIVER INATTENTION,TURNING IMPROPER) / V2:(NOT APPLICABLE,NOT APPLICABLE)
GOODWILL RD	AT THE INTERSECTION OF BEAVER DAM RD		6/29/2017	4:28 PM	STOP SIGN	PDO	2-0	DAYLIGHT	DRY	CLOUDY	RIGHT TURN (AGAINST OTHER CAR)	V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(DRIVER INATTENTION,NOT APPLICABLE)
GOODWILL RD	AT THE INTERSECTION OF BEAVER DAM RD		1/22/2018	3:30 PM	NONE	PDO	1-0	DAYLIGHT	WET	CLOUDY	OTHER	V1:(ANIMAL'S ACTION,NOT APPLICABLE)
BEAVER DAM RD	AT THE INTERSECTION OF GOODWILL RD		9/10/2018	5:53 PM	STOP SIGN	PDO	2-0	DAYLIGHT	WET	RAIN	REAR END	V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)

**TABLE NO. 9
ACCIDENT DATA SUMMARY
BEAVER DAM ROAD & CHANDLER LANE**

On Street	Location	Mile Marker	Date	Time	Traffic Control	Accident Class	# of Vehicles Injuries	Light Condition	Road Condition	Weather	Manner of Collision	Apparent Contributing Factors
												NONE REPORTED

NOTES:

1) ACCIDENT DATA OBTAINED FROM THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION (NYS DOT) RECORDS ACCESS DEPARTMENT FOR THE TIME PERIOD BETWEEN JANUARY 1, 2017 THROUGH DECEMBER 31, 2021.

2) ACCIDENT CLASS: PDO = PROPERTY DAMAGE ONLY, I = INJURY, F = FATALITY, UNKNOWN = NON-REPORTABLE

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)	$v/c \leq 1.0$	$v/c \geq 1.0$
≤ 10	A	F
>10-20	B	F
>20-35	C	F
>35-55	D	F
>55-80	E	F
>80	F	F

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Traffic Impact Study

Appendix D | Capacity Analysis

2022 Existing Traffic Volumes

Peak AM Hour

1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

7/16/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↗	↘	↑↑			↑↔	
Traffic Volume (vph)	0	0	0	304	1	193	115	430	0	0	537	254
Future Volume (vph)	0	0	0	304	1	193	115	430	0	0	537	254
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			2%	
Storage Length (ft)	0		0	0		360	145		0	245		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Fr _t						0.850					0.952	
Fl _t Protected					0.953		0.950					
Satd. Flow (prot)	0	0	0	0	1490	1474	1253	3312	0	0	3130	0
Fl _t Permitted					0.953		0.950					
Satd. Flow (perm)	0	0	0	0	1490	1474	1253	3312	0	0	3130	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						217						83
Link Speed (mph)		30			40			45				45
Link Distance (ft)		287			1203			796				861
Travel Time (s)		6.5			20.5			12.1				13.0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	21%	0%	9%	44%	9%	0%	0%	10%	6%
Adj. Flow (vph)	0	0	0	342	1	217	129	483	0	0	603	285
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	343	217	129	483	0	0	888	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
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	1.01	1.01	1.01	1.00	1.00	1.00	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				2	2	2	2	2				2
Detector Template				Left	Thru	Right	Left	Thru				Thru
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				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
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				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)				0.0	0.0	0.0	0.0	0.0				0.0
Turn Type				Perm	NA	Perm	Prot	NA				NA

2022 Existing Traffic Volumes

Peak AM Hour

1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

7/16/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases					4		1	6				2
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6				2
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	10.0				10.0
Minimum Split (s)				24.0	24.0	24.0	11.0	24.0				24.0
Total Split (s)				36.0	36.0	36.0	26.0	93.0				67.0
Total Split (%)				27.9%	27.9%	27.9%	20.2%	72.1%				51.9%
Maximum Green (s)				30.0	30.0	30.0	20.0	87.0				61.0
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
Total Lost Time (s)					6.0	6.0	6.0	6.0				6.0
Lead/Lag							Lead					Lag
Lead-Lag Optimize?							Yes					Yes
Vehicle Extension (s)				2.0	2.0	2.0	2.0	2.0				2.0
Recall Mode				None	None	None	None	None				C-Max
v/c Ratio					0.99	0.42	0.80	0.21				0.55
Control Delay (s/veh)					95.7	7.8	84.2	10.0				22.1
Queue Delay					0.0	0.0	0.0	0.0				0.0
Total Delay (s/veh)					95.7	7.8	84.2	10.0				22.1
Queue Length 50th (ft)					288	0	111	100				243
Queue Length 95th (ft)					#479	62	m169	120				312
Internal Link Dist (ft)		207			1123			716				781
Turn Bay Length (ft)						360	145					
Base Capacity (vph)					346	509	194	2233				1605
Starvation Cap Reductn					0	0	0	0				0
Spillback Cap Reductn					0	0	0	0				0
Storage Cap Reductn					0	0	0	0				0
Reduced v/c Ratio					0.99	0.43	0.66	0.22				0.55

Intersection Summary

Area Type: Other

Cycle Length: 129

Actuated Cycle Length: 129

Offset: 0 (0%), Referenced to phase 2:SBT, Start of Yellow

Natural Cycle: 60

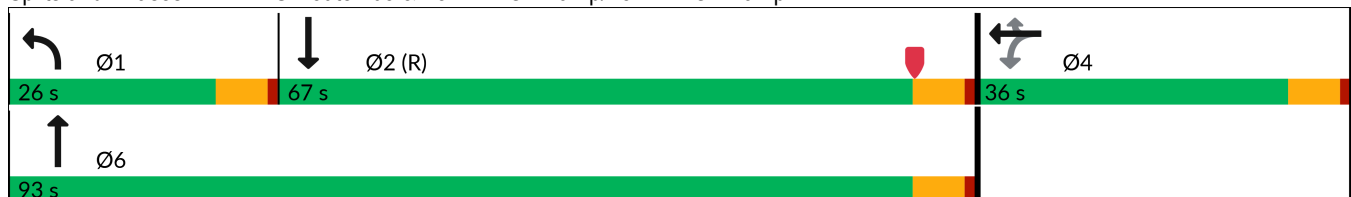
Control Type: Actuated-Coordinated

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

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp



2022 Existing Traffic Volumes

Peak AM Hour

1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

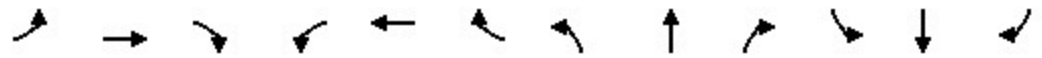
7/16/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↗	↘	↑↑			↑↔	
Traffic Volume (veh/h)	0	0	0	304	1	193	115	430	0	0	537	254
Future Volume (veh/h)	0	0	0	304	1	193	115	430	0	0	537	254
Initial Q (Qb), veh				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
Parking Bus, Adj				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	
Adj Sat Flow, veh/h/ln				1583	1894	1761	1248	1767	0	0	1728	1788
Adj Flow Rate, veh/h				342	1	217	129	483	0	0	603	285
Peak Hour Factor				0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %				21	0	9	44	9	0	0	10	6
Cap, veh/h				374	1	310	143	2347	0	0	1152	544
Arrive On Green				0.21	0.21	0.21	0.24	1.00	0.00	0.00	0.53	0.53
Sat Flow, veh/h				1799	5	1492	1188	3445	0	0	2250	1022
Grp Volume(v), veh/h				343	0	217	129	483	0	0	457	431
Grp Sat Flow(s),veh/h/ln				1804	0	1492	1188	1678	0	0	1642	1544
Q Serve(g_s), s				24.0	0.0	17.4	13.6	0.0	0.0	0.0	23.3	23.3
Cycle Q Clear(g_c), s				24.0	0.0	17.4	13.6	0.0	0.0	0.0	23.3	23.3
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.66
Lane Grp Cap(c), veh/h				375	0	310	143	2347	0	0	874	822
V/C Ratio(X)				0.92	0.00	0.70	0.90	0.21	0.00	0.00	0.52	0.52
Avail Cap(c_a), veh/h				420	0	347	184	2347	0	0	874	822
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.92	0.92	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				50.0	0.0	47.4	48.2	0.0	0.0	0.0	19.6	19.6
Incr Delay (d2), s/veh				21.9	0.0	4.1	28.7	0.0	0.0	0.0	2.2	2.4
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				12.9	0.0	6.7	4.6	0.0	0.0	0.0	8.9	8.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				71.9	0.0	51.5	76.9	0.0	0.0	0.0	21.8	21.9
LnGrp LOS				E		D	E	A			C	C
Approach Vol, veh/h					560			612			888	
Approach Delay, s/veh					64.0			16.2			21.9	
Approach LOS					E			B			C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	21.5	74.7		32.8		96.2						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	20.0	61.0		30.0		87.0						
Max Q Clear Time (g_c+I1), s	15.6	25.3		26.0		2.0						
Green Ext Time (p_c), s	0.1	3.0		0.8		1.7						
Intersection Summary												
HCM 6th Ctrl Delay, s/veh											31.6	
HCM 6th LOS											C	

2022 Existing Traffic Volumes
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

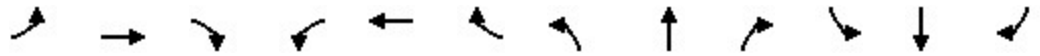
Peak AM Hour
 7/16/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	200	19	41	85	174	26	221	127	205	228	408
Future Volume (vph)	150	200	19	41	85	174	26	221	127	205	228	408
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			1%			1%	
Storage Length (ft)	400		400	220		220	145		145	330		280
Storage Lanes	2		0	1		1	1		1	2		1
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.987				0.850		0.945				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1271	2439	0	1687	1743	1553	1414	3041	0	3256	3123	1350
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1271	2439	0	1687	1743	1553	1414	3041	0	3256	3123	1350
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8				181		81				425
Link Speed (mph)		45			25			45				45
Link Distance (ft)		639			871			1257				796
Travel Time (s)		9.7			23.8			19.0				12.1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	42%	49%	16%	7%	9%	4%	27%	12%	11%	7%	15%	19%
Adj. Flow (vph)	156	208	20	43	89	181	27	230	132	214	238	425
Shared Lane Traffic (%)												
Lane Group Flow (vph)	156	228	0	43	89	181	27	362	0	214	238	425
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			24			24	
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	1.00	1.00	1.00	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	2		2	2	2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	83	83		83	83	83	83	83		83	83	83
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	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	43
Detector 2 Size(ft)	40	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	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	0.0
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	Free

2022 Existing Traffic Volumes
2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak AM Hour
7/16/2024

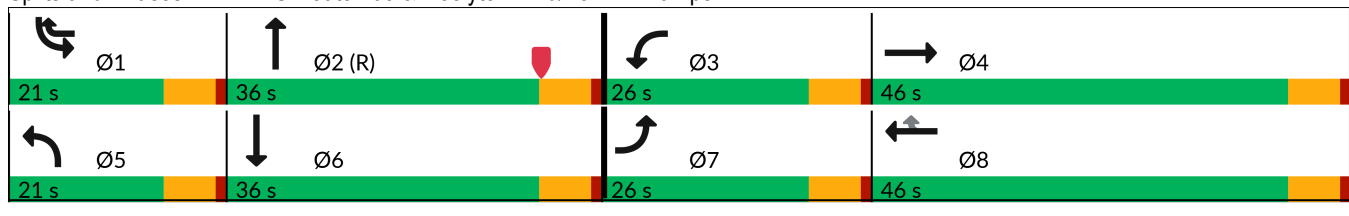


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases						8						Free
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.0	24.0		11.0	24.0	11.0	11.0	24.0		11.0	24.0	
Total Split (s)	26.0	46.0		26.0	46.0	21.0	21.0	36.0		21.0	36.0	
Total Split (%)	20.2%	35.7%		20.2%	35.7%	16.3%	16.3%	27.9%		16.3%	27.9%	
Maximum Green (s)	20.0	40.0		20.0	40.0	15.0	15.0	30.0		15.0	30.0	
Yellow Time (s)	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	
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		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	None	
v/c Ratio	0.83	0.48		0.37	0.54	0.34	0.31	0.24		0.59	0.13	0.31
Control Delay (s/veh)	88.2	49.2		65.8	67.6	6.4	66.1	17.8		65.4	15.7	0.4
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)	88.2	49.2		65.8	67.6	6.4	66.1	17.8		65.4	15.7	0.4
Queue Length 50th (ft)	127	88		35	72	0	22	72		98	50	0
Queue Length 95th (ft)	#244	130		73	125	52	53	122		m125	m63	m0
Internal Link Dist (ft)		559			791			1177			716	
Turn Bay Length (ft)	400			220		220	145			330		280
Base Capacity (vph)	197	761		261	540	543	164	1455		402	1715	1350
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	0.79	0.30		0.16	0.16	0.33	0.16	0.25		0.53	0.14	0.31

Intersection Summary

Area Type: Other
 Cycle Length: 129
 Actuated Cycle Length: 129
 Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps



2022 Existing Traffic Volumes
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak AM Hour
 7/16/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	200	19	41	85	174	26	221	127	205	228	408
Future Volume (veh/h)	150	200	19	41	85	174	26	221	127	205	228	408
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	1278	1174	1663	1796	1767	1841	1494	1716	1731	1790	1672	1613
Adj Flow Rate, veh/h	156	208	20	43	89	181	27	230	132	214	238	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	42	49	16	7	9	4	27	12	11	7	15	19
Cap, veh/h	173	495	47	55	231	333	34	928	513	274	1642	
Arrive On Green	0.14	0.24	0.24	0.03	0.13	0.13	0.02	0.46	0.46	0.03	0.17	0.00
Sat Flow, veh/h	1217	2058	196	1711	1767	1560	1423	2026	1119	3308	3176	1367
Grp Volume(v), veh/h	156	112	116	43	89	181	27	183	179	214	238	0
Grp Sat Flow(s),veh/h/ln	1217	1115	1139	1711	1767	1560	1423	1630	1515	1654	1588	1367
Q Serve(g_s), s	16.3	10.9	11.1	3.2	5.9	13.3	2.4	8.9	9.3	8.3	8.2	0.0
Cycle Q Clear(g_c), s	16.3	10.9	11.1	3.2	5.9	13.3	2.4	8.9	9.3	8.3	8.2	0.0
Prop In Lane	1.00		0.17	1.00		1.00	1.00		0.74	1.00		1.00
Lane Grp Cap(c), veh/h	173	268	274	55	231	333	34	747	694	274	1642	
V/C Ratio(X)	0.90	0.42	0.42	0.78	0.39	0.54	0.79	0.25	0.26	0.78	0.14	
Avail Cap(c_a), veh/h	189	346	353	265	548	613	165	747	694	385	1642	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.81	0.81	0.00
Uniform Delay (d), s/veh	54.4	41.3	41.4	61.9	51.3	45.1	62.6	21.3	21.5	61.6	29.2	0.0
Incr Delay (d2), s/veh	38.7	1.0	1.0	20.2	1.1	1.4	31.9	0.8	0.9	5.4	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	3.0	3.1	1.7	2.7	5.3	1.2	3.4	3.4	3.8	3.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	93.1	42.4	42.5	82.2	52.4	46.5	94.6	22.1	22.4	67.0	29.3	0.0
LnGrp LOS	F	D	D	F	D	D	F	C	C	E	C	
Approach Vol, veh/h		384			313			389			452	
Approach Delay, s/veh		63.0			53.1			27.3			47.1	
Approach LOS		E			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.7	65.1	10.2	37.0	9.1	72.7	24.3	22.9				
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	30.0	20.0	40.0	15.0	30.0	20.0	40.0				
Max Q Clear Time (g_c+I1), s	10.3	11.3	5.2	13.1	4.4	10.2	18.3	15.3				
Green Ext Time (p_c), s	0.4	1.6	0.1	1.1	0.0	1.1	0.1	1.5				

Intersection Summary

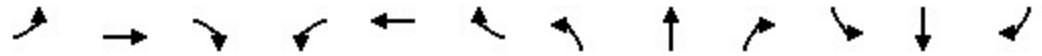
HCM 6th Ctrl Delay, s/veh	47.3
HCM 6th LOS	D

Notes

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

2022 Existing Traffic Volumes
 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd

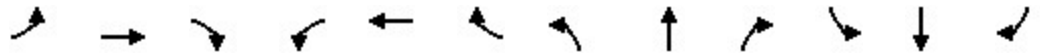
Peak AM Hour
 7/16/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	159	16	49	318	5	37	23	32	8	10	8
Future Volume (vph)	2	159	16	49	318	5	37	23	32	8	10	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	16	12	12	12
Grade (%)		1%			2%			-2%				0%
Storage Length (ft)	70		0	220		0	0		150	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986			0.998				0.850		0.958	
Flt Protected	0.950			0.950				0.970			0.985	
Satd. Flow (prot)	1796	1520	0	1514	1425	0	0	1717	1479	0	1723	0
Flt Permitted	0.452			0.639				0.828			0.930	
Satd. Flow (perm)	855	1520	0	1019	1425	0	0	1466	1479	0	1627	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			1				109			9
Link Speed (mph)		45			45			35				35
Link Distance (ft)		2146			540			620				646
Travel Time (s)		32.5			8.2			12.1				12.6
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	23%	19%	18%	31%	80%	8%	9%	25%	13%	0%	0%
Adj. Flow (vph)	2	171	17	53	342	5	40	25	34	9	11	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	2	188	0	53	347	0	0	65	34	0	29	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)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	0.99	0.99	0.84	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2	2	2		2
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left		Thru
Leading Detector (ft)	83	83		83	83		83	83	83	83		83
Trailing Detector (ft)	-5	-5		-5	-5		-5	-5	-5	-5		-5
Detector 1 Position(ft)	-5	-5		-5	-5		-5	-5	-5	-5		-5
Detector 1 Size(ft)	40	40		40	40		40	40	40	40		40
Detector 1 Type	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
Detector 1 Queue (s)	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
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

2022 Existing Traffic Volumes
 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd

Peak AM Hour
 7/16/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	7	4			8			2				6
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		8	8		2	2	2	6		6
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		8.0	8.0	8.0	8.0		8.0
Minimum Split (s)	14.0	14.0		14.0	14.0		14.0	14.0	14.0	14.0		14.0
Total Split (s)	30.0	60.0		30.0	30.0		30.0	30.0	30.0	30.0		30.0
Total Split (%)	33.3%	66.7%		33.3%	33.3%		33.3%	33.3%	33.3%	33.3%		33.3%
Maximum Green (s)	24.0	54.0		24.0	24.0		24.0	24.0	24.0	24.0		24.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0		4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0		2.0
Lost Time Adjust (s)	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
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
Recall Mode	None	Max		Max	Max		Max	Max	Max	Max		Max
v/c Ratio	0.00	0.20		0.09	0.42			0.16	0.07			0.06
Control Delay (s/veh)	7.0	8.4		11.2	14.4			26.8	0.2			19.5
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Delay (s/veh)	7.0	8.4		11.2	14.4			26.8	0.2			19.5
Queue Length 50th (ft)	0	42		12	95			28	0			8
Queue Length 95th (ft)	3	74		40	226			62	0			30
Internal Link Dist (ft)		2066			460			540				566
Turn Bay Length (ft)	70			220					150			
Base Capacity (vph)	763	916		579	811			390	474			440
Starvation Cap Reductn	0	0		0	0			0	0			0
Spillback Cap Reductn	0	0		0	0			0	0			0
Storage Cap Reductn	0	0		0	0			0	0			0
Reduced v/c Ratio	0.00	0.21		0.09	0.43			0.17	0.07			0.07

Intersection Summary

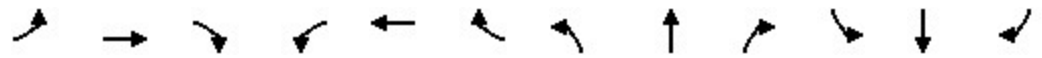
Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Natural Cycle: 55
 Control Type: Semi Act-Uncoord

Splits and Phases: 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd



2022 Existing Traffic Volumes
3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd










Peak AM Hour
7/16/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	159	16	49	318	5	37	23	32	8	10	8
Future Volume (veh/h)	2	159	16	49	318	5	37	23	32	8	10	8
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	1894	1553	1613	1610	1417	691	1859	1844	1668	1707	1900	1900
Adj Flow Rate, veh/h	2	171	17	53	342	5	40	25	34	9	11	9
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	23	19	18	31	80	8	9	25	13	0	0
Cap, veh/h	481	834	83	624	737	11	301	174	377	162	194	136
Arrive On Green	0.00	0.60	0.60	0.53	0.53	0.53	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1804	1390	138	1029	1393	20	888	651	1413	409	727	511
Grp Volume(v), veh/h	2	0	188	53	0	347	65	0	34	29	0	0
Grp Sat Flow(s),veh/h/ln	1804	0	1528	1029	0	1413	1539	0	1413	1648	0	0
Q Serve(g_s), s	0.0	0.0	5.0	2.3	0.0	13.8	1.4	0.0	1.6	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	5.0	2.3	0.0	13.8	2.7	0.0	1.6	1.1	0.0	0.0
Prop In Lane	1.00		0.09	1.00		0.01	0.62		1.00	0.31		0.31
Lane Grp Cap(c), veh/h	481	0	917	624	0	748	475	0	377	492	0	0
V/C Ratio(X)	0.00	0.00	0.21	0.08	0.00	0.46	0.14	0.00	0.09	0.06	0.00	0.00
Avail Cap(c_a), veh/h	954	0	917	624	0	748	475	0	377	492	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.3	0.0	8.2	10.5	0.0	13.2	25.1	0.0	24.8	24.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.5	0.3	0.0	2.1	0.6	0.0	0.5	0.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.5	0.5	0.0	4.2	1.1	0.0	0.6	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.3	0.0	8.7	10.8	0.0	15.3	25.7	0.0	25.3	24.8	0.0	0.0
LnGrp LOS	B		A	B		B	C		C	C		
Approach Vol, veh/h		190			400			99				29
Approach Delay, s/veh		8.7			14.7			25.6				24.8
Approach LOS		A			B			C				C
Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		30.0		60.0		30.0	6.4	53.6				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		24.0		54.0		24.0	24.0	24.0				
Max Q Clear Time (g_c+I1), s		4.7		7.0		3.1	2.0	15.8				
Green Ext Time (p_c), s		0.4		0.9		0.1	0.0	1.3				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh				15.0								
HCM 6th LOS				B								

2022 Existing Traffic Volumes
4: NYS Route 416 & Neelytown Rd

Peak AM Hour
7/16/2024

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	57	128	62	59	120	155
Future Volume (vph)	57	128	62	59	120	155
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	0.907		0.934			
Flt Protected	0.985					0.979
Satd. Flow (prot)	1330	0	1673	0	0	1670
Flt Permitted	0.985					0.795
Satd. Flow (perm)	1330	0	1673	0	0	1356
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	144		66			
Link Speed (mph)	45		55			55
Link Distance (ft)	2393		959			1086
Travel Time (s)	36.3		11.9			13.5
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	11%	35%	10%	3%	17%	7%
Adj. Flow (vph)	64	144	70	66	135	174
Shared Lane Traffic (%)						
Lane Group Flow (vph)	208	0	136	0	0	309
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	0.99	0.99	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2		1	2
Detector Template					Left	
Leading Detector (ft)	83		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Detector 1 Position(ft)	-5		-5		0	-5
Detector 1 Size(ft)	40		40		20	40
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 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)	40		40			40
Detector 2 Size(ft)	43		43			43
Detector 2 Type	Cl+Ex		Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6

2022 Existing Traffic Volumes
4: NYS Route 416 & Neelytown Rd

Peak AM Hour
7/16/2024

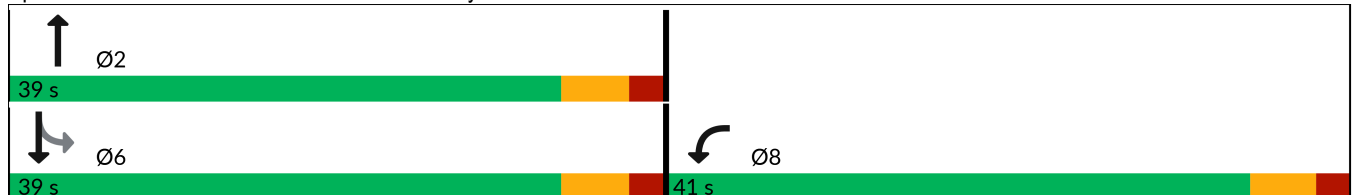


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	24.0		24.0		24.0	24.0
Total Split (s)	41.0		39.0		39.0	39.0
Total Split (%)	51.3%		48.8%		48.8%	48.8%
Maximum Green (s)	35.0		33.0		33.0	33.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	6.0		6.0			6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		Min		Min	Min
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	0.50		0.17			0.50
Control Delay (s/veh)	9.6		5.0			11.9
Queue Delay	0.0		0.0			0.0
Total Delay (s/veh)	9.6		5.0			11.9
Queue Length 50th (ft)	9		7			37
Queue Length 95th (ft)	50		33			111
Internal Link Dist (ft)	2313		879			1006
Turn Bay Length (ft)						
Base Capacity (vph)	1228		1487			1199
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.17		0.09			0.26

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 37.3
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated

Splits and Phases: 4: NYS Route 416 & Neelytown Rd



2022 Existing Traffic Volumes
4: NYS Route 416 & Neelytown Rd

Peak AM Hour
7/16/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	57	128	62	59	120	155
Future Volume (veh/h)	57	128	62	59	120	155
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	1737	1381	1789	1894	1648	1796
Adj Flow Rate, veh/h	64	144	70	66	135	174
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	11	35	10	3	17	7
Cap, veh/h	90	202	266	251	376	312
Arrive On Green	0.19	0.19	0.31	0.31	0.31	0.31
Sat Flow, veh/h	467	1050	847	799	519	995
Grp Volume(v), veh/h	209	0	0	136	309	0
Grp Sat Flow(s),veh/h/ln	1525	0	0	1645	1514	0
Q Serve(g_s), s	3.1	0.0	0.0	1.5	2.7	0.0
Cycle Q Clear(g_c), s	3.1	0.0	0.0	1.5	4.2	0.0
Prop In Lane	0.31	0.69		0.49	0.44	
Lane Grp Cap(c), veh/h	293	0	0	516	688	0
V/C Ratio(X)	0.71	0.00	0.00	0.26	0.45	0.00
Avail Cap(c_a), veh/h	2195	0	0	2234	2231	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	9.2	0.0	0.0	6.2	7.1	0.0
Incr Delay (d2), s/veh	3.2	0.0	0.0	0.3	0.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	0.1	0.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	12.4	0.0	0.0	6.5	7.5	0.0
LnGrp LOS	B			A	A	
Approach Vol, veh/h	209		136			309
Approach Delay, s/veh	12.4		6.5			7.5
Approach LOS	B		A			A
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		13.6			13.6	10.7
Change Period (Y+Rc), s		6.0			6.0	6.0
Max Green Setting (Gmax), s		33.0			33.0	35.0
Max Q Clear Time (g_c+I1), s		3.5			6.2	5.1
Green Ext Time (p_c), s		0.6			1.5	1.1
Intersection Summary						
HCM 6th Ctrl Delay, s/veh			8.9			
HCM 6th LOS			A			

2022 Existing Traffic Volumes
5: NYS Route 211 & NYS Route 416

Peak AM Hour
7/16/2024



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	39	98	125	20	147	234
Future Volume (vph)	39	98	125	20	147	234
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	12	12	12	12
Storage Length (ft)	0	50		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.981			
Flt Protected	0.950					0.981
Satd. Flow (prot)	1073	1545	1534	0	0	1765
Flt Permitted	0.950					0.981
Satd. Flow (perm)	1073	1545	1534	0	0	1765
Link Speed (mph)	30		30			30
Link Distance (ft)	561		726			643
Travel Time (s)	7.0		11.0			9.7
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	85%	15%	13%	75%	5%	6%
Adj. Flow (vph)	45	113	144	23	169	269
Shared Lane Traffic (%)						
Lane Group Flow (vph)	45	113	167	0	0	438
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	15		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.88	0.88	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
Control Type: Unsignalized

2022 Existing Traffic Volumes
5: NYS Route 211 & NYS Route 416

Peak AM Hour
7/16/2024

Intersection						
Int Delay, s/veh	4.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	39	98	125	20	147	234
Future Vol, veh/h	39	98	125	20	147	234
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	50	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	85	15	13	75	5	6
Mvmt Flow	45	113	144	23	169	269

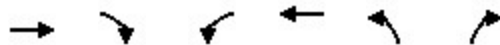
Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	763	156	0	0	167
Stage 1	156	-	-	-	-
Stage 2	607	-	-	-	-
Critical Hdwy	7.25	6.35	-	-	4.15
Critical Hdwy Stg 1	6.25	-	-	-	-
Critical Hdwy Stg 2	6.25	-	-	-	-
Follow-up Hdwy	4.265	3.435	-	-	2.245
Pot Cap-1 Maneuver	276	857	-	-	1393
Stage 1	705	-	-	-	-
Stage 2	413	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	237	857	-	-	1393
Mov Cap-2 Maneuver	237	-	-	-	-
Stage 1	705	-	-	-	-
Stage 2	354	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.8	0	3.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	237	857	1393	-
HCM Lane V/C Ratio	-	-	0.189	0.131	0.121	-
HCM Control Delay (s/veh)	-	-	23.7	9.8	7.9	0
HCM Lane LOS	-	-	C	A	A	A
HCM 95th %tile Q (veh)	-	-	0.7	0.5	0.4	-

2022 Existing Traffic Volumes
6: Beaver Dam Rd & Goodwill Rd

Peak AM Hour
7/16/2024



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	48	25	38	76	24	67
Future Volume (vph)	48	25	38	76	24	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	11	11
Grade (%)	4%			4%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.953				0.901	
Flt Protected				0.984	0.987	
Satd. Flow (prot)	1570	0	0	1574	1559	0
Flt Permitted				0.984	0.987	
Satd. Flow (perm)	1570	0	0	1574	1559	0
Link Speed (mph)	30			30	35	
Link Distance (ft)	853			580	1607	
Travel Time (s)	19.4			13.2	31.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	12%	8%	9%	8%	5%
Adj. Flow (vph)	49	26	39	78	25	69
Shared Lane Traffic (%)						
Lane Group Flow (vph)	75	0	0	117	94	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.12	1.12	1.12	1.12	1.03	1.03
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection						
Int Delay, s/veh	4.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	48	25	38	76	24	67
Future Vol, veh/h	48	25	38	76	24	67
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, %	4	-	-	4	-2	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	12	8	9	8	5
Mvmt Flow	49	26	39	78	25	69

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	75	0	218 62
Stage 1	-	-	-	-	62 -
Stage 2	-	-	-	-	156 -
Critical Hdwy	-	-	4.18	-	6.08 6.05
Critical Hdwy Stg 1	-	-	-	-	5.08 -
Critical Hdwy Stg 2	-	-	-	-	5.08 -
Follow-up Hdwy	-	-	2.272	-	3.572 3.345
Pot Cap-1 Maneuver	-	-	1487	-	776 998
Stage 1	-	-	-	-	952 -
Stage 2	-	-	-	-	873 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1487	-	755 998
Mov Cap-2 Maneuver	-	-	-	-	755 -
Stage 1	-	-	-	-	952 -
Stage 2	-	-	-	-	849 -

Approach	EB	WB	NB
HCM Control Delay, s/v	0	2.5	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	920	-	-	1487	-
HCM Lane V/C Ratio	0.102	-	-	0.026	-
HCM Control Delay (s/veh)	9.4	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q (veh)	0.3	-	-	0.1	-

2022 Existing Traffic Volumes
7: Beaver Dam Rd & Chandler Ln

Peak AM Hour
7/16/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	55	0	1	35	34	26
Future Volume (vph)	55	0	1	35	34	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	10	10
Grade (%)	0%			1%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.941	
Fl _t Protected	0.950			0.999		
Satd. Flow (prot)	1589	0	0	1698	1513	0
Fl _t Permitted	0.950			0.999		
Satd. Flow (perm)	1589	0	0	1698	1513	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	777			545	1607	
Travel Time (s)	17.7			10.6	31.3	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	6%	0%	100%	9%	12%	8%
Adj. Flow (vph)	63	0	1	40	39	30
Shared Lane Traffic (%)						
Lane Group Flow (vph)	63	0	0	41	69	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	1.09	1.09	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

2022 Existing Traffic Volumes
7: Beaver Dam Rd & Chandler Ln

Peak AM Hour
7/16/2024

Intersection						
Int Delay, s/veh	3.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	55	0	1	35	34	26
Future Vol, veh/h	55	0	1	35	34	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	1	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	6	0	100	9	12	8
Mvmt Flow	63	0	1	40	39	30

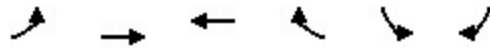
Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	96	54	69	0	0
Stage 1	54	-	-	-	-
Stage 2	42	-	-	-	-
Critical Hdwy	6.46	6.2	5.1	-	-
Critical Hdwy Stg 1	5.46	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-
Follow-up Hdwy	3.554	3.3	3.1	-	-
Pot Cap-1 Maneuver	894	1019	1085	-	-
Stage 1	958	-	-	-	-
Stage 2	970	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	893	1019	1085	-	-
Mov Cap-2 Maneuver	893	-	-	-	-
Stage 1	957	-	-	-	-
Stage 2	970	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.3	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1085	-	893	-	-
HCM Lane V/C Ratio	0.001	-	0.07	-	-
HCM Control Delay (s/veh)	8.3	0	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0.2	-	-

2022 Existing Traffic Volumes
8: Neelytown Rd & Site Driveway 1

Peak AM Hour
7/16/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	199	382	0	0	0
Future Volume (vph)	0	199	382	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1545	1462	0	1900	0
Flt Permitted						
Satd. Flow (perm)	0	1545	1462	0	1900	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		532	1138		660	
Travel Time (s)		8.1	17.2		15.0	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	23%	30%	0%	0%	0%
Adj. Flow (vph)	0	214	411	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	214	411	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	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2022 Existing Traffic Volumes
8: Neelytown Rd & Site Driveway 1

Peak AM Hour
7/16/2024

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	0	199	382	0	0	0
Future Vol, veh/h	0	199	382	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	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	23	30	0	0	0
Mvmt Flow	0	214	411	0	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	411	0	-	0	625 411
Stage 1	-	-	-	-	411 -
Stage 2	-	-	-	-	214 -
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	1159	-	-	-	452 645
Stage 1	-	-	-	-	674 -
Stage 2	-	-	-	-	826 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1159	-	-	-	452 645
Mov Cap-2 Maneuver	-	-	-	-	452 -
Stage 1	-	-	-	-	674 -
Stage 2	-	-	-	-	826 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1159	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q (veh)	0	-	-	-	-

2022 Existing Traffic Volumes
 9: Beaver Dam Rd & Site Driveway 2

Peak AM Hour
 7/16/2024



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	30	0	0	26
Future Volume (vph)	0	0	30	0	0	26
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						
Flt Protected						
Satd. Flow (prot)	1900	0	1652	0	0	1827
Flt Permitted						
Satd. Flow (perm)	1900	0	1652	0	0	1827
Link Speed (mph)	30		35			35
Link Distance (ft)	515		1081			1606
Travel Time (s)	11.7		21.1			31.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	15%	0%	0%	4%
Adj. Flow (vph)	0	0	32	0	0	28
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	32	0	0	28
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

2022 Existing Traffic Volumes
 9: Beaver Dam Rd & Site Driveway 2

Peak AM Hour
 7/16/2024

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	0	30	0	0	26
Future Vol, veh/h	0	0	30	0	0	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	15	0	0	4
Mvmt Flow	0	0	32	0	0	28

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	60	32	0	0	32	0
Stage 1	32	-	-	-	-	-
Stage 2	28	-	-	-	-	-
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	952	1048	-	-	1593	-
Stage 1	996	-	-	-	-	-
Stage 2	1000	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	952	1048	-	-	1593	-
Mov Cap-2 Maneuver	952	-	-	-	-	-
Stage 1	996	-	-	-	-	-
Stage 2	1000	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

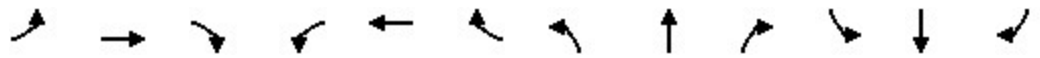
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1593	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s/veh)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q (veh)	-	-	0	0

2023 Existing Traffic Volumes

Peak PM Hour

1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

7/16/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↗	↘	↑↑			↑↔	
Traffic Volume (vph)	0	0	0	296	0	289	126	586	0	0	474	247
Future Volume (vph)	0	0	0	296	0	289	126	586	0	0	474	247
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			2%	
Storage Length (ft)	0		0	0		360	145		0	245		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Fr _t						0.850					0.949	
Fl _t Protected					0.950		0.950					
Satd. Flow (prot)	0	0	0	0	1330	1516	1444	3471	0	0	3273	0
Fl _t Permitted					0.950		0.950					
Satd. Flow (perm)	0	0	0	0	1330	1516	1444	3471	0	0	3273	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						301						99
Link Speed (mph)		30			40			45			45	
Link Distance (ft)		287			1203			796			861	
Travel Time (s)		6.5			20.5			12.1			13.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	35%	0%	6%	25%	4%	0%	0%	5%	1%
Adj. Flow (vph)	0	0	0	308	0	301	131	610	0	0	494	257
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	308	301	131	610	0	0	751	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
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	1.01	1.01	1.01	1.00	1.00	1.00	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				2	2	2	2	2				2
Detector Template				Left	Thru	Right	Left	Thru				Thru
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				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
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				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)				0.0	0.0	0.0	0.0	0.0				0.0
Turn Type				Perm	NA	Perm	Prot	NA				NA

2023 Existing Traffic Volumes

Peak PM Hour

1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

7/16/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases					4		1	6				2
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6				2
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	10.0				10.0
Minimum Split (s)				24.0	24.0	24.0	11.0	24.0				24.0
Total Split (s)				36.0	36.0	36.0	26.0	93.0				67.0
Total Split (%)				27.9%	27.9%	27.9%	20.2%	72.1%				51.9%
Maximum Green (s)				30.0	30.0	30.0	20.0	87.0				61.0
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
Total Lost Time (s)					6.0	6.0	6.0	6.0				6.0
Lead/Lag							Lead					Lag
Lead-Lag Optimize?							Yes					Yes
Vehicle Extension (s)				2.0	2.0	2.0	2.0	2.0				2.0
Recall Mode				None	None	None	None	None				C-Max
v/c Ratio					0.99	0.51	0.76	0.26				0.43
Control Delay (s/veh)					99.9	7.7	77.9	9.1				18.6
Queue Delay					0.0	0.0	0.0	0.0				0.0
Total Delay (s/veh)					99.9	7.7	77.9	9.1				18.6
Queue Length 50th (ft)					259	0	113	110				176
Queue Length 95th (ft)					#452	76	m166	m130				243
Internal Link Dist (ft)		207			1123			716				781
Turn Bay Length (ft)						360	145					
Base Capacity (vph)					309	583	223	2340				1712
Starvation Cap Reductn					0	0	0	0				0
Spillback Cap Reductn					0	0	0	0				0
Storage Cap Reductn					0	0	0	0				0
Reduced v/c Ratio					1.00	0.52	0.59	0.26				0.44

Intersection Summary

Area Type: Other

Cycle Length: 129

Actuated Cycle Length: 129

Offset: 0 (0%), Referenced to phase 2:SBT, Start of Yellow

Natural Cycle: 60

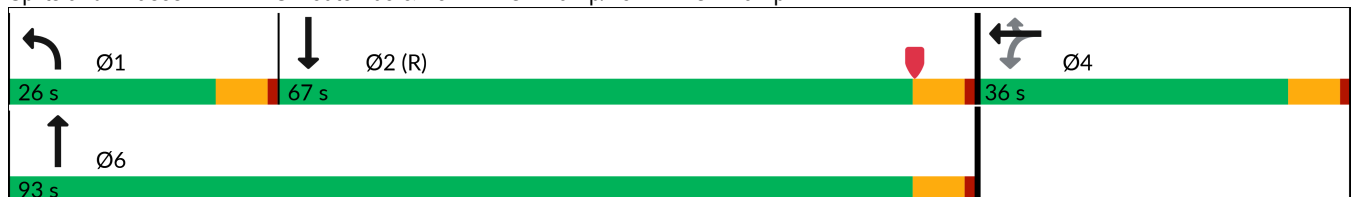
Control Type: Actuated-Coordinated

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

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp



2023 Existing Traffic Volumes

Peak PM Hour

1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp























7/16/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↗	↘	↑↑			↑↑	
Traffic Volume (veh/h)	0	0	0	296	0	289	126	586	0	0	474	247
Future Volume (veh/h)	0	0	0	296	0	289	126	586	0	0	474	247
Initial Q (Qb), veh				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
Parking Bus, Adj				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		
Adj Sat Flow, veh/h/ln				1375	1894	1805	1530	1841	0	0	1802	1862
Adj Flow Rate, veh/h				308	0	301	131	610	0	0	494	257
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %				35	0	6	25	4	0	0	5	1
Cap, veh/h				386	0	327	150	2424	0	0	1186	614
Arrive On Green				0.21	0.00	0.21	0.21	1.00	0.00	0.00	0.54	0.54
Sat Flow, veh/h				1804	0	1530	1457	3589	0	0	2272	1130
Grp Volume(v), veh/h				308	0	301	131	610	0	0	387	364
Grp Sat Flow(s),veh/h/ln				1804	0	1530	1457	1749	0	0	1712	1599
Q Serve(g_s), s				20.9	0.0	24.8	11.2	0.0	0.0	0.0	17.2	17.3
Cycle Q Clear(g_c), s				20.9	0.0	24.8	11.2	0.0	0.0	0.0	17.2	17.3
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.71
Lane Grp Cap(c), veh/h				386	0	327	150	2424	0	0	931	869
V/C Ratio(X)				0.80	0.00	0.92	0.87	0.25	0.00	0.00	0.42	0.42
Avail Cap(c_a), veh/h				420	0	356	226	2424	0	0	931	869
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.89	0.89	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				48.1	0.0	49.6	50.4	0.0	0.0	0.0	17.4	17.4
Incr Delay (d2), s/veh				8.6	0.0	26.3	13.6	0.0	0.0	0.0	1.4	1.5
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				10.1	0.0	11.7	4.2	0.0	0.0	0.0	6.7	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				56.7	0.0	75.9	64.0	0.0	0.0	0.0	18.7	18.9
LnGrp LOS				E		E	E	A			B	B
Approach Vol, veh/h					609			741			751	
Approach Delay, s/veh					66.2			11.3			18.8	
Approach LOS					E			B			B	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	19.3	76.1		33.6		95.4						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	20.0	61.0		30.0		87.0						
Max Q Clear Time (g_c+I1), s	13.2	19.3		26.8		2.0						
Green Ext Time (p_c), s	0.2	2.4		0.7		2.2						
Intersection Summary												
HCM 6th Ctrl Delay, s/veh						29.9						
HCM 6th LOS						C						

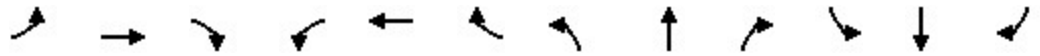
2023 Existing Traffic Volumes
2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak PM Hour
7/16/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	173	231	29	55	65	214	25	325	108	140	362	268
Future Volume (vph)	173	231	29	55	65	214	25	325	108	140	362	268
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			1%			1%	
Storage Length (ft)	400		400	220		220	145		145	330		280
Storage Lanes	2		0	1		1	1		1	2		1
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.983				0.850		0.963				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1467	2994	0	1626	1086	1568	1403	3350	0	3350	3454	1164
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1467	2994	0	1626	1086	1568	1403	3350	0	3350	3454	1164
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11				178		33				291
Link Speed (mph)		45			25			45				45
Link Distance (ft)		639			871			1257				796
Travel Time (s)		9.7			23.8			19.0				12.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	23%	20%	7%	11%	75%	3%	28%	3%	4%	4%	4%	38%
Adj. Flow (vph)	188	251	32	60	71	233	27	353	117	152	393	291
Shared Lane Traffic (%)												
Lane Group Flow (vph)	188	283	0	60	71	233	27	470	0	152	393	291
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			24			24	
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	1.00	1.00	1.00	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	2		2	2	2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	83	83		83	83	83	83	83		83	83	83
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	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	43
Detector 2 Size(ft)	40	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	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	0.0
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	Free

2023 Existing Traffic Volumes
2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak PM Hour
7/16/2024

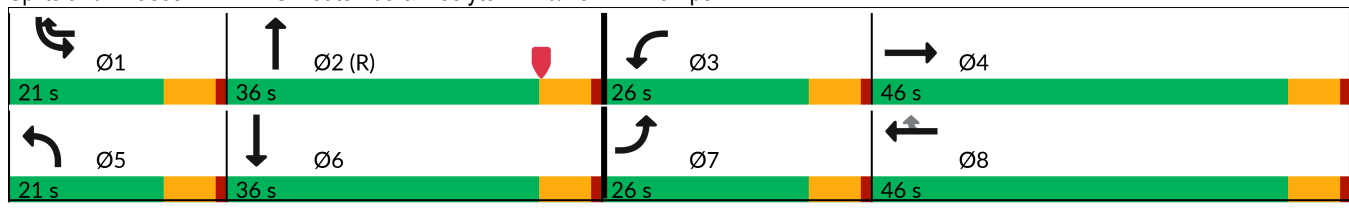


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases						8						Free
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.0	24.0		11.0	24.0	11.0	11.0	24.0		11.0	24.0	
Total Split (s)	26.0	46.0		26.0	46.0	21.0	21.0	36.0		21.0	36.0	
Total Split (%)	20.2%	35.7%		20.2%	35.7%	16.3%	16.3%	27.9%		16.3%	27.9%	
Maximum Green (s)	20.0	40.0		20.0	40.0	15.0	15.0	30.0		15.0	30.0	
Yellow Time (s)	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	
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		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	None	
v/c Ratio	0.86	0.52		0.46	0.60	0.47	0.31	0.28		0.50	0.20	0.25
Control Delay (s/veh)	87.1	49.5		67.6	74.8	13.0	66.4	21.1		64.9	17.4	0.3
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)	87.1	49.5		67.6	74.8	13.0	66.4	21.1		64.9	17.4	0.3
Queue Length 50th (ft)	154	108		49	58	36	22	116		69	88	0
Queue Length 95th (ft)	#282	151		93	105	98	53	182		m92	m105	m0
Internal Link Dist (ft)		559			791			1177			716	
Turn Bay Length (ft)	400			220		220	145			330		280
Base Capacity (vph)	227	935		252	336	526	163	1648		391	1908	1164
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	0.83	0.30		0.24	0.21	0.44	0.17	0.29		0.39	0.21	0.25

Intersection Summary

Area Type: Other
 Cycle Length: 129
 Actuated Cycle Length: 129
 Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps



2023 Existing Traffic Volumes
2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak PM Hour
7/16/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	173	231	29	55	65	214	25	325	108	140	362	268
Future Volume (veh/h)	173	231	29	55	65	214	25	325	108	140	362	268
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	1559	1604	1796	1737	789	1856	1479	1850	1835	1835	1835	1331
Adj Flow Rate, veh/h	188	251	32	60	71	233	27	353	117	152	393	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	23	20	7	11	75	3	28	3	4	4	4	38
Cap, veh/h	210	704	89	77	129	356	34	1162	379	212	1690	
Arrive On Green	0.14	0.26	0.26	0.05	0.16	0.16	0.02	0.45	0.45	0.02	0.16	0.00
Sat Flow, veh/h	1485	2722	343	1654	789	1572	1409	2604	850	3390	3486	1128
Grp Volume(v), veh/h	188	139	144	60	71	233	27	236	234	152	393	0
Grp Sat Flow(s),veh/h/ln	1485	1523	1542	1654	789	1572	1409	1757	1697	1695	1743	1128
Q Serve(g_s), s	16.1	9.6	9.8	4.6	10.7	17.4	2.5	11.1	11.4	5.7	12.7	0.0
Cycle Q Clear(g_c), s	16.1	9.6	9.8	4.6	10.7	17.4	2.5	11.1	11.4	5.7	12.7	0.0
Prop In Lane	1.00		0.22	1.00		1.00	1.00		0.50	1.00		1.00
Lane Grp Cap(c), veh/h	210	394	399	77	129	356	34	784	757	212	1690	
V/C Ratio(X)	0.90	0.35	0.36	0.78	0.55	0.65	0.80	0.30	0.31	0.72	0.23	
Avail Cap(c_a), veh/h	230	472	478	256	244	586	164	784	757	394	1690	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.90	0.00
Uniform Delay (d), s/veh	54.4	39.0	39.1	60.9	49.6	45.3	62.6	22.8	22.9	62.0	33.2	0.0
Incr Delay (d2), s/veh	32.5	0.5	0.5	15.5	3.6	2.0	33.2	1.0	1.1	4.0	0.1	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	7.8	3.6	3.7	2.3	2.3	7.1	1.2	4.7	4.6	2.6	5.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	86.9	39.6	39.7	76.4	53.2	47.4	95.8	23.8	24.0	66.1	33.3	0.0
LnGrp LOS	F	D	D	E	D	D	F	C	C	E	C	
Approach Vol, veh/h		471			364			497			545	
Approach Delay, s/veh		58.5			53.3			27.8			42.4	
Approach LOS		E			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.1	63.6	12.0	39.4	9.1	68.5	24.2	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	30.0	20.0	40.0	15.0	30.0	20.0	40.0				
Max Q Clear Time (g_c+I1), s	7.7	13.4	6.6	11.8	4.5	14.7	18.1	19.4				
Green Ext Time (p_c), s	0.4	2.0	0.2	1.3	0.0	1.8	0.2	1.8				

Intersection Summary

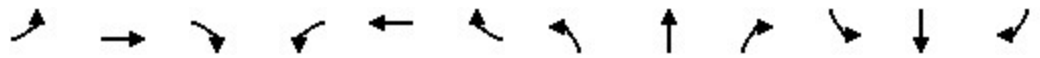
HCM 6th Ctrl Delay, s/veh	44.7
HCM 6th LOS	D

Notes

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

2023 Existing Traffic Volumes
 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd

Peak PM Hour
 7/16/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	249	37	40	203	8	27	15	86	6	16	8
Future Volume (vph)	10	249	37	40	203	8	27	15	86	6	16	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	16	12	12	12
Grade (%)		1%			2%			-2%			0%	
Storage Length (ft)	70		0	220		0	0		150	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.981			0.994				0.850		0.964	
Flt Protected	0.950			0.950				0.969			0.990	
Satd. Flow (prot)	1796	1710	0	1735	1562	0	0	1738	1744	0	1596	0
Flt Permitted	0.516			0.545				0.826			0.954	
Satd. Flow (perm)	975	1710	0	995	1562	0	0	1481	1744	0	1538	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			2				109		10	
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		2146			540			620			646	
Travel Time (s)		32.5			8.2			12.1			12.6	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	0%	9%	5%	3%	20%	13%	7%	7%	6%	17%	19%	0%
Adj. Flow (vph)	13	315	47	51	257	10	34	19	109	8	20	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	13	362	0	51	267	0	0	53	109	0	38	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)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	0.99	0.99	0.84	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2	2	2	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	83	83		83	83		83	83	83	83	83	
Trailing Detector (ft)	-5	-5		-5	-5		-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5		-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	40		40	40		40	40	40	40	40	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
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	

2023 Existing Traffic Volumes
 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd

Peak PM Hour
 7/16/2024

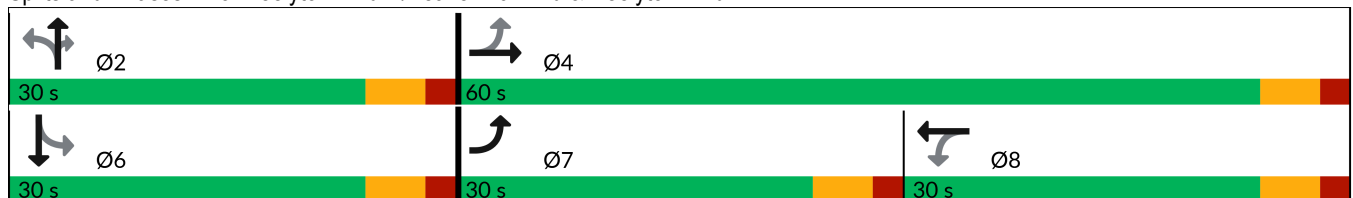


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	7	4			8			2				6
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		8	8		2	2	2	6		6
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		8.0	8.0	8.0	8.0		8.0
Minimum Split (s)	14.0	14.0		14.0	14.0		14.0	14.0	14.0	14.0		14.0
Total Split (s)	30.0	60.0		30.0	30.0		30.0	30.0	30.0	30.0		30.0
Total Split (%)	33.3%	66.7%		33.3%	33.3%		33.3%	33.3%	33.3%	33.3%		33.3%
Maximum Green (s)	24.0	54.0		24.0	24.0		24.0	24.0	24.0	24.0		24.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0		4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0		2.0
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
Recall Mode	None	Max		Max	Max		Max	Max	Max	Max		Max
v/c Ratio	0.01	0.35		0.09	0.30			0.13	0.20			0.09
Control Delay (s/veh)	7.4	9.8		11.2	12.3			26.3	6.3			20.6
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Delay (s/veh)	7.4	9.8		11.2	12.3			26.3	6.3			20.6
Queue Length 50th (ft)	3	91		11	67			23	0			12
Queue Length 95th (ft)	9	119		34	134			46	27			31
Internal Link Dist (ft)		2066			460			540				566
Turn Bay Length (ft)	70			220					150			
Base Capacity (vph)	803	1032		566	889			394	545			417
Starvation Cap Reductn	0	0		0	0			0	0			0
Spillback Cap Reductn	0	0		0	0			0	0			0
Storage Cap Reductn	0	0		0	0			0	0			0
Reduced v/c Ratio	0.02	0.35		0.09	0.30			0.13	0.20			0.09

Intersection Summary

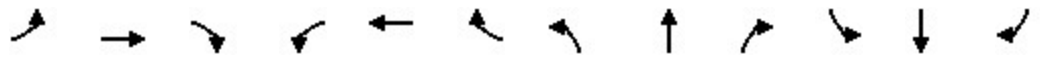
Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Natural Cycle: 45
 Control Type: Semi Act-Uncoord

Splits and Phases: 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd



2023 Existing Traffic Volumes
3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd










Peak PM Hour
7/16/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	249	37	40	203	8	27	15	86	6	16	8
Future Volume (veh/h)	10	249	37	40	203	8	27	15	86	6	16	8
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	1894	1761	1820	1832	1580	1684	1874	1874	1964	1648	1618	1900
Adj Flow Rate, veh/h	13	315	47	51	257	10	34	19	109	8	20	10
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	0	9	5	3	20	13	7	7	6	17	19	0
Cap, veh/h	584	898	134	573	768	30	316	163	444	104	229	102
Arrive On Green	0.02	0.60	0.60	0.51	0.51	0.51	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1804	1497	223	999	1511	59	937	611	1665	209	858	381
Grp Volume(v), veh/h	13	0	362	51	0	267	53	0	109	38	0	0
Grp Sat Flow(s),veh/h/ln	1804	0	1721	999	0	1569	1548	0	1665	1449	0	0
Q Serve(g_s), s	0.3	0.0	9.6	2.5	0.0	9.1	0.3	0.0	4.6	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.3	0.0	9.6	3.8	0.0	9.1	2.0	0.0	4.6	1.7	0.0	0.0
Prop In Lane	1.00		0.13	1.00		0.04	0.64		1.00	0.21		0.26
Lane Grp Cap(c), veh/h	584	0	1032	573	0	798	479	0	444	435	0	0
V/C Ratio(X)	0.02	0.00	0.35	0.09	0.00	0.33	0.11	0.00	0.25	0.09	0.00	0.00
Avail Cap(c_a), veh/h	1021	0	1032	573	0	798	479	0	444	435	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.6	0.0	9.1	12.2	0.0	13.1	24.9	0.0	25.9	24.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.9	0.3	0.0	1.1	0.5	0.0	1.3	0.4	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	3.2	0.5	0.0	3.1	0.9	0.0	1.9	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.7	0.0	10.1	12.5	0.0	14.2	25.4	0.0	27.2	25.2	0.0	0.0
LnGrp LOS	A		B	B		B	C		C	C		
Approach Vol, veh/h		375			318			162				38
Approach Delay, s/veh		10.0			13.9			26.6				25.2
Approach LOS		B			B			C				C
Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		30.0		60.0		30.0	8.2	51.8				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		24.0		54.0		24.0	24.0	24.0				
Max Q Clear Time (g_c+I1), s		6.6		11.6		3.7	2.3	11.1				
Green Ext Time (p_c), s		0.7		1.9		0.1	0.0	1.3				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh				15.1								
HCM 6th LOS				B								

2023 Existing Traffic Volumes
4: NYS Route 416 & Neelytown Rd

Peak PM Hour
7/16/2024

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	67	178	166	65	101	107
Future Volume (vph)	67	178	166	65	101	107
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	0.902		0.962			
Flt Protected	0.987					0.976
Satd. Flow (prot)	1537	0	1759	0	0	1638
Flt Permitted	0.987					0.726
Satd. Flow (perm)	1537	0	1759	0	0	1218
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	189		30			
Link Speed (mph)	45		55			55
Link Distance (ft)	2393		959			1086
Travel Time (s)	36.3		11.9			13.5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	5%	12%	5%	3%	22%	5%
Adj. Flow (vph)	71	189	177	69	107	114
Shared Lane Traffic (%)						
Lane Group Flow (vph)	260	0	246	0	0	221
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	0.99	0.99	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2		1	2
Detector Template					Left	
Leading Detector (ft)	83		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Detector 1 Position(ft)	-5		-5		0	-5
Detector 1 Size(ft)	40		40		20	40
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 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)	40		40			40
Detector 2 Size(ft)	43		43			43
Detector 2 Type	Cl+Ex		Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6

2023 Existing Traffic Volumes
4: NYS Route 416 & Neelytown Rd

Peak PM Hour
7/16/2024

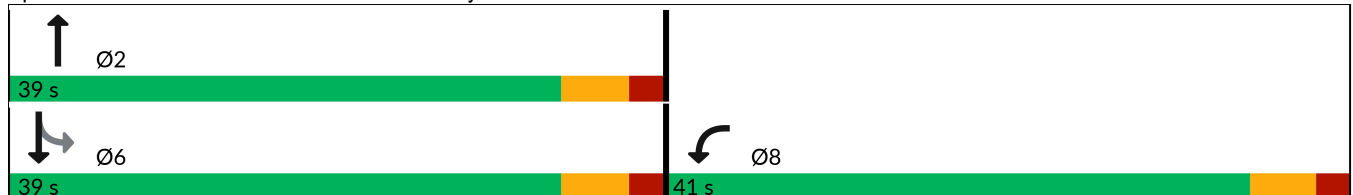


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	24.0		24.0		24.0	24.0
Total Split (s)	41.0		39.0		39.0	39.0
Total Split (%)	51.3%		48.8%		48.8%	48.8%
Maximum Green (s)	35.0		33.0		33.0	33.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	6.0		6.0			6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		Min		Min	Min
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	0.50		0.35			0.46
Control Delay (s/veh)	7.7		8.5			12.1
Queue Delay	0.0		0.0			0.0
Total Delay (s/veh)	7.7		8.5			12.1
Queue Length 50th (ft)	9		23			25
Queue Length 95th (ft)	51		69			79
Internal Link Dist (ft)	2313		879			1006
Turn Bay Length (ft)						
Base Capacity (vph)	1495		1682			1164
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.17		0.15			0.19

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 32.8
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated

Splits and Phases: 4: NYS Route 416 & Neelytown Rd



2023 Existing Traffic Volumes
4: NYS Route 416 & Neelytown Rd

Peak PM Hour
7/16/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	67	178	166	65	101	107
Future Volume (veh/h)	67	178	166	65	101	107
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	1826	1722	1864	1894	1574	1826
Adj Flow Rate, veh/h	71	189	177	69	107	114
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	12	5	3	22	5
Cap, veh/h	103	274	372	145	329	242
Arrive On Green	0.24	0.24	0.29	0.29	0.29	0.29
Sat Flow, veh/h	434	1156	1277	498	409	831
Grp Volume(v), veh/h	261	0	0	246	221	0
Grp Sat Flow(s),veh/h/ln	1596	0	0	1775	1240	0
Q Serve(g_s), s	3.8	0.0	0.0	2.9	1.5	0.0
Cycle Q Clear(g_c), s	3.8	0.0	0.0	2.9	4.4	0.0
Prop In Lane	0.27	0.72		0.28	0.48	
Lane Grp Cap(c), veh/h	379	0	0	517	571	0
V/C Ratio(X)	0.69	0.00	0.00	0.48	0.39	0.00
Avail Cap(c_a), veh/h	2196	0	0	2302	1968	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	8.9	0.0	0.0	7.4	7.7	0.0
Incr Delay (d2), s/veh	2.2	0.0	0.0	0.7	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.0	0.4	0.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	11.1	0.0	0.0	8.1	8.2	0.0
LnGrp LOS	B			A	A	
Approach Vol, veh/h	261		246			221
Approach Delay, s/veh	11.1		8.1			8.2
Approach LOS	B		A			A
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		13.4			13.4	12.0
Change Period (Y+Rc), s		6.0			6.0	6.0
Max Green Setting (Gmax), s		33.0			33.0	35.0
Max Q Clear Time (g_c+I1), s		4.9			6.4	5.8
Green Ext Time (p_c), s		1.1			1.1	1.4
Intersection Summary						
HCM 6th Ctrl Delay, s/veh			9.2			
HCM 6th LOS			A			

2023 Existing Traffic Volumes
5: NYS Route 211 & NYS Route 416

Peak PM Hour
7/16/2024



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	19	217	257	29	132	178
Future Volume (vph)	19	217	257	29	132	178
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	12	12	12	12
Storage Length (ft)	0	50		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.986			
Flt Protected	0.950					0.979
Satd. Flow (prot)	1141	1708	1688	0	0	1794
Flt Permitted	0.950					0.979
Satd. Flow (perm)	1141	1708	1688	0	0	1794
Link Speed (mph)	30		30			30
Link Distance (ft)	561		726			643
Travel Time (s)	12.8		16.5			14.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	74%	4%	4%	72%	6%	2%
Adj. Flow (vph)	21	236	279	32	143	193
Shared Lane Traffic (%)						
Lane Group Flow (vph)	21	236	311	0	0	336
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	15		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.88	0.88	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

Control Type: Unsignalized

2023 Existing Traffic Volumes
5: NYS Route 211 & NYS Route 416

Peak PM Hour
7/16/2024

Intersection						
Int Delay, s/veh	4.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	19	217	257	29	132	178
Future Vol, veh/h	19	217	257	29	132	178
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	50	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	74	4	4	72	6	2
Mvmt Flow	21	236	279	32	143	193

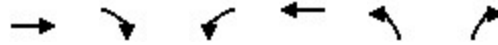
Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	774	295	0	0	311
Stage 1	295	-	-	-	-
Stage 2	479	-	-	-	-
Critical Hdwy	7.14	6.24	-	-	4.16
Critical Hdwy Stg 1	6.14	-	-	-	-
Critical Hdwy Stg 2	6.14	-	-	-	-
Follow-up Hdwy	4.166	3.336	-	-	2.254
Pot Cap-1 Maneuver	282	740	-	-	1227
Stage 1	617	-	-	-	-
Stage 2	497	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	245	740	-	-	1227
Mov Cap-2 Maneuver	245	-	-	-	-
Stage 1	617	-	-	-	-
Stage 2	432	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12.8	0	3.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	245	740	1227	-
HCM Lane V/C Ratio	-	-	0.084	0.319	0.117	-
HCM Control Delay (s/veh)	-	-	21	12.1	8.3	0
HCM Lane LOS	-	-	C	B	A	A
HCM 95th %tile Q (veh)	-	-	0.3	1.4	0.4	-

2023 Existing Traffic Volumes
6: Beaver Dam Rd & Goodwill Rd

Peak PM Hour
7/16/2024



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	128	23	80	187	29	48
Future Volume (vph)	128	23	80	187	29	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	11	11
Grade (%)	4%			4%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.979				0.916	
Flt Protected				0.985	0.982	
Satd. Flow (prot)	1664	0	0	1664	1569	0
Flt Permitted				0.985	0.982	
Satd. Flow (perm)	1664	0	0	1664	1569	0
Link Speed (mph)	30			30	35	
Link Distance (ft)	853			580	1607	
Travel Time (s)	19.4			13.2	31.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	9%	5%	2%	17%	0%
Adj. Flow (vph)	133	24	83	195	30	50
Shared Lane Traffic (%)						
Lane Group Flow (vph)	157	0	0	278	80	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.12	1.12	1.12	1.12	1.03	1.03
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

2023 Existing Traffic Volumes
6: Beaver Dam Rd & Goodwill Rd

Peak PM Hour
7/16/2024

Intersection						
Int Delay, s/veh	2.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	128	23	80	187	29	48
Future Vol, veh/h	128	23	80	187	29	48
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, %	4	-	-	4	-2	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	9	5	2	17	0
Mvmt Flow	133	24	83	195	30	50

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	157	0	506 145
Stage 1	-	-	-	-	145 -
Stage 2	-	-	-	-	361 -
Critical Hdwy	-	-	4.15	-	6.17 6
Critical Hdwy Stg 1	-	-	-	-	5.17 -
Critical Hdwy Stg 2	-	-	-	-	5.17 -
Follow-up Hdwy	-	-	2.245	-	3.653 3.3
Pot Cap-1 Maneuver	-	-	1405	-	529 915
Stage 1	-	-	-	-	861 -
Stage 2	-	-	-	-	701 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1405	-	494 915
Mov Cap-2 Maneuver	-	-	-	-	494 -
Stage 1	-	-	-	-	861 -
Stage 2	-	-	-	-	655 -

Approach	EB	WB	NB
HCM Control Delay, s/v	0	2.3	10.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	693	-	-	1405	-
HCM Lane V/C Ratio	0.116	-	-	0.059	-
HCM Control Delay (s/veh)	10.9	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q (veh)	0.4	-	-	0.2	-

2023 Existing Traffic Volumes
7: Beaver Dam Rd & Chandler Ln

Peak PM Hour
7/16/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	51	3	1	32	45	53
Future Volume (vph)	51	3	1	32	45	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	10	10
Grade (%)	0%			1%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.993				0.927	
Flt Protected	0.955			0.999		
Satd. Flow (prot)	1682	0	0	1889	1629	0
Flt Permitted	0.955			0.999		
Satd. Flow (perm)	1682	0	0	1889	1629	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	777			545	1607	
Travel Time (s)	17.7			10.6	31.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	0%	2%	0%
Adj. Flow (vph)	54	3	1	34	48	56
Shared Lane Traffic (%)						
Lane Group Flow (vph)	57	0	0	35	104	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	1.09	1.09	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

2023 Existing Traffic Volumes
7: Beaver Dam Rd & Chandler Ln

Peak PM Hour
7/16/2024

Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	51	3	1	32	45	53
Future Vol, veh/h	51	3	1	32	45	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	1	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	2	0
Mvmt Flow	54	3	1	34	48	56

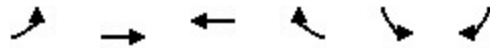
Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	112	76	104	0	0
Stage 1	76	-	-	-	-
Stage 2	36	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	890	991	1500	-	-
Stage 1	952	-	-	-	-
Stage 2	992	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	889	991	1500	-	-
Mov Cap-2 Maneuver	889	-	-	-	-
Stage 1	951	-	-	-	-
Stage 2	992	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.3	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1500	-	894	-	-
HCM Lane V/C Ratio	0.001	-	0.064	-	-
HCM Control Delay (s/veh)	7.4	0	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0.2	-	-

2023 Existing Traffic Volumes
8: Neelytown Rd & Site Driveway 1

Peak PM Hour
7/16/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Volume (vph)	0	341	251	0	0	0
Future Volume (vph)	0	341	251	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1597	1624	0	1900	0
Flt Permitted						
Satd. Flow (perm)	0	1597	1624	0	1900	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		532	1138		660	
Travel Time (s)		8.1	17.2		15.0	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	0%	19%	17%	0%	0%	0%
Adj. Flow (vph)	0	432	318	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	432	318	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	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2023 Existing Traffic Volumes
8: Neelytown Rd & Site Driveway 1

Peak PM Hour
7/16/2024

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	0	341	251	0	0	0
Future Vol, veh/h	0	341	251	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	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	0	19	17	0	0	0
Mvmt Flow	0	432	318	0	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	318	0	-	0	750
Stage 1	-	-	-	-	318
Stage 2	-	-	-	-	432
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	1253	-	-	-	382
Stage 1	-	-	-	-	742
Stage 2	-	-	-	-	659
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1253	-	-	-	382
Mov Cap-2 Maneuver	-	-	-	-	382
Stage 1	-	-	-	-	742
Stage 2	-	-	-	-	659

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1253	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q (veh)	0	-	-	-	-

2023 Existing Traffic Volumes
 9: Beaver Dam Rd & Site Driveway 2

Peak PM Hour
 7/16/2024



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	33	0	0	30
Future Volume (vph)	0	0	33	0	0	30
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						
Flt Protected						
Satd. Flow (prot)	1900	0	1681	0	0	1681
Flt Permitted						
Satd. Flow (perm)	1900	0	1681	0	0	1681
Link Speed (mph)	30		35			35
Link Distance (ft)	515		1081			1606
Travel Time (s)	11.7		21.1			31.3
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	0%	0%	13%	0%	0%	13%
Adj. Flow (vph)	0	0	42	0	0	38
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	42	0	0	38
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2023 Existing Traffic Volumes
 9: Beaver Dam Rd & Site Driveway 2

Peak PM Hour
 7/16/2024

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	0	33	0	0	30
Future Vol, veh/h	0	0	33	0	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	0	0	13	0	0	13
Mvmt Flow	0	0	42	0	0	38

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	80	42	0	0	42	0
Stage 1	42	-	-	-	-	-
Stage 2	38	-	-	-	-	-
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	927	1034	-	-	1580	-
Stage 1	986	-	-	-	-	-
Stage 2	990	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	927	1034	-	-	1580	-
Mov Cap-2 Maneuver	927	-	-	-	-	-
Stage 1	986	-	-	-	-	-
Stage 2	990	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1580	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s/veh)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q (veh)	-	-	0	0

2023 Existing Traffic Volumes

Peak SAT Hour

1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

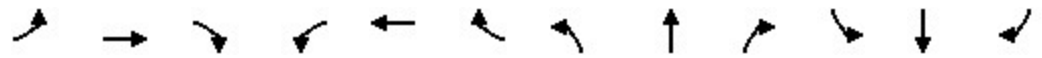
7/16/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↗	↘	↑↑			↑↓	
Traffic Volume (vph)	0	0	0	113	0	141	47	329	0	0	397	165
Future Volume (vph)	0	0	0	113	0	141	47	329	0	0	397	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			2%	
Storage Length (ft)	0		0	0		360	145		0	245		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Fr _t						0.850					0.956	
Fl _t Protected					0.950		0.950					
Satd. Flow (prot)	0	0	0	0	1522	1607	1626	3574	0	0	3359	0
Fl _t Permitted					0.950		0.950					
Satd. Flow (perm)	0	0	0	0	1522	1607	1626	3574	0	0	3359	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						158						67
Link Speed (mph)		30			40			45				45
Link Distance (ft)		287			1203			796				861
Travel Time (s)		6.5			20.5			12.1				13.0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	18%	0%	0%	11%	1%	0%	0%	2%	1%
Adj. Flow (vph)	0	0	0	127	0	158	53	370	0	0	446	185
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	127	158	53	370	0	0	631	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
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	1.01	1.01	1.01	1.00	1.00	1.00	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				2	2	2	2	2				2
Detector Template				Left	Thru	Right	Left	Thru				Thru
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				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
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				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)				0.0	0.0	0.0	0.0	0.0				0.0
Turn Type				Perm	NA	Perm	Prot	NA				NA

2023 Existing Traffic Volumes
 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

Peak SAT Hour
 7/16/2024

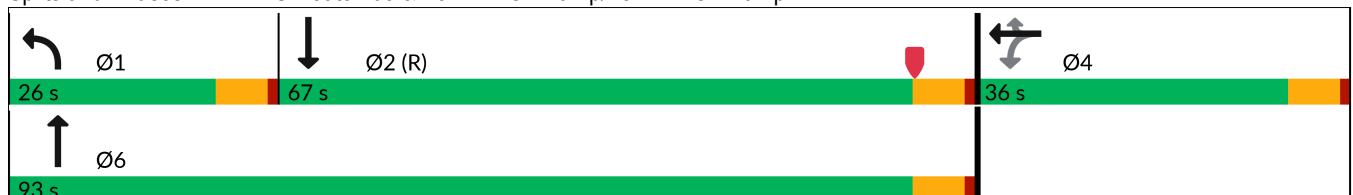


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases					4		1	6				2
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6				2
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	10.0				10.0
Minimum Split (s)				24.0	24.0	24.0	11.0	24.0				24.0
Total Split (s)				36.0	36.0	36.0	26.0	93.0				67.0
Total Split (%)				27.9%	27.9%	27.9%	20.2%	72.1%				51.9%
Maximum Green (s)				30.0	30.0	30.0	20.0	87.0				61.0
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
Total Lost Time (s)					6.0	6.0	6.0	6.0				6.0
Lead/Lag							Lead					Lag
Lead-Lag Optimize?							Yes					Yes
Vehicle Extension (s)				2.0	2.0	2.0	2.0	2.0				2.0
Recall Mode				None	None	None	None	None				C-Max
v/c Ratio					0.70	0.48	0.48	0.13				0.26
Control Delay (s/veh)					74.6	12.2	70.5	3.7				8.1
Queue Delay					0.0	0.0	0.0	0.0				0.0
Total Delay (s/veh)					74.6	12.2	70.5	3.7				8.1
Queue Length 50th (ft)					104	0	46	45				89
Queue Length 95th (ft)					162	59	79	60				148
Internal Link Dist (ft)		207			1123			716				781
Turn Bay Length (ft)						360	145					
Base Capacity (vph)					353	494	252	2818				2345
Starvation Cap Reductn					0	0	0	0				0
Spillback Cap Reductn					0	0	0	0				0
Storage Cap Reductn					0	0	0	0				0
Reduced v/c Ratio					0.36	0.32	0.21	0.13				0.27

Intersection Summary

Area Type: Other
 Cycle Length: 129
 Actuated Cycle Length: 129
 Offset: 0 (0%), Referenced to phase 2:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp



2023 Existing Traffic Volumes

Peak SAT Hour

1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

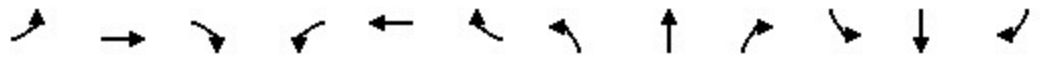
7/16/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↗	↘	↑↑			↑↔	
Traffic Volume (veh/h)	0	0	0	113	0	141	47	329	0	0	397	165
Future Volume (veh/h)	0	0	0	113	0	141	47	329	0	0	397	165
Initial Q (Qb), veh				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
Parking Bus, Adj				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		No
Adj Sat Flow, veh/h/ln				1627	1894	1894	1737	1885	0	0	1847	1862
Adj Flow Rate, veh/h				127	0	158	53	370	0	0	446	185
Peak Hour Factor				0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %				18	0	0	11	1	0	0	2	1
Cap, veh/h				212	0	189	67	2827	0	0	1703	700
Arrive On Green				0.12	0.00	0.12	0.08	1.00	0.00	0.00	0.70	0.70
Sat Flow, veh/h				1804	0	1605	1654	3676	0	0	2517	997
Grp Volume(v), veh/h				127	0	158	53	370	0	0	322	309
Grp Sat Flow(s),veh/h/ln				1804	0	1605	1654	1791	0	0	1754	1667
Q Serve(g_s), s				8.6	0.0	12.4	4.1	0.0	0.0	0.0	8.6	8.7
Cycle Q Clear(g_c), s				8.6	0.0	12.4	4.1	0.0	0.0	0.0	8.6	8.7
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.60
Lane Grp Cap(c), veh/h				212	0	189	67	2827	0	0	1232	1171
V/C Ratio(X)				0.60	0.00	0.84	0.79	0.13	0.00	0.00	0.26	0.26
Avail Cap(c_a), veh/h				420	0	373	256	2827	0	0	1232	1171
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.98	0.98	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				54.0	0.0	55.7	58.8	0.0	0.0	0.0	7.0	7.0
Incr Delay (d2), s/veh				1.0	0.0	3.7	7.5	0.0	0.0	0.0	0.5	0.6
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				3.9	0.0	5.1	1.8	0.0	0.0	0.0	3.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				55.0	0.0	59.4	66.3	0.0	0.0	0.0	7.5	7.6
LnGrp LOS				E		E	E	A			A	A
Approach Vol, veh/h					285			423			631	
Approach Delay, s/veh					57.4			8.3			7.5	
Approach LOS					E			A			A	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	11.2	96.6		21.2		107.8						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	20.0	61.0		30.0		87.0						
Max Q Clear Time (g_c+I1), s	6.1	10.7		14.4		2.0						
Green Ext Time (p_c), s	0.1	1.9		0.8		1.2						
Intersection Summary												
HCM 6th Ctrl Delay, s/veh				18.4								
HCM 6th LOS				B								

2023 Existing Traffic Volumes
2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

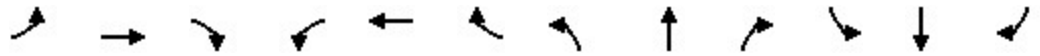
Peak SAT Hour
7/16/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	56	5	29	6	139	10	177	76	164	240	65
Future Volume (vph)	57	56	5	29	6	139	10	177	76	164	240	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			1%			1%	
Storage Length (ft)	400		400	220		220	145		145	330		280
Storage Lanes	2		0	1		1	1		1	2		1
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.989				0.850		0.955				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3240	0	1687	1188	1568	1301	3396	0	3450	3556	1246
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1752	3240	0	1687	1188	1568	1301	3396	0	3450	3556	1246
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5				153		48				178
Link Speed (mph)		45			25			45				45
Link Distance (ft)		639			871			1257				796
Travel Time (s)		9.7			23.8			19.0				12.1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	3%	11%	0%	7%	60%	3%	38%	1%	1%	1%	1%	29%
Adj. Flow (vph)	63	62	5	32	7	153	11	195	84	180	264	71
Shared Lane Traffic (%)												
Lane Group Flow (vph)	63	67	0	32	7	153	11	279	0	180	264	71
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			24			24	
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	1.00	1.00	1.00	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	2		2	2	2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	83	83		83	83	83	83	83		83	83	83
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	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	43
Detector 2 Size(ft)	40	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	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	0.0
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	Free

2023 Existing Traffic Volumes
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak SAT Hour
 7/16/2024

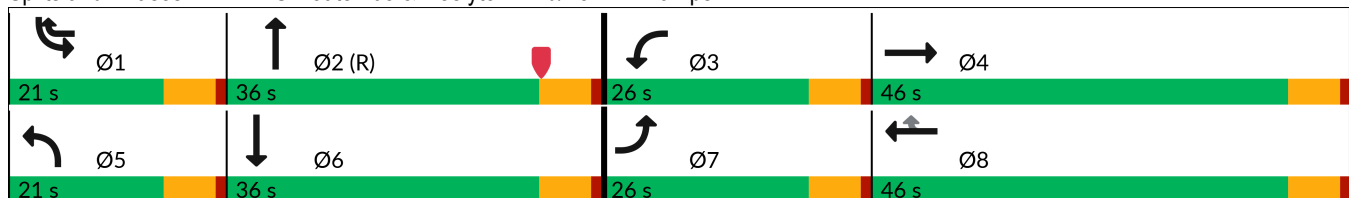


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases						8						Free
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.0	24.0		11.0	24.0	11.0	11.0	24.0		11.0	24.0	
Total Split (s)	26.0	46.0		26.0	46.0	21.0	21.0	36.0		21.0	36.0	
Total Split (%)	20.2%	35.7%		20.2%	35.7%	16.3%	16.3%	27.9%		16.3%	27.9%	
Maximum Green (s)	20.0	40.0		20.0	40.0	15.0	15.0	30.0		15.0	30.0	
Yellow Time (s)	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	
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		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	None	
v/c Ratio	0.30	0.29		0.30	0.11	0.47	0.16	0.12		0.54	0.09	0.05
Control Delay (s/veh)	54.1	55.5		64.6	62.0	11.8	63.1	9.7		71.0	5.7	0.0
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)	54.1	55.5		64.6	62.0	11.8	63.1	9.7		71.0	5.7	0.0
Queue Length 50th (ft)	46	26		26	6	0	9	41		82	37	0
Queue Length 95th (ft)	96	50		59	22	55	29	77		122	54	0
Internal Link Dist (ft)		559			791			1177			716	
Turn Bay Length (ft)	400			220		220	145			330		280
Base Capacity (vph)	287	1008		261	368	351	151	2203		408	2746	1246
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	0.22	0.07		0.12	0.02	0.44	0.07	0.13		0.44	0.10	0.06

Intersection Summary

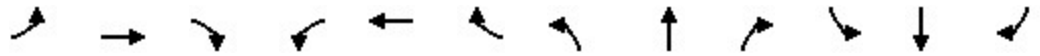
Area Type: Other
 Cycle Length: 129
 Actuated Cycle Length: 129
 Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated

Splits and Phases: 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps



2023 Existing Traffic Volumes
2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak SAT Hour
7/16/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	56	5	29	6	139	10	177	76	164	240	65
Future Volume (veh/h)	57	56	5	29	6	139	10	177	76	164	240	65
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	1856	1737	1900	1796	1011	1856	1331	1879	1879	1879	1879	1464
Adj Flow Rate, veh/h	63	62	5	32	7	153	11	195	84	180	264	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	11	0	7	60	3	38	1	1	1	1	29
Cap, veh/h	83	407	32	45	112	282	16	1445	600	238	2298	
Arrive On Green	0.05	0.13	0.13	0.03	0.11	0.11	0.01	0.59	0.59	0.14	1.00	0.00
Sat Flow, veh/h	1767	3096	247	1711	1011	1572	1268	2460	1021	3472	3571	1241
Grp Volume(v), veh/h	63	33	34	32	7	153	11	140	139	180	264	0
Grp Sat Flow(s),veh/h/ln	1767	1650	1693	1711	1011	1572	1268	1785	1695	1736	1785	1241
Q Serve(g_s), s	4.5	2.3	2.3	2.4	0.8	11.4	1.1	4.5	4.8	6.4	0.0	0.0
Cycle Q Clear(g_c), s	4.5	2.3	2.3	2.4	0.8	11.4	1.1	4.5	4.8	6.4	0.0	0.0
Prop In Lane	1.00		0.15	1.00		1.00	1.00		0.60	1.00		1.00
Lane Grp Cap(c), veh/h	83	217	222	45	112	282	16	1049	996	238	2298	
V/C Ratio(X)	0.76	0.15	0.15	0.71	0.06	0.54	0.69	0.13	0.14	0.76	0.11	
Avail Cap(c_a), veh/h	274	512	525	265	313	595	147	1049	996	404	2298	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.00
Uniform Delay (d), s/veh	60.8	49.6	49.7	62.3	51.3	48.1	63.4	11.9	12.0	54.6	0.0	0.0
Incr Delay (d2), s/veh	18.2	0.3	0.3	18.2	0.2	1.6	41.3	0.3	0.3	4.7	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.9	1.0	1.3	0.2	4.7	0.5	1.8	1.8	2.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	79.0	50.0	50.0	80.5	51.6	49.7	104.7	12.2	12.2	59.3	0.0	0.0
LnGrp LOS	E	D	D	F	D	D	F	B	B	E	A	
Approach Vol, veh/h		130			192			290			444	
Approach Delay, s/veh		64.0			54.9			15.7			24.1	
Approach LOS		E			D			B			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.8	81.8	9.4	22.9	7.6	89.0	12.0	20.3				
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	30.0	20.0	40.0	15.0	30.0	20.0	40.0				
Max Q Clear Time (g_c+I1), s	8.4	6.8	4.4	4.3	3.1	2.0	6.5	13.4				
Green Ext Time (p_c), s	0.4	1.2	0.1	0.3	0.0	1.4	0.2	0.9				

Intersection Summary

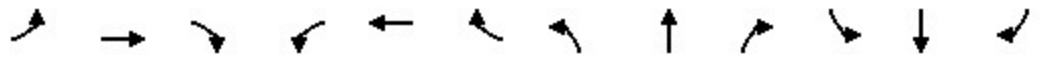
HCM 6th Ctrl Delay, s/veh	32.3
HCM 6th LOS	C

Notes

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

2023 Existing Traffic Volumes
 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd

Peak SAT Hour
 7/16/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	99	19	16	76	7	20	9	64	2	6	6
Future Volume (vph)	3	99	19	16	76	7	20	9	64	2	6	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	16	12	12	12
Grade (%)		1%			2%			-2%			0%	
Storage Length (ft)	70		0	220		0	0		150	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.976			0.988				0.850		0.943	
Flt Protected	0.950			0.950				0.967			0.992	
Satd. Flow (prot)	1350	1757	0	1787	1633	0	0	1856	1761	0	1659	0
Flt Permitted	0.614			0.657				0.836			0.974	
Satd. Flow (perm)	873	1757	0	1236	1633	0	0	1604	1761	0	1629	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19			5				109		8	
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		2146			540			620			646	
Travel Time (s)		32.5			8.2			12.1			12.6	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	33%	6%	0%	0%	15%	0%	0%	0%	5%	0%	0%	17%
Adj. Flow (vph)	4	132	25	21	101	9	27	12	85	3	8	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	4	157	0	21	110	0	0	39	85	0	19	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)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	0.99	0.99	0.84	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2	2	2	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	83	83		83	83		83	83	83	83	83	
Trailing Detector (ft)	-5	-5		-5	-5		-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5		-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	40		40	40		40	40	40	40	40	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
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	

2023 Existing Traffic Volumes
 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd

Peak SAT Hour
 7/16/2024

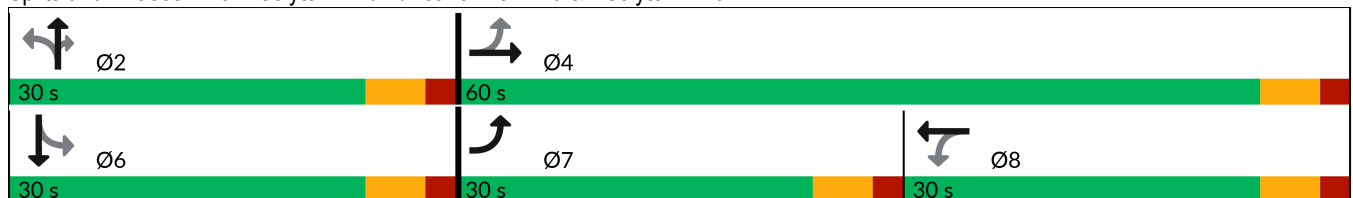


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	7	4			8			2				6
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		8	8		2	2	2	6		6
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		8.0	8.0	8.0	8.0		8.0
Minimum Split (s)	14.0	14.0		14.0	14.0		14.0	14.0	14.0	14.0		14.0
Total Split (s)	30.0	60.0		30.0	30.0		30.0	30.0	30.0	30.0		30.0
Total Split (%)	33.3%	66.7%		33.3%	33.3%		33.3%	33.3%	33.3%	33.3%		33.3%
Maximum Green (s)	24.0	54.0		24.0	24.0		24.0	24.0	24.0	24.0		24.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0		4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0		2.0
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
Recall Mode	None	Max		Max	Max		Max	Max	Max	Max		Max
v/c Ratio	0.00	0.14		0.02	0.11			0.09	0.15			0.04
Control Delay (s/veh)	7.3	7.3		10.8	10.3			25.6	4.0			18.4
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Delay (s/veh)	7.3	7.3		10.8	10.3			25.6	4.0			18.4
Queue Length 50th (ft)	1	31		4	23			17	0			5
Queue Length 95th (ft)	4	46		17	54			34	11			17
Internal Link Dist (ft)		2066			460			540				566
Turn Bay Length (ft)	70			220					150			
Base Capacity (vph)	651	1061		703	930			427	549			440
Starvation Cap Reductn	0	0		0	0			0	0			0
Spillback Cap Reductn	0	0		0	0			0	0			0
Storage Cap Reductn	0	0		0	0			0	0			0
Reduced v/c Ratio	0.01	0.15		0.03	0.12			0.09	0.15			0.04

Intersection Summary

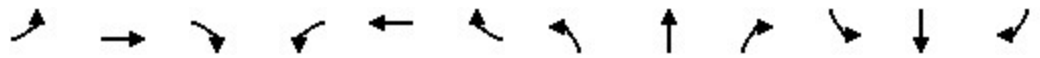
Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Natural Cycle: 45
 Control Type: Semi Act-Uncoord

Splits and Phases: 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd



2023 Existing Traffic Volumes
3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd

Peak SAT Hour
7/16/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	99	19	16	76	7	20	9	64	2	6	6
Future Volume (veh/h)	3	99	19	16	76	7	20	9	64	2	6	6
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	1405	1805	1894	1876	1654	1876	1979	1979	1980	1900	1900	1648
Adj Flow Rate, veh/h	4	132	25	21	101	9	27	12	85	3	8	8
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Percent Heavy Veh, %	33	6	0	0	15	0	0	0	5	0	0	17
Cap, veh/h	564	885	168	727	786	70	353	146	447	89	220	191
Arrive On Green	0.01	0.60	0.60	0.52	0.52	0.52	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1338	1475	279	1234	1497	133	1069	548	1678	160	824	716
Grp Volume(v), veh/h	4	0	157	21	0	110	39	0	85	19	0	0
Grp Sat Flow(s),veh/h/ln	1338	0	1755	1234	0	1630	1617	0	1678	1701	0	0
Q Serve(g_s), s	0.1	0.0	3.5	0.7	0.0	3.1	0.5	0.0	3.5	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	0.0	3.5	0.7	0.0	3.1	1.4	0.0	3.5	0.7	0.0	0.0
Prop In Lane	1.00		0.16	1.00		0.08	0.69		1.00	0.16		0.42
Lane Grp Cap(c), veh/h	564	0	1053	727	0	856	499	0	447	500	0	0
V/C Ratio(X)	0.01	0.00	0.15	0.03	0.00	0.13	0.08	0.00	0.19	0.04	0.00	0.00
Avail Cap(c_a), veh/h	910	0	1053	727	0	856	499	0	447	500	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.1	0.0	7.9	10.3	0.0	10.9	24.7	0.0	25.5	24.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.3	0.1	0.0	0.3	0.3	0.0	0.9	0.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.2	0.2	0.0	1.1	0.6	0.0	1.5	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.1	0.0	8.2	10.4	0.0	11.2	25.0	0.0	26.4	24.6	0.0	0.0
LnGrp LOS	A		A	B		B	C		C	C		
Approach Vol, veh/h		161			131			124			19	
Approach Delay, s/veh		8.2			11.1			26.0			24.6	
Approach LOS		A			B			C			C	
Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		30.0		60.0		30.0	6.8	53.2				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		24.0		54.0		24.0	24.0	24.0				
Max Q Clear Time (g_c+I1), s		5.5		5.5		2.7	2.1	5.1				
Green Ext Time (p_c), s		0.5		0.7		0.0	0.0	0.5				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh				14.9								
HCM 6th LOS				B								

2023 Existing Traffic Volumes
4: NYS Route 416 & Neelytown Rd

Peak SAT Hour
7/16/2024



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	27	42	95	29	44	47
Future Volume (vph)	27	42	95	29	44	47
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	0.917		0.969			
Flt Protected	0.981					0.976
Satd. Flow (prot)	1689	0	1768	0	0	1760
Flt Permitted	0.981					0.845
Satd. Flow (perm)	1689	0	1768	0	0	1523
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	44		23			
Link Speed (mph)	45		55			55
Link Distance (ft)	2393		959			1086
Travel Time (s)	36.3		11.9			13.5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	2%	3%	10%	9%	2%
Adj. Flow (vph)	28	44	99	30	46	49
Shared Lane Traffic (%)						
Lane Group Flow (vph)	72	0	129	0	0	95
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	0.99	0.99	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2		1	2
Detector Template					Left	
Leading Detector (ft)	83		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Detector 1 Position(ft)	-5		-5		0	-5
Detector 1 Size(ft)	40		40		20	40
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 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)	40		40			40
Detector 2 Size(ft)	43		43			43
Detector 2 Type	Cl+Ex		Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6

2023 Existing Traffic Volumes
4: NYS Route 416 & Neelytown Rd

Peak SAT Hour
7/16/2024

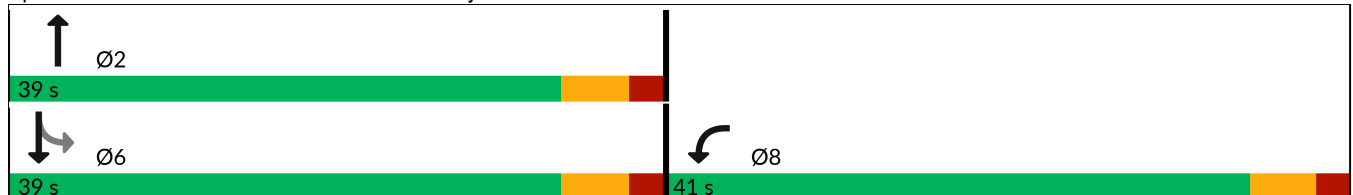


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	24.0		24.0		24.0	24.0
Total Split (s)	41.0		39.0		39.0	39.0
Total Split (%)	51.3%		48.8%		48.8%	48.8%
Maximum Green (s)	35.0		33.0		33.0	33.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	6.0		6.0			6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		Min		Min	Min
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	0.19		0.10			0.08
Control Delay (s/veh)	8.2		4.6			5.3
Queue Delay	0.0		0.0			0.0
Total Delay (s/veh)	8.2		4.6			5.3
Queue Length 50th (ft)	6		10			9
Queue Length 95th (ft)	21		28			24
Internal Link Dist (ft)	2313		879			1006
Turn Bay Length (ft)						
Base Capacity (vph)	1618		1657			1426
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.04		0.08			0.07

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 33
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated

Splits and Phases: 4: NYS Route 416 & Neelytown Rd



2023 Existing Traffic Volumes
4: NYS Route 416 & Neelytown Rd

Peak SAT Hour
7/16/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	27	42	95	29	44	47
Future Volume (veh/h)	27	42	95	29	44	47
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	1900	1870	1894	1789	1767	1870
Adj Flow Rate, veh/h	28	44	99	30	46	49
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	2	3	10	9	2
Cap, veh/h	55	86	376	114	425	300
Arrive On Green	0.08	0.08	0.27	0.27	0.27	0.27
Sat Flow, veh/h	646	1016	1395	423	509	1115
Grp Volume(v), veh/h	73	0	0	129	95	0
Grp Sat Flow(s),veh/h/ln	1685	0	0	1818	1624	0
Q Serve(g_s), s	0.8	0.0	0.0	1.0	0.0	0.0
Cycle Q Clear(g_c), s	0.8	0.0	0.0	1.0	0.7	0.0
Prop In Lane	0.38	0.60		0.23	0.48	
Lane Grp Cap(c), veh/h	142	0	0	490	725	0
V/C Ratio(X)	0.51	0.00	0.00	0.26	0.13	0.00
Avail Cap(c_a), veh/h	3176	0	0	3231	3011	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	8.1	0.0	0.0	5.3	5.2	0.0
Incr Delay (d2), s/veh	2.8	0.0	0.0	0.3	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	11.0	0.0	0.0	5.6	5.3	0.0
LnGrp LOS	B			A	A	
Approach Vol, veh/h	73		129			95
Approach Delay, s/veh	11.0		5.6			5.3
Approach LOS	B		A			A
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		11.0			11.0	7.6
Change Period (Y+Rc), s		6.0			6.0	6.0
Max Green Setting (Gmax), s		33.0			33.0	35.0
Max Q Clear Time (g_c+I1), s		3.0			2.7	2.8
Green Ext Time (p_c), s		0.5			0.4	0.3
Intersection Summary						
HCM 6th Ctrl Delay, s/veh			6.8			
HCM 6th LOS			A			

2023 Existing Traffic Volumes
5: NYS Route 211 & NYS Route 416

Peak SAT Hour
7/16/2024



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	8	90	191	10	65	164
Future Volume (vph)	8	90	191	10	65	164
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	12	12	12	12
Storage Length (ft)	0	50		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.993			
Flt Protected	0.950					0.986
Satd. Flow (prot)	1588	1776	1860	0	0	1804
Flt Permitted	0.950					0.986
Satd. Flow (perm)	1588	1776	1860	0	0	1804
Link Speed (mph)	30		30			30
Link Distance (ft)	561		726			643
Travel Time (s)	12.8		16.5			14.6
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	25%	0%	1%	10%	11%	1%
Adj. Flow (vph)	9	99	210	11	71	180
Shared Lane Traffic (%)						
Lane Group Flow (vph)	9	99	221	0	0	251
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	15		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.88	0.88	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
Control Type: Unsignalized

Intersection						
Int Delay, s/veh	2.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	90	191	10	65	164
Future Vol, veh/h	8	90	191	10	65	164
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	50	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	25	0	1	10	11	1
Mvmt Flow	9	99	210	11	71	180

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	538	216	0	0	221	0
Stage 1	216	-	-	-	-	-
Stage 2	322	-	-	-	-	-
Critical Hdwy	6.65	6.2	-	-	4.21	-
Critical Hdwy Stg 1	5.65	-	-	-	-	-
Critical Hdwy Stg 2	5.65	-	-	-	-	-
Follow-up Hdwy	3.725	3.3	-	-	2.299	-
Pot Cap-1 Maneuver	467	829	-	-	1297	-
Stage 1	768	-	-	-	-	-
Stage 2	686	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	439	829	-	-	1297	-
Mov Cap-2 Maneuver	439	-	-	-	-	-
Stage 1	768	-	-	-	-	-
Stage 2	644	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10.2	0	2.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	439	829	1297
HCM Lane V/C Ratio	-	-	0.02	0.119	0.055
HCM Control Delay (s/veh)	-	-	13.4	9.9	7.9
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q (veh)	-	-	0.1	0.4	0.2

2023 Existing Traffic Volumes
6: Beaver Dam Rd & Goodwill Rd

Peak SAT Hour
7/16/2024



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	123	0	53	139	17	42
Future Volume (vph)	123	0	53	139	17	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	11	11
Grade (%)	4%			4%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.904	
Flt Protected				0.986	0.986	
Satd. Flow (prot)	1738	0	0	1701	1653	0
Flt Permitted				0.986	0.986	
Satd. Flow (perm)	1738	0	0	1701	1653	0
Link Speed (mph)	30			30	35	
Link Distance (ft)	853			580	1607	
Travel Time (s)	19.4			13.2	31.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	128	0	55	145	18	44
Shared Lane Traffic (%)						
Lane Group Flow (vph)	128	0	0	200	62	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.12	1.12	1.12	1.12	1.03	1.03
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection						
Int Delay, s/veh	2.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	123	0	53	139	17	42
Future Vol, veh/h	123	0	53	139	17	42
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, %	4	-	-	4	-2	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	128	0	55	145	18	44

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	128	0	383
Stage 1	-	-	-	-	128
Stage 2	-	-	-	-	255
Critical Hdwy	-	-	4.1	-	6
Critical Hdwy Stg 1	-	-	-	-	5
Critical Hdwy Stg 2	-	-	-	-	5
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1470	-	651
Stage 1	-	-	-	-	916
Stage 2	-	-	-	-	815
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1470	-	624
Mov Cap-2 Maneuver	-	-	-	-	624
Stage 1	-	-	-	-	916
Stage 2	-	-	-	-	782

Approach	EB	WB	NB
HCM Control Delay, s/v	0	2.1	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	817	-	-	1470	-
HCM Lane V/C Ratio	0.075	-	-	0.038	-
HCM Control Delay (s/veh)	9.8	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q (veh)	0.2	-	-	0.1	-

2023 Existing Traffic Volumes
7: Beaver Dam Rd & Chandler Ln

Peak SAT Hour
7/16/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	45	1	0	18	27	41
Future Volume (vph)	45	1	0	18	27	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	10	10
Grade (%)	0%			1%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.997				0.919	
Flt Protected	0.953					
Satd. Flow (prot)	1653	0	0	1890	1604	0
Flt Permitted	0.953					
Satd. Flow (perm)	1653	0	0	1890	1604	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	777			545	1607	
Travel Time (s)	17.7			10.6	31.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	0%	0%	0%	4%	0%
Adj. Flow (vph)	48	1	0	19	29	44
Shared Lane Traffic (%)						
Lane Group Flow (vph)	49	0	0	19	73	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	1.09	1.09	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

2023 Existing Traffic Volumes
7: Beaver Dam Rd & Chandler Ln

Peak SAT Hour
7/16/2024

Intersection						
Int Delay, s/veh	3.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	45	1	0	18	27	41
Future Vol, veh/h	45	1	0	18	27	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	1	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	0	0	0	4	0
Mvmt Flow	48	1	0	19	29	44

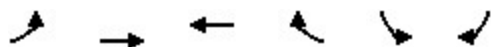
Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	70	51	73	0	0
Stage 1	51	-	-	-	-
Stage 2	19	-	-	-	-
Critical Hdwy	6.42	6.2	4.1	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.3	2.2	-	-
Pot Cap-1 Maneuver	934	1023	1540	-	-
Stage 1	971	-	-	-	-
Stage 2	1004	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	934	1023	1540	-	-
Mov Cap-2 Maneuver	934	-	-	-	-
Stage 1	971	-	-	-	-
Stage 2	1004	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.1	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1540	-	936	-	-
HCM Lane V/C Ratio	-	-	0.052	-	-
HCM Control Delay (s/veh)	0	-	9.1	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q (veh)	0	-	0.2	-	-

2023 Existing Traffic Volumes
8: Neelytown Rd & Site Driveway 1

Peak SAT Hour
7/16/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	165	99	0	0	0
Future Volume (vph)	0	165	99	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1810	1712	0	1900	0
Flt Permitted						
Satd. Flow (perm)	0	1810	1712	0	1900	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		532	1138		660	
Travel Time (s)		8.1	17.2		15.0	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	0%	5%	11%	0%	0%	0%
Adj. Flow (vph)	0	220	132	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	220	132	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	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

2023 Existing Traffic Volumes
8: Neelytown Rd & Site Driveway 1

Peak SAT Hour
7/16/2024

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	0	165	99	0	0	0
Future Vol, veh/h	0	165	99	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	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	5	11	0	0	0
Mvmt Flow	0	220	132	0	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	132	0	-	0	352 132
Stage 1	-	-	-	-	132 -
Stage 2	-	-	-	-	220 -
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	1466	-	-	-	650 923
Stage 1	-	-	-	-	899 -
Stage 2	-	-	-	-	821 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1466	-	-	-	650 923
Mov Cap-2 Maneuver	-	-	-	-	650 -
Stage 1	-	-	-	-	899 -
Stage 2	-	-	-	-	821 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1466	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q (veh)	0	-	-	-	-

2023 Existing Traffic Volumes
 9: Beaver Dam Rd & Site Driveway 2

Peak SAT Hour
 7/16/2024



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	19	0	0	14
Future Volume (vph)	0	0	19	0	0	14
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						
Flt Protected						
Satd. Flow (prot)	1900	0	1810	0	0	1776
Flt Permitted						
Satd. Flow (perm)	1900	0	1810	0	0	1776
Link Speed (mph)	30		35			35
Link Distance (ft)	515		1081			1606
Travel Time (s)	11.7		21.1			31.3
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	0%	0%	5%	0%	0%	7%
Adj. Flow (vph)	0	0	25	0	0	19
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	25	0	0	19
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

2023 Existing Traffic Volumes
 9: Beaver Dam Rd & Site Driveway 2

Peak SAT Hour
 7/16/2024

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	19	0	0	14
Future Vol, veh/h	0	0	19	0	0	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	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	5	0	0	7
Mvmt Flow	0	0	25	0	0	19

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	44	25	0	0	25	0
Stage 1	25	-	-	-	-	-
Stage 2	19	-	-	-	-	-
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	972	1057	-	-	1603	-
Stage 1	1003	-	-	-	-	-
Stage 2	1009	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	972	1057	-	-	1603	-
Mov Cap-2 Maneuver	972	-	-	-	-	-
Stage 1	1003	-	-	-	-	-
Stage 2	1009	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

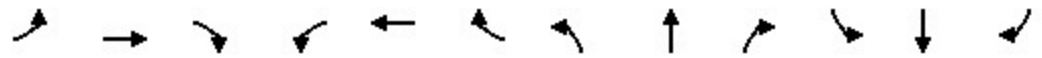
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1603	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s/veh)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q (veh)	-	-	0	0

2027 No-Build Traffic Volumes

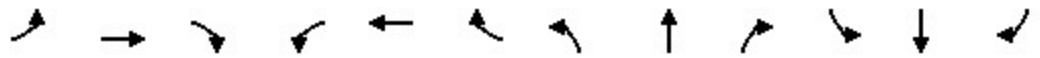
Peak AM Hour

1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

7/16/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↗	↘	↕			↕	
Traffic Volume (vph)	0	0	0	518	1	225	153	544	0	0	678	296
Future Volume (vph)	0	0	0	518	1	225	153	544	0	0	678	296
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			2%	
Storage Length (ft)	0		0	0		360	145		0	245		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Fr _t						0.850					0.954	
Fl _t Protected					0.952		0.950					
Satd. Flow (prot)	0	0	0	0	1488	1474	1253	3312	0	0	3134	0
Fl _t Permitted					0.952		0.950					
Satd. Flow (perm)	0	0	0	0	1488	1474	1253	3312	0	0	3134	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						243						73
Link Speed (mph)		30			40			45				45
Link Distance (ft)		287			1203			796				861
Travel Time (s)		6.5			20.5			12.1				13.0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	21%	0%	9%	44%	9%	0%	0%	10%	6%
Adj. Flow (vph)	0	0	0	582	1	253	172	611	0	0	762	333
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	583	253	172	611	0	0	1095	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
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	1.01	1.01	1.01	1.00	1.00	1.00	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				2	2	2	2	2				2
Detector Template				Left	Thru	Right	Left	Thru				Thru
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				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
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				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)				0.0	0.0	0.0	0.0	0.0				0.0
Turn Type				Perm	NA	Perm	Prot	NA				NA

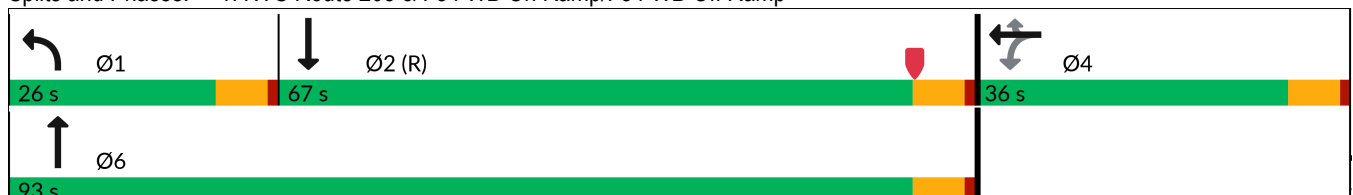


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases					4		1	6				2
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6				2
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	10.0				10.0
Minimum Split (s)				24.0	24.0	24.0	11.0	24.0				24.0
Total Split (s)				36.0	36.0	36.0	26.0	93.0				67.0
Total Split (%)				27.9%	27.9%	27.9%	20.2%	72.1%				51.9%
Maximum Green (s)				30.0	30.0	30.0	20.0	87.0				61.0
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
Total Lost Time (s)					6.0	6.0	6.0	6.0				6.0
Lead/Lag							Lead					Lag
Lead-Lag Optimize?							Yes					Yes
Vehicle Extension (s)				2.0	2.0	2.0	2.0	2.0				2.0
Recall Mode				None	None	None	None	None				C-Max
v/c Ratio					1.68	0.47	0.92	0.27				0.71
Control Delay (s/veh)					352.4	8.9	97.9	9.8				27.9
Queue Delay					0.0	0.0	0.0	0.0				0.0
Total Delay (s/veh)					352.4	8.9	97.9	9.8				27.9
Queue Length 50th (ft)					~712	7	150	125				353
Queue Length 95th (ft)					#926	76	m#250	m138				430
Internal Link Dist (ft)		207			1123			716				781
Turn Bay Length (ft)						360	145					
Base Capacity (vph)					346	529	194	2233				1539
Starvation Cap Reductn					0	0	0	0				0
Spillback Cap Reductn					0	0	0	0				0
Storage Cap Reductn					0	0	0	0				0
Reduced v/c Ratio					1.68	0.48	0.89	0.27				0.71

Intersection Summary

Area Type: Other
 Cycle Length: 129
 Actuated Cycle Length: 129
 Offset: 0 (0%), Referenced to phase 2:SBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 ~ 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.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

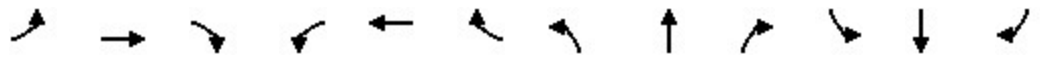


2027 No-Build Traffic Volumes

Peak AM Hour

1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

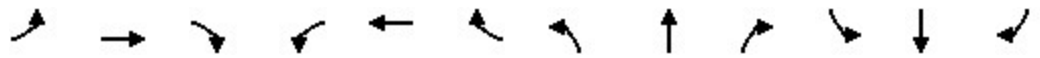
7/16/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↗	↘	↑↑			↑↗	
Traffic Volume (veh/h)	0	0	0	518	1	225	153	544	0	0	678	296
Future Volume (veh/h)	0	0	0	518	1	225	153	544	0	0	678	296
Initial Q (Qb), veh				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
Parking Bus, Adj				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	
Adj Sat Flow, veh/h/ln				1583	1894	1761	1248	1767	0	0	1728	1788
Adj Flow Rate, veh/h				582	1	253	172	611	0	0	762	333
Peak Hour Factor				0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %				21	0	9	44	9	0	0	10	6
Cap, veh/h				419	1	347	184	2264	0	0	1052	459
Arrive On Green				0.23	0.23	0.23	0.31	1.00	0.00	0.00	0.47	0.47
Sat Flow, veh/h				1801	3	1492	1188	3445	0	0	2311	971
Grp Volume(v), veh/h				583	0	253	172	611	0	0	562	533
Grp Sat Flow(s),veh/h/ln				1804	0	1492	1188	1678	0	0	1642	1553
Q Serve(g_s), s				30.0	0.0	20.2	18.1	0.0	0.0	0.0	35.4	35.5
Cycle Q Clear(g_c), s				30.0	0.0	20.2	18.1	0.0	0.0	0.0	35.4	35.5
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.63
Lane Grp Cap(c), veh/h				420	0	347	184	2264	0	0	776	735
V/C Ratio(X)				1.39	0.00	0.73	0.93	0.27	0.00	0.00	0.72	0.73
Avail Cap(c_a), veh/h				420	0	347	184	2264	0	0	776	735
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.87	0.87	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				49.5	0.0	45.7	43.9	0.0	0.0	0.0	27.3	27.3
Incr Delay (d2), s/veh				189.5	0.0	6.6	43.0	0.0	0.0	0.0	5.8	6.2
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				35.3	0.0	8.0	6.5	0.0	0.0	0.0	14.3	13.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				239.0	0.0	52.4	86.8	0.0	0.0	0.0	33.1	33.4
LnGrp LOS				F		D	F	A			C	C
Approach Vol, veh/h					836			783			1095	
Approach Delay, s/veh					182.5			19.1			33.3	
Approach LOS					F			B			C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	26.0	67.0		36.0		93.0						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	20.0	61.0		30.0		87.0						
Max Q Clear Time (g_c+I1), s	20.1	37.5		32.0		2.0						
Green Ext Time (p_c), s	0.0	3.8		0.0		2.2						
Intersection Summary												
HCM 6th Ctrl Delay, s/veh											75.1	
HCM 6th LOS											E	

2027 No-Build Traffic Volumes
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

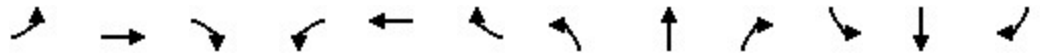
Peak AM Hour
 7/16/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	175	219	40	141	147	230	47	292	166	240	455	501
Future Volume (vph)	175	219	40	141	147	230	47	292	166	240	455	501
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			1%			1%	
Storage Length (ft)	400		400	220		220	145		145	330		280
Storage Lanes	2		0	1		1	1		1	2		1
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.977				0.850		0.946				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1271	2452	0	1687	1743	1553	1414	3044	0	3256	3123	1350
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1271	2452	0	1687	1743	1553	1414	3044	0	3256	3123	1350
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17				212		81				522
Link Speed (mph)		45			25			45				45
Link Distance (ft)		639			871			1257				796
Travel Time (s)		9.7			23.8			19.0				12.1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	42%	49%	16%	7%	9%	4%	27%	12%	11%	7%	15%	19%
Adj. Flow (vph)	182	228	42	147	153	240	49	304	173	250	474	522
Shared Lane Traffic (%)												
Lane Group Flow (vph)	182	270	0	147	153	240	49	477	0	250	474	522
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			24			24	
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	1.00	1.00	1.00	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	2		2	2	2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	83	83		83	83	83	83	83		83	83	83
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	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	43
Detector 2 Size(ft)	40	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	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	0.0
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	Free

2027 No-Build Traffic Volumes
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak AM Hour
 7/16/2024

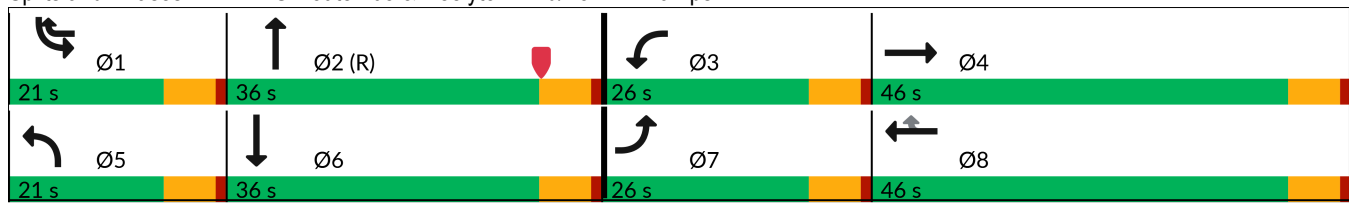


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases						8						Free
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.0	24.0		11.0	24.0	11.0	11.0	24.0		11.0	24.0	
Total Split (s)	26.0	46.0		26.0	46.0	21.0	21.0	36.0		21.0	36.0	
Total Split (%)	20.2%	35.7%		20.2%	35.7%	16.3%	16.3%	27.9%		16.3%	27.9%	
Maximum Green (s)	20.0	40.0		20.0	40.0	15.0	15.0	30.0		15.0	30.0	
Yellow Time (s)	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	
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		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	None	
v/c Ratio	0.92	0.64		0.70	0.65	0.38	0.45	0.37		0.62	0.32	0.38
Control Delay (s/veh)	101.7	54.5		71.6	65.1	7.1	69.5	24.9		60.2	23.6	0.0
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)	101.7	54.5		71.6	65.1	7.1	69.5	24.9		60.2	23.6	0.0
Queue Length 50th (ft)	152	106		119	124	17	40	119		114	112	0
Queue Length 95th (ft)	#296	149		188	184	69	81	195		m115	m126	m0
Internal Link Dist (ft)		559			791			1177			716	
Turn Bay Length (ft)	400			220		220	145			330		280
Base Capacity (vph)	197	772		261	540	631	164	1270		428	1457	1350
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	0.92	0.35		0.56	0.28	0.38	0.30	0.38		0.58	0.33	0.39

Intersection Summary

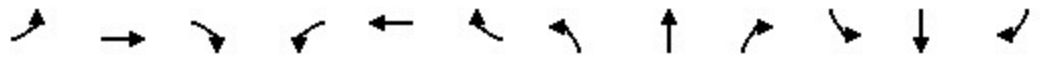
Area Type: Other
 Cycle Length: 129
 Actuated Cycle Length: 129
 Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps



2027 No-Build Traffic Volumes
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak AM Hour
 7/16/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	219	40	141	147	230	47	292	166	240	455	501
Future Volume (veh/h)	175	219	40	141	147	230	47	292	166	240	455	501
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	1278	1174	1663	1796	1767	1841	1494	1716	1731	1790	1672	1613
Adj Flow Rate, veh/h	182	228	42	147	153	240	49	304	173	250	474	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	42	49	16	7	9	4	27	12	11	7	15	19
Cap, veh/h	189	415	75	175	296	407	59	805	447	309	1430	
Arrive On Green	0.16	0.22	0.22	0.10	0.17	0.17	0.04	0.40	0.40	0.03	0.15	0.00
Sat Flow, veh/h	1217	1886	342	1711	1767	1560	1423	2022	1122	3308	3176	1367
Grp Volume(v), veh/h	182	133	137	147	153	240	49	244	233	250	474	0
Grp Sat Flow(s),veh/h/ln	1217	1115	1112	1711	1767	1560	1423	1630	1514	1654	1588	1367
Q Serve(g_s), s	19.2	13.7	14.1	10.9	10.2	17.3	4.4	13.6	14.1	9.7	17.2	0.0
Cycle Q Clear(g_c), s	19.2	13.7	14.1	10.9	10.2	17.3	4.4	13.6	14.1	9.7	17.2	0.0
Prop In Lane	1.00		0.31	1.00		1.00	1.00		0.74	1.00		1.00
Lane Grp Cap(c), veh/h	189	246	245	175	296	407	59	649	603	309	1430	
V/C Ratio(X)	0.96	0.54	0.56	0.84	0.52	0.59	0.83	0.38	0.39	0.81	0.33	
Avail Cap(c_a), veh/h	189	346	345	265	548	630	165	649	603	385	1430	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.63	0.63	0.00
Uniform Delay (d), s/veh	54.2	44.5	44.7	56.9	49.0	41.7	61.4	27.5	27.6	61.4	37.5	0.0
Incr Delay (d2), s/veh	55.4	1.9	2.0	13.8	1.4	1.4	24.2	1.7	1.9	6.5	0.1	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	8.6	3.8	3.9	5.4	4.7	6.9	2.0	5.5	5.3	4.5	7.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	109.5	46.4	46.7	70.7	50.4	43.0	85.6	29.1	29.5	67.8	37.6	0.0
LnGrp LOS	F	D	D	E	D	D	F	C	C	E	D	
Approach Vol, veh/h		452			540			526			724	
Approach Delay, s/veh		71.9			52.6			34.6			48.1	
Approach LOS		E			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.1	57.4	19.2	34.4	11.4	64.1	26.0	27.6				
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	30.0	20.0	40.0	15.0	30.0	20.0	40.0				
Max Q Clear Time (g_c+I1), s	11.7	16.1	12.9	16.1	6.4	19.2	21.2	19.3				
Green Ext Time (p_c), s	0.4	2.0	0.4	1.3	0.1	1.9	0.0	2.2				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh											50.8	
HCM 6th LOS											D	

Notes

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

2027 No-Build Traffic Volumes
 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd

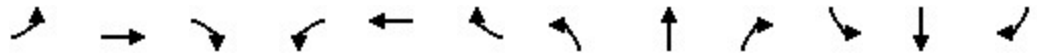
Peak AM Hour
 7/16/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	194	38	174	365	5	43	26	53	8	20	8
Future Volume (vph)	2	194	38	174	365	5	43	26	53	8	20	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	16	12	12	12
Grade (%)		1%			2%			-2%				0%
Storage Length (ft)	70		0	220		0	0		150	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.975			0.998				0.850		0.970	
Flt Protected	0.950			0.950				0.970			0.989	
Satd. Flow (prot)	1796	1507	0	1514	1426	0	0	1718	1479	0	1771	0
Flt Permitted	0.414			0.604				0.814			0.946	
Satd. Flow (perm)	783	1507	0	963	1426	0	0	1441	1479	0	1694	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20			1				109			9
Link Speed (mph)		45			45			35				35
Link Distance (ft)		2146			540			620				646
Travel Time (s)		32.5			8.2			12.1				12.6
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	23%	19%	18%	31%	80%	8%	9%	25%	13%	0%	0%
Adj. Flow (vph)	2	209	41	187	392	5	46	28	57	9	22	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	2	250	0	187	397	0	0	74	57	0	40	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)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	0.99	0.99	0.84	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2	2	2	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	83	83		83	83		83	83	83	83	83	
Trailing Detector (ft)	-5	-5		-5	-5		-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5		-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	40		40	40		40	40	40	40	40	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
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	

2027 No-Build Traffic Volumes
 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd

Peak AM Hour
 7/16/2024

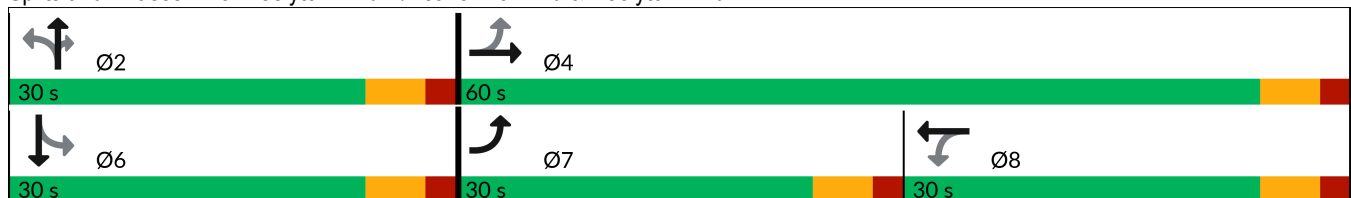


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	7	4			8			2				6
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		8	8		2	2	2	6		6
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		8.0	8.0	8.0	8.0		8.0
Minimum Split (s)	14.0	14.0		14.0	14.0		14.0	14.0	14.0	14.0		14.0
Total Split (s)	30.0	60.0		30.0	30.0		30.0	30.0	30.0	30.0		30.0
Total Split (%)	33.3%	66.7%		33.3%	33.3%		33.3%	33.3%	33.3%	33.3%		33.3%
Maximum Green (s)	24.0	54.0		24.0	24.0		24.0	24.0	24.0	24.0		24.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0		4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0		2.0
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
Recall Mode	None	Max		Max	Max		Max	Max	Max	Max		Max
v/c Ratio	0.00	0.27		0.34	0.48			0.19	0.12			0.08
Control Delay (s/veh)	7.0	8.8		14.1	15.5			27.2	1.2			21.1
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Delay (s/veh)	7.0	8.8		14.1	15.5			27.2	1.2			21.1
Queue Length 50th (ft)	0	56		48	114			33	0			13
Queue Length 95th (ft)	3	97		131	268			68	5			38
Internal Link Dist (ft)		2066			460			540				566
Turn Bay Length (ft)	70			220					150			
Base Capacity (vph)	739	912		547	812			384	474			458
Starvation Cap Reductn	0	0		0	0			0	0			0
Spillback Cap Reductn	0	0		0	0			0	0			0
Storage Cap Reductn	0	0		0	0			0	0			0
Reduced v/c Ratio	0.00	0.27		0.34	0.49			0.19	0.12			0.09

Intersection Summary

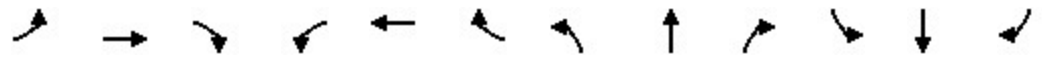
Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Natural Cycle: 60
 Control Type: Semi Act-Uncoord

Splits and Phases: 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd



2027 No-Build Traffic Volumes
 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd










Peak AM Hour
 7/16/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	194	38	174	365	5	43	26	53	8	20	8
Future Volume (veh/h)	2	194	38	174	365	5	43	26	53	8	20	8
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	1894	1553	1613	1610	1417	691	1859	1844	1668	1707	1900	1900
Adj Flow Rate, veh/h	2	209	41	187	392	5	46	28	57	9	22	9
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	23	19	18	31	80	8	9	25	13	0	0
Cap, veh/h	433	757	148	586	738	9	303	170	377	122	281	103
Arrive On Green	0.00	0.60	0.60	0.53	0.53	0.53	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1804	1261	247	972	1396	18	892	637	1413	273	1055	386
Grp Volume(v), veh/h	2	0	250	187	0	397	74	0	57	40	0	0
Grp Sat Flow(s),veh/h/ln	1804	0	1509	972	0	1414	1529	0	1413	1714	0	0
Q Serve(g_s), s	0.0	0.0	7.2	10.3	0.0	16.6	1.6	0.0	2.8	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	7.2	11.0	0.0	16.6	3.1	0.0	2.8	1.5	0.0	0.0
Prop In Lane	1.00		0.16	1.00		0.01	0.62		1.00	0.22		0.22
Lane Grp Cap(c), veh/h	433	0	905	586	0	748	473	0	377	506	0	0
V/C Ratio(X)	0.00	0.00	0.28	0.32	0.00	0.53	0.16	0.00	0.15	0.08	0.00	0.00
Avail Cap(c_a), veh/h	906	0	905	586	0	748	473	0	377	506	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.8	0.0	8.6	12.8	0.0	13.9	25.3	0.0	25.2	24.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.8	1.4	0.0	2.7	0.7	0.0	0.8	0.3	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	2.1	2.2	0.0	5.1	1.3	0.0	1.0	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.8	0.0	9.4	14.2	0.0	16.6	26.0	0.0	26.1	25.0	0.0	0.0
LnGrp LOS	B		A	B		B	C		C	C		
Approach Vol, veh/h		252			584			131				40
Approach Delay, s/veh		9.4			15.8			26.0				25.0
Approach LOS		A			B			C				C
Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		30.0		60.0		30.0	6.4	53.6				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		24.0		54.0		24.0	24.0	24.0				
Max Q Clear Time (g_c+I1), s		5.1		9.2		3.5	2.0	18.6				
Green Ext Time (p_c), s		0.5		1.3		0.1	0.0	1.6				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh				15.9								
HCM 6th LOS				B								

2027 No-Build Traffic Volumes
4: NYS Route 416 & Neelytown Rd

Peak AM Hour
7/16/2024

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	69	150	64	76	168	161
Future Volume (vph)	69	150	64	76	168	161
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	0.908		0.927			
Flt Protected	0.984					0.975
Satd. Flow (prot)	1332	0	1667	0	0	1652
Flt Permitted	0.984					0.758
Satd. Flow (perm)	1332	0	1667	0	0	1285
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	169		85			
Link Speed (mph)	45		55			55
Link Distance (ft)	2393		959			1086
Travel Time (s)	36.3		11.9			13.5
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	11%	35%	10%	3%	17%	7%
Adj. Flow (vph)	78	169	72	85	189	181
Shared Lane Traffic (%)						
Lane Group Flow (vph)	247	0	157	0	0	370
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	0.99	0.99	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2		1	2
Detector Template					Left	
Leading Detector (ft)	83		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Detector 1 Position(ft)	-5		-5		0	-5
Detector 1 Size(ft)	40		40		20	40
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 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)	40		40			40
Detector 2 Size(ft)	43		43			43
Detector 2 Type	Cl+Ex		Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6

2027 No-Build Traffic Volumes
 4: NYS Route 416 & Neelytown Rd

Peak AM Hour
 7/16/2024

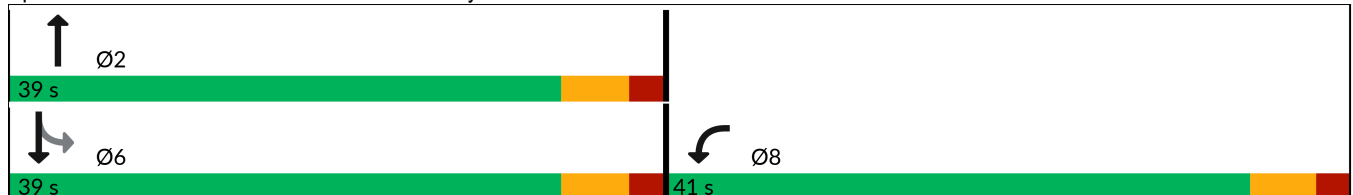


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	24.0		24.0		24.0	24.0
Total Split (s)	41.0		39.0		39.0	39.0
Total Split (%)	51.3%		48.8%		48.8%	48.8%
Maximum Green (s)	35.0		33.0		33.0	33.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	6.0		6.0			6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		Min		Min	Min
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	0.56		0.19			0.62
Control Delay (s/veh)	11.2		4.5			14.5
Queue Delay	0.0		0.0			0.0
Total Delay (s/veh)	11.2		4.5			14.5
Queue Length 50th (ft)	12		8			52
Queue Length 95th (ft)	69		35			151
Internal Link Dist (ft)	2313		879			1006
Turn Bay Length (ft)						
Base Capacity (vph)	1191		1414			1079
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.21		0.11			0.34

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 40.2
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated

Splits and Phases: 4: NYS Route 416 & Neelytown Rd



2027 No-Build Traffic Volumes
4: NYS Route 416 & Neelytown Rd

Peak AM Hour
7/16/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	69	150	64	76	168	161
Future Volume (veh/h)	69	150	64	76	168	161
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	1737	1381	1789	1894	1648	1796
Adj Flow Rate, veh/h	78	169	72	85	189	181
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	11	35	10	3	17	7
Cap, veh/h	109	237	271	320	399	293
Arrive On Green	0.23	0.23	0.36	0.36	0.36	0.36
Sat Flow, veh/h	480	1040	748	883	589	808
Grp Volume(v), veh/h	248	0	0	157	370	0
Grp Sat Flow(s),veh/h/ln	1526	0	0	1630	1397	0
Q Serve(g_s), s	4.4	0.0	0.0	2.0	4.8	0.0
Cycle Q Clear(g_c), s	4.4	0.0	0.0	2.0	6.8	0.0
Prop In Lane	0.31	0.68		0.54	0.51	
Lane Grp Cap(c), veh/h	347	0	0	591	692	0
V/C Ratio(X)	0.71	0.00	0.00	0.27	0.53	0.00
Avail Cap(c_a), veh/h	1824	0	0	1838	1777	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	10.4	0.0	0.0	6.6	8.1	0.0
Incr Delay (d2), s/veh	2.7	0.0	0.0	0.2	0.6	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.0	0.2	0.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	13.2	0.0	0.0	6.8	8.7	0.0
LnGrp LOS	B			A	A	
Approach Vol, veh/h	248		157			370
Approach Delay, s/veh	13.2		6.8			8.7
Approach LOS	B		A			A
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		16.6			16.6	12.7
Change Period (Y+Rc), s		6.0			6.0	6.0
Max Green Setting (Gmax), s		33.0			33.0	35.0
Max Q Clear Time (g_c+I1), s		4.0			8.8	6.4
Green Ext Time (p_c), s		0.7			1.8	1.3
Intersection Summary						
HCM 6th Ctrl Delay, s/veh			9.8			
HCM 6th LOS			A			

2027 No-Build Traffic Volumes
5: NYS Route 211 & NYS Route 416

Peak AM Hour
7/16/2024



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	41	119	130	21	196	243
Future Volume (vph)	41	119	130	21	196	243
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	12	12	12	12
Storage Length (ft)	0	50		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.981			
Flt Protected	0.950					0.978
Satd. Flow (prot)	1073	1545	1533	0	0	1760
Flt Permitted	0.950					0.978
Satd. Flow (perm)	1073	1545	1533	0	0	1760
Link Speed (mph)	30		30			30
Link Distance (ft)	561		726			643
Travel Time (s)	12.8		16.5			14.6
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	85%	15%	13%	75%	5%	6%
Adj. Flow (vph)	47	137	149	24	225	279
Shared Lane Traffic (%)						
Lane Group Flow (vph)	47	137	173	0	0	504
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	15		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.88	0.88	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

Control Type: Unsignalized

2027 No-Build Traffic Volumes
 5: NYS Route 211 & NYS Route 416

Peak AM Hour
 7/16/2024

Intersection						
Int Delay, s/veh	5.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	41	119	130	21	196	243
Future Vol, veh/h	41	119	130	21	196	243
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	50	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	85	15	13	75	5	6
Mvmt Flow	47	137	149	24	225	279

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	890	161	0	0	173
Stage 1	161	-	-	-	-
Stage 2	729	-	-	-	-
Critical Hdwy	7.25	6.35	-	-	4.15
Critical Hdwy Stg 1	6.25	-	-	-	-
Critical Hdwy Stg 2	6.25	-	-	-	-
Follow-up Hdwy	4.265	3.435	-	-	2.245
Pot Cap-1 Maneuver	228	851	-	-	1386
Stage 1	701	-	-	-	-
Stage 2	356	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	184	851	-	-	1386
Mov Cap-2 Maneuver	184	-	-	-	-
Stage 1	701	-	-	-	-
Stage 2	288	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	15.4	0	3.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	184	851	1386
HCM Lane V/C Ratio	-	-	0.256	0.161	0.163
HCM Control Delay (s/veh)	-	-	31.2	10	8.1
HCM Lane LOS	-	-	D	B	A
HCM 95th %tile Q (veh)	-	-	1	0.6	0.6

2027 No-Build Traffic Volumes
6: Beaver Dam Rd & Goodwill Rd

Peak AM Hour
7/16/2024



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	50	36	40	79	27	70
Future Volume (vph)	50	36	40	79	27	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	11	11
Grade (%)	4%			4%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.944			0.903		
Flt Protected				0.983	0.986	
Satd. Flow (prot)	1545	0	0	1572	1561	0
Flt Permitted				0.983	0.986	
Satd. Flow (perm)	1545	0	0	1572	1561	0
Link Speed (mph)	30			30	35	
Link Distance (ft)	853			580	1607	
Travel Time (s)	19.4			13.2	31.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	12%	8%	9%	8%	5%
Adj. Flow (vph)	52	37	41	81	28	72
Shared Lane Traffic (%)						
Lane Group Flow (vph)	89	0	0	122	100	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.12	1.12	1.12	1.12	1.03	1.03
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2027 No-Build Traffic Volumes
6: Beaver Dam Rd & Goodwill Rd

Peak AM Hour
7/16/2024

Intersection						
Int Delay, s/veh	4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	50	36	40	79	27	70
Future Vol, veh/h	50	36	40	79	27	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	4	-	-	4	-2	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	12	8	9	8	5
Mvmt Flow	52	37	41	81	28	72

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	89	0	234 71
Stage 1	-	-	-	-	71 -
Stage 2	-	-	-	-	163 -
Critical Hdwy	-	-	4.18	-	6.08 6.05
Critical Hdwy Stg 1	-	-	-	-	5.08 -
Critical Hdwy Stg 2	-	-	-	-	5.08 -
Follow-up Hdwy	-	-	2.272	-	3.572 3.345
Pot Cap-1 Maneuver	-	-	1469	-	761 987
Stage 1	-	-	-	-	944 -
Stage 2	-	-	-	-	867 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1469	-	739 987
Mov Cap-2 Maneuver	-	-	-	-	739 -
Stage 1	-	-	-	-	944 -
Stage 2	-	-	-	-	842 -

Approach	EB	WB	NB
HCM Control Delay, s/v	0	2.5	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	903	-	-	1469	-
HCM Lane V/C Ratio	0.111	-	-	0.028	-
HCM Control Delay (s/veh)	9.5	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q (veh)	0.4	-	-	0.1	-

2027 No-Build Traffic Volumes
7: Beaver Dam Rd & Chandler Ln

Peak AM Hour
7/16/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	57	0	1	38	45	27
Future Volume (vph)	57	0	1	38	45	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	10	10
Grade (%)	0%			1%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.949	
Fl _t Protected	0.950			0.999		
Satd. Flow (prot)	1589	0	0	1700	1523	0
Fl _t Permitted	0.950			0.999		
Satd. Flow (perm)	1589	0	0	1700	1523	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	777			545	1607	
Travel Time (s)	17.7			10.6	31.3	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	6%	0%	100%	9%	12%	8%
Adj. Flow (vph)	65	0	1	43	51	31
Shared Lane Traffic (%)						
Lane Group Flow (vph)	65	0	0	44	82	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	1.09	1.09	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2027 No-Build Traffic Volumes
7: Beaver Dam Rd & Chandler Ln

Peak AM Hour
7/16/2024

Intersection						
Int Delay, s/veh	3.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	57	0	1	38	45	27
Future Vol, veh/h	57	0	1	38	45	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	1	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	6	0	100	9	12	8
Mvmt Flow	65	0	1	43	51	31

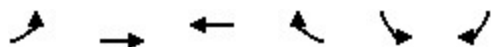
Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	112	67	82	0	0
Stage 1	67	-	-	-	-
Stage 2	45	-	-	-	-
Critical Hdwy	6.46	6.2	5.1	-	-
Critical Hdwy Stg 1	5.46	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-
Follow-up Hdwy	3.554	3.3	3.1	-	-
Pot Cap-1 Maneuver	875	1002	1071	-	-
Stage 1	946	-	-	-	-
Stage 2	967	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	874	1002	1071	-	-
Mov Cap-2 Maneuver	874	-	-	-	-
Stage 1	945	-	-	-	-
Stage 2	967	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.4	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1071	-	874	-	-
HCM Lane V/C Ratio	0.001	-	0.074	-	-
HCM Control Delay (s/veh)	8.4	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0.2	-	-

2027 No-Build Traffic Volumes
8: Neelytown Rd & Site Driveway 1

Peak AM Hour
7/16/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	256	554	0	0	0
Future Volume (vph)	0	256	554	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1545	1462	0	1900	0
Flt Permitted						
Satd. Flow (perm)	0	1545	1462	0	1900	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		532	1138		660	
Travel Time (s)		8.1	17.2		15.0	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	23%	30%	0%	0%	0%
Adj. Flow (vph)	0	275	596	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	275	596	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	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2027 No-Build Traffic Volumes
8: Neelytown Rd & Site Driveway 1

Peak AM Hour
7/16/2024

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	0	256	554	0	0	0
Future Vol, veh/h	0	256	554	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	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	23	30	0	0	0
Mvmt Flow	0	275	596	0	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	596	0	-	0	871 596
Stage 1	-	-	-	-	596 -
Stage 2	-	-	-	-	275 -
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	990	-	-	-	324 507
Stage 1	-	-	-	-	554 -
Stage 2	-	-	-	-	776 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	990	-	-	-	324 507
Mov Cap-2 Maneuver	-	-	-	-	324 -
Stage 1	-	-	-	-	554 -
Stage 2	-	-	-	-	776 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	990	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q (veh)	0	-	-	-	-

2027 No-Build Traffic Volumes
 9: Beaver Dam Rd & Site Driveway 2

Peak AM Hour
 7/16/2024



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	33	0	0	37
Future Volume (vph)	0	0	33	0	0	37
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						
Flt Protected						
Satd. Flow (prot)	1900	0	1652	0	0	1827
Flt Permitted						
Satd. Flow (perm)	1900	0	1652	0	0	1827
Link Speed (mph)	30		35			35
Link Distance (ft)	515		1081			1606
Travel Time (s)	11.7		21.1			31.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	15%	0%	0%	4%
Adj. Flow (vph)	0	0	35	0	0	40
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	35	0	0	40
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

2027 No-Build Traffic Volumes
 9: Beaver Dam Rd & Site Driveway 2

Peak AM Hour
 7/16/2024

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	0	33	0	0	37
Future Vol, veh/h	0	0	33	0	0	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	15	0	0	4
Mvmt Flow	0	0	35	0	0	40

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	75	35	0	0	35	0
Stage 1	35	-	-	-	-	-
Stage 2	40	-	-	-	-	-
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	933	1044	-	-	1589	-
Stage 1	993	-	-	-	-	-
Stage 2	988	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	933	1044	-	-	1589	-
Mov Cap-2 Maneuver	933	-	-	-	-	-
Stage 1	993	-	-	-	-	-
Stage 2	988	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

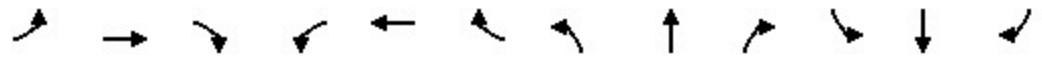
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1589	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s/veh)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q (veh)	-	-	0	0

2027 No-Build Traffic Volumes

Peak PM Hour

1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

7/16/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↗	↘	↑↑			↑↓	
Traffic Volume (vph)	0	0	0	358	0	328	279	732	0	0	561	304
Future Volume (vph)	0	0	0	358	0	328	279	732	0	0	561	304
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			2%	
Storage Length (ft)	0		0	0		360	145		0	245		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Fr _t						0.850					0.947	
Fl _t Protected					0.950		0.950					
Satd. Flow (prot)	0	0	0	0	1330	1516	1444	3471	0	0	3267	0
Fl _t Permitted					0.950		0.950					
Satd. Flow (perm)	0	0	0	0	1330	1516	1444	3471	0	0	3267	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						250						107
Link Speed (mph)		30			40			45			45	
Link Distance (ft)		287			1203			796			861	
Travel Time (s)		6.5			20.5			12.1			13.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	35%	0%	6%	25%	4%	0%	0%	5%	1%
Adj. Flow (vph)	0	0	0	373	0	342	291	763	0	0	584	317
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	373	342	291	763	0	0	901	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
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	1.01	1.01	1.01	1.00	1.00	1.00	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				2	2	2	2	2				2
Detector Template				Left	Thru	Right	Left	Thru				Thru
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				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
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				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)				0.0	0.0	0.0	0.0	0.0				0.0
Turn Type				Perm	NA	Perm	Prot	NA				NA

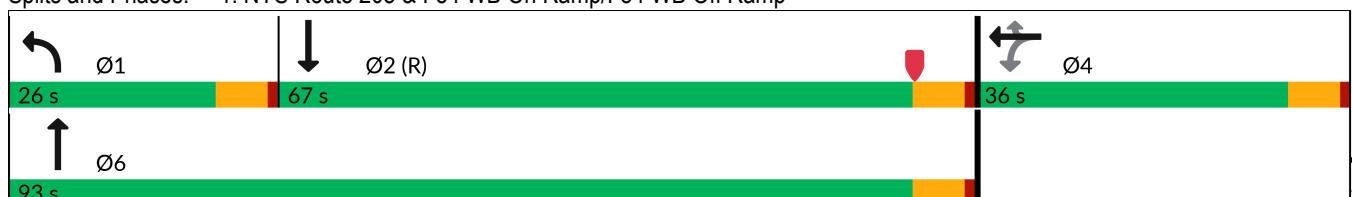


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases					4		1	6				2
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6				2
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	10.0				10.0
Minimum Split (s)				24.0	24.0	24.0	11.0	24.0				24.0
Total Split (s)				36.0	36.0	36.0	26.0	93.0				67.0
Total Split (%)				27.9%	27.9%	27.9%	20.2%	72.1%				51.9%
Maximum Green (s)				30.0	30.0	30.0	20.0	87.0				61.0
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
Total Lost Time (s)					6.0	6.0	6.0	6.0				6.0
Lead/Lag							Lead					Lag
Lead-Lag Optimize?							Yes					Yes
Vehicle Extension (s)				2.0	2.0	2.0	2.0	2.0				2.0
Recall Mode				None	None	None	None	None				C-Max
v/c Ratio					1.20	0.62	1.30	0.32				0.56
Control Delay (s/veh)					162.1	17.9	198.0	8.7				22.8
Queue Delay					0.0	0.0	0.0	0.0				0.0
Total Delay (s/veh)					162.1	17.9	198.0	8.7				22.8
Queue Length 50th (ft)					~379	63	~317	126				245
Queue Length 95th (ft)					#577	172	m#428	m155				309
Internal Link Dist (ft)		207			1123			716				781
Turn Bay Length (ft)						360	145					
Base Capacity (vph)					309	544	223	2340				1601
Starvation Cap Reductn					0	0	0	0				0
Spillback Cap Reductn					0	0	0	0				0
Storage Cap Reductn					0	0	0	0				0
Reduced v/c Ratio					1.21	0.63	1.30	0.33				0.56

Intersection Summary

Area Type: Other
 Cycle Length: 129
 Actuated Cycle Length: 129
 Offset: 0 (0%), Referenced to phase 2:SBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 ~ 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.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

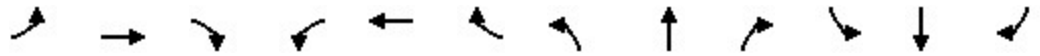


2027 No-Build Traffic Volumes

Peak PM Hour

1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

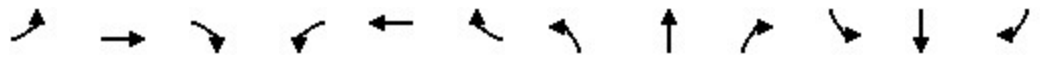
7/16/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↗	↘	↑↑			↑↔	
Traffic Volume (veh/h)	0	0	0	358	0	328	279	732	0	0	561	304
Future Volume (veh/h)	0	0	0	358	0	328	279	732	0	0	561	304
Initial Q (Qb), veh				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
Parking Bus, Adj				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		
Adj Sat Flow, veh/h/ln				1375	1894	1805	1530	1841	0	0	1802	1862
Adj Flow Rate, veh/h				373	0	342	291	762	0	0	584	317
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %				35	0	6	25	4	0	0	5	1
Cap, veh/h				420	0	356	226	2359	0	0	1013	550
Arrive On Green				0.23	0.00	0.23	0.31	1.00	0.00	0.00	0.47	0.47
Sat Flow, veh/h				1804	0	1530	1457	3589	0	0	2233	1163
Grp Volume(v), veh/h				373	0	342	291	762	0	0	467	434
Grp Sat Flow(s),veh/h/ln				1804	0	1530	1457	1749	0	0	1712	1593
Q Serve(g_s), s				25.8	0.0	28.5	20.0	0.0	0.0	0.0	25.5	25.5
Cycle Q Clear(g_c), s				25.8	0.0	28.5	20.0	0.0	0.0	0.0	25.5	25.5
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.73
Lane Grp Cap(c), veh/h				420	0	356	226	2359	0	0	810	753
V/C Ratio(X)				0.89	0.00	0.96	1.29	0.32	0.00	0.00	0.58	0.58
Avail Cap(c_a), veh/h				420	0	356	226	2359	0	0	810	753
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.66	0.66	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				47.9	0.0	48.9	44.5	0.0	0.0	0.0	24.6	24.6
Incr Delay (d2), s/veh				19.7	0.0	37.2	150.1	0.0	0.0	0.0	3.0	3.2
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				13.6	0.0	14.3	15.2	0.0	0.0	0.0	10.5	9.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				67.5	0.0	86.1	194.6	0.0	0.0	0.0	27.6	27.8
LnGrp LOS				E		F	F	A			C	C
Approach Vol, veh/h					715			1053			901	
Approach Delay, s/veh					76.4			53.8			27.7	
Approach LOS					E			D			C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	26.0	67.0		36.0		93.0						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	20.0	61.0		30.0		87.0						
Max Q Clear Time (g_c+I1), s	22.0	27.5		30.5		2.0						
Green Ext Time (p_c), s	0.0	3.0		0.0		2.8						
Intersection Summary												
HCM 6th Ctrl Delay, s/veh				51.1								
HCM 6th LOS				D								

2027 No-Build Traffic Volumes
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

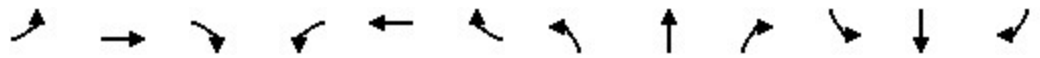
Peak PM Hour
 7/16/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	253	296	48	82	81	257	47	502	255	168	453	298
Future Volume (vph)	253	296	48	82	81	257	47	502	255	168	453	298
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			1%			1%	
Storage Length (ft)	400		400	220		220	145		145	330		280
Storage Lanes	2		0	1		1	1		1	2		1
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.979				0.850		0.950				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1467	2990	0	1626	1086	1568	1403	3302	0	3350	3454	1164
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1467	2990	0	1626	1086	1568	1403	3302	0	3350	3454	1164
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15				76		65				324
Link Speed (mph)		45			25			45				45
Link Distance (ft)		639			871			1257				796
Travel Time (s)		9.7			23.8			19.0				12.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	23%	20%	7%	11%	75%	3%	28%	3%	4%	4%	4%	38%
Adj. Flow (vph)	275	322	52	89	88	279	51	546	277	183	492	324
Shared Lane Traffic (%)												
Lane Group Flow (vph)	275	374	0	89	88	279	51	823	0	183	492	324
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			24			24	
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	1.00	1.00	1.00	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	2		2	2	2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	83	83		83	83	83	83	83		83	83	83
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	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	43
Detector 2 Size(ft)	40	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	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	0.0
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	Free

2027 No-Build Traffic Volumes
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak PM Hour
 7/16/2024

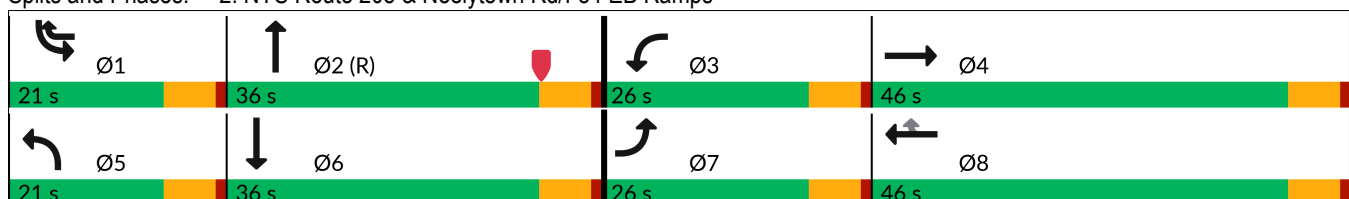


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases						8						Free
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.0	24.0		11.0	24.0	11.0	11.0	24.0		11.0	24.0	
Total Split (s)	26.0	46.0		26.0	46.0	21.0	21.0	36.0		21.0	36.0	
Total Split (%)	20.2%	35.7%		20.2%	35.7%	16.3%	16.3%	27.9%		16.3%	27.9%	
Maximum Green (s)	20.0	40.0		20.0	40.0	15.0	15.0	30.0		15.0	30.0	
Yellow Time (s)	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	
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		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	None	
v/c Ratio	1.21	0.66		0.56	0.65	0.57	0.47	0.56		0.53	0.30	0.27
Control Delay (s/veh)	174.4	53.2		68.9	74.6	32.3	70.0	28.5		65.1	22.3	0.3
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)	174.4	53.2		68.9	74.6	32.3	70.0	28.5		65.1	22.3	0.3
Queue Length 50th (ft)	~280	148		72	71	147	42	246		84	112	0
Queue Length 95th (ft)	#457	198		125	122	207	83	368		m103	m153	m0
Internal Link Dist (ft)		559			791			1177			716	
Turn Bay Length (ft)	400			220		220	145			330		280
Base Capacity (vph)	227	937		252	336	510	163	1464		403	1640	1164
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	1.21	0.40		0.35	0.26	0.55	0.31	0.56		0.45	0.30	0.28

Intersection Summary

Area Type: Other
 Cycle Length: 129
 Actuated Cycle Length: 129
 Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 ~ 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.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps



2027 No-Build Traffic Volumes
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak PM Hour
 7/16/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	253	296	48	82	81	257	47	502	255	168	453	298
Future Volume (veh/h)	253	296	48	82	81	257	47	502	255	168	453	298
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	1559	1604	1796	1737	789	1856	1479	1850	1835	1835	1835	1331
Adj Flow Rate, veh/h	275	322	52	89	88	279	51	546	277	183	492	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	23	20	7	11	75	3	28	3	4	4	4	38
Cap, veh/h	230	731	117	112	150	413	61	895	453	245	1481	
Arrive On Green	0.16	0.28	0.28	0.07	0.19	0.19	0.04	0.40	0.40	0.02	0.14	0.00
Sat Flow, veh/h	1485	2631	420	1654	789	1572	1409	2258	1143	3390	3486	1128
Grp Volume(v), veh/h	275	185	189	89	88	279	51	425	398	183	492	0
Grp Sat Flow(s),veh/h/ln	1485	1523	1528	1654	789	1572	1409	1757	1644	1695	1743	1128
Q Serve(g_s), s	20.0	12.9	13.1	6.8	13.1	20.5	4.6	24.8	24.9	6.9	16.4	0.0
Cycle Q Clear(g_c), s	20.0	12.9	13.1	6.8	13.1	20.5	4.6	24.8	24.9	6.9	16.4	0.0
Prop In Lane	1.00		0.28	1.00		1.00	1.00		0.70	1.00		1.00
Lane Grp Cap(c), veh/h	230	424	425	112	150	413	61	696	651	245	1481	
V/C Ratio(X)	1.19	0.44	0.44	0.80	0.59	0.68	0.83	0.61	0.61	0.75	0.33	
Avail Cap(c_a), veh/h	230	472	474	256	244	601	164	696	651	394	1481	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.81	0.81	0.00
Uniform Delay (d), s/veh	54.5	38.3	38.4	59.3	47.6	42.6	61.2	31.0	31.0	61.8	39.0	0.0
Incr Delay (d2), s/veh	122.0	0.7	0.7	12.1	3.6	1.9	23.6	4.0	4.2	3.7	0.1	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	15.1	4.8	4.9	3.3	2.8	8.3	2.0	10.9	10.3	3.2	7.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	176.5	39.0	39.1	71.3	51.2	44.6	84.8	35.0	35.3	65.5	39.1	0.0
LnGrp LOS	F	D	D	E	D	D	F	C	D	E	D	
Approach Vol, veh/h		649			456			874			675	
Approach Delay, s/veh		97.3			51.1			38.0			46.2	
Approach LOS		F			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.3	57.1	14.7	41.9	11.6	60.8	26.0	30.6				
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	30.0	20.0	40.0	15.0	30.0	20.0	40.0				
Max Q Clear Time (g_c+I1), s	8.9	26.9	8.8	15.1	6.6	18.4	22.0	22.5				
Green Ext Time (p_c), s	0.4	1.3	0.2	1.8	0.1	2.0	0.0	2.1				

Intersection Summary

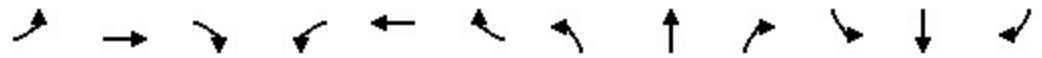
HCM 6th Ctrl Delay, s/veh	56.8
HCM 6th LOS	E

Notes

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

2027 No-Build Traffic Volumes
 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd

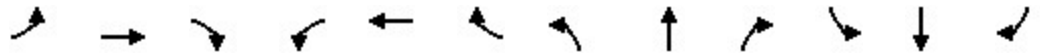
Peak PM Hour
 7/16/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	292	46	65	239	8	49	25	203	6	19	8
Future Volume (vph)	10	292	46	65	239	8	49	25	203	6	19	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	16	12	12	12
Grade (%)		1%			2%			-2%				0%
Storage Length (ft)	70		0	220		0	0		150	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.980			0.995				0.850		0.968	
Flt Protected	0.950			0.950				0.968			0.991	
Satd. Flow (prot)	1796	1708	0	1735	1563	0	0	1736	1744	0	1597	0
Flt Permitted	0.479			0.513				0.789			0.953	
Satd. Flow (perm)	906	1708	0	937	1563	0	0	1415	1744	0	1536	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			2				257		10	
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		2146			540			620			646	
Travel Time (s)		32.5			8.2			12.1			12.6	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	0%	9%	5%	3%	20%	13%	7%	7%	6%	17%	19%	0%
Adj. Flow (vph)	13	370	58	82	303	10	62	32	257	8	24	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	13	428	0	82	313	0	0	94	257	0	42	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)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	0.99	0.99	0.84	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2	2	2	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	83	83		83	83		83	83	83	83	83	
Trailing Detector (ft)	-5	-5		-5	-5		-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5		-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	40		40	40		40	40	40	40	40	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
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	

2027 No-Build Traffic Volumes
 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd

Peak PM Hour
 7/16/2024

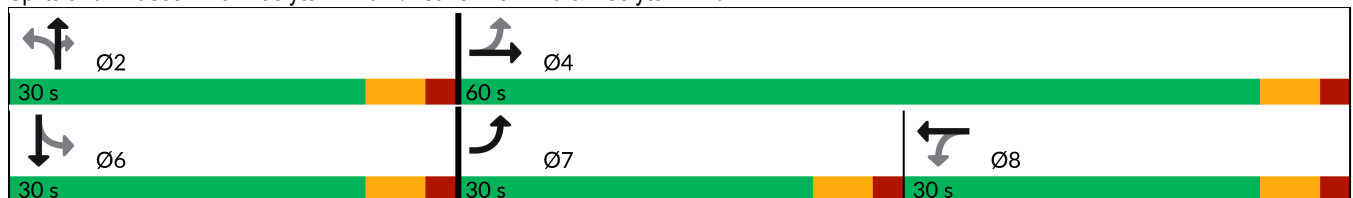


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	7	4			8			2				6
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		8	8		2	2	2	6		6
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		8.0	8.0	8.0	8.0		8.0
Minimum Split (s)	14.0	14.0		14.0	14.0		14.0	14.0	14.0	14.0		14.0
Total Split (s)	30.0	60.0		30.0	30.0		30.0	30.0	30.0	30.0		30.0
Total Split (%)	33.3%	66.7%		33.3%	33.3%		33.3%	33.3%	33.3%	33.3%		33.3%
Maximum Green (s)	24.0	54.0		24.0	24.0		24.0	24.0	24.0	24.0		24.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0		4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0		2.0
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
Recall Mode	None	Max		Max	Max		Max	Max	Max	Max		Max
v/c Ratio	0.02	0.41		0.15	0.35			0.24	0.39			0.10
Control Delay (s/veh)	7.4	10.6		11.8	13.0			28.1	5.4			21.1
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Delay (s/veh)	7.4	10.6		11.8	13.0			28.1	5.4			21.1
Queue Length 50th (ft)	3	114		19	81			42	0			14
Queue Length 95th (ft)	9	145		50	160			72	34			33
Internal Link Dist (ft)		2066			460			540				566
Turn Bay Length (ft)	70			220					150			
Base Capacity (vph)	780	1031		533	889			377	653			416
Starvation Cap Reductn	0	0		0	0			0	0			0
Spillback Cap Reductn	0	0		0	0			0	0			0
Storage Cap Reductn	0	0		0	0			0	0			0
Reduced v/c Ratio	0.02	0.42		0.15	0.35			0.25	0.39			0.10

Intersection Summary

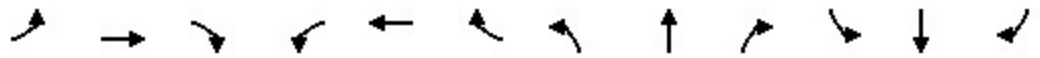
Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Natural Cycle: 55
 Control Type: Semi Act-Uncoord

Splits and Phases: 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd



2027 No-Build Traffic Volumes
 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd










Peak PM Hour
 7/16/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	292	46	65	239	8	49	25	203	6	19	8
Future Volume (veh/h)	10	292	46	65	239	8	49	25	203	6	19	8
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	1894	1761	1820	1832	1580	1684	1874	1874	1964	1648	1618	1900
Adj Flow Rate, veh/h	13	370	58	82	303	10	62	32	257	8	24	10
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	0	9	5	3	20	13	7	7	6	17	19	0
Cap, veh/h	542	892	140	519	774	26	323	154	444	95	244	91
Arrive On Green	0.02	0.60	0.60	0.51	0.51	0.51	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1804	1486	233	940	1521	50	962	577	1665	176	914	341
Grp Volume(v), veh/h	13	0	428	82	0	313	94	0	257	42	0	0
Grp Sat Flow(s),veh/h/ln	1804	0	1719	940	0	1571	1539	0	1665	1431	0	0
Q Serve(g_s), s	0.3	0.0	11.9	4.6	0.0	11.0	2.1	0.0	12.1	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.3	0.0	11.9	8.3	0.0	11.0	3.9	0.0	12.1	1.8	0.0	0.0
Prop In Lane	1.00		0.14	1.00		0.03	0.66		1.00	0.19		0.24
Lane Grp Cap(c), veh/h	542	0	1031	519	0	799	477	0	444	429	0	0
V/C Ratio(X)	0.02	0.00	0.42	0.16	0.00	0.39	0.20	0.00	0.58	0.10	0.00	0.00
Avail Cap(c_a), veh/h	978	0	1031	519	0	799	477	0	444	429	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.9	0.0	9.6	14.0	0.0	13.6	25.6	0.0	28.6	24.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	1.2	0.6	0.0	1.4	0.9	0.0	5.4	0.5	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	4.0	1.0	0.0	3.7	1.6	0.0	5.3	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.9	0.0	10.8	14.6	0.0	15.0	26.5	0.0	34.0	25.3	0.0	0.0
LnGrp LOS	A		B	B		B	C		C	C		
Approach Vol, veh/h		441			395			351				42
Approach Delay, s/veh		10.8			14.9			32.0				25.3
Approach LOS		B			B			C				C
Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		30.0		60.0		30.0	8.2	51.8				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		24.0		54.0		24.0	24.0	24.0				
Max Q Clear Time (g_c+I1), s		14.1		13.9		3.8	2.3	13.0				
Green Ext Time (p_c), s		1.3		2.3		0.1	0.0	1.6				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh				18.7								
HCM 6th LOS				B								

2027 No-Build Traffic Volumes
4: NYS Route 416 & Neelytown Rd

Peak PM Hour
7/16/2024

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	83	230	173	79	124	111
Future Volume (vph)	83	230	173	79	124	111
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	0.901		0.958			
Flt Protected	0.987					0.974
Satd. Flow (prot)	1534	0	1753	0	0	1624
Flt Permitted	0.987					0.698
Satd. Flow (perm)	1534	0	1753	0	0	1164
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	223		35			
Link Speed (mph)	45		55			55
Link Distance (ft)	2393		959			1086
Travel Time (s)	36.3		11.9			13.5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	5%	12%	5%	3%	22%	5%
Adj. Flow (vph)	88	245	184	84	132	118
Shared Lane Traffic (%)						
Lane Group Flow (vph)	333	0	268	0	0	250
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	0.99	0.99	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2		1	2
Detector Template					Left	
Leading Detector (ft)	83		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Detector 1 Position(ft)	-5		-5		0	-5
Detector 1 Size(ft)	40		40		20	40
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 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)	40		40			40
Detector 2 Size(ft)	43		43			43
Detector 2 Type	Cl+Ex		Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6

2027 No-Build Traffic Volumes
 4: NYS Route 416 & Neelytown Rd

Peak PM Hour
 7/16/2024

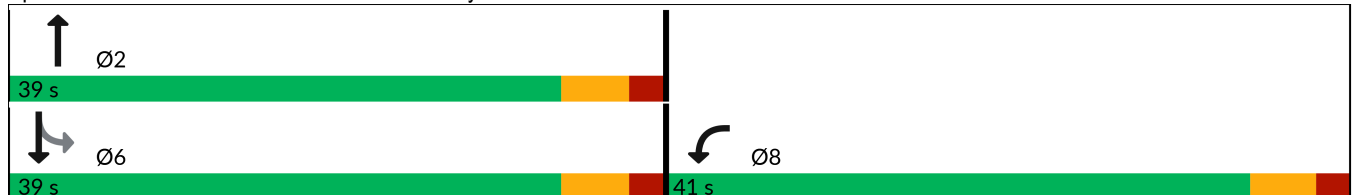


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	24.0		24.0		24.0	24.0
Total Split (s)	41.0		39.0		39.0	39.0
Total Split (%)	51.3%		48.8%		48.8%	48.8%
Maximum Green (s)	35.0		33.0		33.0	33.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	6.0		6.0			6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		Min		Min	Min
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	0.58		0.38			0.55
Control Delay (s/veh)	9.4		9.1			14.6
Queue Delay	0.0		0.0			0.0
Total Delay (s/veh)	9.4		9.1			14.6
Queue Length 50th (ft)	15		27			32
Queue Length 95th (ft)	78		87			107
Internal Link Dist (ft)	2313		879			1006
Turn Bay Length (ft)						
Base Capacity (vph)	1415		1562			1035
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.24		0.17			0.24

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 36.4
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated

Splits and Phases: 4: NYS Route 416 & Neelytown Rd



2027 No-Build Traffic Volumes
4: NYS Route 416 & Neelytown Rd

Peak PM Hour
7/16/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	83	230	173	79	124	111
Future Volume (veh/h)	83	230	173	79	124	111
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	1826	1722	1864	1894	1574	1826
Adj Flow Rate, veh/h	88	245	184	84	132	118
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	12	5	3	22	5
Cap, veh/h	123	343	384	175	317	227
Arrive On Green	0.29	0.29	0.32	0.32	0.32	0.32
Sat Flow, veh/h	420	1170	1212	553	435	715
Grp Volume(v), veh/h	334	0	0	268	250	0
Grp Sat Flow(s),veh/h/ln	1594	0	0	1765	1150	0
Q Serve(g_s), s	5.8	0.0	0.0	3.8	2.8	0.0
Cycle Q Clear(g_c), s	5.8	0.0	0.0	3.8	6.5	0.0
Prop In Lane	0.26	0.73		0.31	0.53	
Lane Grp Cap(c), veh/h	468	0	0	559	543	0
V/C Ratio(X)	0.71	0.00	0.00	0.48	0.46	0.00
Avail Cap(c_a), veh/h	1813	0	0	1892	1557	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	9.7	0.0	0.0	8.5	9.3	0.0
Incr Delay (d2), s/veh	2.0	0.0	0.0	0.6	0.6	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	0.7	0.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	11.8	0.0	0.0	9.1	9.9	0.0
LnGrp LOS	B			A	A	
Approach Vol, veh/h	334		268		250	
Approach Delay, s/veh	11.8		9.1		9.9	
Approach LOS	B		A		A	
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		15.8			15.8	15.0
Change Period (Y+Rc), s		6.0			6.0	6.0
Max Green Setting (Gmax), s		33.0			33.0	35.0
Max Q Clear Time (g_c+I1), s		5.8			8.5	7.8
Green Ext Time (p_c), s		1.2			1.2	1.8
Intersection Summary						
HCM 6th Ctrl Delay, s/veh			10.4			
HCM 6th LOS			B			

2027 No-Build Traffic Volumes
5: NYS Route 211 & NYS Route 416

Peak PM Hour
7/16/2024



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	20	271	267	30	156	185
Future Volume (vph)	20	271	267	30	156	185
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	12	12	12	12
Storage Length (ft)	0	50		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.986			
Flt Protected	0.950					0.978
Satd. Flow (prot)	1141	1708	1689	0	0	1790
Flt Permitted	0.950					0.978
Satd. Flow (perm)	1141	1708	1689	0	0	1790
Link Speed (mph)	30		30			30
Link Distance (ft)	561		726			643
Travel Time (s)	12.8		16.5			14.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	74%	4%	4%	72%	6%	2%
Adj. Flow (vph)	22	295	290	33	170	201
Shared Lane Traffic (%)						
Lane Group Flow (vph)	22	295	323	0	0	371
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	15		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.88	0.88	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

Control Type: Unsignalized

2027 No-Build Traffic Volumes
5: NYS Route 211 & NYS Route 416

Peak PM Hour
7/16/2024

Intersection						
Int Delay, s/veh	5.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	271	267	30	156	185
Future Vol, veh/h	20	271	267	30	156	185
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	50	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	74	4	4	72	6	2
Mvmt Flow	22	295	290	33	170	201

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	848	307	0	0	323	0
Stage 1	307	-	-	-	-	-
Stage 2	541	-	-	-	-	-
Critical Hdwy	7.14	6.24	-	-	4.16	-
Critical Hdwy Stg 1	6.14	-	-	-	-	-
Critical Hdwy Stg 2	6.14	-	-	-	-	-
Follow-up Hdwy	4.166	3.336	-	-	2.254	-
Pot Cap-1 Maneuver	252	728	-	-	1215	-
Stage 1	608	-	-	-	-	-
Stage 2	462	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	212	728	-	-	1215	-
Mov Cap-2 Maneuver	212	-	-	-	-	-
Stage 1	608	-	-	-	-	-
Stage 2	389	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	14	0	3.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	212 728	1215	-
HCM Lane V/C Ratio	-	-	0.103 0.405	0.14	-
HCM Control Delay (s/veh)	-	-	23.9 13.3	8.4	0
HCM Lane LOS	-	-	C B	A	A
HCM 95th %tile Q (veh)	-	-	0.3 2	0.5	-

2027 No-Build Traffic Volumes
6: Beaver Dam Rd & Goodwill Rd

Peak PM Hour
7/16/2024



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	133	26	83	194	39	50
Future Volume (vph)	133	26	83	194	39	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	11	11
Grade (%)	4%			4%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.978				0.925	
Flt Protected				0.985	0.978	
Satd. Flow (prot)	1661	0	0	1664	1561	0
Flt Permitted				0.985	0.978	
Satd. Flow (perm)	1661	0	0	1664	1561	0
Link Speed (mph)	30			30	35	
Link Distance (ft)	853			580	1607	
Travel Time (s)	19.4			13.2	31.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	9%	5%	2%	17%	0%
Adj. Flow (vph)	139	27	86	202	41	52
Shared Lane Traffic (%)						
Lane Group Flow (vph)	166	0	0	288	93	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.12	1.12	1.12	1.12	1.03	1.03
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2027 No-Build Traffic Volumes
6: Beaver Dam Rd & Goodwill Rd

Peak PM Hour
7/16/2024

Intersection						
Int Delay, s/veh	3.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	133	26	83	194	39	50
Future Vol, veh/h	133	26	83	194	39	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	4	-	-	4	-2	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	9	5	2	17	0
Mvmt Flow	139	27	86	202	41	52

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	166	0	527 153
Stage 1	-	-	-	-	153 -
Stage 2	-	-	-	-	374 -
Critical Hdwy	-	-	4.15	-	6.17 6
Critical Hdwy Stg 1	-	-	-	-	5.17 -
Critical Hdwy Stg 2	-	-	-	-	5.17 -
Follow-up Hdwy	-	-	2.245	-	3.653 3.3
Pot Cap-1 Maneuver	-	-	1394	-	516 906
Stage 1	-	-	-	-	854 -
Stage 2	-	-	-	-	692 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1394	-	480 906
Mov Cap-2 Maneuver	-	-	-	-	480 -
Stage 1	-	-	-	-	854 -
Stage 2	-	-	-	-	644 -

Approach	EB	WB	NB
HCM Control Delay, s/v	0	2.3	11.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	652	-	-	1394	-
HCM Lane V/C Ratio	0.142	-	-	0.062	-
HCM Control Delay (s/veh)	11.4	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q (veh)	0.5	-	-	0.2	-

2027 No-Build Traffic Volumes
7: Beaver Dam Rd & Chandler Ln

Peak PM Hour
7/16/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	53	3	1	42	49	55
Future Volume (vph)	53	3	1	42	49	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	10	10
Grade (%)	0%			1%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.993				0.928	
Flt Protected	0.955			0.999		
Satd. Flow (prot)	1682	0	0	1889	1630	0
Flt Permitted	0.955			0.999		
Satd. Flow (perm)	1682	0	0	1889	1630	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	777			545	1607	
Travel Time (s)	17.7			10.6	31.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	0%	2%	0%
Adj. Flow (vph)	56	3	1	45	52	59
Shared Lane Traffic (%)						
Lane Group Flow (vph)	59	0	0	46	111	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	1.09	1.09	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

2027 No-Build Traffic Volumes
7: Beaver Dam Rd & Chandler Ln

Peak PM Hour
7/16/2024

Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	53	3	1	42	49	55
Future Vol, veh/h	53	3	1	42	49	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	1	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	2	0
Mvmt Flow	56	3	1	45	52	59

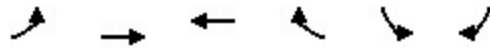
Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	129	82	111	0	0
Stage 1	82	-	-	-	-
Stage 2	47	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	870	983	1492	-	-
Stage 1	946	-	-	-	-
Stage 2	981	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	869	983	1492	-	-
Mov Cap-2 Maneuver	869	-	-	-	-
Stage 1	945	-	-	-	-
Stage 2	981	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.4	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1492	-	874	-	-
HCM Lane V/C Ratio	0.001	-	0.068	-	-
HCM Control Delay (s/veh)	7.4	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0.2	-	-

2027 No-Build Traffic Volumes
8: Neelytown Rd & Site Driveway 1

Peak PM Hour
7/16/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	502	312	0	0	0
Future Volume (vph)	0	502	312	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1597	1624	0	1900	0
Flt Permitted						
Satd. Flow (perm)	0	1597	1624	0	1900	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		532	1138		660	
Travel Time (s)		8.1	17.2		15.0	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	0%	19%	17%	0%	0%	0%
Adj. Flow (vph)	0	635	395	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	635	395	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	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2027 No-Build Traffic Volumes
8: Neelytown Rd & Site Driveway 1

Peak PM Hour
7/16/2024

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	0	502	312	0	0	0
Future Vol, veh/h	0	502	312	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	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	0	19	17	0	0	0
Mvmt Flow	0	635	395	0	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	395	0	-	0	1030 395
Stage 1	-	-	-	-	395 -
Stage 2	-	-	-	-	635 -
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	1175	-	-	-	261 659
Stage 1	-	-	-	-	685 -
Stage 2	-	-	-	-	532 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1175	-	-	-	261 659
Mov Cap-2 Maneuver	-	-	-	-	261 -
Stage 1	-	-	-	-	685 -
Stage 2	-	-	-	-	532 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1175	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q (veh)	0	-	-	-	-

2027 No-Build Traffic Volumes
 9: Beaver Dam Rd & Site Driveway 2

Peak PM Hour
 7/16/2024



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	43	0	0	33
Future Volume (vph)	0	0	43	0	0	33
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						
Flt Protected						
Satd. Flow (prot)	1900	0	1681	0	0	1681
Flt Permitted						
Satd. Flow (perm)	1900	0	1681	0	0	1681
Link Speed (mph)	30		35			35
Link Distance (ft)	515		1081			1606
Travel Time (s)	11.7		21.1			31.3
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	0%	0%	13%	0%	0%	13%
Adj. Flow (vph)	0	0	54	0	0	42
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	54	0	0	42
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

2027 No-Build Traffic Volumes
 9: Beaver Dam Rd & Site Driveway 2

Peak PM Hour
 7/16/2024

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	0	43	0	0	33
Future Vol, veh/h	0	0	43	0	0	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	0	0	13	0	0	13
Mvmt Flow	0	0	54	0	0	42

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	96	54	0	0	54
Stage 1	54	-	-	-	-
Stage 2	42	-	-	-	-
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	908	1019	-	-	1564
Stage 1	974	-	-	-	-
Stage 2	986	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	908	1019	-	-	1564
Mov Cap-2 Maneuver	908	-	-	-	-
Stage 1	974	-	-	-	-
Stage 2	986	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

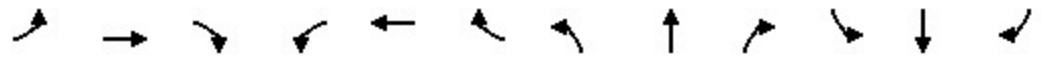
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1564	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s/veh)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q (veh)	-	-	0	0

2027 No-Build Traffic Volumes

Peak SAT Hour

1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

7/16/2024



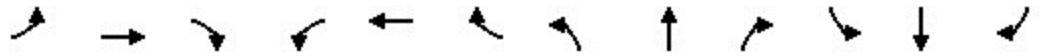
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↗	↘	↑↑			↑↔	
Traffic Volume (vph)	0	0	0	237	0	171	133	448	0	0	502	210
Future Volume (vph)	0	0	0	237	0	171	133	448	0	0	502	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			2%	
Storage Length (ft)	0		0	0		360	145		0	245		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Fr _t						0.850					0.956	
Fl _t Protected					0.950		0.950					
Satd. Flow (prot)	0	0	0	0	1522	1607	1626	3574	0	0	3359	0
Fl _t Permitted					0.950		0.950					
Satd. Flow (perm)	0	0	0	0	1522	1607	1626	3574	0	0	3359	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						192						68
Link Speed (mph)		30			40			45				45
Link Distance (ft)		287			1203			796				861
Travel Time (s)		6.5			20.5			12.1				13.0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	18%	0%	0%	11%	1%	0%	0%	2%	1%
Adj. Flow (vph)	0	0	0	266	0	192	149	503	0	0	564	236
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	266	192	149	503	0	0	800	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
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	1.01	1.01	1.01	1.00	1.00	1.00	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				2	2	2	2	2				2
Detector Template				Left	Thru	Right	Left	Thru				Thru
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				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
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				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)				0.0	0.0	0.0	0.0	0.0				0.0
Turn Type				Perm	NA	Perm	Prot	NA				NA

2027 No-Build Traffic Volumes

Peak SAT Hour

1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

7/16/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases					4		1	6				2
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6				2
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	10.0				10.0
Minimum Split (s)				24.0	24.0	24.0	11.0	24.0				24.0
Total Split (s)				36.0	36.0	36.0	26.0	93.0				67.0
Total Split (%)				27.9%	27.9%	27.9%	20.2%	72.1%				51.9%
Maximum Green (s)				30.0	30.0	30.0	20.0	87.0				61.0
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
Total Lost Time (s)					6.0	6.0	6.0	6.0				6.0
Lead/Lag							Lead					Lag
Lead-Lag Optimize?							Yes					Yes
Vehicle Extension (s)				2.0	2.0	2.0	2.0	2.0				2.0
Recall Mode				None	None	None	None	None				C-Max
v/c Ratio					0.87	0.40	0.76	0.19				0.43
Control Delay (s/veh)					77.1	8.0	81.2	7.4				18.3
Queue Delay					0.0	0.0	0.0	0.0				0.0
Total Delay (s/veh)					77.1	8.0	81.2	7.4				18.3
Queue Length 50th (ft)					214	0	129	78				192
Queue Length 95th (ft)					#323	59	200	90				268
Internal Link Dist (ft)		207			1123			716				781
Turn Bay Length (ft)						360	145					
Base Capacity (vph)					353	521	252	2525				1842
Starvation Cap Reductn					0	0	0	0				0
Spillback Cap Reductn					0	0	0	0				0
Storage Cap Reductn					0	0	0	0				0
Reduced v/c Ratio					0.75	0.37	0.59	0.20				0.43

Intersection Summary

Area Type: Other
 Cycle Length: 129
 Actuated Cycle Length: 129
 Offset: 0 (0%), Referenced to phase 2:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

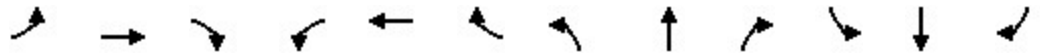


2027 No-Build Traffic Volumes

Peak SAT Hour

1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

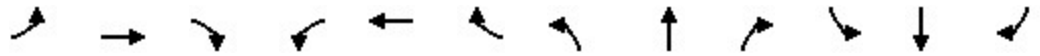
7/16/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↗	↘	↑↑			↑↔	
Traffic Volume (veh/h)	0	0	0	237	0	171	133	448	0	0	502	210
Future Volume (veh/h)	0	0	0	237	0	171	133	448	0	0	502	210
Initial Q (Qb), veh				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
Parking Bus, Adj				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		
Adj Sat Flow, veh/h/ln				1627	1894	1894	1737	1885	0	0	1847	1862
Adj Flow Rate, veh/h				266	0	192	149	503	0	0	564	236
Peak Hour Factor				0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %				18	0	0	11	1	0	0	2	1
Cap, veh/h				303	0	269	171	2648	0	0	1421	593
Arrive On Green				0.17	0.00	0.17	0.21	1.00	0.00	0.00	0.59	0.59
Sat Flow, veh/h				1804	0	1605	1654	3676	0	0	2505	1007
Grp Volume(v), veh/h				266	0	192	149	503	0	0	410	390
Grp Sat Flow(s),veh/h/ln				1804	0	1605	1654	1791	0	0	1754	1665
Q Serve(g_s), s				18.6	0.0	14.6	11.2	0.0	0.0	0.0	16.2	16.2
Cycle Q Clear(g_c), s				18.6	0.0	14.6	11.2	0.0	0.0	0.0	16.2	16.2
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.60
Lane Grp Cap(c), veh/h				303	0	269	171	2648	0	0	1034	981
V/C Ratio(X)				0.88	0.00	0.71	0.87	0.19	0.00	0.00	0.40	0.40
Avail Cap(c_a), veh/h				420	0	373	256	2648	0	0	1034	981
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.95	0.95	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				52.4	0.0	50.7	50.3	0.0	0.0	0.0	14.2	14.2
Incr Delay (d2), s/veh				11.6	0.0	1.7	12.6	0.0	0.0	0.0	1.1	1.2
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				9.2	0.0	5.9	4.7	0.0	0.0	0.0	6.3	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				64.0	0.0	52.5	62.9	0.0	0.0	0.0	15.3	15.4
LnGrp LOS				E		D	E	A			B	B
Approach Vol, veh/h					458			652			800	
Approach Delay, s/veh					59.2			14.4			15.4	
Approach LOS					E			B			B	
Timer - Assigned Phs	1	2		4			6					
Phs Duration (G+Y+Rc), s	19.4	82.0		27.6			101.4					
Change Period (Y+Rc), s	6.0	6.0		6.0			6.0					
Max Green Setting (Gmax), s	20.0	61.0		30.0			87.0					
Max Q Clear Time (g_c+I1), s	13.2	18.2		20.6			2.0					
Green Ext Time (p_c), s	0.2	2.6		1.1			1.7					
Intersection Summary												
HCM 6th Ctrl Delay, s/veh											25.5	
HCM 6th LOS											C	

2027 No-Build Traffic Volumes
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak SAT Hour
 7/16/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	86	23	92	35	185	29	296	168	194	396	107
Future Volume (vph)	98	86	23	92	35	185	29	296	168	194	396	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			1%			1%	
Storage Length (ft)	400		400	220		220	145		145	330		280
Storage Lanes	2		0	1		1	1		1	2		1
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.969				0.850		0.946				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3218	0	1687	1188	1568	1301	3364	0	3450	3556	1246
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1752	3218	0	1687	1188	1568	1301	3364	0	3450	3556	1246
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25				203		81				178
Link Speed (mph)		45			25			45				45
Link Distance (ft)		639			871			1257				796
Travel Time (s)		9.7			23.8			19.0				12.1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	3%	11%	0%	7%	60%	3%	38%	1%	1%	1%	1%	29%
Adj. Flow (vph)	108	95	25	101	38	203	32	325	185	213	435	118
Shared Lane Traffic (%)												
Lane Group Flow (vph)	108	120	0	101	38	203	32	510	0	213	435	118
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			24			24	
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	1.00	1.00	1.00	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	2		2	2	2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	83	83		83	83	83	83	83		83	83	83
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	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	43
Detector 2 Size(ft)	40	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	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	0.0
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	Free

2027 No-Build Traffic Volumes
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak SAT Hour
 7/16/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases						8						Free
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.0	24.0		11.0	24.0	11.0	11.0	24.0		11.0	24.0	
Total Split (s)	26.0	46.0		26.0	46.0	21.0	21.0	36.0		21.0	36.0	
Total Split (%)	20.2%	35.7%		20.2%	35.7%	16.3%	16.3%	27.9%		16.3%	27.9%	
Maximum Green (s)	20.0	40.0		20.0	40.0	15.0	15.0	30.0		15.0	30.0	
Yellow Time (s)	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	
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		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	None	
v/c Ratio	0.48	0.41		0.59	0.42	0.41	0.36	0.28		0.58	0.20	0.09
Control Delay (s/veh)	60.6	47.9		68.7	70.3	7.2	68.3	16.2		64.8	12.9	0.1
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)	60.6	47.9		68.7	70.3	7.2	68.3	16.2		64.8	12.9	0.1
Queue Length 50th (ft)	87	40		82	31	0	26	100		97	83	0
Queue Length 95th (ft)	143	70		137	68	57	60	170		m137	106	m0
Internal Link Dist (ft)		559			791			1177			716	
Turn Bay Length (ft)	400			220		220	145			330		280
Base Capacity (vph)	272	1015		261	368	510	151	1802		420	2136	1246
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	0.40	0.12		0.39	0.10	0.40	0.21	0.28		0.51	0.20	0.09

Intersection Summary

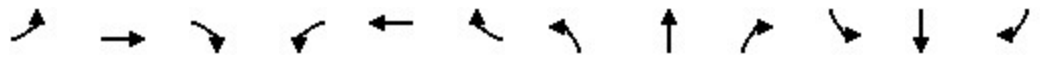
Area Type: Other
 Cycle Length: 129
 Actuated Cycle Length: 129
 Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps



2027 No-Build Traffic Volumes
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak SAT Hour
 7/16/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	86	23	92	35	185	29	296	168	194	396	107
Future Volume (veh/h)	98	86	23	92	35	185	29	296	168	194	396	107
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	1856	1737	1900	1796	1011	1856	1331	1879	1879	1879	1879	1464
Adj Flow Rate, veh/h	108	95	25	101	38	203	32	325	185	213	435	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	11	0	7	60	3	38	1	1	1	1	29
Cap, veh/h	136	377	96	126	143	348	35	1140	635	277	2026	
Arrive On Green	0.08	0.14	0.14	0.07	0.14	0.14	0.03	0.52	0.52	0.03	0.19	0.00
Sat Flow, veh/h	1767	2605	663	1711	1011	1572	1268	2211	1232	3472	3571	1241
Grp Volume(v), veh/h	108	59	61	101	38	203	32	261	249	213	435	0
Grp Sat Flow(s),veh/h/ln	1767	1650	1618	1711	1011	1572	1268	1785	1658	1736	1785	1241
Q Serve(g_s), s	7.8	4.1	4.3	7.5	4.3	14.9	3.2	10.7	11.0	7.9	13.3	0.0
Cycle Q Clear(g_c), s	7.8	4.1	4.3	7.5	4.3	14.9	3.2	10.7	11.0	7.9	13.3	0.0
Prop In Lane	1.00		0.41	1.00		1.00	1.00		0.74	1.00		1.00
Lane Grp Cap(c), veh/h	136	239	234	126	143	348	35	921	855	277	2026	
V/C Ratio(X)	0.80	0.25	0.26	0.80	0.27	0.58	0.90	0.28	0.29	0.77	0.21	
Avail Cap(c_a), veh/h	274	512	502	265	313	613	147	921	855	404	2026	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.90	0.00
Uniform Delay (d), s/veh	58.6	48.9	49.0	58.8	49.4	44.9	62.5	17.7	17.8	61.6	28.1	0.0
Incr Delay (d2), s/veh	13.8	0.5	0.6	11.0	1.0	1.5	48.4	0.8	0.9	4.8	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	1.7	1.8	3.7	1.1	6.0	1.5	4.4	4.2	3.7	6.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	72.4	49.5	49.6	69.8	50.3	46.4	110.9	18.5	18.7	66.4	28.1	0.0
LnGrp LOS	E	D	D	E	D	D	F	B	B	E	C	
Approach Vol, veh/h		228			342			542			648	
Approach Delay, s/veh		60.4			53.8			24.0			40.7	
Approach LOS		E			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.3	72.5	15.5	24.7	9.6	79.2	15.9	24.3				
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	30.0	20.0	40.0	15.0	30.0	20.0	40.0				
Max Q Clear Time (g_c+I1), s	9.9	13.0	9.5	6.3	5.2	15.3	9.8	16.9				
Green Ext Time (p_c), s	0.4	2.3	0.3	0.5	0.0	2.0	0.4	1.4				

Intersection Summary

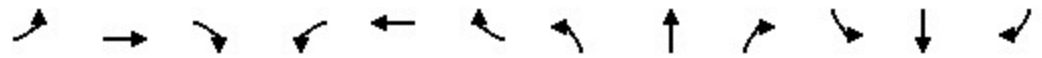
HCM 6th Ctrl Delay, s/veh	40.7
HCM 6th LOS	D

Notes

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

2027 No-Build Traffic Volumes
3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd

Peak SAT Hour
7/16/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	118	34	90	93	7	34	15	134	2	12	6
Future Volume (vph)	3	118	34	90	93	7	34	15	134	2	12	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	16	12	12	12
Grade (%)		1%			2%			-2%				0%
Storage Length (ft)	70		0	220		0	0		150	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.967			0.990				0.850		0.960	
Flt Protected	0.950			0.950				0.967			0.994	
Satd. Flow (prot)	1350	1747	0	1787	1634	0	0	1856	1761	0	1726	0
Flt Permitted	0.601			0.631				0.807			0.979	
Satd. Flow (perm)	854	1747	0	1187	1634	0	0	1549	1761	0	1700	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		29			4				179			8
Link Speed (mph)		45			45			35				35
Link Distance (ft)		2146			540			620				646
Travel Time (s)		32.5			8.2			12.1				12.6
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	33%	6%	0%	0%	15%	0%	0%	0%	5%	0%	0%	17%
Adj. Flow (vph)	4	157	45	120	124	9	45	20	179	3	16	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	4	202	0	120	133	0	0	65	179	0	27	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)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	0.99	0.99	0.84	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2	2	2		2
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left		Thru
Leading Detector (ft)	83	83		83	83		83	83	83	83		83
Trailing Detector (ft)	-5	-5		-5	-5		-5	-5	-5	-5		-5
Detector 1 Position(ft)	-5	-5		-5	-5		-5	-5	-5	-5		-5
Detector 1 Size(ft)	40	40		40	40		40	40	40	40		40
Detector 1 Type	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
Detector 1 Queue (s)	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
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

2027 No-Build Traffic Volumes
 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd

Peak SAT Hour
 7/16/2024

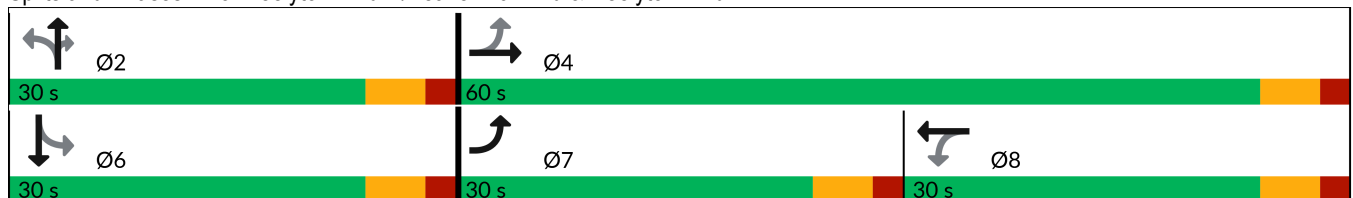


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	7	4			8			2				6
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		8	8		2	2	2	6		6
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		8.0	8.0	8.0	8.0		8.0
Minimum Split (s)	14.0	14.0		14.0	14.0		14.0	14.0	14.0	14.0		14.0
Total Split (s)	30.0	60.0		30.0	30.0		30.0	30.0	30.0	30.0		30.0
Total Split (%)	33.3%	66.7%		33.3%	33.3%		33.3%	33.3%	33.3%	33.3%		33.3%
Maximum Green (s)	24.0	54.0		24.0	24.0		24.0	24.0	24.0	24.0		24.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0		4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0		2.0
Lost Time Adjust (s)	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
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
Recall Mode	None	Max		Max	Max		Max	Max	Max	Max		Max
v/c Ratio	0.00	0.19		0.17	0.14			0.15	0.29			0.05
Control Delay (s/veh)	7.3	7.4		11.6	10.6			26.5	5.6			19.8
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Delay (s/veh)	7.3	7.4		11.6	10.6			26.5	5.6			19.8
Queue Length 50th (ft)	1	40		28	29			28	0			8
Queue Length 95th (ft)	4	56		63	64			50	26			23
Internal Link Dist (ft)		2066			460			540				566
Turn Bay Length (ft)	70			220					150			
Base Capacity (vph)	644	1059		675	931			413	600			459
Starvation Cap Reductn	0	0		0	0			0	0			0
Spillback Cap Reductn	0	0		0	0			0	0			0
Storage Cap Reductn	0	0		0	0			0	0			0
Reduced v/c Ratio	0.01	0.19		0.18	0.14			0.16	0.30			0.06

Intersection Summary

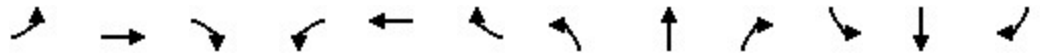
Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Natural Cycle: 45
 Control Type: Semi Act-Uncoord

Splits and Phases: 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd



2027 No-Build Traffic Volumes
 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd










Peak SAT Hour
 7/16/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	118	34	90	93	7	34	15	134	2	12	6
Future Volume (veh/h)	3	118	34	90	93	7	34	15	134	2	12	6
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	1405	1805	1894	1876	1654	1876	1979	1979	1980	1900	1900	1648
Adj Flow Rate, veh/h	4	157	45	120	124	9	45	20	179	3	16	8
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Percent Heavy Veh, %	33	6	0	0	15	0	0	0	5	0	0	17
Cap, veh/h	547	809	232	702	800	58	351	146	447	69	304	138
Arrive On Green	0.01	0.60	0.60	0.52	0.52	0.52	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1338	1349	387	1184	1524	111	1064	546	1678	94	1139	519
Grp Volume(v), veh/h	4	0	202	120	0	133	65	0	179	27	0	0
Grp Sat Flow(s),veh/h/ln	1338	0	1736	1184	0	1634	1610	0	1678	1752	0	0
Q Serve(g_s), s	0.1	0.0	4.7	4.8	0.0	3.8	1.6	0.0	7.9	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	0.0	4.7	4.8	0.0	3.8	2.6	0.0	7.9	1.0	0.0	0.0
Prop In Lane	1.00		0.22	1.00		0.07	0.69		1.00	0.11		0.30
Lane Grp Cap(c), veh/h	547	0	1041	702	0	858	497	0	447	512	0	0
V/C Ratio(X)	0.01	0.00	0.19	0.17	0.00	0.16	0.13	0.00	0.40	0.05	0.00	0.00
Avail Cap(c_a), veh/h	893	0	1041	702	0	858	497	0	447	512	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.1	0.0	8.1	11.3	0.0	11.1	25.1	0.0	27.1	24.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.4	0.5	0.0	0.4	0.5	0.0	2.7	0.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.6	1.2	0.0	1.3	1.1	0.0	3.4	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.1	0.0	8.6	11.8	0.0	11.4	25.6	0.0	29.7	24.8	0.0	0.0
LnGrp LOS	A		A	B		B	C		C	C		
Approach Vol, veh/h		206			253			244				27
Approach Delay, s/veh		8.6			11.6			28.7				24.8
Approach LOS		A			B			C				C
Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		30.0		60.0		30.0	6.8	53.2				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		24.0		54.0		24.0	24.0	24.0				
Max Q Clear Time (g_c+I1), s		9.9		6.7		3.0	2.1	6.8				
Green Ext Time (p_c), s		1.0		1.0		0.1	0.0	1.1				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh				16.9								
HCM 6th LOS				B								

2027 No-Build Traffic Volumes
4: NYS Route 416 & Neelytown Rd

Peak SAT Hour
7/16/2024

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	35	64	99	39	67	49
Future Volume (vph)	35	64	99	39	67	49
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	0.912		0.962			
Flt Protected	0.983					0.972
Satd. Flow (prot)	1681	0	1750	0	0	1741
Flt Permitted	0.983					0.788
Satd. Flow (perm)	1681	0	1750	0	0	1412
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	67		30			
Link Speed (mph)	45		55			55
Link Distance (ft)	2393		959			1086
Travel Time (s)	36.3		11.9			13.5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	2%	3%	10%	9%	2%
Adj. Flow (vph)	36	67	103	41	70	51
Shared Lane Traffic (%)						
Lane Group Flow (vph)	103	0	144	0	0	121
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	0.99	0.99	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2		1	2
Detector Template					Left	
Leading Detector (ft)	83		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Detector 1 Position(ft)	-5		-5		0	-5
Detector 1 Size(ft)	40		40		20	40
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 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)	40		40			40
Detector 2 Size(ft)	43		43			43
Detector 2 Type	Cl+Ex		Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6

2027 No-Build Traffic Volumes
 4: NYS Route 416 & Neelytown Rd

Peak SAT Hour
 7/16/2024

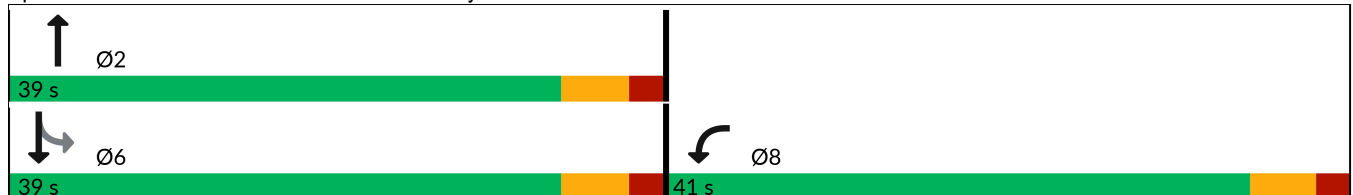


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	24.0		24.0		24.0	24.0
Total Split (s)	41.0		39.0		39.0	39.0
Total Split (%)	51.3%		48.8%		48.8%	48.8%
Maximum Green (s)	35.0		33.0		33.0	33.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	6.0		6.0			6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		Min		Min	Min
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	0.25		0.12			0.13
Control Delay (s/veh)	6.9		5.1			6.2
Queue Delay	0.0		0.0			0.0
Total Delay (s/veh)	6.9		5.1			6.2
Queue Length 50th (ft)	7		10			11
Queue Length 95th (ft)	22		31			31
Internal Link Dist (ft)	2313		879			1006
Turn Bay Length (ft)						
Base Capacity (vph)	1659		1708			1377
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.06		0.08			0.09

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 31.1
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated

Splits and Phases: 4: NYS Route 416 & Neelytown Rd



2027 No-Build Traffic Volumes
4: NYS Route 416 & Neelytown Rd

Peak SAT Hour
7/16/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Volume (veh/h)	35	64	99	39	67	49
Future Volume (veh/h)	35	64	99	39	67	49
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	1900	1870	1894	1789	1767	1870
Adj Flow Rate, veh/h	36	67	103	41	70	51
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	2	3	10	9	2
Cap, veh/h	64	120	337	134	463	233
Arrive On Green	0.11	0.11	0.26	0.26	0.26	0.26
Sat Flow, veh/h	580	1080	1289	513	632	892
Grp Volume(v), veh/h	104	0	0	144	121	0
Grp Sat Flow(s),veh/h/ln	1677	0	0	1802	1524	0
Q Serve(g_s), s	1.1	0.0	0.0	1.2	0.0	0.0
Cycle Q Clear(g_c), s	1.1	0.0	0.0	1.2	1.2	0.0
Prop In Lane	0.35	0.64		0.28	0.58	
Lane Grp Cap(c), veh/h	186	0	0	471	696	0
V/C Ratio(X)	0.56	0.00	0.00	0.31	0.17	0.00
Avail Cap(c_a), veh/h	3069	0	0	3110	2817	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	8.1	0.0	0.0	5.7	5.6	0.0
Incr Delay (d2), s/veh	2.6	0.0	0.0	0.4	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	10.7	0.0	0.0	6.0	5.7	0.0
LnGrp LOS	B			A	A	
Approach Vol, veh/h	104		144			121
Approach Delay, s/veh	10.7		6.0			5.7
Approach LOS	B		A			A
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		11.0			11.0	8.1
Change Period (Y+Rc), s		6.0			6.0	6.0
Max Green Setting (Gmax), s		33.0			33.0	35.0
Max Q Clear Time (g_c+I1), s		3.2			3.2	3.1
Green Ext Time (p_c), s		0.6			0.5	0.5
Intersection Summary						
HCM 6th Ctrl Delay, s/veh			7.2			
HCM 6th LOS			A			

2027 No-Build Traffic Volumes
 5: NYS Route 211 & NYS Route 416

Peak SAT Hour
 7/16/2024



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	8	114	199	10	89	171
Future Volume (vph)	8	114	199	10	89	171
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	12	12	12	12
Storage Length (ft)	0	50		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.994			
Flt Protected	0.950					0.983
Satd. Flow (prot)	1588	1776	1862	0	0	1789
Flt Permitted	0.950					0.983
Satd. Flow (perm)	1588	1776	1862	0	0	1789
Link Speed (mph)	30		30			30
Link Distance (ft)	561		726			643
Travel Time (s)	12.8		16.5			14.6
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	25%	0%	1%	10%	11%	1%
Adj. Flow (vph)	9	125	219	11	98	188
Shared Lane Traffic (%)						
Lane Group Flow (vph)	9	125	230	0	0	286
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	15		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.88	0.88	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
 Control Type: Unsignalized

2027 No-Build Traffic Volumes
 5: NYS Route 211 & NYS Route 416

Peak SAT Hour
 7/16/2024

Intersection						
Int Delay, s/veh	3.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	114	199	10	89	171
Future Vol, veh/h	8	114	199	10	89	171
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	50	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	25	0	1	10	11	1
Mvmt Flow	9	125	219	11	98	188

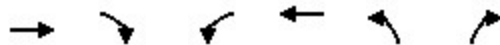
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	609	225	0	0	230	0
Stage 1	225	-	-	-	-	-
Stage 2	384	-	-	-	-	-
Critical Hdwy	6.65	6.2	-	-	4.21	-
Critical Hdwy Stg 1	5.65	-	-	-	-	-
Critical Hdwy Stg 2	5.65	-	-	-	-	-
Follow-up Hdwy	3.725	3.3	-	-	2.299	-
Pot Cap-1 Maneuver	423	819	-	-	1287	-
Stage 1	761	-	-	-	-	-
Stage 2	641	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	387	819	-	-	1287	-
Mov Cap-2 Maneuver	387	-	-	-	-	-
Stage 1	761	-	-	-	-	-
Stage 2	587	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10.5	0	2.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	387	819	1287	-
HCM Lane V/C Ratio	-	-	0.023	0.153	0.076	-
HCM Control Delay (s/veh)	-	-	14.5	10.2	8	0
HCM Lane LOS	-	-	B	B	A	A
HCM 95th %tile Q (veh)	-	-	0.1	0.5	0.2	-

2027 No-Build Traffic Volumes
6: Beaver Dam Rd & Goodwill Rd

Peak SAT Hour
7/16/2024



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	128	6	55	145	23	44
Future Volume (vph)	128	6	55	145	23	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	11	11
Grade (%)	4%			4%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.994				0.911	
Flt Protected				0.986	0.983	
Satd. Flow (prot)	1727	0	0	1701	1661	0
Flt Permitted				0.986	0.983	
Satd. Flow (perm)	1727	0	0	1701	1661	0
Link Speed (mph)	30			30	35	
Link Distance (ft)	853			580	1607	
Travel Time (s)	19.4			13.2	31.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	133	6	57	151	24	46
Shared Lane Traffic (%)						
Lane Group Flow (vph)	139	0	0	208	70	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.12	1.12	1.12	1.12	1.03	1.03
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2027 No-Build Traffic Volumes
6: Beaver Dam Rd & Goodwill Rd

Peak SAT Hour
7/16/2024

Intersection						
Int Delay, s/veh	2.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	128	6	55	145	23	44
Future Vol, veh/h	128	6	55	145	23	44
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, %	4	-	-	4	-2	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	133	6	57	151	24	46

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	139	0	401
Stage 1	-	-	-	-	136
Stage 2	-	-	-	-	265
Critical Hdwy	-	-	4.1	-	6
Critical Hdwy Stg 1	-	-	-	-	5
Critical Hdwy Stg 2	-	-	-	-	5
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1457	-	637
Stage 1	-	-	-	-	909
Stage 2	-	-	-	-	807
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1457	-	610
Mov Cap-2 Maneuver	-	-	-	-	610
Stage 1	-	-	-	-	909
Stage 2	-	-	-	-	772

Approach	EB	WB	NB
HCM Control Delay, s/v	0	2.1	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	786	-	-	1457	-
HCM Lane V/C Ratio	0.089	-	-	0.039	-
HCM Control Delay (s/veh)	10	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q (veh)	0.3	-	-	0.1	-

2027 No-Build Traffic Volumes
7: Beaver Dam Rd & Chandler Ln

Peak SAT Hour
7/16/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	47	1	0	24	34	43
Future Volume (vph)	47	1	0	24	34	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	10	10
Grade (%)	0%			1%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.997				0.924	
Flt Protected	0.953					
Satd. Flow (prot)	1653	0	0	1890	1610	0
Flt Permitted	0.953					
Satd. Flow (perm)	1653	0	0	1890	1610	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	777			545	1607	
Travel Time (s)	17.7			10.6	31.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	0%	0%	0%	4%	0%
Adj. Flow (vph)	50	1	0	26	36	46
Shared Lane Traffic (%)						
Lane Group Flow (vph)	51	0	0	26	82	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	1.09	1.09	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

2027 No-Build Traffic Volumes
7: Beaver Dam Rd & Chandler Ln

Peak SAT Hour
7/16/2024

Intersection						
Int Delay, s/veh	3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	47	1	0	24	34	43
Future Vol, veh/h	47	1	0	24	34	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	1	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	0	0	0	4	0
Mvmt Flow	50	1	0	26	36	46

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	85	59	82	0	0
Stage 1	59	-	-	-	-
Stage 2	26	-	-	-	-
Critical Hdwy	6.42	6.2	4.1	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.3	2.2	-	-
Pot Cap-1 Maneuver	916	1012	1528	-	-
Stage 1	964	-	-	-	-
Stage 2	997	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	916	1012	1528	-	-
Mov Cap-2 Maneuver	916	-	-	-	-
Stage 1	964	-	-	-	-
Stage 2	997	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.2	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1528	-	918	-	-
HCM Lane V/C Ratio	-	-	0.056	-	-
HCM Control Delay (s/veh)	0	-	9.2	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q (veh)	0	-	0.2	-	-

2027 No-Build Traffic Volumes
8: Neelytown Rd & Site Driveway 1

Peak SAT Hour
7/16/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	254	190	0	0	0
Future Volume (vph)	0	254	190	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1810	1712	0	1900	0
Flt Permitted						
Satd. Flow (perm)	0	1810	1712	0	1900	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		532	1138		660	
Travel Time (s)		8.1	17.2		15.0	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	0%	5%	11%	0%	0%	0%
Adj. Flow (vph)	0	339	253	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	339	253	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	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2027 No-Build Traffic Volumes
8: Neelytown Rd & Site Driveway 1

Peak SAT Hour
7/16/2024

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	0	254	190	0	0	0
Future Vol, veh/h	0	254	190	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	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	5	11	0	0	0
Mvmt Flow	0	339	253	0	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	253	0	-	0	592 253
Stage 1	-	-	-	-	253 -
Stage 2	-	-	-	-	339 -
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	1324	-	-	-	472 791
Stage 1	-	-	-	-	794 -
Stage 2	-	-	-	-	726 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1324	-	-	-	472 791
Mov Cap-2 Maneuver	-	-	-	-	472 -
Stage 1	-	-	-	-	794 -
Stage 2	-	-	-	-	726 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1324	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q (veh)	0	-	-	-	-

2027 No-Build Traffic Volumes
 9: Beaver Dam Rd & Site Driveway 2

Peak SAT Hour
 7/16/2024



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	25	0	0	21
Future Volume (vph)	0	0	25	0	0	21
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						
Flt Protected						
Satd. Flow (prot)	1900	0	1810	0	0	1776
Flt Permitted						
Satd. Flow (perm)	1900	0	1810	0	0	1776
Link Speed (mph)	30		35			35
Link Distance (ft)	515		1081			1606
Travel Time (s)	11.7		21.1			31.3
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	0%	0%	5%	0%	0%	7%
Adj. Flow (vph)	0	0	33	0	0	28
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	33	0	0	28
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2027 No-Build Traffic Volumes
 9: Beaver Dam Rd & Site Driveway 2

Peak SAT Hour
 7/16/2024

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	0	25	0	0	21
Future Vol, veh/h	0	0	25	0	0	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	5	0	0	7
Mvmt Flow	0	0	33	0	0	28

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	61	33	0	0	33
Stage 1	33	-	-	-	-
Stage 2	28	-	-	-	-
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	950	1046	-	-	1592
Stage 1	995	-	-	-	-
Stage 2	1000	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	950	1046	-	-	1592
Mov Cap-2 Maneuver	950	-	-	-	-
Stage 1	995	-	-	-	-
Stage 2	1000	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

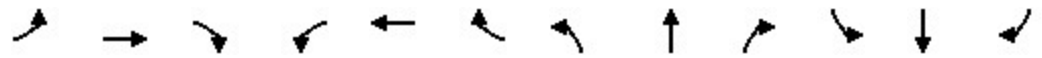
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1592
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s/veh)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q (veh)	-	-	-	0

2027 Build Traffic Volumes

Peak AM Hour

1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

7/16/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↗	↘	↑↑			↑↔	
Traffic Volume (vph)	0	0	0	621	1	225	167	550	0	0	719	296
Future Volume (vph)	0	0	0	621	1	225	167	550	0	0	719	296
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			2%	
Storage Length (ft)	0		0	0		360	145		0	245		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Fr _t						0.850					0.956	
Fl _t Protected					0.952		0.950					
Satd. Flow (prot)	0	0	0	0	1607	1488	1347	3343	0	0	3189	0
Fl _t Permitted					0.952		0.950					
Satd. Flow (perm)	0	0	0	0	1607	1488	1347	3343	0	0	3189	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						203						66
Link Speed (mph)		30			40			45				45
Link Distance (ft)		287			1203			796				861
Travel Time (s)		6.5			20.5			12.1				13.0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	12%	0%	8%	34%	8%	0%	0%	8%	5%
Adj. Flow (vph)	0	0	0	698	1	253	188	618	0	0	808	333
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	699	253	188	618	0	0	1141	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
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	1.01	1.01	1.01	1.00	1.00	1.00	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				2	2	2	2	2				2
Detector Template				Left	Thru	Right	Left	Thru				Thru
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				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
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				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)				0.0	0.0	0.0	0.0	0.0				0.0
Turn Type				Perm	NA	Perm	Prot	NA				NA

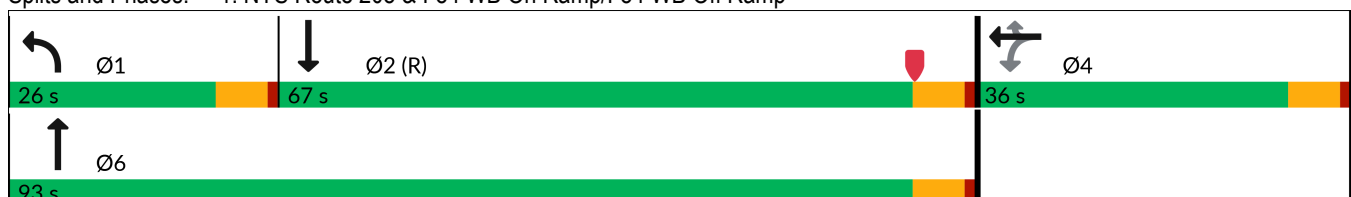


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases					4		1	6				2
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6				2
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	10.0				10.0
Minimum Split (s)				24.0	24.0	24.0	11.0	24.0				24.0
Total Split (s)				36.0	36.0	36.0	26.0	93.0				67.0
Total Split (%)				27.9%	27.9%	27.9%	20.2%	72.1%				51.9%
Maximum Green (s)				30.0	30.0	30.0	20.0	87.0				61.0
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
Total Lost Time (s)					6.0	6.0	6.0	6.0				6.0
Lead/Lag							Lead					Lag
Lead-Lag Optimize?							Yes					Yes
Vehicle Extension (s)				2.0	2.0	2.0	2.0	2.0				2.0
Recall Mode				None	None	None	None	None				C-Max
v/c Ratio					1.87	0.50	0.93	0.27				0.73
Control Delay (s/veh)					432.4	13.8	94.4	10.2				28.9
Queue Delay					0.0	0.0	0.0	0.0				0.0
Total Delay (s/veh)					432.4	13.8	94.4	10.2				28.9
Queue Length 50th (ft)					~890	33	164	133				376
Queue Length 95th (ft)					#1112	111	m#262	m150				455
Internal Link Dist (ft)		207			1123			716				781
Turn Bay Length (ft)						360	145					
Base Capacity (vph)					373	501	208	2254				1558
Starvation Cap Reductn					0	0	0	0				0
Spillback Cap Reductn					0	0	0	0				0
Storage Cap Reductn					0	0	0	0				0
Reduced v/c Ratio					1.87	0.50	0.90	0.27				0.73

Intersection Summary

Area Type: Other
 Cycle Length: 129
 Actuated Cycle Length: 129
 Offset: 0 (0%), Referenced to phase 2:SBT, Start of Yellow
 Natural Cycle: 140
 Control Type: Actuated-Coordinated
 ~ 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.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

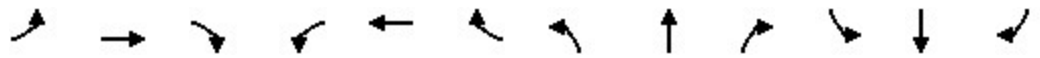


2027 Build Traffic Volumes

Peak AM Hour

1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

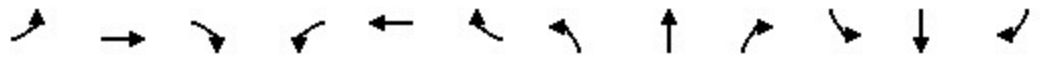
7/16/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↗	↘	↑↑			↑↑	
Traffic Volume (veh/h)	0	0	0	621	1	225	167	550	0	0	719	296
Future Volume (veh/h)	0	0	0	621	1	225	167	550	0	0	719	296
Initial Q (Qb), veh				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
Parking Bus, Adj				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		
Adj Sat Flow, veh/h/ln				1716	1894	1776	1396	1781	0	0	1758	1802
Adj Flow Rate, veh/h				698	1	253	188	618	0	0	808	333
Peak Hour Factor				0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %				12	0	8	34	8	0	0	8	5
Cap, veh/h				419	1	350	203	2283	0	0	1097	451
Arrive On Green				0.23	0.23	0.23	0.30	1.00	0.00	0.00	0.48	0.48
Sat Flow, veh/h				1801	3	1505	1330	3474	0	0	2396	949
Grp Volume(v), veh/h				699	0	253	188	618	0	0	584	557
Grp Sat Flow(s),veh/h/ln				1804	0	1505	1330	1692	0	0	1670	1587
Q Serve(g_s), s				30.0	0.0	20.0	17.7	0.0	0.0	0.0	36.4	36.6
Cycle Q Clear(g_c), s				30.0	0.0	20.0	17.7	0.0	0.0	0.0	36.4	36.6
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.60
Lane Grp Cap(c), veh/h				420	0	350	203	2283	0	0	794	755
V/C Ratio(X)				1.67	0.00	0.72	0.93	0.27	0.00	0.00	0.74	0.74
Avail Cap(c_a), veh/h				420	0	350	206	2283	0	0	794	755
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.84	0.84	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				49.5	0.0	45.7	44.1	0.0	0.0	0.0	27.3	27.3
Incr Delay (d2), s/veh				310.1	0.0	6.3	37.3	0.0	0.0	0.0	6.0	6.4
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				49.3	0.0	7.9	6.8	0.0	0.0	0.0	15.0	14.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				359.6	0.0	51.9	81.4	0.0	0.0	0.0	33.3	33.7
LnGrp LOS				F		D	F	A			C	C
Approach Vol, veh/h					952			806			1141	
Approach Delay, s/veh					277.8			19.0			33.5	
Approach LOS					F			B			C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	25.7	67.3		36.0		93.0						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	20.0	61.0		30.0		87.0						
Max Q Clear Time (g_c+I1), s	19.7	38.6		32.0		2.0						
Green Ext Time (p_c), s	0.0	3.9		0.0		2.2						
Intersection Summary												
HCM 6th Ctrl Delay, s/veh						109.7						
HCM 6th LOS						F						

2027 Build Traffic Volumes
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

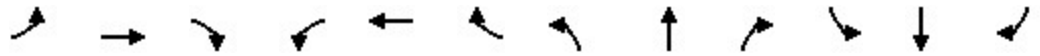
Peak AM Hour
 7/16/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	196	234	45	141	250	230	88	292	166	240	455	645
Future Volume (vph)	196	234	45	141	250	230	88	292	166	240	455	645
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			1%			1%	
Storage Length (ft)	400		400	220		220	145		145	330		280
Storage Lanes	2		0	1		1	1		1	2		1
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.976				0.850		0.946				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1327	2528	0	1770	1792	1568	1618	3117	0	3287	3326	1410
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1327	2528	0	1770	1792	1568	1618	3117	0	3287	3326	1410
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18				195		81				672
Link Speed (mph)		45			25			45				45
Link Distance (ft)		639			871			1257				796
Travel Time (s)		9.7			23.8			19.0				12.1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	36%	45%	10%	2%	6%	3%	11%	9%	9%	6%	8%	14%
Adj. Flow (vph)	204	244	47	147	260	240	92	304	173	250	474	672
Shared Lane Traffic (%)												
Lane Group Flow (vph)	204	291	0	147	260	240	92	477	0	250	474	672
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			24			24	
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	1.00	1.00	1.00	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	2		2	2	2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	83	83		83	83	83	83	83		83	83	83
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	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	43
Detector 2 Size(ft)	40	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	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	0.0
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	Free

2027 Build Traffic Volumes
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak AM Hour
 7/16/2024

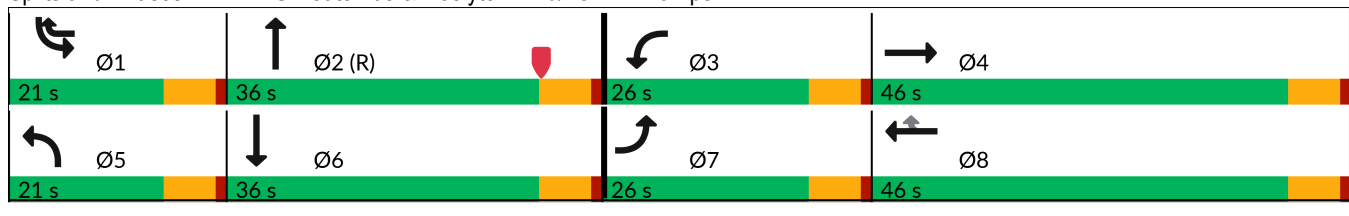


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases						8						Free
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.0	24.0		11.0	24.0	11.0	11.0	24.0		11.0	24.0	
Total Split (s)	26.0	46.0		26.0	46.0	21.0	21.0	36.0		21.0	36.0	
Total Split (%)	20.2%	35.7%		20.2%	35.7%	16.3%	16.3%	27.9%		16.3%	27.9%	
Maximum Green (s)	20.0	40.0		20.0	40.0	15.0	15.0	30.0		15.0	30.0	
Yellow Time (s)	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	
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		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	None	
v/c Ratio	0.99	0.50		0.68	0.77	0.35	0.58	0.41		0.62	0.38	0.47
Control Delay (s/veh)	116.0	44.2		70.2	64.7	6.9	69.6	29.4		61.8	32.0	0.5
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)	116.0	44.2		70.2	64.7	6.9	69.6	29.4		61.8	32.0	0.5
Queue Length 50th (ft)	173	106		119	208	25	75	131		115	134	0
Queue Length 95th (ft)	#334	147		186	284	71	128	211		m101	m148	m0
Internal Link Dist (ft)		559			791			1177			716	
Turn Bay Length (ft)	400			220		220	145			330		280
Base Capacity (vph)	205	796		274	555	697	194	1138		431	1241	1410
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	1.00	0.37		0.54	0.47	0.34	0.47	0.42		0.58	0.38	0.48

Intersection Summary

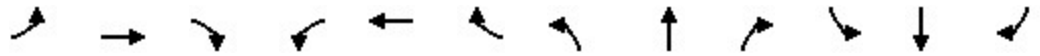
Area Type: Other
 Cycle Length: 129
 Actuated Cycle Length: 129
 Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps



2027 Build Traffic Volumes
2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak AM Hour
7/16/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	196	234	45	141	250	230	88	292	166	240	455	645
Future Volume (veh/h)	196	234	45	141	250	230	88	292	166	240	455	645
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	1366	1233	1752	1870	1811	1856	1731	1761	1761	1805	1776	1687
Adj Flow Rate, veh/h	204	244	47	147	260	240	92	304	173	250	474	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	36	45	10	2	6	3	11	9	9	6	8	14
Cap, veh/h	202	456	86	176	319	423	114	809	449	310	1397	
Arrive On Green	0.16	0.23	0.23	0.10	0.18	0.18	0.07	0.39	0.39	0.03	0.14	0.00
Sat Flow, veh/h	1301	1965	372	1781	1811	1572	1649	2075	1152	3335	3374	1429
Grp Volume(v), veh/h	204	144	147	147	260	240	92	244	233	250	474	0
Grp Sat Flow(s),veh/h/ln	1301	1171	1166	1781	1811	1572	1649	1673	1553	1668	1687	1429
Q Serve(g_s), s	20.0	13.9	14.3	10.5	17.8	17.0	7.1	13.4	13.9	9.6	16.4	0.0
Cycle Q Clear(g_c), s	20.0	13.9	14.3	10.5	17.8	17.0	7.1	13.4	13.9	9.6	16.4	0.0
Prop In Lane	1.00		0.32	1.00		1.00	1.00		0.74	1.00		1.00
Lane Grp Cap(c), veh/h	202	272	271	176	319	423	114	652	606	310	1397	
V/C Ratio(X)	1.01	0.53	0.54	0.83	0.82	0.57	0.81	0.37	0.39	0.81	0.34	
Avail Cap(c_a), veh/h	202	363	362	276	562	634	192	652	606	388	1397	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.61	0.61	0.00
Uniform Delay (d), s/veh	54.5	43.4	43.5	57.1	51.1	40.7	59.2	28.1	28.2	61.4	39.7	0.0
Incr Delay (d2), s/veh	66.2	1.6	1.7	11.9	5.1	1.2	12.7	1.6	1.8	6.1	0.1	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	10.1	4.0	4.2	5.3	8.6	6.8	3.3	5.5	5.3	4.5	7.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	120.7	45.0	45.2	68.9	56.3	41.9	71.9	29.7	30.1	67.5	39.8	0.0
LnGrp LOS	F	D	D	E	E	D	E	C	C	E	D	
Approach Vol, veh/h		495			647			569			724	
Approach Delay, s/veh		76.3			53.8			36.7			49.3	
Approach LOS		E			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.0	56.3	18.8	35.9	14.9	59.4	26.0	28.7				
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	30.0	20.0	40.0	15.0	30.0	20.0	40.0				
Max Q Clear Time (g_c+I1), s	11.6	15.9	12.5	16.3	9.1	18.4	22.0	19.8				
Green Ext Time (p_c), s	0.4	2.0	0.4	1.4	0.1	2.0	0.0	2.9				

Intersection Summary

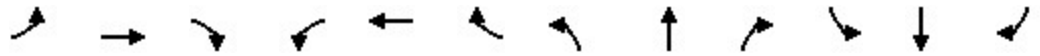
HCM 6th Ctrl Delay, s/veh	53.1
HCM 6th LOS	D

Notes

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

2027 Build Traffic Volumes
 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd

Peak AM Hour
 7/16/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	199	38	174	367	5	43	64	53	24	25	13
Future Volume (vph)	40	199	38	174	367	5	43	64	53	24	25	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	16	12	12	12
Grade (%)		1%			2%			-2%				0%
Storage Length (ft)	70		0	220		0	0		150	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.976			0.998				0.850		0.972	
Flt Protected	0.950			0.950				0.980			0.981	
Satd. Flow (prot)	1796	1552	0	1702	1448	0	0	1798	1594	0	1784	0
Flt Permitted	0.390			0.601				0.861			0.870	
Satd. Flow (perm)	737	1552	0	1077	1448	0	0	1580	1594	0	1582	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19			1				109			14
Link Speed (mph)		45			45			35				35
Link Distance (ft)		2146			540			620				646
Travel Time (s)		32.5			8.2			12.1				12.6
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	21%	8%	5%	29%	80%	7%	3%	16%	4%	0%	0%
Adj. Flow (vph)	43	214	41	187	395	5	46	69	57	26	27	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	43	255	0	187	400	0	0	115	57	0	67	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)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	0.99	0.99	0.84	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2	2	2		2
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left		Thru
Leading Detector (ft)	83	83		83	83		83	83	83	83		83
Trailing Detector (ft)	-5	-5		-5	-5		-5	-5	-5	-5		-5
Detector 1 Position(ft)	-5	-5		-5	-5		-5	-5	-5	-5		-5
Detector 1 Size(ft)	40	40		40	40		40	40	40	40		40
Detector 1 Type	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
Detector 1 Queue (s)	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
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

2027 Build Traffic Volumes
 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd

Peak AM Hour
 7/16/2024

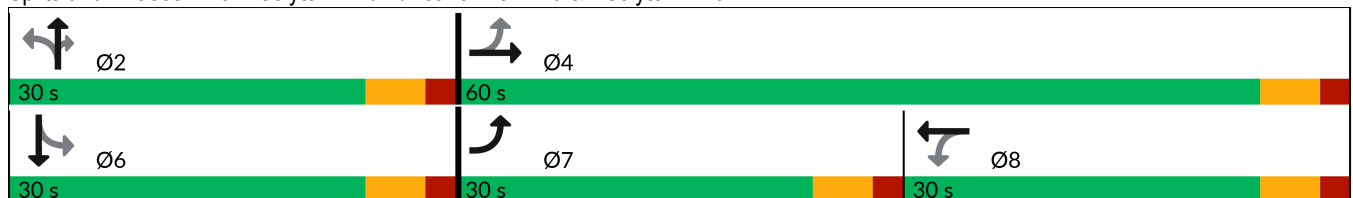


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	7	4			8			2				6
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		8	8		2	2	2	6		6
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		8.0	8.0	8.0	8.0		8.0
Minimum Split (s)	14.0	14.0		14.0	14.0		14.0	14.0	14.0	14.0		14.0
Total Split (s)	30.0	60.0		30.0	30.0		30.0	30.0	30.0	30.0		30.0
Total Split (%)	33.3%	66.7%		33.3%	33.3%		33.3%	33.3%	33.3%	33.3%		33.3%
Maximum Green (s)	24.0	54.0		24.0	24.0		24.0	24.0	24.0	24.0		24.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0		4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0		2.0
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
Recall Mode	None	Max		Max	Max		Max	Max	Max	Max		Max
v/c Ratio	0.08	0.27		0.34	0.54			0.27	0.11			0.15
Control Delay (s/veh)	7.7	8.8		17.4	20.4			28.2	1.2			22.0
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Delay (s/veh)	7.7	8.8		17.4	20.4			28.2	1.2			22.0
Queue Length 50th (ft)	9	58		69	168			52	0			23
Queue Length 95th (ft)	22	98		125	268			98	5			56
Internal Link Dist (ft)		2066			460			540				566
Turn Bay Length (ft)	70			220					150			
Base Capacity (vph)	724	938		545	734			421	505			432
Starvation Cap Reductn	0	0		0	0			0	0			0
Spillback Cap Reductn	0	0		0	0			0	0			0
Storage Cap Reductn	0	0		0	0			0	0			0
Reduced v/c Ratio	0.06	0.27		0.34	0.54			0.27	0.11			0.16

Intersection Summary

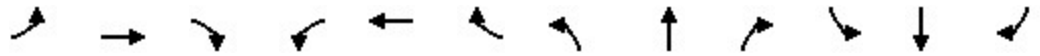
Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Natural Cycle: 60
 Control Type: Semi Act-Uncoord

Splits and Phases: 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd



2027 Build Traffic Volumes
 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd

Peak AM Hour
 7/16/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	199	38	174	367	5	43	64	53	24	25	13
Future Volume (veh/h)	40	199	38	174	367	5	43	64	53	24	25	13
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	1894	1583	1776	1802	1447	691	1874	1934	1808	1841	1900	1900
Adj Flow Rate, veh/h	43	214	41	187	395	5	46	69	57	26	27	14
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	21	8	5	29	80	7	3	16	4	0	0
Cap, veh/h	458	775	148	595	677	9	214	302	409	188	188	85
Arrive On Green	0.06	0.60	0.60	0.47	0.47	0.47	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1804	1291	247	1084	1425	18	594	1133	1532	497	706	318
Grp Volume(v), veh/h	43	0	255	187	0	400	115	0	57	67	0	0
Grp Sat Flow(s),veh/h/ln	1804	0	1538	1084	0	1443	1727	0	1532	1521	0	0
Q Serve(g_s), s	1.0	0.0	7.2	9.9	0.0	18.1	0.0	0.0	2.6	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.0	0.0	7.2	9.9	0.0	18.1	4.2	0.0	2.6	4.2	0.0	0.0
Prop In Lane	1.00		0.16	1.00		0.01	0.40		1.00	0.39		0.21
Lane Grp Cap(c), veh/h	458	0	923	595	0	685	516	0	409	461	0	0
V/C Ratio(X)	0.09	0.00	0.28	0.31	0.00	0.58	0.22	0.00	0.14	0.15	0.00	0.00
Avail Cap(c_a), veh/h	834	0	923	595	0	685	516	0	409	461	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.5	0.0	8.6	15.0	0.0	17.2	25.7	0.0	25.1	25.1	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.7	1.4	0.0	3.6	1.0	0.0	0.7	0.7	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	2.2	2.4	0.0	6.0	2.0	0.0	1.0	1.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.5	0.0	9.4	16.4	0.0	20.8	26.7	0.0	25.8	25.8	0.0	0.0
LnGrp LOS	B		A	B		C	C		C	C		
Approach Vol, veh/h		298			587			172				67
Approach Delay, s/veh		9.7			19.4			26.4				25.8
Approach LOS		A			B			C				C
Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		30.0		60.0		30.0	11.3	48.7				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		24.0		54.0		24.0	24.0	24.0				
Max Q Clear Time (g_c+I1), s		6.2		9.2		6.2	3.0	20.1				
Green Ext Time (p_c), s		0.7		1.3		0.2	0.1	1.2				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh				18.3								
HCM 6th LOS				B								

2027 Build Traffic Volumes
4: NYS Route 416 & Neelytown Rd

Peak AM Hour
7/16/2024



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	73	154	64	98	189	161
Future Volume (vph)	73	154	64	98	189	161
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	0.908		0.918			
Flt Protected	0.984					0.974
Satd. Flow (prot)	1363	0	1648	0	0	1687
Flt Permitted	0.984					0.735
Satd. Flow (perm)	1363	0	1648	0	0	1273
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	169		110			
Link Speed (mph)	45		55			55
Link Distance (ft)	2393		959			1086
Travel Time (s)	36.3		11.9			13.5
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	11%	31%	10%	4%	12%	7%
Adj. Flow (vph)	82	173	72	110	212	181
Shared Lane Traffic (%)						
Lane Group Flow (vph)	255	0	182	0	0	393
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	0.99	0.99	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2		1	2
Detector Template					Left	
Leading Detector (ft)	83		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Detector 1 Position(ft)	-5		-5		0	-5
Detector 1 Size(ft)	40		40		20	40
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 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)	40		40			40
Detector 2 Size(ft)	43		43			43
Detector 2 Type	Cl+Ex		Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6

2027 Build Traffic Volumes
 4: NYS Route 416 & Neelytown Rd

Peak AM Hour
 7/16/2024

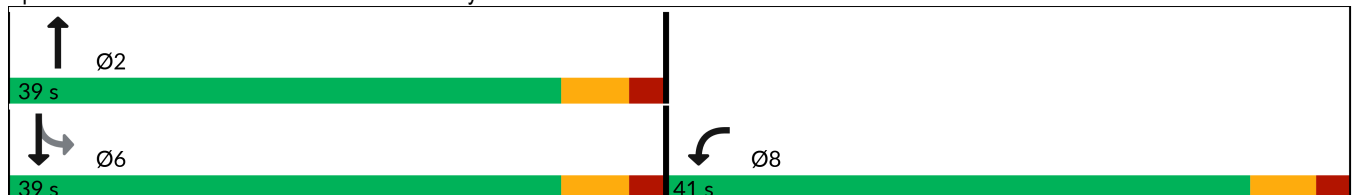


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	24.0		24.0		24.0	24.0
Total Split (s)	41.0		39.0		39.0	39.0
Total Split (%)	51.3%		48.8%		48.8%	48.8%
Maximum Green (s)	35.0		33.0		33.0	33.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	6.0		6.0			6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		Min		Min	Min
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	0.58		0.21			0.64
Control Delay (s/veh)	12.1		4.0			14.9
Queue Delay	0.0		0.0			0.0
Total Delay (s/veh)	12.1		4.0			14.9
Queue Length 50th (ft)	15		8			59
Queue Length 95th (ft)	76		37			165
Internal Link Dist (ft)	2313		879			1006
Turn Bay Length (ft)						
Base Capacity (vph)	1183		1359			1034
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.22		0.13			0.38

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 42.1
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated

Splits and Phases: 4: NYS Route 416 & Neelytown Rd



2027 Build Traffic Volumes
4: NYS Route 416 & Neelytown Rd

Peak AM Hour
7/16/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	73	154	64	98	189	161
Future Volume (veh/h)	73	154	64	98	189	161
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	1737	1441	1789	1879	1722	1796
Adj Flow Rate, veh/h	82	173	72	110	212	181
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	11	31	10	4	12	7
Cap, veh/h	114	240	249	381	408	282
Arrive On Green	0.23	0.23	0.39	0.39	0.39	0.39
Sat Flow, veh/h	489	1032	638	975	598	722
Grp Volume(v), veh/h	256	0	0	182	393	0
Grp Sat Flow(s),veh/h/ln	1527	0	0	1614	1320	0
Q Serve(g_s), s	4.9	0.0	0.0	2.5	6.0	0.0
Cycle Q Clear(g_c), s	4.9	0.0	0.0	2.5	8.5	0.0
Prop In Lane	0.32	0.68		0.60	0.54	
Lane Grp Cap(c), veh/h	355	0	0	631	690	0
V/C Ratio(X)	0.72	0.00	0.00	0.29	0.57	0.00
Avail Cap(c_a), veh/h	1678	0	0	1672	1582	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	11.3	0.0	0.0	6.7	8.6	0.0
Incr Delay (d2), s/veh	2.8	0.0	0.0	0.2	0.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	0.3	1.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	14.0	0.0	0.0	6.9	9.3	0.0
LnGrp LOS	B			A	A	
Approach Vol, veh/h	256		182			393
Approach Delay, s/veh	14.0		6.9			9.3
Approach LOS	B		A			A
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		18.4			18.4	13.4
Change Period (Y+Rc), s		6.0			6.0	6.0
Max Green Setting (Gmax), s		33.0			33.0	35.0
Max Q Clear Time (g_c+I1), s		4.5			10.5	6.9
Green Ext Time (p_c), s		0.8			2.0	1.3
Intersection Summary						
HCM 6th Ctrl Delay, s/veh			10.2			
HCM 6th LOS			B			

2027 Build Traffic Volumes
5: NYS Route 211 & NYS Route 416

Peak AM Hour
7/16/2024



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	41	122	130	21	197	243
Future Volume (vph)	41	122	130	21	197	243
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	12	12	12	12
Storage Length (ft)	0	50		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.981			
Flt Protected	0.950					0.978
Satd. Flow (prot)	1073	1572	1533	0	0	1760
Flt Permitted	0.950					0.978
Satd. Flow (perm)	1073	1572	1533	0	0	1760
Link Speed (mph)	30		30			30
Link Distance (ft)	561		726			643
Travel Time (s)	12.8		16.5			14.6
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	85%	13%	13%	75%	5%	6%
Adj. Flow (vph)	47	140	149	24	226	279
Shared Lane Traffic (%)						
Lane Group Flow (vph)	47	140	173	0	0	505
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	15		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.88	0.88	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

Control Type: Unsignalized

Intersection						
Int Delay, s/veh	5.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	41	122	130	21	197	243
Future Vol, veh/h	41	122	130	21	197	243
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	50	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	85	13	13	75	5	6
Mvmt Flow	47	140	149	24	226	279

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	892	161	0	0	173
Stage 1	161	-	-	-	-
Stage 2	731	-	-	-	-
Critical Hdwy	7.25	6.33	-	-	4.15
Critical Hdwy Stg 1	6.25	-	-	-	-
Critical Hdwy Stg 2	6.25	-	-	-	-
Follow-up Hdwy	4.265	3.417	-	-	2.245
Pot Cap-1 Maneuver	227	856	-	-	1386
Stage 1	701	-	-	-	-
Stage 2	355	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	183	856	-	-	1386
Mov Cap-2 Maneuver	183	-	-	-	-
Stage 1	701	-	-	-	-
Stage 2	286	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	15.4	0	3.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	183	856	1386	-
HCM Lane V/C Ratio	-	-	0.258	0.164	0.163	-
HCM Control Delay (s/veh)	-	-	31.4	10	8.1	0
HCM Lane LOS	-	-	D	B	A	A
HCM 95th %tile Q (veh)	-	-	1	0.6	0.6	-

2027 Build Traffic Volumes
6: Beaver Dam Rd & Goodwill Rd

Peak AM Hour
7/16/2024



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	50	74	40	79	31	70
Future Volume (vph)	50	74	40	79	31	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	11	11
Grade (%)	4%			4%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.920				0.907	
Flt Protected				0.983	0.985	
Satd. Flow (prot)	1549	0	0	1572	1574	0
Flt Permitted				0.983	0.985	
Satd. Flow (perm)	1549	0	0	1572	1574	0
Link Speed (mph)	30			30	35	
Link Distance (ft)	853			580	1607	
Travel Time (s)	19.4			13.2	31.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	4%	8%	9%	6%	5%
Adj. Flow (vph)	52	76	41	81	32	72
Shared Lane Traffic (%)						
Lane Group Flow (vph)	128	0	0	122	104	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.12	1.12	1.12	1.12	1.03	1.03
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2027 Build Traffic Volumes
6: Beaver Dam Rd & Goodwill Rd

Peak AM Hour
7/16/2024

Intersection						
Int Delay, s/veh	3.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	50	74	40	79	31	70
Future Vol, veh/h	50	74	40	79	31	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	4	-	-	4	-2	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	4	8	9	6	5
Mvmt Flow	52	76	41	81	32	72

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	128	0	253
Stage 1	-	-	-	-	90
Stage 2	-	-	-	-	163
Critical Hdwy	-	-	4.18	-	6.06
Critical Hdwy Stg 1	-	-	-	-	5.06
Critical Hdwy Stg 2	-	-	-	-	5.06
Follow-up Hdwy	-	-	2.272	-	3.554
Pot Cap-1 Maneuver	-	-	1422	-	748
Stage 1	-	-	-	-	933
Stage 2	-	-	-	-	872
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1422	-	726
Mov Cap-2 Maneuver	-	-	-	-	726
Stage 1	-	-	-	-	933
Stage 2	-	-	-	-	846

Approach	EB	WB	NB
HCM Control Delay, s/v	0	2.6	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	876	-	-	1422	-
HCM Lane V/C Ratio	0.119	-	-	0.029	-
HCM Control Delay (s/veh)	9.7	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q (veh)	0.4	-	-	0.1	-

2027 Build Traffic Volumes
7: Beaver Dam Rd & Chandler Ln

Peak AM Hour
7/16/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	57	0	1	43	84	27
Future Volume (vph)	57	0	1	43	84	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	10	10
Grade (%)	0%			1%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.967	
Fl _t Protected	0.950			0.999		
Satd. Flow (prot)	1589	0	0	1719	1622	0
Fl _t Permitted	0.950			0.999		
Satd. Flow (perm)	1589	0	0	1719	1622	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	777			545	1607	
Travel Time (s)	17.7			10.6	31.3	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	6%	0%	100%	8%	5%	8%
Adj. Flow (vph)	65	0	1	49	95	31
Shared Lane Traffic (%)						
Lane Group Flow (vph)	65	0	0	50	126	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	1.09	1.09	1.01	1.01	1.09	1.09
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	2.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	57	0	1	43	84	27
Future Vol, veh/h	57	0	1	43	84	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	1	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	6	0	100	8	5	8
Mvmt Flow	65	0	1	49	95	31

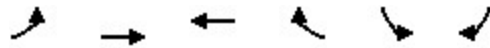
Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	162	111	126	0	0
Stage 1	111	-	-	-	-
Stage 2	51	-	-	-	-
Critical Hdwy	6.46	6.2	5.1	-	-
Critical Hdwy Stg 1	5.46	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-
Follow-up Hdwy	3.554	3.3	3.1	-	-
Pot Cap-1 Maneuver	820	948	1025	-	-
Stage 1	904	-	-	-	-
Stage 2	961	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	819	948	1025	-	-
Mov Cap-2 Maneuver	819	-	-	-	-
Stage 1	903	-	-	-	-
Stage 2	961	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.8	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1025	-	819	-	-
HCM Lane V/C Ratio	0.001	-	0.079	-	-
HCM Control Delay (s/veh)	8.5	0	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0.3	-	-

2027 Build Traffic Volumes
8: Neelytown Rd & Site Driveway 1

Peak AM Hour
7/16/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	4	272	554	286	25	2
Future Volume (vph)	4	272	554	286	25	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			150	0	0
Storage Lanes	1			1	1	0
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850	0.991	
Flt Protected	0.950				0.956	
Satd. Flow (prot)	902	1610	1557	1524	1265	0
Flt Permitted	0.950				0.956	
Satd. Flow (perm)	902	1610	1557	1524	1265	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		532	1138		660	
Travel Time (s)		8.1	17.2		15.0	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	100%	18%	22%	6%	38%	100%
Adj. Flow (vph)	4	292	596	308	27	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	292	596	308	29	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	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2027 Build Traffic Volumes
8: Neelytown Rd & Site Driveway 1

Peak AM Hour
7/16/2024

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗	↗	↘	↘	↘
Traffic Vol, veh/h	4	272	554	286	25	2
Future Vol, veh/h	4	272	554	286	25	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	150	-	-	150	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	100	18	22	6	38	100
Mvmt Flow	4	292	596	308	27	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	904	0	-	0	896 596
Stage 1	-	-	-	-	596 -
Stage 2	-	-	-	-	300 -
Critical Hdwy	5.1	-	-	-	6.78 7.2
Critical Hdwy Stg 1	-	-	-	-	5.78 -
Critical Hdwy Stg 2	-	-	-	-	5.78 -
Follow-up Hdwy	3.1	-	-	-	3.842 4.2
Pot Cap-1 Maneuver	464	-	-	-	269 361
Stage 1	-	-	-	-	486 -
Stage 2	-	-	-	-	676 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	464	-	-	-	267 361
Mov Cap-2 Maneuver	-	-	-	-	267 -
Stage 1	-	-	-	-	482 -
Stage 2	-	-	-	-	676 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0.2	0	19.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	464	-	-	-	272
HCM Lane V/C Ratio	0.009	-	-	-	0.107
HCM Control Delay (s/veh)	12.8	-	-	-	19.8
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q (veh)	0	-	-	-	0.4

2027 Build Traffic Volumes
 9: Beaver Dam Rd & Site Driveway 2

Peak AM Hour
 7/16/2024



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	25	5	33	77	38	37
Future Volume (vph)	25	5	33	77	38	37
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	0.979		0.905			
Flt Protected	0.960					0.975
Satd. Flow (prot)	1786	0	1651	0	0	1825
Flt Permitted	0.960					0.975
Satd. Flow (perm)	1786	0	1651	0	0	1825
Link Speed (mph)	30		35			35
Link Distance (ft)	515		1081			1606
Travel Time (s)	11.7		21.1			31.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	14%	0%	0%	3%
Adj. Flow (vph)	27	5	35	83	41	40
Shared Lane Traffic (%)						
Lane Group Flow (vph)	32	0	118	0	0	81
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2027 Build Traffic Volumes
 9: Beaver Dam Rd & Site Driveway 2

Peak AM Hour
 7/16/2024

Intersection						
Int Delay, s/veh	2.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	5	33	77	38	37
Future Vol, veh/h	25	5	33	77	38	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	14	0	0	3
Mvmt Flow	27	5	35	83	41	40

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	199	77	0	0	118
Stage 1	77	-	-	-	-
Stage 2	122	-	-	-	-
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	794	990	-	-	1483
Stage 1	951	-	-	-	-
Stage 2	908	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	772	990	-	-	1483
Mov Cap-2 Maneuver	772	-	-	-	-
Stage 1	951	-	-	-	-
Stage 2	883	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.7	0	3.8
HCM LOS	A		

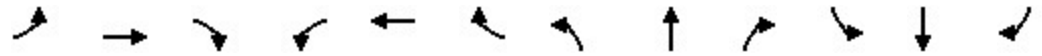
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	801	1483
HCM Lane V/C Ratio	-	-	0.04	0.028
HCM Control Delay (s/veh)	-	-	9.7	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q (veh)	-	-	0.1	0.1

2027 Build Traffic Volumes

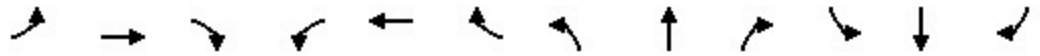
Peak PM Hour

1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

7/16/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↗	↘	↑↑			↑↔	
Traffic Volume (vph)	0	0	0	381	0	328	371	769	0	0	570	304
Future Volume (vph)	0	0	0	381	0	328	371	769	0	0	570	304
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			2%	
Storage Length (ft)	0		0	0		360	145		0	245		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Fr _t						0.850					0.948	
Fl _t Protected					0.950		0.950					
Satd. Flow (prot)	0	0	0	0	1382	1516	1612	3471	0	0	3270	0
Fl _t Permitted					0.950		0.950					
Satd. Flow (perm)	0	0	0	0	1382	1516	1612	3471	0	0	3270	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						231					104	
Link Speed (mph)		30			40			45			45	
Link Distance (ft)		287			1203			796			861	
Travel Time (s)		6.5			20.5			12.1			13.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	30%	0%	6%	12%	4%	0%	0%	5%	1%
Adj. Flow (vph)	0	0	0	397	0	342	386	801	0	0	594	317
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	397	342	386	801	0	0	911	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
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	1.01	1.01	1.01	1.00	1.00	1.00	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				2	2	2	2	2			2	
Detector Template				Left	Thru	Right	Left	Thru			Thru	
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				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	
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			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Turn Type				Perm	NA	Perm	Prot	NA			NA	

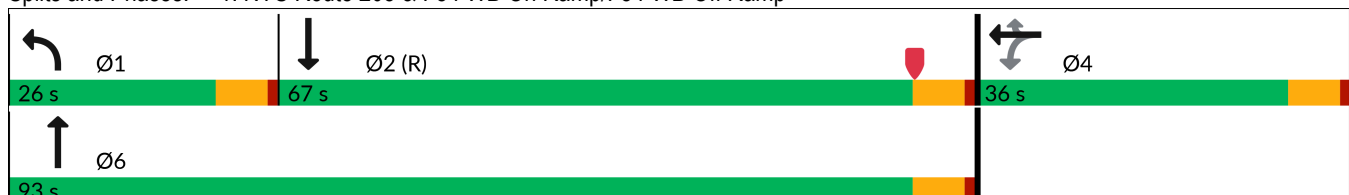


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases					4		1	6				2
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6				2
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	10.0				10.0
Minimum Split (s)				24.0	24.0	24.0	11.0	24.0				24.0
Total Split (s)				36.0	36.0	36.0	26.0	93.0				67.0
Total Split (%)				27.9%	27.9%	27.9%	20.2%	72.1%				51.9%
Maximum Green (s)				30.0	30.0	30.0	20.0	87.0				61.0
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
Total Lost Time (s)					6.0	6.0	6.0	6.0				6.0
Lead/Lag							Lead					Lag
Lead-Lag Optimize?							Yes					Yes
Vehicle Extension (s)				2.0	2.0	2.0	2.0	2.0				2.0
Recall Mode				None	None	None	None	None				C-Max
v/c Ratio					1.23	0.64	1.55	0.34				0.56
Control Delay (s/veh)					172.0	20.6	287.4	11.4				23.0
Queue Delay					0.0	0.0	0.0	0.0				0.0
Total Delay (s/veh)					172.0	20.6	287.4	11.4				23.0
Queue Length 50th (ft)					~410	80	~465	175				250
Queue Length 95th (ft)					#612	191	m#502	m203				315
Internal Link Dist (ft)		207			1123			716				781
Turn Bay Length (ft)						360	145					
Base Capacity (vph)					321	529	249	2340				1601
Starvation Cap Reductn					0	0	0	0				0
Spillback Cap Reductn					0	0	0	0				0
Storage Cap Reductn					0	0	0	0				0
Reduced v/c Ratio					1.24	0.65	1.55	0.34				0.57

Intersection Summary

Area Type: Other
 Cycle Length: 129
 Actuated Cycle Length: 129
 Offset: 0 (0%), Referenced to phase 2:SBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 ~ 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.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp



2027 Build Traffic Volumes

Peak PM Hour

1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

7/16/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↗	↘	↑↑			↑↗	
Traffic Volume (veh/h)	0	0	0	381	0	328	371	769	0	0	570	304
Future Volume (veh/h)	0	0	0	381	0	328	371	769	0	0	570	304
Initial Q (Qb), veh				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
Parking Bus, Adj				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		
Adj Sat Flow, veh/h/ln				1450	1894	1805	1722	1841	0	0	1802	1862
Adj Flow Rate, veh/h				397	0	342	386	801	0	0	594	317
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %				30	0	6	12	4	0	0	5	1
Cap, veh/h				420	0	356	254	2359	0	0	1020	544
Arrive On Green				0.23	0.00	0.23	0.31	1.00	0.00	0.00	0.47	0.47
Sat Flow, veh/h				1804	0	1530	1640	3589	0	0	2247	1151
Grp Volume(v), veh/h				397	0	342	386	801	0	0	472	439
Grp Sat Flow(s),veh/h/ln				1804	0	1530	1640	1749	0	0	1712	1595
Q Serve(g_s), s				27.9	0.0	28.5	20.0	0.0	0.0	0.0	25.8	25.9
Cycle Q Clear(g_c), s				27.9	0.0	28.5	20.0	0.0	0.0	0.0	25.8	25.9
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.72
Lane Grp Cap(c), veh/h				420	0	356	254	2359	0	0	810	754
V/C Ratio(X)				0.95	0.00	0.96	1.52	0.34	0.00	0.00	0.58	0.58
Avail Cap(c_a), veh/h				420	0	356	254	2359	0	0	810	754
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.35	0.35	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				48.7	0.0	48.9	44.5	0.0	0.0	0.0	24.7	24.7
Incr Delay (d2), s/veh				30.3	0.0	37.2	240.1	0.0	0.0	0.0	3.1	3.3
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				15.8	0.0	14.3	23.4	0.0	0.0	0.0	10.7	10.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				79.0	0.0	86.1	284.6	0.0	0.0	0.0	27.8	28.0
LnGrp LOS				E		F	F	A			C	C
Approach Vol, veh/h					739			1187			911	
Approach Delay, s/veh					82.3			92.6			27.9	
Approach LOS					F			F			C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	26.0	67.0		36.0		93.0						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	20.0	61.0		30.0		87.0						
Max Q Clear Time (g_c+I1), s	22.0	27.9		30.5		2.0						
Green Ext Time (p_c), s	0.0	3.0		0.0		3.0						
Intersection Summary												
HCM 6th Ctrl Delay, s/veh				69.1								
HCM 6th LOS				E								

2027 Build Traffic Volumes
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

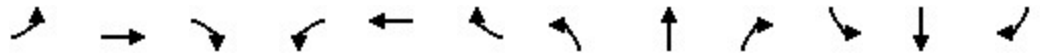
Peak PM Hour
 7/16/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	381	389	84	82	104	257	56	502	255	168	453	330
Future Volume (vph)	381	389	84	82	104	257	56	502	255	168	453	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			1%			1%	
Storage Length (ft)	400		400	220		220	145		145	330		280
Storage Lanes	2		0	1		1	1		1	2		1
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.973				0.850		0.950				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1570	3092	0	1671	1226	1568	1535	3345	0	3383	3487	1190
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1570	3092	0	1671	1226	1568	1535	3345	0	3383	3487	1190
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20				76		65				359
Link Speed (mph)		45			25			45			45	
Link Distance (ft)		639			871			1257			796	
Travel Time (s)		9.7			23.8			19.0			12.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	15%	15%	7%	8%	55%	3%	17%	2%	2%	3%	3%	35%
Adj. Flow (vph)	414	423	91	89	113	279	61	546	277	183	492	359
Shared Lane Traffic (%)												
Lane Group Flow (vph)	414	514	0	89	113	279	61	823	0	183	492	359
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			24			24	
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	1.00	1.00	1.00	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	2		2	2	2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	83	83		83	83	83	83	83		83	83	83
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	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	43
Detector 2 Size(ft)	40	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	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	0.0
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	Free

2027 Build Traffic Volumes
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak PM Hour
 7/16/2024

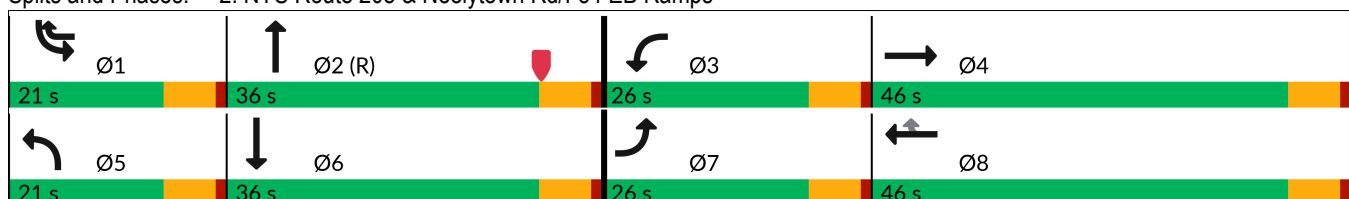


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases						8						Free
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.0	24.0		11.0	24.0	11.0	11.0	24.0		11.0	24.0	
Total Split (s)	26.0	46.0		26.0	46.0	21.0	21.0	36.0		21.0	36.0	
Total Split (%)	20.2%	35.7%		20.2%	35.7%	16.3%	16.3%	27.9%		16.3%	27.9%	
Maximum Green (s)	20.0	40.0		20.0	40.0	15.0	15.0	30.0		15.0	30.0	
Yellow Time (s)	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	
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		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	None	
v/c Ratio	1.70	0.77		0.56	0.62	0.53	0.49	0.58		0.53	0.31	0.30
Control Delay (s/veh)	366.9	54.5		68.6	64.4	29.2	69.0	31.2		64.9	25.4	0.3
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)	366.9	54.5		68.6	64.4	29.2	69.0	31.2		64.9	25.4	0.3
Queue Length 50th (ft)	~508	208		72	90	142	50	254		84	114	0
Queue Length 95th (ft)	#713	255		125	140	190	94	395		m94	m182	m0
Internal Link Dist (ft)		559			791			1177			716	
Turn Bay Length (ft)	400			220		220	145			330		280
Base Capacity (vph)	243	972		259	380	547	178	1404		407	1559	1190
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	1.70	0.53		0.34	0.30	0.51	0.34	0.59		0.45	0.32	0.30

Intersection Summary

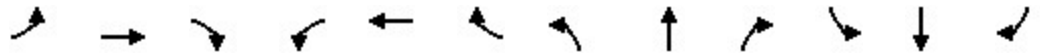
Area Type: Other
 Cycle Length: 129
 Actuated Cycle Length: 129
 Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps



2027 Build Traffic Volumes
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak PM Hour
 7/16/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	381	389	84	82	104	257	56	502	255	168	453	330
Future Volume (veh/h)	381	389	84	82	104	257	56	502	255	168	453	330
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	1678	1678	1796	1781	1085	1856	1642	1864	1864	1850	1850	1375
Adj Flow Rate, veh/h	414	423	91	89	113	279	61	546	277	183	492	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	15	15	7	8	55	3	17	2	2	3	3	35
Cap, veh/h	248	732	156	112	208	414	76	901	456	245	1472	
Arrive On Green	0.16	0.28	0.28	0.07	0.19	0.19	0.05	0.40	0.40	0.02	0.14	0.00
Sat Flow, veh/h	1598	2613	558	1697	1085	1572	1564	2276	1152	3417	3514	1166
Grp Volume(v), veh/h	414	257	257	89	113	279	61	425	398	183	492	0
Grp Sat Flow(s),veh/h/ln	1598	1594	1577	1697	1085	1572	1564	1771	1657	1709	1757	1166
Q Serve(g_s), s	20.0	17.8	18.1	6.7	12.1	20.5	5.0	24.6	24.7	6.9	16.3	0.0
Cycle Q Clear(g_c), s	20.0	17.8	18.1	6.7	12.1	20.5	5.0	24.6	24.7	6.9	16.3	0.0
Prop In Lane	1.00		0.35	1.00		1.00	1.00		0.70	1.00		1.00
Lane Grp Cap(c), veh/h	248	447	442	112	208	414	76	701	656	245	1472	
V/C Ratio(X)	1.67	0.57	0.58	0.79	0.54	0.67	0.80	0.61	0.61	0.75	0.33	
Avail Cap(c_a), veh/h	248	494	489	263	336	600	182	701	656	397	1472	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	0.80	0.00
Uniform Delay (d), s/veh	54.5	39.8	39.9	59.4	47.1	42.6	60.7	31.0	31.0	61.8	39.3	0.0
Incr Delay (d2), s/veh	319.2	1.3	1.4	11.7	2.2	1.9	17.3	3.9	4.2	3.6	0.1	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	29.8	7.0	7.0	3.3	3.4	8.3	2.3	10.8	10.2	3.2	7.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	373.7	41.2	41.4	71.1	49.3	44.5	78.0	34.8	35.2	65.4	39.4	0.0
LnGrp LOS	F	D	D	E	D	D	E	C	D	E	D	
Approach Vol, veh/h		928			481			884			675	
Approach Delay, s/veh		189.6			50.5			38.0			46.5	
Approach LOS		F			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.3	57.0	14.5	42.1	12.3	60.0	26.0	30.7				
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	30.0	20.0	40.0	15.0	30.0	20.0	40.0				
Max Q Clear Time (g_c+I1), s	8.9	26.7	8.7	20.1	7.0	18.3	22.0	22.5				
Green Ext Time (p_c), s	0.4	1.4	0.2	2.4	0.1	2.1	0.0	2.2				

Intersection Summary

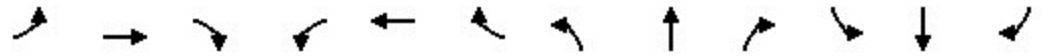
HCM 6th Ctrl Delay, s/veh	89.3
HCM 6th LOS	F

Notes

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

2027 Build Traffic Volumes
 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd

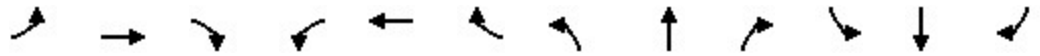
Peak PM Hour
 7/16/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	296	46	65	247	8	49	31	203	120	51	41
Future Volume (vph)	17	296	46	65	247	8	49	31	203	120	51	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	16	12	12	12
Grade (%)		1%			2%			-2%				0%
Storage Length (ft)	70		0	220		0	0		150	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.980			0.995				0.850		0.974	
Flt Protected	0.950			0.950				0.970			0.973	
Satd. Flow (prot)	1796	1710	0	1752	1562	0	0	1797	1795	0	1765	0
Flt Permitted	0.462			0.511				0.696			0.769	
Satd. Flow (perm)	873	1710	0	942	1562	0	0	1289	1795	0	1395	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			2				257		13	
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		2146			540			620			646	
Travel Time (s)		32.5			8.2			12.1			12.6	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	0%	9%	4%	2%	20%	13%	4%	3%	3%	1%	6%	0%
Adj. Flow (vph)	22	375	58	82	313	10	62	39	257	152	65	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	22	433	0	82	323	0	0	101	257	0	269	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)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	0.99	0.99	0.84	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2	2	2	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	83	83		83	83		83	83	83	83	83	
Trailing Detector (ft)	-5	-5		-5	-5		-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5		-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	40		40	40		40	40	40	40	40	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
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	

2027 Build Traffic Volumes
 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd

Peak PM Hour
 7/16/2024

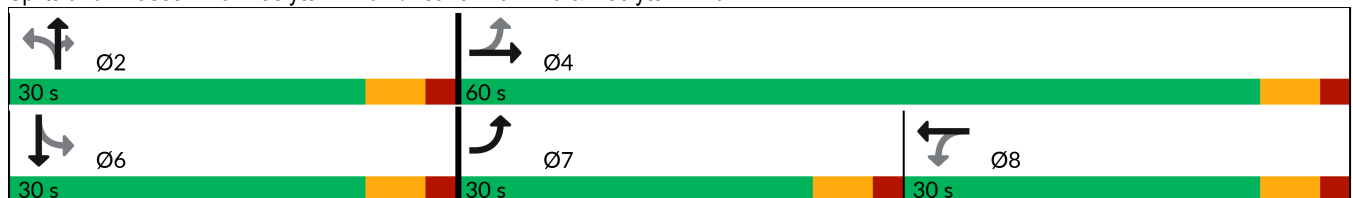


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	7	4			8			2				6
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		8	8		2	2	2	6		6
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		8.0	8.0	8.0	8.0		8.0
Minimum Split (s)	14.0	14.0		14.0	14.0		14.0	14.0	14.0	14.0		14.0
Total Split (s)	30.0	60.0		30.0	30.0		30.0	30.0	30.0	30.0		30.0
Total Split (%)	33.3%	66.7%		33.3%	33.3%		33.3%	33.3%	33.3%	33.3%		33.3%
Maximum Green (s)	24.0	54.0		24.0	24.0		24.0	24.0	24.0	24.0		24.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0		4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0		2.0
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
Recall Mode	None	Max		Max	Max		Max	Max	Max	Max		Max
v/c Ratio	0.03	0.41		0.16	0.38			0.29	0.38			0.70
Control Delay (s/veh)	7.4	10.7		13.9	15.4			29.1	5.3			39.9
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Delay (s/veh)	7.4	10.7		13.9	15.4			29.1	5.3			39.9
Queue Length 50th (ft)	5	116		19	84			46	0			132
Queue Length 95th (ft)	12	148		50	165			78	34			185
Internal Link Dist (ft)		2066			460			540				566
Turn Bay Length (ft)	70			220					150			
Base Capacity (vph)	769	1032		506	841			343	667			381
Starvation Cap Reductn	0	0		0	0			0	0			0
Spillback Cap Reductn	0	0		0	0			0	0			0
Storage Cap Reductn	0	0		0	0			0	0			0
Reduced v/c Ratio	0.03	0.42		0.16	0.38			0.29	0.39			0.71

Intersection Summary

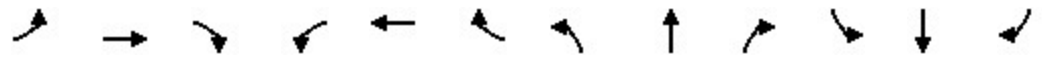
Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Natural Cycle: 60
 Control Type: Semi Act-Uncoord

Splits and Phases: 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd



2027 Build Traffic Volumes
 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd

Peak PM Hour
 7/16/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	296	46	65	247	8	49	31	203	120	51	41
Future Volume (veh/h)	17	296	46	65	247	8	49	31	203	120	51	41
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	1894	1761	1835	1847	1580	1684	1919	1934	2011	1885	1811	1900
Adj Flow Rate, veh/h	22	375	58	82	313	10	62	39	257	152	65	52
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	0	9	4	2	20	13	4	3	3	1	6	0
Cap, veh/h	539	893	138	519	755	24	272	158	454	213	84	56
Arrive On Green	0.04	0.60	0.60	0.50	0.50	0.50	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1804	1489	230	943	1523	49	778	591	1704	565	317	211
Grp Volume(v), veh/h	22	0	433	82	0	323	101	0	257	269	0	0
Grp Sat Flow(s),veh/h/ln	1804	0	1719	943	0	1571	1369	0	1704	1094	0	0
Q Serve(g_s), s	0.5	0.0	12.1	4.6	0.0	11.7	0.0	0.0	11.7	17.1	0.0	0.0
Cycle Q Clear(g_c), s	0.5	0.0	12.1	7.3	0.0	11.7	4.8	0.0	11.7	21.9	0.0	0.0
Prop In Lane	1.00		0.13	1.00		0.03	0.61		1.00	0.57		0.19
Lane Grp Cap(c), veh/h	539	0	1032	519	0	779	430	0	454	354	0	0
V/C Ratio(X)	0.04	0.00	0.42	0.16	0.00	0.41	0.24	0.00	0.57	0.76	0.00	0.00
Avail Cap(c_a), veh/h	952	0	1032	519	0	779	430	0	454	354	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.1	0.0	9.6	14.1	0.0	14.4	25.8	0.0	28.5	33.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	1.3	0.6	0.0	1.6	1.3	0.0	5.0	14.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	4.1	1.0	0.0	4.0	1.8	0.0	5.2	6.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.1	0.0	10.9	14.7	0.0	16.0	27.1	0.0	33.5	47.6	0.0	0.0
LnGrp LOS	B		B	B		B	C		C	D		
Approach Vol, veh/h		455			405			358			269	
Approach Delay, s/veh		10.8			15.8			31.7			47.6	
Approach LOS		B			B			C			D	
Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		30.0		60.0		30.0	9.4	50.6				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		24.0		54.0		24.0	24.0	24.0				
Max Q Clear Time (g_c+I1), s		13.7		14.1		23.9	2.5	13.7				
Green Ext Time (p_c), s		1.4		2.3		0.0	0.0	1.5				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh				23.9								
HCM 6th LOS				C								

2027 Build Traffic Volumes
4: NYS Route 416 & Neelytown Rd

Peak PM Hour
7/16/2024



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	103	250	173	84	130	111
Future Volume (vph)	103	250	173	84	130	111
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	0.904		0.956			
Flt Protected	0.986					0.974
Satd. Flow (prot)	1552	0	1739	0	0	1636
Flt Permitted	0.986					0.691
Satd. Flow (perm)	1552	0	1739	0	0	1161
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	193		37			
Link Speed (mph)	45		55			55
Link Distance (ft)	2393		959			1086
Travel Time (s)	36.3		11.9			13.5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	7%	10%	5%	5%	20%	5%
Adj. Flow (vph)	110	266	184	89	138	118
Shared Lane Traffic (%)						
Lane Group Flow (vph)	376	0	273	0	0	256
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	0.99	0.99	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2		1	2
Detector Template					Left	
Leading Detector (ft)	83		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Detector 1 Position(ft)	-5		-5		0	-5
Detector 1 Size(ft)	40		40		20	40
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 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)	40		40			40
Detector 2 Size(ft)	43		43			43
Detector 2 Type	Cl+Ex		Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6

2027 Build Traffic Volumes
 4: NYS Route 416 & Neelytown Rd

Peak PM Hour
 7/16/2024

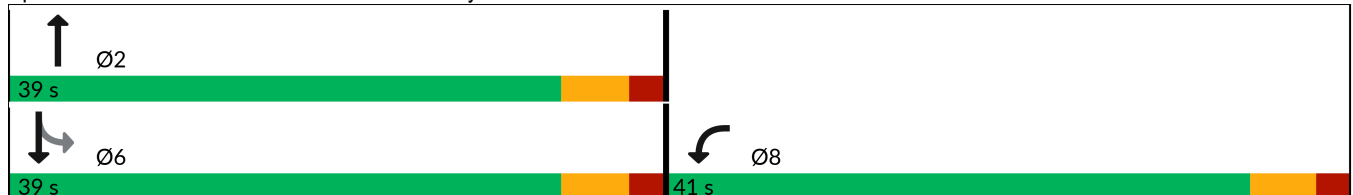


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	24.0		24.0		24.0	24.0
Total Split (s)	41.0		39.0		39.0	39.0
Total Split (%)	51.3%		48.8%		48.8%	48.8%
Maximum Green (s)	35.0		33.0		33.0	33.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	6.0		6.0			6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		Min		Min	Min
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	0.63		0.40			0.58
Control Delay (s/veh)	11.9		10.2			16.7
Queue Delay	0.0		0.0			0.0
Total Delay (s/veh)	11.9		10.2			16.7
Queue Length 50th (ft)	29		32			39
Queue Length 95th (ft)	118		101			124
Internal Link Dist (ft)	2313		879			1006
Turn Bay Length (ft)						
Base Capacity (vph)	1363		1457			969
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.28		0.19			0.26

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 39.9
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated

Splits and Phases: 4: NYS Route 416 & Neelytown Rd



2027 Build Traffic Volumes
4: NYS Route 416 & Neelytown Rd

Peak PM Hour
7/16/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	103	250	173	84	130	111
Future Volume (veh/h)	103	250	173	84	130	111
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	1796	1752	1864	1864	1604	1826
Adj Flow Rate, veh/h	110	266	184	89	138	118
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	7	10	5	5	20	5
Cap, veh/h	148	359	386	187	307	214
Arrive On Green	0.32	0.32	0.33	0.33	0.33	0.33
Sat Flow, veh/h	459	1110	1187	574	444	657
Grp Volume(v), veh/h	377	0	0	273	256	0
Grp Sat Flow(s),veh/h/ln	1573	0	0	1761	1101	0
Q Serve(g_s), s	7.3	0.0	0.0	4.2	3.6	0.0
Cycle Q Clear(g_c), s	7.3	0.0	0.0	4.2	7.9	0.0
Prop In Lane	0.29	0.71		0.33	0.54	
Lane Grp Cap(c), veh/h	509	0	0	573	520	0
V/C Ratio(X)	0.74	0.00	0.00	0.48	0.49	0.00
Avail Cap(c_a), veh/h	1613	0	0	1702	1374	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	10.3	0.0	0.0	9.2	10.5	0.0
Incr Delay (d2), s/veh	2.1	0.0	0.0	0.6	0.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.0	0.9	0.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	12.4	0.0	0.0	9.8	11.2	0.0
LnGrp LOS	B			A	B	
Approach Vol, veh/h	377		273		256	
Approach Delay, s/veh	12.4		9.8		11.2	
Approach LOS	B		A		B	
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		17.1			17.1	17.0
Change Period (Y+Rc), s		6.0			6.0	6.0
Max Green Setting (Gmax), s		33.0			33.0	35.0
Max Q Clear Time (g_c+I1), s		6.2			9.9	9.3
Green Ext Time (p_c), s		1.2			1.2	2.1
Intersection Summary						
HCM 6th Ctrl Delay, s/veh			11.3			
HCM 6th LOS			B			

2027 Build Traffic Volumes
5: NYS Route 211 & NYS Route 416

Peak PM Hour
7/16/2024



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	20	291	267	30	162	185
Future Volume (vph)	20	291	267	30	162	185
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	12	12	12	12
Storage Length (ft)	0	50		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.986			
Flt Protected	0.950					0.977
Satd. Flow (prot)	1141	1708	1689	0	0	1787
Flt Permitted	0.950					0.977
Satd. Flow (perm)	1141	1708	1689	0	0	1787
Link Speed (mph)	30		30			30
Link Distance (ft)	561		726			643
Travel Time (s)	12.8		16.5			14.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	74%	4%	4%	72%	6%	2%
Adj. Flow (vph)	22	316	290	33	176	201
Shared Lane Traffic (%)						
Lane Group Flow (vph)	22	316	323	0	0	377
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	15		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.88	0.88	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
Control Type: Unsignalized

2027 Build Traffic Volumes
 5: NYS Route 211 & NYS Route 416

Peak PM Hour
 7/16/2024

Intersection						
Int Delay, s/veh	6.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	291	267	30	162	185
Future Vol, veh/h	20	291	267	30	162	185
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	50	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	74	4	4	72	6	2
Mvmt Flow	22	316	290	33	176	201

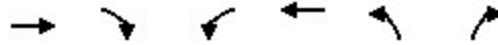
Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	860	307	0	0	323
Stage 1	307	-	-	-	-
Stage 2	553	-	-	-	-
Critical Hdwy	7.14	6.24	-	-	4.16
Critical Hdwy Stg 1	6.14	-	-	-	-
Critical Hdwy Stg 2	6.14	-	-	-	-
Follow-up Hdwy	4.166	3.336	-	-	2.254
Pot Cap-1 Maneuver	248	728	-	-	1215
Stage 1	608	-	-	-	-
Stage 2	456	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	208	728	-	-	1215
Mov Cap-2 Maneuver	208	-	-	-	-
Stage 1	608	-	-	-	-
Stage 2	382	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	14.4	0	4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	208	728	1215	-
HCM Lane V/C Ratio	-	-	0.105	0.434	0.145	-
HCM Control Delay (s/veh)	-	-	24.3	13.7	8.5	0
HCM Lane LOS	-	-	C	B	A	A
HCM 95th %tile Q (veh)	-	-	0.3	2.2	0.5	-

2027 Build Traffic Volumes
6: Beaver Dam Rd & Goodwill Rd

Peak PM Hour
7/16/2024



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	133	33	83	194	72	50
Future Volume (vph)	133	33	83	194	72	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	11	11
Grade (%)	4%			4%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.973			0.945		
Flt Protected				0.985	0.971	
Satd. Flow (prot)	1655	0	0	1664	1635	0
Flt Permitted				0.985	0.971	
Satd. Flow (perm)	1655	0	0	1664	1635	0
Link Speed (mph)	30			30	35	
Link Distance (ft)	853			580	1607	
Travel Time (s)	19.4			13.2	31.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	7%	5%	2%	7%	0%
Adj. Flow (vph)	139	34	86	202	75	52
Shared Lane Traffic (%)						
Lane Group Flow (vph)	173	0	0	288	127	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.12	1.12	1.12	1.12	1.03	1.03
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2027 Build Traffic Volumes
6: Beaver Dam Rd & Goodwill Rd

Peak PM Hour
7/16/2024

Intersection						
Int Delay, s/veh	3.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	133	33	83	194	72	50
Future Vol, veh/h	133	33	83	194	72	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	4	-	-	4	-2	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	7	5	2	7	0
Mvmt Flow	139	34	86	202	75	52

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	173	0	530
Stage 1	-	-	-	-	156
Stage 2	-	-	-	-	374
Critical Hdwy	-	-	4.15	-	6.07
Critical Hdwy Stg 1	-	-	-	-	5.07
Critical Hdwy Stg 2	-	-	-	-	5.07
Follow-up Hdwy	-	-	2.245	-	3.563
Pot Cap-1 Maneuver	-	-	1386	-	531
Stage 1	-	-	-	-	875
Stage 2	-	-	-	-	714
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1386	-	494
Mov Cap-2 Maneuver	-	-	-	-	494
Stage 1	-	-	-	-	875
Stage 2	-	-	-	-	664

Approach	EB	WB	NB
HCM Control Delay, s/v	0	2.3	12.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	607	-	-	1386	-
HCM Lane V/C Ratio	0.209	-	-	0.062	-
HCM Control Delay (s/veh)	12.5	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q (veh)	0.8	-	-	0.2	-

2027 Build Traffic Volumes
7: Beaver Dam Rd & Chandler Ln

Peak PM Hour
7/16/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	53	3	1	75	56	55
Future Volume (vph)	53	3	1	75	56	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	10	10
Grade (%)	0%			1%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.993				0.933	
Flt Protected	0.955			0.999		
Satd. Flow (prot)	1682	0	0	1889	1638	0
Flt Permitted	0.955			0.999		
Satd. Flow (perm)	1682	0	0	1889	1638	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	777			545	1607	
Travel Time (s)	17.7			10.6	31.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	0%	2%	0%
Adj. Flow (vph)	56	3	1	80	60	59
Shared Lane Traffic (%)						
Lane Group Flow (vph)	59	0	0	81	119	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	1.09	1.09	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2027 Build Traffic Volumes
7: Beaver Dam Rd & Chandler Ln

Peak PM Hour
7/16/2024

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	53	3	1	75	56	55
Future Vol, veh/h	53	3	1	75	56	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	1	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	2	0
Mvmt Flow	56	3	1	80	60	59

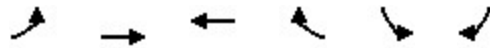
Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	172	90	119	0	0
Stage 1	90	-	-	-	-
Stage 2	82	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	823	973	1482	-	-
Stage 1	939	-	-	-	-
Stage 2	946	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	822	973	1482	-	-
Mov Cap-2 Maneuver	822	-	-	-	-
Stage 1	938	-	-	-	-
Stage 2	946	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.7	0.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1482	-	829	-	-
HCM Lane V/C Ratio	0.001	-	0.072	-	-
HCM Control Delay (s/veh)	7.4	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0.2	-	-

2027 Build Traffic Volumes
8: Neelytown Rd & Site Driveway 1

Peak PM Hour
7/16/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	4	615	312	65	143	7
Future Volume (vph)	4	615	312	65	143	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			150	0	0
Storage Lanes	1			1	1	0
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850	0.994	
Flt Protected	0.950				0.955	
Satd. Flow (prot)	902	1712	1667	1272	1446	0
Flt Permitted	0.950				0.955	
Satd. Flow (perm)	902	1712	1667	1272	1446	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		532	1138		660	
Travel Time (s)		8.1	17.2		15.0	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	100%	11%	14%	27%	21%	100%
Adj. Flow (vph)	5	778	395	82	181	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	778	395	82	190	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	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2027 Build Traffic Volumes
8: Neelytown Rd & Site Driveway 1

Peak PM Hour
7/16/2024

Intersection						
Int Delay, s/veh	13.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	615	312	65	143	7
Future Vol, veh/h	4	615	312	65	143	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	150	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	100	11	14	27	21	100
Mvmt Flow	5	778	395	82	181	9

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	477	0	-	0	1183 395
Stage 1	-	-	-	-	395 -
Stage 2	-	-	-	-	788 -
Critical Hdwy	5.1	-	-	-	6.61 7.2
Critical Hdwy Stg 1	-	-	-	-	5.61 -
Critical Hdwy Stg 2	-	-	-	-	5.61 -
Follow-up Hdwy	3.1	-	-	-	3.689 4.2
Pot Cap-1 Maneuver	720	-	-	-	192 486
Stage 1	-	-	-	-	641 -
Stage 2	-	-	-	-	417 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	720	-	-	-	191 486
Mov Cap-2 Maneuver	-	-	-	-	191 -
Stage 1	-	-	-	-	637 -
Stage 2	-	-	-	-	417 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0.1	0	104.5
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	720	-	-	-	197
HCM Lane V/C Ratio	0.007	-	-	-	0.964
HCM Control Delay (s/veh)	10	-	-	-	104.5
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q (veh)	0	-	-	-	8

2027 Build Traffic Volumes
 9: Beaver Dam Rd & Site Driveway 2

Peak PM Hour
 7/16/2024



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	179	33	43	14	7	33
Future Volume (vph)	179	33	43	14	7	33
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	0.979		0.966			
Flt Protected	0.960					0.991
Satd. Flow (prot)	1786	0	1707	0	0	1714
Flt Permitted	0.960					0.991
Satd. Flow (perm)	1786	0	1707	0	0	1714
Link Speed (mph)	30		35			35
Link Distance (ft)	515		1081			1606
Travel Time (s)	11.7		21.1			31.3
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	0%	0%	10%	0%	0%	12%
Adj. Flow (vph)	227	42	54	18	9	42
Shared Lane Traffic (%)						
Lane Group Flow (vph)	269	0	72	0	0	51
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2027 Build Traffic Volumes
 9: Beaver Dam Rd & Site Driveway 2

Peak PM Hour
 7/16/2024

Intersection						
Int Delay, s/veh	7.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	179	33	43	14	7	33
Future Vol, veh/h	179	33	43	14	7	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	0	0	10	0	0	12
Mvmt Flow	227	42	54	18	9	42

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	123	63	0	0	72
Stage 1	63	-	-	-	-
Stage 2	60	-	-	-	-
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	877	1007	-	-	1541
Stage 1	965	-	-	-	-
Stage 2	968	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	872	1007	-	-	1541
Mov Cap-2 Maneuver	872	-	-	-	-
Stage 1	965	-	-	-	-
Stage 2	962	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10.8	0	1.3
HCM LOS	B		

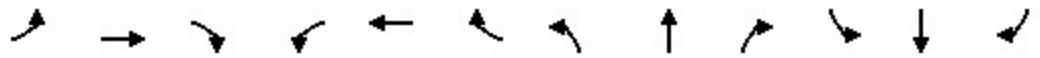
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	891	1541
HCM Lane V/C Ratio	-	-	0.301	0.006
HCM Control Delay (s/veh)	-	-	10.8	7.4
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q (veh)	-	-	1.3	0

2027 Build Traffic Volumes

Peak SAT Hour

1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

7/16/2024



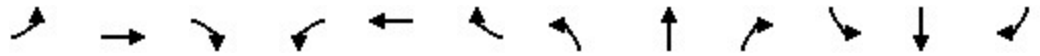
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↗	↘	↑↑			↑↔	
Traffic Volume (vph)	0	0	0	300	0	171	188	469	0	0	527	210
Future Volume (vph)	0	0	0	300	0	171	188	469	0	0	527	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			2%	
Storage Length (ft)	0		0	0		360	145		0	245		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Fr _t						0.850					0.957	
Fl _t Protected					0.950		0.950					
Satd. Flow (prot)	0	0	0	0	1648	1607	1687	3574	0	0	3363	0
Fl _t Permitted					0.950		0.950					
Satd. Flow (perm)	0	0	0	0	1648	1607	1687	3574	0	0	3363	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						192						62
Link Speed (mph)		30			40			45			45	
Link Distance (ft)		287			1203			796			861	
Travel Time (s)		6.5			20.5			12.1			13.0	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	9%	0%	0%	7%	1%	0%	0%	2%	1%
Adj. Flow (vph)	0	0	0	337	0	192	211	527	0	0	592	236
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	337	192	211	527	0	0	828	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
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	1.01	1.01	1.01	1.00	1.00	1.00	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				2	2	2	2	2				2
Detector Template				Left	Thru	Right	Left	Thru				Thru
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				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
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				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)				0.0	0.0	0.0	0.0	0.0				0.0
Turn Type				Perm	NA	Perm	Prot	NA				NA

2027 Build Traffic Volumes

Peak SAT Hour

1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

7/16/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases					4		1	6				2
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6				2
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	10.0				10.0
Minimum Split (s)				24.0	24.0	24.0	11.0	24.0				24.0
Total Split (s)				36.0	36.0	36.0	26.0	93.0				67.0
Total Split (%)				27.9%	27.9%	27.9%	20.2%	72.1%				51.9%
Maximum Green (s)				30.0	30.0	30.0	20.0	87.0				61.0
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
Total Lost Time (s)					6.0	6.0	6.0	6.0				6.0
Lead/Lag							Lead					Lag
Lead-Lag Optimize?							Yes					Yes
Vehicle Extension (s)				2.0	2.0	2.0	2.0	2.0				2.0
Recall Mode				None	None	None	None	None				C-Max
v/c Ratio					0.92	0.38	0.87	0.21				0.48
Control Delay (s/veh)					81.6	7.7	85.0	9.2				21.5
Queue Delay					0.0	0.0	0.0	0.0				0.0
Total Delay (s/veh)					81.6	7.7	85.0	9.2				21.5
Queue Length 50th (ft)					274	0	184	103				228
Queue Length 95th (ft)					#435	59	m#297	121				282
Internal Link Dist (ft)		207			1123			716				781
Turn Bay Length (ft)						360	145					
Base Capacity (vph)					383	521	261	2454				1702
Starvation Cap Reductn					0	0	0	0				0
Spillback Cap Reductn					0	0	0	0				0
Storage Cap Reductn					0	0	0	0				0
Reduced v/c Ratio					0.88	0.37	0.81	0.21				0.49

Intersection Summary

Area Type: Other
 Cycle Length: 129
 Actuated Cycle Length: 129
 Offset: 0 (0%), Referenced to phase 2:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

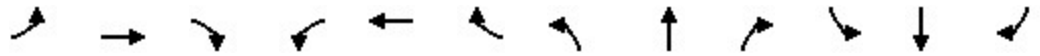


2027 Build Traffic Volumes

Peak SAT Hour

1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

7/16/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↗	↘	↑↑			↑↔	
Traffic Volume (veh/h)	0	0	0	300	0	171	188	469	0	0	527	210
Future Volume (veh/h)	0	0	0	300	0	171	188	469	0	0	527	210
Initial Q (Qb), veh				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
Parking Bus, Adj				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		
Adj Sat Flow, veh/h/ln				1761	1894	1894	1796	1885	0	0	1847	1862
Adj Flow Rate, veh/h				337	0	192	211	527	0	0	592	236
Peak Hour Factor				0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %				9	0	0	7	1	0	0	2	1
Cap, veh/h				369	0	328	232	2516	0	0	1275	507
Arrive On Green				0.20	0.00	0.20	0.27	1.00	0.00	0.00	0.52	0.52
Sat Flow, veh/h				1804	0	1605	1711	3676	0	0	2543	975
Grp Volume(v), veh/h				337	0	192	211	527	0	0	424	404
Grp Sat Flow(s),veh/h/ln				1804	0	1605	1711	1791	0	0	1754	1671
Q Serve(g_s), s				23.6	0.0	13.9	15.4	0.0	0.0	0.0	19.7	19.8
Cycle Q Clear(g_c), s				23.6	0.0	13.9	15.4	0.0	0.0	0.0	19.7	19.8
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.58
Lane Grp Cap(c), veh/h				369	0	328	232	2516	0	0	913	869
V/C Ratio(X)				0.91	0.00	0.59	0.91	0.21	0.00	0.00	0.46	0.47
Avail Cap(c_a), veh/h				420	0	373	265	2516	0	0	913	869
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.91	0.91	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				50.2	0.0	46.4	46.2	0.0	0.0	0.0	19.6	19.6
Incr Delay (d2), s/veh				21.3	0.0	0.8	26.5	0.0	0.0	0.0	1.7	1.8
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				12.6	0.0	5.6	7.1	0.0	0.0	0.0	8.0	7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				71.5	0.0	47.2	72.7	0.0	0.0	0.0	21.3	21.4
LnGrp LOS				E		D	E	A			C	C
Approach Vol, veh/h					529			738			828	
Approach Delay, s/veh					62.7			20.8			21.3	
Approach LOS					E			C			C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	23.5	73.1		32.4		96.6						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	20.0	61.0		30.0		87.0						
Max Q Clear Time (g_c+I1), s	17.4	21.8		25.6		2.0						
Green Ext Time (p_c), s	0.1	2.7		0.8		1.8						
Intersection Summary												
HCM 6th Ctrl Delay, s/veh						31.6						
HCM 6th LOS						C						

2027 Build Traffic Volumes
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

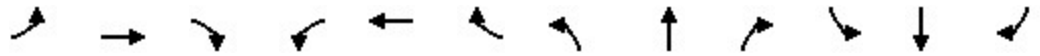
Peak SAT Hour
 7/16/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	173	140	44	92	98	185	54	296	168	194	396	195
Future Volume (vph)	173	140	44	92	98	185	54	296	168	194	396	195
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			1%			1%	
Storage Length (ft)	400		400	220		220	145		145	330		280
Storage Lanes	2		0	1		1	1		1	2		1
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.964				0.850		0.946				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1687	3191	0	1770	1712	1583	1618	3376	0	3450	3556	1397
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1687	3191	0	1770	1712	1583	1618	3376	0	3450	3556	1397
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33				192		81				214
Link Speed (mph)		45			25			45				45
Link Distance (ft)		639			871			1257				796
Travel Time (s)		9.7			23.8			19.0				12.1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	7%	10%	6%	2%	11%	2%	11%	1%	0%	1%	1%	15%
Adj. Flow (vph)	190	154	48	101	108	203	59	325	185	213	435	214
Shared Lane Traffic (%)												
Lane Group Flow (vph)	190	202	0	101	108	203	59	510	0	213	435	214
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			24			24	
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	1.00	1.00	1.00	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	2		2	2	2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	83	83		83	83	83	83	83		83	83	83
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	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	43
Detector 2 Size(ft)	40	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	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	0.0
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	Free

2027 Build Traffic Volumes
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak SAT Hour
 7/16/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases						8						Free
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.0	24.0		11.0	24.0	11.0	11.0	24.0		11.0	24.0	
Total Split (s)	26.0	46.0		26.0	46.0	21.0	21.0	36.0		21.0	36.0	
Total Split (%)	20.2%	35.7%		20.2%	35.7%	16.3%	16.3%	27.9%		16.3%	27.9%	
Maximum Green (s)	20.0	40.0		20.0	40.0	15.0	15.0	30.0		15.0	30.0	
Yellow Time (s)	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	
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		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	None	
v/c Ratio	0.78	0.40		0.57	0.60	0.36	0.46	0.31		0.58	0.24	0.15
Control Delay (s/veh)	75.9	43.2		67.8	68.1	7.2	68.1	20.4		67.5	18.9	0.1
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)	75.9	43.2		67.8	68.1	7.2	68.1	20.4		67.5	18.9	0.1
Queue Length 50th (ft)	153	66		82	88	7	48	117		97	91	0
Queue Length 95th (ft)	#257	105		137	144	61	92	184		m130	m111	m0
Internal Link Dist (ft)		559			791			1177			716	
Turn Bay Length (ft)	400			220		220	145			330		280
Base Capacity (vph)	261	1012		274	530	573	188	1594		420	1798	1397
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	0.73	0.20		0.37	0.20	0.35	0.31	0.32		0.51	0.24	0.15

Intersection Summary

Area Type: Other
 Cycle Length: 129
 Actuated Cycle Length: 129
 Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps



2027 Build Traffic Volumes
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak SAT Hour
 7/16/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	173	140	44	92	98	185	54	296	168	194	396	195
Future Volume (veh/h)	173	140	44	92	98	185	54	296	168	194	396	195
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	1796	1752	1811	1870	1737	1870	1731	1879	1894	1879	1879	1672
Adj Flow Rate, veh/h	190	154	48	101	108	203	59	325	185	213	435	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	7	10	6	2	11	2	11	1	0	1	1	15
Cap, veh/h	218	502	151	127	249	354	75	1025	571	277	1777	
Arrive On Green	0.13	0.20	0.20	0.07	0.14	0.14	0.05	0.46	0.46	0.03	0.16	0.00
Sat Flow, veh/h	1711	2519	760	1781	1737	1585	1649	2211	1232	3472	3571	1417
Grp Volume(v), veh/h	190	100	102	101	108	203	59	261	249	213	435	0
Grp Sat Flow(s),veh/h/ln	1711	1664	1615	1781	1737	1585	1649	1785	1658	1736	1785	1417
Q Serve(g_s), s	14.1	6.6	7.0	7.2	7.3	14.7	4.6	11.9	12.2	7.9	13.7	0.0
Cycle Q Clear(g_c), s	14.1	6.6	7.0	7.2	7.3	14.7	4.6	11.9	12.2	7.9	13.7	0.0
Prop In Lane	1.00		0.47	1.00		1.00	1.00		0.74	1.00		1.00
Lane Grp Cap(c), veh/h	218	332	322	127	249	354	75	827	768	277	1777	
V/C Ratio(X)	0.87	0.30	0.32	0.79	0.43	0.57	0.79	0.32	0.32	0.77	0.24	
Avail Cap(c_a), veh/h	265	516	501	276	539	618	192	827	768	404	1777	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	0.87	0.00
Uniform Delay (d), s/veh	55.3	44.0	44.1	58.9	50.5	44.6	61.0	21.8	21.9	61.6	32.8	0.0
Incr Delay (d2), s/veh	24.1	0.5	0.6	10.5	1.2	1.5	16.5	1.0	1.1	4.7	0.1	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	7.4	2.7	2.8	3.6	3.3	6.0	2.2	5.0	4.8	3.7	6.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	79.4	44.5	44.7	69.4	51.7	46.1	77.5	22.8	23.0	66.3	32.9	0.0
LnGrp LOS	E	D	D	E	D	D	E	C	C	E	C	
Approach Vol, veh/h		392			412			569			648	
Approach Delay, s/veh		61.5			53.3			28.5			43.8	
Approach LOS		E			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.3	65.8	15.2	31.7	11.9	70.2	22.4	24.5				
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	30.0	20.0	40.0	15.0	30.0	20.0	40.0				
Max Q Clear Time (g_c+I1), s	9.9	14.2	9.2	9.0	6.6	15.7	16.1	16.7				
Green Ext Time (p_c), s	0.4	2.2	0.3	0.9	0.1	2.0	0.4	1.8				

Intersection Summary

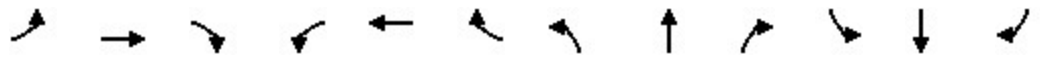
HCM 6th Ctrl Delay, s/veh	44.9
HCM 6th LOS	D

Notes

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

2027 Build Traffic Volumes
 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd

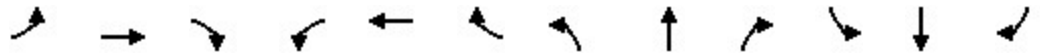
Peak SAT Hour
 7/16/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	123	34	90	98	7	34	37	134	67	31	25
Future Volume (vph)	26	123	34	90	98	7	34	37	134	67	31	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	16	12	12	12
Grade (%)		1%			2%			-2%			0%	
Storage Length (ft)	70		0	220		0	0		150	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.968			0.990				0.850		0.973	
Flt Protected	0.950			0.950				0.977			0.973	
Satd. Flow (prot)	1727	1709	0	1787	1607	0	0	1875	1812	0	1784	0
Flt Permitted	0.590			0.627				0.820			0.779	
Satd. Flow (perm)	1072	1709	0	1179	1607	0	0	1574	1812	0	1429	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27			4				179			14
Link Speed (mph)		45			45			35				35
Link Distance (ft)		2146			540			620				646
Travel Time (s)		32.5			8.2			12.1				12.6
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	4%	9%	0%	0%	17%	0%	0%	0%	2%	0%	0%	4%
Adj. Flow (vph)	35	164	45	120	131	9	45	49	179	89	41	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	35	209	0	120	140	0	0	94	179	0	163	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)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	0.99	0.99	0.84	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2	2	2	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	83	83		83	83		83	83	83	83	83	
Trailing Detector (ft)	-5	-5		-5	-5		-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5		-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	40		40	40		40	40	40	40	40	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
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	

2027 Build Traffic Volumes
 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd

Peak SAT Hour
 7/16/2024

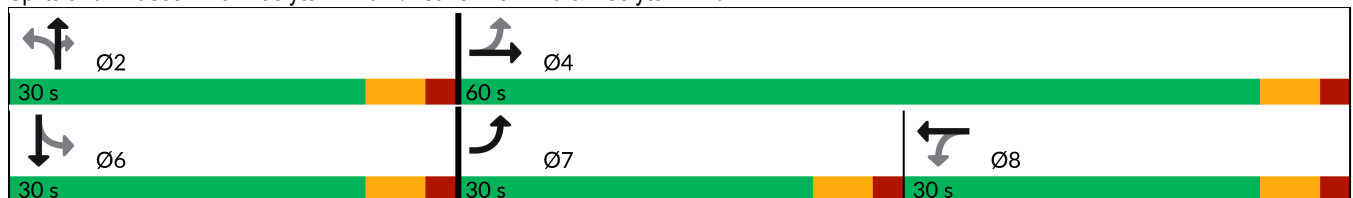


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	7	4			8			2				6
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		8	8		2	2	2	6		6
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		8.0	8.0	8.0	8.0		8.0
Minimum Split (s)	14.0	14.0		14.0	14.0		14.0	14.0	14.0	14.0		14.0
Total Split (s)	30.0	60.0		30.0	30.0		30.0	30.0	30.0	30.0		30.0
Total Split (%)	33.3%	66.7%		33.3%	33.3%		33.3%	33.3%	33.3%	33.3%		33.3%
Maximum Green (s)	24.0	54.0		24.0	24.0		24.0	24.0	24.0	24.0		24.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0		4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0		2.0
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
Recall Mode	None	Max		Max	Max		Max	Max	Max	Max		Max
v/c Ratio	0.04	0.20		0.20	0.17			0.22	0.29			0.41
Control Delay (s/veh)	7.5	7.6		15.3	14.1			27.5	5.5			28.6
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Delay (s/veh)	7.5	7.6		15.3	14.1			27.5	5.5			28.6
Queue Length 50th (ft)	7	42		41	45			42	0			69
Queue Length 95th (ft)	16	59		63	67			67	26			102
Internal Link Dist (ft)		2066			460			540				566
Turn Bay Length (ft)	70			220					150			
Base Capacity (vph)	817	1036		597	816			419	614			391
Starvation Cap Reductn	0	0		0	0			0	0			0
Spillback Cap Reductn	0	0		0	0			0	0			0
Storage Cap Reductn	0	0		0	0			0	0			0
Reduced v/c Ratio	0.04	0.20		0.20	0.17			0.22	0.29			0.42

Intersection Summary

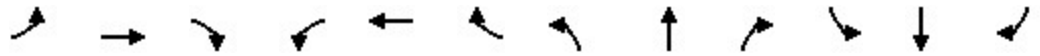
Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Natural Cycle: 45
 Control Type: Semi Act-Uncoord

Splits and Phases: 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd



2027 Build Traffic Volumes
3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd










Peak SAT Hour
7/16/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	123	34	90	98	7	34	37	134	67	31	25
Future Volume (veh/h)	26	123	34	90	98	7	34	37	134	67	31	25
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	1835	1761	1894	1876	1625	1876	1979	1979	2027	1900	1900	1841
Adj Flow Rate, veh/h	35	164	45	120	131	9	45	49	179	89	41	33
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Percent Heavy Veh, %	4	9	0	0	17	0	0	0	2	0	0	4
Cap, veh/h	700	798	219	647	724	50	248	253	458	233	106	70
Arrive On Green	0.05	0.60	0.60	0.48	0.48	0.48	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1747	1330	365	1177	1503	103	707	950	1717	641	397	263
Grp Volume(v), veh/h	35	0	209	120	0	140	94	0	179	163	0	0
Grp Sat Flow(s),veh/h/ln	1747	0	1695	1177	0	1606	1657	0	1717	1301	0	0
Q Serve(g_s), s	0.8	0.0	5.1	5.3	0.0	4.5	0.0	0.0	7.7	6.8	0.0	0.0
Cycle Q Clear(g_c), s	0.8	0.0	5.1	5.3	0.0	4.5	3.6	0.0	7.7	10.4	0.0	0.0
Prop In Lane	1.00		0.22	1.00		0.06	0.48		1.00	0.55		0.20
Lane Grp Cap(c), veh/h	700	0	1017	647	0	773	501	0	458	409	0	0
V/C Ratio(X)	0.05	0.00	0.21	0.19	0.00	0.18	0.19	0.00	0.39	0.40	0.00	0.00
Avail Cap(c_a), veh/h	1075	0	1017	647	0	773	501	0	458	409	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.3	0.0	8.2	13.5	0.0	13.3	25.4	0.0	27.0	28.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.5	0.6	0.0	0.5	0.8	0.0	2.5	2.9	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	1.7	1.4	0.0	1.6	1.6	0.0	3.4	3.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.3	0.0	8.7	14.1	0.0	13.8	26.3	0.0	29.5	31.2	0.0	0.0
LnGrp LOS	A		A	B		B	C		C	C		
Approach Vol, veh/h		244			260			273			163	
Approach Delay, s/veh		8.8			13.9			28.4			31.2	
Approach LOS		A			B			C			C	
Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		30.0		60.0		30.0	10.7	49.3				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		24.0		54.0		24.0	24.0	24.0				
Max Q Clear Time (g_c+I1), s		9.7		7.1		12.4	2.8	7.3				
Green Ext Time (p_c), s		1.2		1.0		0.6	0.1	1.1				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh				19.8								
HCM 6th LOS				B								

2027 Build Traffic Volumes
4: NYS Route 416 & Neelytown Rd

Peak SAT Hour
7/16/2024

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	47	76	99	52	81	49
Future Volume (vph)	47	76	99	52	81	49
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	0.917		0.954			
Flt Protected	0.981					0.970
Satd. Flow (prot)	1622	0	1728	0	0	1743
Flt Permitted	0.981					0.750
Satd. Flow (perm)	1622	0	1728	0	0	1348
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	79		40			
Link Speed (mph)	45		55			55
Link Distance (ft)	2393		959			1086
Travel Time (s)	36.3		11.9			13.5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	6%	5%	3%	10%	8%	2%
Adj. Flow (vph)	49	79	103	54	84	51
Shared Lane Traffic (%)						
Lane Group Flow (vph)	128	0	157	0	0	135
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	0.99	0.99	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2		1	2
Detector Template					Left	
Leading Detector (ft)	83		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Detector 1 Position(ft)	-5		-5		0	-5
Detector 1 Size(ft)	40		40		20	40
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 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)	40		40			40
Detector 2 Size(ft)	43		43			43
Detector 2 Type	Cl+Ex		Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6

2027 Build Traffic Volumes
 4: NYS Route 416 & Neelytown Rd

Peak SAT Hour
 7/16/2024

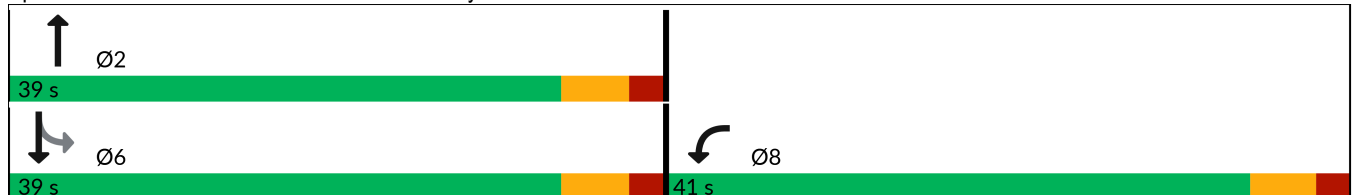


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	24.0		24.0		24.0	24.0
Total Split (s)	41.0		39.0		39.0	39.0
Total Split (%)	51.3%		48.8%		48.8%	48.8%
Maximum Green (s)	35.0		33.0		33.0	33.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	6.0		6.0			6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		Min		Min	Min
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	0.31		0.16			0.18
Control Delay (s/veh)	7.1		5.7			7.5
Queue Delay	0.0		0.0			0.0
Total Delay (s/veh)	7.1		5.7			7.5
Queue Length 50th (ft)	7		11			13
Queue Length 95th (ft)	26		34			36
Internal Link Dist (ft)	2313		879			1006
Turn Bay Length (ft)						
Base Capacity (vph)	1585		1664			1297
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.08		0.09			0.10

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 32.5
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated

Splits and Phases: 4: NYS Route 416 & Neelytown Rd



2027 Build Traffic Volumes
4: NYS Route 416 & Neelytown Rd

Peak SAT Hour
7/16/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	47	76	99	52	81	49
Future Volume (veh/h)	47	76	99	52	81	49
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	1811	1826	1894	1789	1781	1870
Adj Flow Rate, veh/h	49	79	103	54	84	51
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	6	5	3	10	8	2
Cap, veh/h	79	127	300	157	461	190
Arrive On Green	0.13	0.13	0.26	0.26	0.26	0.26
Sat Flow, veh/h	609	982	1170	614	633	743
Grp Volume(v), veh/h	129	0	0	157	135	0
Grp Sat Flow(s),veh/h/ln	1604	0	0	1784	1376	0
Q Serve(g_s), s	1.5	0.0	0.0	1.4	0.3	0.0
Cycle Q Clear(g_c), s	1.5	0.0	0.0	1.4	1.7	0.0
Prop In Lane	0.38	0.61		0.34	0.62	
Lane Grp Cap(c), veh/h	207	0	0	457	652	0
V/C Ratio(X)	0.62	0.00	0.00	0.34	0.21	0.00
Avail Cap(c_a), veh/h	2876	0	0	3016	2678	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	8.1	0.0	0.0	5.9	5.9	0.0
Incr Delay (d2), s/veh	3.1	0.0	0.0	0.4	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	11.1	0.0	0.0	6.4	6.0	0.0
LnGrp LOS	B			A	A	
Approach Vol, veh/h	129		157			135
Approach Delay, s/veh	11.1		6.4			6.0
Approach LOS	B		A			A
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		11.0			11.0	8.5
Change Period (Y+Rc), s		6.0			6.0	6.0
Max Green Setting (Gmax), s		33.0			33.0	35.0
Max Q Clear Time (g_c+I1), s		3.4			3.7	3.5
Green Ext Time (p_c), s		0.7			0.6	0.6
Intersection Summary						
HCM 6th Ctrl Delay, s/veh			7.7			
HCM 6th LOS			A			

2027 Build Traffic Volumes
5: NYS Route 211 & NYS Route 416

Peak SAT Hour
7/16/2024



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	8	126	199	10	103	171
Future Volume (vph)	8	126	199	10	103	171
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	12	12	12	12
Storage Length (ft)	0	50		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.994			
Flt Protected	0.950					0.982
Satd. Flow (prot)	1588	1742	1862	0	0	1794
Flt Permitted	0.950					0.982
Satd. Flow (perm)	1588	1742	1862	0	0	1794
Link Speed (mph)	30		30			30
Link Distance (ft)	561		726			643
Travel Time (s)	12.8		16.5			14.6
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	25%	2%	1%	10%	9%	1%
Adj. Flow (vph)	9	138	219	11	113	188
Shared Lane Traffic (%)						
Lane Group Flow (vph)	9	138	230	0	0	301
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	15		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.88	0.88	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

Control Type: Unsignalized

Intersection						
Int Delay, s/veh	3.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	126	199	10	103	171
Future Vol, veh/h	8	126	199	10	103	171
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	50	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	25	2	1	10	9	1
Mvmt Flow	9	138	219	11	113	188

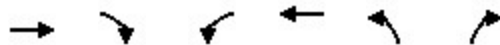
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	639	225	0	0	230	0
Stage 1	225	-	-	-	-	-
Stage 2	414	-	-	-	-	-
Critical Hdwy	6.65	6.22	-	-	4.19	-
Critical Hdwy Stg 1	5.65	-	-	-	-	-
Critical Hdwy Stg 2	5.65	-	-	-	-	-
Follow-up Hdwy	3.725	3.318	-	-	2.281	-
Pot Cap-1 Maneuver	406	814	-	-	1298	-
Stage 1	761	-	-	-	-	-
Stage 2	620	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	367	814	-	-	1298	-
Mov Cap-2 Maneuver	367	-	-	-	-	-
Stage 1	761	-	-	-	-	-
Stage 2	560	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10.6	0	3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	367	814	1298	-
HCM Lane V/C Ratio	-	-	0.024	0.17	0.087	-
HCM Control Delay (s/veh)	-	-	15.1	10.3	8	0
HCM Lane LOS	-	-	C	B	A	A
HCM 95th %tile Q (veh)	-	-	0.1	0.6	0.3	-

2027 Build Traffic Volumes
6: Beaver Dam Rd & Goodwill Rd

Peak SAT Hour
7/16/2024



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	128	29	55	145	42	44
Future Volume (vph)	128	29	55	145	42	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	11	11
Grade (%)	4%			4%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.975				0.931	
Flt Protected				0.986	0.976	
Satd. Flow (prot)	1694	0	0	1701	1686	0
Flt Permitted				0.986	0.976	
Satd. Flow (perm)	1694	0	0	1701	1686	0
Link Speed (mph)	30			30	35	
Link Distance (ft)	853			580	1607	
Travel Time (s)	19.4			13.2	31.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	133	30	57	151	44	46
Shared Lane Traffic (%)						
Lane Group Flow (vph)	163	0	0	208	90	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.12	1.12	1.12	1.12	1.03	1.03
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2027 Build Traffic Volumes
6: Beaver Dam Rd & Goodwill Rd

Peak SAT Hour
7/16/2024

Intersection						
Int Delay, s/veh	3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	128	29	55	145	42	44
Future Vol, veh/h	128	29	55	145	42	44
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, %	4	-	-	4	-2	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	133	30	57	151	44	46

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	163	0	413 148
Stage 1	-	-	-	-	148 -
Stage 2	-	-	-	-	265 -
Critical Hdwy	-	-	4.1	-	6 6
Critical Hdwy Stg 1	-	-	-	-	5 -
Critical Hdwy Stg 2	-	-	-	-	5 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	1428	-	627 912
Stage 1	-	-	-	-	899 -
Stage 2	-	-	-	-	807 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1428	-	599 912
Mov Cap-2 Maneuver	-	-	-	-	599 -
Stage 1	-	-	-	-	899 -
Stage 2	-	-	-	-	771 -

Approach	EB	WB	NB
HCM Control Delay, s/v	0	2.1	10.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	727	-	-	1428	-
HCM Lane V/C Ratio	0.123	-	-	0.04	-
HCM Control Delay (s/veh)	10.6	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q (veh)	0.4	-	-	0.1	-

2027 Build Traffic Volumes
7: Beaver Dam Rd & Chandler Ln

Peak SAT Hour
7/16/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	47	1	0	43	57	43
Future Volume (vph)	47	1	0	43	57	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	10	10
Grade (%)	0%			1%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.997				0.942	
Flt Protected	0.953					
Satd. Flow (prot)	1653	0	0	1890	1652	0
Flt Permitted	0.953					
Satd. Flow (perm)	1653	0	0	1890	1652	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	777			545	1607	
Travel Time (s)	17.7			10.6	31.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	0%	0%	0%	2%	0%
Adj. Flow (vph)	50	1	0	46	61	46
Shared Lane Traffic (%)						
Lane Group Flow (vph)	51	0	0	46	107	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	1.09	1.09	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

2027 Build Traffic Volumes
7: Beaver Dam Rd & Chandler Ln

Peak SAT Hour
7/16/2024

Intersection						
Int Delay, s/veh	2.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	47	1	0	43	57	43
Future Vol, veh/h	47	1	0	43	57	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	1	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	0	0	0	2	0
Mvmt Flow	50	1	0	46	61	46

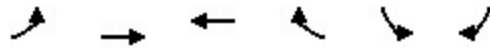
Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	130	84	107	0	-
Stage 1	84	-	-	-	-
Stage 2	46	-	-	-	-
Critical Hdwy	6.42	6.2	4.1	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.3	2.2	-	-
Pot Cap-1 Maneuver	864	981	1497	-	-
Stage 1	939	-	-	-	-
Stage 2	976	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	864	981	1497	-	-
Mov Cap-2 Maneuver	864	-	-	-	-
Stage 1	939	-	-	-	-
Stage 2	976	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.4	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1497	-	866	-	-
HCM Lane V/C Ratio	-	-	0.059	-	-
HCM Control Delay (s/veh)	0	-	9.4	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q (veh)	0	-	0.2	-	-

2027 Build Traffic Volumes
8: Neelytown Rd & Site Driveway 1

Peak SAT Hour
7/16/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	4	319	190	176	85	5
Future Volume (vph)	4	319	190	176	85	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			150	0	0
Storage Lanes	1			1	1	0
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850	0.992	
Flt Protected	0.950				0.955	
Satd. Flow (prot)	902	1845	1792	1468	1401	0
Flt Permitted	0.950				0.955	
Satd. Flow (perm)	902	1845	1792	1468	1401	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		532	1138		660	
Travel Time (s)		8.1	17.2		15.0	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	100%	3%	6%	10%	24%	100%
Adj. Flow (vph)	5	425	253	235	113	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	425	253	235	120	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	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2027 Build Traffic Volumes
8: Neelytown Rd & Site Driveway 1

Peak SAT Hour
7/16/2024

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	319	190	176	85	5
Future Vol, veh/h	4	319	190	176	85	5
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	-	-	150	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	100	3	6	10	24	100
Mvmt Flow	5	425	253	235	113	7

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	488	0	-	0	688
Stage 1	-	-	-	-	253
Stage 2	-	-	-	-	435
Critical Hdwy	5.1	-	-	-	6.64
Critical Hdwy Stg 1	-	-	-	-	5.64
Critical Hdwy Stg 2	-	-	-	-	5.64
Follow-up Hdwy	3.1	-	-	-	3.716
Pot Cap-1 Maneuver	712	-	-	-	380
Stage 1	-	-	-	-	741
Stage 2	-	-	-	-	608
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	712	-	-	-	377
Mov Cap-2 Maneuver	-	-	-	-	377
Stage 1	-	-	-	-	736
Stage 2	-	-	-	-	608

Approach	EB	WB	SB
HCM Control Delay, s/v	0.1	0	18.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	712	-	-	-	385
HCM Lane V/C Ratio	0.007	-	-	-	0.312
HCM Control Delay (s/veh)	10.1	-	-	-	18.5
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q (veh)	0	-	-	-	1.3

2027 Build Traffic Volumes
 9: Beaver Dam Rd & Site Driveway 5

Peak SAT Hour
 7/16/2024



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	102	19	25	45	23	21
Future Volume (vph)	102	19	25	45	23	21
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	0.979		0.913			
Flt Protected	0.959					0.974
Satd. Flow (prot)	1784	0	1710	0	0	1808
Flt Permitted	0.959					0.974
Satd. Flow (perm)	1784	0	1710	0	0	1808
Link Speed (mph)	30		35			35
Link Distance (ft)	515		1081			1606
Travel Time (s)	11.7		21.1			31.3
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	0%	0%	4%	0%	0%	5%
Adj. Flow (vph)	136	25	33	60	31	28
Shared Lane Traffic (%)						
Lane Group Flow (vph)	161	0	93	0	0	59
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

2027 Build Traffic Volumes
 9: Beaver Dam Rd & Site Driveway 5

Peak SAT Hour
 7/16/2024

Intersection						
Int Delay, s/veh	6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	102	19	25	45	23	21
Future Vol, veh/h	102	19	25	45	23	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	4	0	0	5
Mvmt Flow	136	25	33	60	31	28

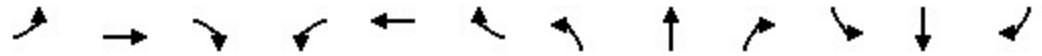
Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	153	63	0	0	93
Stage 1	63	-	-	-	-
Stage 2	90	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	843	1007	-	-	1514
Stage 1	965	-	-	-	-
Stage 2	939	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	825	1007	-	-	1514
Mov Cap-2 Maneuver	825	-	-	-	-
Stage 1	965	-	-	-	-
Stage 2	919	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10.2	0	3.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	849	1514
HCM Lane V/C Ratio	-	-	0.19	0.02
HCM Control Delay (s/veh)	-	-	10.2	7.4
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q (veh)	-	-	0.7	0.1

2027 Build Traffic Volumes w/ Improvement
 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

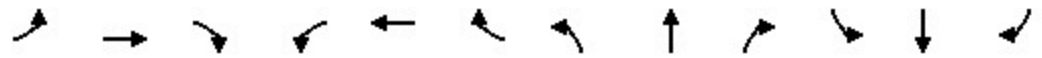
Peak AM Hour
 7/16/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↗	↘	↑↑			↑↔	
Traffic Volume (vph)	0	0	0	621	1	225	167	550	0	0	719	296
Future Volume (vph)	0	0	0	621	1	225	167	550	0	0	719	296
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			2%	
Storage Length (ft)	0		0	0		360	145		0	245		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Fr _t						0.850					0.956	
Fl _t Protected					0.952		0.950					
Satd. Flow (prot)	0	0	0	0	1607	1488	1347	3343	0	0	3189	0
Fl _t Permitted					0.952		0.950					
Satd. Flow (perm)	0	0	0	0	1607	1488	1347	3343	0	0	3189	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						233						57
Link Speed (mph)		30			40			45				45
Link Distance (ft)		287			1203			796				861
Travel Time (s)		6.5			20.5			12.1				13.0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	12%	0%	8%	34%	8%	0%	0%	8%	5%
Adj. Flow (vph)	0	0	0	698	1	253	188	618	0	0	808	333
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	699	253	188	618	0	0	1141	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
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	1.01	1.01	1.01	1.00	1.00	1.00	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				2	2	2	2	2				2
Detector Template				Left	Thru	Right	Left	Thru				Thru
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				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
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				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)				0.0	0.0	0.0	0.0	0.0				0.0
Turn Type				Perm	NA	Perm	Prot	NA				NA

2027 Build Traffic Volumes w/ Improvement
 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

Peak AM Hour
 7/16/2024

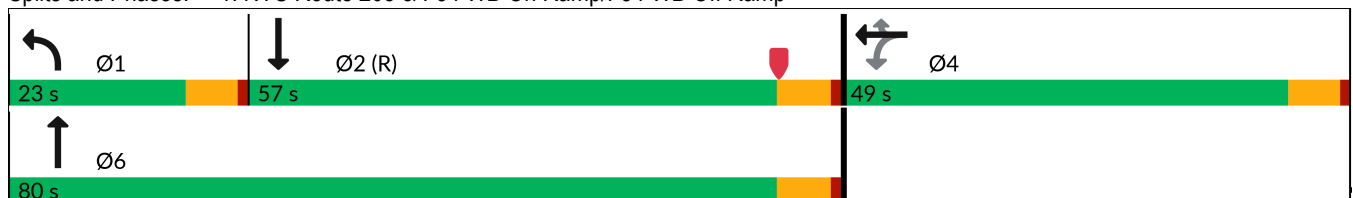


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases					4		1	6				2
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6				2
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	10.0				10.0
Minimum Split (s)				24.0	24.0	24.0	11.0	24.0				24.0
Total Split (s)				49.0	49.0	49.0	23.0	80.0				57.0
Total Split (%)				38.0%	38.0%	38.0%	17.8%	62.0%				44.2%
Maximum Green (s)				43.0	43.0	43.0	17.0	74.0				51.0
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
Total Lost Time (s)					6.0	6.0	6.0	6.0				6.0
Lead/Lag							Lead					Lag
Lead-Lag Optimize?							Yes					Yes
Vehicle Extension (s)				2.0	2.0	2.0	2.0	2.0				2.0
Recall Mode				None	None	None	None	None				C-Max
v/c Ratio					1.30	0.38	1.06	0.32				0.88
Control Delay (s/veh)					186.9	6.9	135.9	17.4				43.5
Queue Delay					0.0	0.0	0.0	0.0				0.0
Total Delay (s/veh)					186.9	6.9	135.9	17.4				43.5
Queue Length 50th (ft)					~749	11	~177	141				442
Queue Length 95th (ft)					#971	71	#329	204				533
Internal Link Dist (ft)		207			1123			716				781
Turn Bay Length (ft)						360	145					
Base Capacity (vph)					535	651	177	1917				1295
Starvation Cap Reductn					0	0	0	0				0
Spillback Cap Reductn					0	0	0	0				0
Storage Cap Reductn					0	0	0	0				0
Reduced v/c Ratio					1.31	0.39	1.06	0.32				0.88

Intersection Summary

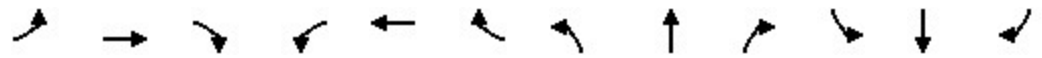
Area Type: Other
 Cycle Length: 129
 Actuated Cycle Length: 129
 Offset: 0 (0%), Referenced to phase 2:SBT, Start of Yellow
 Natural Cycle: 140
 Control Type: Actuated-Coordinated
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp



2027 Build Traffic Volumes w/ Improvement
 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp























Peak AM Hour
 7/16/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↗	↖	↑↑			↑↑	
Traffic Volume (veh/h)	0	0	0	621	1	225	167	550	0	0	719	296
Future Volume (veh/h)	0	0	0	621	1	225	167	550	0	0	719	296
Initial Q (Qb), veh				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
Parking Bus, Adj				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		
Adj Sat Flow, veh/h/ln				1716	1894	1776	1396	1781	0	0	1758	1802
Adj Flow Rate, veh/h				698	1	253	188	618	0	0	808	333
Peak Hour Factor				0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %				12	0	8	34	8	0	0	8	5
Cap, veh/h				600	1	502	175	1942	0	0	912	375
Arrive On Green				0.33	0.33	0.33	0.26	1.00	0.00	0.00	0.40	0.40
Sat Flow, veh/h				1801	3	1505	1330	3474	0	0	2396	949
Grp Volume(v), veh/h				699	0	253	188	618	0	0	584	557
Grp Sat Flow(s),veh/h/ln				1804	0	1505	1330	1692	0	0	1670	1587
Q Serve(g_s), s				43.0	0.0	17.4	17.0	0.0	0.0	0.0	42.0	42.2
Cycle Q Clear(g_c), s				43.0	0.0	17.4	17.0	0.0	0.0	0.0	42.0	42.2
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.60
Lane Grp Cap(c), veh/h				601	0	502	175	1942	0	0	660	627
V/C Ratio(X)				1.16	0.00	0.50	1.07	0.32	0.00	0.00	0.88	0.89
Avail Cap(c_a), veh/h				601	0	502	175	1942	0	0	660	627
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.86	0.86	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				43.0	0.0	34.5	47.5	0.0	0.0	0.0	36.3	36.3
Incr Delay (d2), s/veh				90.4	0.0	0.3	83.7	0.0	0.0	0.0	16.0	16.9
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				33.6	0.0	6.3	8.7	0.0	0.0	0.0	19.2	18.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				133.4	0.0	34.8	131.2	0.0	0.0	0.0	52.3	53.3
LnGrp LOS				F		C	F	A			D	D
Approach Vol, veh/h					952			806			1141	
Approach Delay, s/veh					107.2			30.6			52.8	
Approach LOS					F			C			D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	23.0	57.0		49.0		80.0						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	17.0	51.0		43.0		74.0						
Max Q Clear Time (g_c+I1), s	19.0	44.2		45.0		2.0						
Green Ext Time (p_c), s	0.0	2.4		0.0		2.2						
Intersection Summary												
HCM 6th Ctrl Delay, s/veh				64.5								
HCM 6th LOS				E								

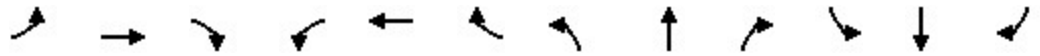
2027 Build Traffic Volumes w/ Improvement
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak AM Hour
 7/16/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	196	234	45	141	250	230	88	292	166	240	455	645
Future Volume (vph)	196	234	45	141	250	230	88	292	166	240	455	645
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			1%			1%	
Storage Length (ft)	400		400	220		220	145		145	330		280
Storage Lanes	2		0	1		1	1		1	2		1
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.976				0.850		0.946				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1327	2528	0	1770	1792	1568	1618	3117	0	3287	3326	1410
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1327	2528	0	1770	1792	1568	1618	3117	0	3287	3326	1410
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19				240		79				672
Link Speed (mph)		45			25			45				45
Link Distance (ft)		639			871			1257				796
Travel Time (s)		9.7			23.8			19.0				12.1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	36%	45%	10%	2%	6%	3%	11%	9%	9%	6%	8%	14%
Adj. Flow (vph)	204	244	47	147	260	240	92	304	173	250	474	672
Shared Lane Traffic (%)												
Lane Group Flow (vph)	204	291	0	147	260	240	92	477	0	250	474	672
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			24			24	
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	1.00	1.00	1.00	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	2		2	2	2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	83	83		83	83	83	83	83		83	83	83
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	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	43
Detector 2 Size(ft)	40	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	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	0.0
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	Free

2027 Build Traffic Volumes w/ Improvement
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak AM Hour
 7/16/2024

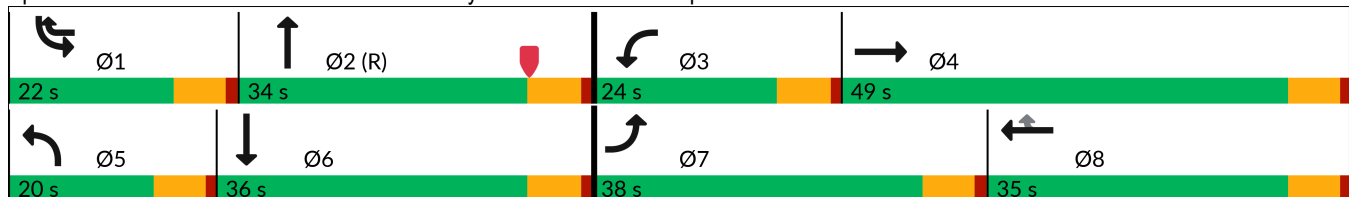


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases						8						Free
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.0	24.0		11.0	24.0	11.0	11.0	24.0		11.0	24.0	
Total Split (s)	38.0	49.0		24.0	35.0	22.0	20.0	34.0		22.0	36.0	
Total Split (%)	29.5%	38.0%		18.6%	27.1%	17.1%	15.5%	26.4%		17.1%	27.9%	
Maximum Green (s)	32.0	43.0		18.0	29.0	16.0	14.0	28.0		16.0	30.0	
Yellow Time (s)	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	
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		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	None	
v/c Ratio	0.78	0.43		0.71	0.80	0.34	0.61	0.45		0.66	0.41	0.47
Control Delay (s/veh)	69.5	37.8		73.0	68.3	4.4	73.8	32.9		62.5	34.6	0.1
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)	69.5	37.8		73.0	68.3	4.4	73.8	32.9		62.5	34.6	0.1
Queue Length 50th (ft)	163	99		119	209	0	75	142		115	124	0
Queue Length 95th (ft)	240	130		190	294	52	133	222		m105	m166	m0
Internal Link Dist (ft)		559			791			1177			716	
Turn Bay Length (ft)	400			220		220	145			330		280
Base Capacity (vph)	329	855		246	402	711	177	1055		416	1145	1410
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	0.62	0.34		0.60	0.65	0.34	0.52	0.45		0.60	0.41	0.48

Intersection Summary

Area Type: Other
 Cycle Length: 129
 Actuated Cycle Length: 129
 Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps



2027 Build Traffic Volumes w/ Improvement
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

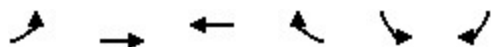
Peak AM Hour
 7/16/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	196	234	45	141	250	230	88	292	166	240	455	645
Future Volume (veh/h)	196	234	45	141	250	230	88	292	166	240	455	645
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	1366	1233	1752	1870	1811	1856	1731	1761	1761	1805	1776	1687
Adj Flow Rate, veh/h	204	244	47	147	260	240	92	304	173	250	474	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	36	45	10	2	6	3	11	9	9	6	8	14
Cap, veh/h	229	486	92	175	308	415	113	777	432	312	1348	
Arrive On Green	0.18	0.25	0.25	0.10	0.17	0.17	0.07	0.37	0.37	0.03	0.13	0.00
Sat Flow, veh/h	1301	1965	372	1781	1811	1572	1649	2075	1152	3335	3374	1429
Grp Volume(v), veh/h	204	144	147	147	260	240	92	244	233	250	474	0
Grp Sat Flow(s),veh/h/ln	1301	1171	1166	1781	1811	1572	1649	1673	1553	1668	1687	1429
Q Serve(g_s), s	19.8	13.6	14.0	10.5	17.9	17.1	7.1	13.7	14.3	9.6	16.5	0.0
Cycle Q Clear(g_c), s	19.8	13.6	14.0	10.5	17.9	17.1	7.1	13.7	14.3	9.6	16.5	0.0
Prop In Lane	1.00		0.32	1.00		1.00	1.00		0.74	1.00		1.00
Lane Grp Cap(c), veh/h	229	290	288	175	308	415	113	627	582	312	1348	
V/C Ratio(X)	0.89	0.50	0.51	0.84	0.84	0.58	0.81	0.39	0.40	0.80	0.35	
Avail Cap(c_a), veh/h	323	390	389	249	407	501	179	627	582	414	1348	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.35	0.35	0.00
Uniform Delay (d), s/veh	52.0	41.7	41.8	57.2	51.9	41.3	59.2	29.5	29.7	61.3	40.8	0.0
Incr Delay (d2), s/veh	22.1	1.3	1.4	15.8	11.8	1.3	14.0	1.8	2.1	3.0	0.1	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	7.7	4.0	4.1	5.5	9.2	6.9	3.3	5.7	5.5	4.3	7.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	74.1	43.0	43.2	73.0	63.7	42.6	73.2	31.3	31.7	64.3	40.8	0.0
LnGrp LOS	E	D	D	E	E	D	E	C	C	E	D	
Approach Vol, veh/h		495			647			569			724	
Approach Delay, s/veh		55.9			58.0			38.3			48.9	
Approach LOS		E			E			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.1	54.3	18.7	37.9	14.9	57.6	28.7	27.9				
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	16.0	28.0	18.0	43.0	14.0	30.0	32.0	29.0				
Max Q Clear Time (g_c+I1), s	11.6	16.3	12.5	16.0	9.1	18.5	21.8	19.9				
Green Ext Time (p_c), s	0.5	1.8	0.3	1.4	0.1	2.0	0.9	2.0				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			50.2									
HCM 6th LOS			D									
Notes												
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.												

2027 Build Traffic Volumes w/ Improvement
8: Neelytown Rd & Site Driveway 1

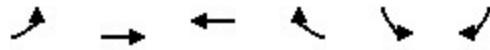
Peak AM Hour
7/16/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	4	272	554	286	25	2
Future Volume (vph)	4	272	554	286	25	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			150	0	0
Storage Lanes	1			1	1	0
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850	0.991	
Flt Protected	0.950				0.956	
Satd. Flow (prot)	902	1610	1557	1524	1265	0
Flt Permitted	0.240				0.956	
Satd. Flow (perm)	228	1610	1557	1524	1265	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				308	2	
Link Speed (mph)		45	45		30	
Link Distance (ft)		532	1138		660	
Travel Time (s)		8.1	17.2		15.0	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	100%	18%	22%	6%	38%	100%
Adj. Flow (vph)	4	292	596	308	27	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	292	596	308	29	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	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2	2	2	
Detector Template						
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	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43	43	43	43	
Detector 2 Size(ft)	40	40	40	40	40	
Detector 2 Type	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	
Turn Type	pm+pt	NA	NA	pm+ov	Prot	
Protected Phases	5	2	6	4	4	

2027 Build Traffic Volumes w/ Improvement
 8: Neelytown Rd & Site Driveway 1

Peak AM Hour
 7/16/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases	2		6			
Detector Phase	5	2	6	4	4	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	
Total Split (s)	11.0	76.0	65.0	14.0	14.0	
Total Split (%)	12.2%	84.4%	72.2%	15.6%	15.6%	
Maximum Green (s)	5.0	70.0	59.0	8.0	8.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	
v/c Ratio	0.01	0.33	0.75	0.20	0.14	
Control Delay (s/veh)	3.7	6.0	15.7	0.5	22.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	3.7	6.0	15.7	0.5	22.9	
Queue Length 50th (ft)	1	31	84	0	5	
Queue Length 95th (ft)	2	59	278	13	35	
Internal Link Dist (ft)	452		1058		580	
Turn Bay Length (ft)	150		150			
Base Capacity (vph)	207	1595	1496	1352	256	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.02	0.18	0.40	0.23	0.11	

Intersection Summary

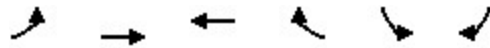
Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 43.7
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated

Splits and Phases: 8: Neelytown Rd & Site Driveway 1



2027 Build Traffic Volumes w/ Improvement
8: Neelytown Rd & Site Driveway 1

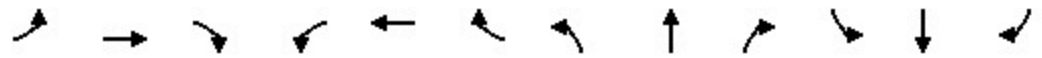
Peak AM Hour
7/16/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	4	272	554	286	25	2
Future Volume (veh/h)	4	272	554	286	25	2
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	418	1633	1574	1811	1337	418
Adj Flow Rate, veh/h	4	292	596	308	27	2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	100	18	22	6	38	100
Cap, veh/h	212	1077	789	770	40	3
Arrive On Green	0.01	0.66	0.50	0.50	0.04	0.04
Sat Flow, veh/h	398	1633	1574	1535	1138	84
Grp Volume(v), veh/h	4	292	596	308	30	0
Grp Sat Flow(s),veh/h/ln	398	1633	1574	1535	1265	0
Q Serve(g_s), s	0.2	2.9	12.0	4.9	0.9	0.0
Cycle Q Clear(g_c), s	0.2	2.9	12.0	4.9	0.9	0.0
Prop In Lane	1.00			1.00	0.90	0.07
Lane Grp Cap(c), veh/h	212	1077	789	770	45	0
V/C Ratio(X)	0.02	0.27	0.76	0.40	0.67	0.00
Avail Cap(c_a), veh/h	261	2906	2361	2302	257	0
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	0.00
Uniform Delay (d), s/veh	6.4	2.8	7.9	6.1	18.7	0.0
Incr Delay (d2), s/veh	0.0	0.1	1.5	0.3	15.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	2.1	0.8	0.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	6.5	2.9	9.4	6.5	34.5	0.0
LnGrp LOS	A	A	A	A	C	
Approach Vol, veh/h		296	904		30	
Approach Delay, s/veh		3.0	8.4		34.5	
Approach LOS		A	A		C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		31.9		7.4	6.2	25.7
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		70.0		8.0	5.0	59.0
Max Q Clear Time (g_c+I1), s		4.9		2.9	2.2	14.0
Green Ext Time (p_c), s		1.5		0.0	0.0	5.8
Intersection Summary						
HCM 6th Ctrl Delay, s/veh			7.7			
HCM 6th LOS			A			

2027 Build Traffic Volumes w/ Improvement
 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

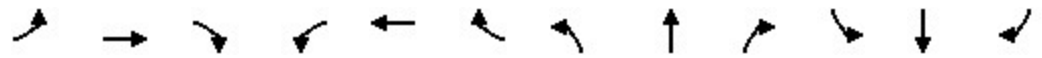
Peak PM Hour
 7/16/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↗	↘	↑↑			↑↔	
Traffic Volume (vph)	0	0	0	381	0	328	371	769	0	0	570	304
Future Volume (vph)	0	0	0	381	0	328	371	769	0	0	570	304
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			2%	
Storage Length (ft)	0		0	0		360	145		0	245		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Fr _t						0.850					0.948	
Fl _t Protected					0.950		0.950					
Satd. Flow (prot)	0	0	0	0	1382	1516	1612	3471	0	0	3270	0
Fl _t Permitted					0.950		0.950					
Satd. Flow (perm)	0	0	0	0	1382	1516	1612	3471	0	0	3270	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						188					77	
Link Speed (mph)		30			40			45			45	
Link Distance (ft)		287			1203			796			861	
Travel Time (s)		6.5			20.5			12.1			13.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	30%	0%	6%	12%	4%	0%	0%	5%	1%
Adj. Flow (vph)	0	0	0	397	0	342	386	801	0	0	594	317
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	397	342	386	801	0	0	911	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
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	1.01	1.01	1.01	1.00	1.00	1.00	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				2	2	2	2	2			2	
Detector Template				Left	Thru	Right	Left	Thru			Thru	
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				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	
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			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Turn Type				Perm	NA	Perm	Prot	NA			NA	

2027 Build Traffic Volumes w/ Improvement
 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

Peak PM Hour
 7/16/2024

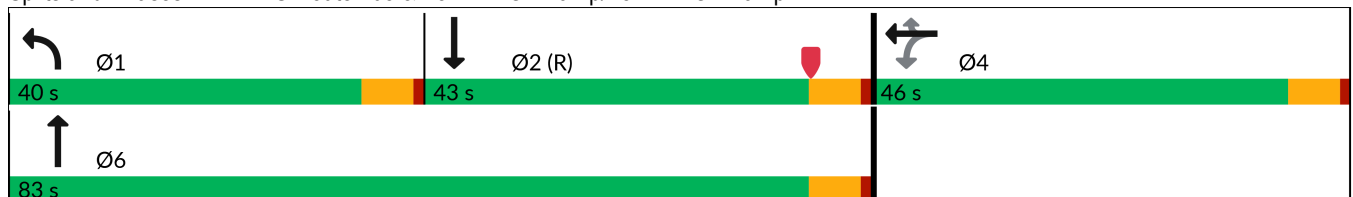


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases					4		1	6				2
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6				2
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	10.0				10.0
Minimum Split (s)				24.0	24.0	24.0	11.0	24.0				24.0
Total Split (s)				46.0	46.0	46.0	40.0	83.0				43.0
Total Split (%)				35.7%	35.7%	35.7%	31.0%	64.3%				33.3%
Maximum Green (s)				40.0	40.0	40.0	34.0	77.0				37.0
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
Total Lost Time (s)					6.0	6.0	6.0	6.0				6.0
Lead/Lag							Lead					Lag
Lead-Lag Optimize?							Yes					Yes
Vehicle Extension (s)				2.0	2.0	2.0	2.0	2.0				2.0
Recall Mode				None	None	None	None	None				C-Max
v/c Ratio					0.95	0.58	0.94	0.38				0.86
Control Delay (s/veh)					79.4	20.6	76.1	14.5				48.6
Queue Delay					0.0	0.0	0.0	0.0				0.0
Total Delay (s/veh)					79.4	20.6	76.1	14.5				48.6
Queue Length 50th (ft)					321	105	339	177				361
Queue Length 95th (ft)					#519	207	m#488	233				#486
Internal Link Dist (ft)		207			1123			716				781
Turn Bay Length (ft)						360	145					
Base Capacity (vph)					428	599	424	2106				1058
Starvation Cap Reductn					0	0	0	0				0
Spillback Cap Reductn					0	0	0	0				0
Storage Cap Reductn					0	0	0	0				0
Reduced v/c Ratio					0.93	0.57	0.91	0.38				0.86

Intersection Summary

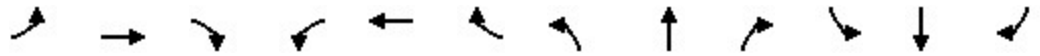
Area Type: Other
 Cycle Length: 129
 Actuated Cycle Length: 129
 Offset: 0 (0%), Referenced to phase 2:SBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp



2027 Build Traffic Volumes w/ Improvement
 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp























Peak PM Hour
 7/16/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↶	↷	↶	↶↶			↶↷	
Traffic Volume (veh/h)	0	0	0	381	0	328	371	769	0	0	570	304
Future Volume (veh/h)	0	0	0	381	0	328	371	769	0	0	570	304
Initial Q (Qb), veh				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
Parking Bus, Adj				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		
Adj Sat Flow, veh/h/ln				1450	1894	1805	1722	1841	0	0	1802	1862
Adj Flow Rate, veh/h				397	0	342	386	801	0	0	594	317
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %				30	0	6	12	4	0	0	5	1
Cap, veh/h				446	0	379	402	2306	0	0	794	423
Arrive On Green				0.25	0.00	0.25	0.49	1.00	0.00	0.00	0.37	0.37
Sat Flow, veh/h				1804	0	1530	1640	3589	0	0	2247	1151
Grp Volume(v), veh/h				397	0	342	386	801	0	0	472	439
Grp Sat Flow(s),veh/h/ln				1804	0	1530	1640	1749	0	0	1712	1595
Q Serve(g_s), s				27.4	0.0	27.9	29.2	0.0	0.0	0.0	31.0	31.0
Cycle Q Clear(g_c), s				27.4	0.0	27.9	29.2	0.0	0.0	0.0	31.0	31.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.72
Lane Grp Cap(c), veh/h				446	0	379	402	2306	0	0	630	587
V/C Ratio(X)				0.89	0.00	0.90	0.96	0.35	0.00	0.00	0.75	0.75
Avail Cap(c_a), veh/h				559	0	474	432	2306	0	0	630	587
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.58	0.58	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				46.8	0.0	47.0	32.3	0.0	0.0	0.0	35.6	35.6
Incr Delay (d2), s/veh				12.1	0.0	15.8	22.4	0.0	0.0	0.0	7.9	8.5
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				13.5	0.0	12.1	10.6	0.0	0.0	0.0	13.8	13.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				59.0	0.0	62.9	54.7	0.0	0.0	0.0	43.5	44.1
LnGrp LOS				E		E	D	A			D	D
Approach Vol, veh/h					739			1187			911	
Approach Delay, s/veh					60.8			17.8			43.8	
Approach LOS					E			B			D	
Timer - Assigned Phs	1	2		4			6					
Phs Duration (G+Y+Rc), s	37.6	53.5		37.9			91.1					
Change Period (Y+Rc), s	6.0	6.0		6.0			6.0					
Max Green Setting (Gmax), s	34.0	37.0		40.0			77.0					
Max Q Clear Time (g_c+I1), s	31.2	33.0		29.9			2.0					
Green Ext Time (p_c), s	0.4	1.3		2.0			3.0					
Intersection Summary												
HCM 6th Ctrl Delay, s/veh											37.3	
HCM 6th LOS											D	

2027 Build Traffic Volumes w/ Improvement
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak PM Hour
 7/16/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	381	389	84	82	104	257	56	502	255	168	453	330
Future Volume (vph)	381	389	84	82	104	257	56	502	255	168	453	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			1%			1%	
Storage Length (ft)	400		400	220		220	145		145	330		280
Storage Lanes	2		0	1		1	1		1	2		1
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.973				0.850		0.950				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1570	3092	0	1671	1226	1568	1535	3345	0	3383	3487	1190
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1570	3092	0	1671	1226	1568	1535	3345	0	3383	3487	1190
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22				142		69				359
Link Speed (mph)		45			25			45				45
Link Distance (ft)		639			871			1257				796
Travel Time (s)		9.7			23.8			19.0				12.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	15%	15%	7%	8%	55%	3%	17%	2%	2%	3%	3%	35%
Adj. Flow (vph)	414	423	91	89	113	279	61	546	277	183	492	359
Shared Lane Traffic (%)												
Lane Group Flow (vph)	414	514	0	89	113	279	61	823	0	183	492	359
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			24			24	
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	1.00	1.00	1.00	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	2		2	2	2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	83	83		83	83	83	83	83		83	83	83
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	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	43
Detector 2 Size(ft)	40	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	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	0.0
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	Free

2027 Build Traffic Volumes w/ Improvement
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak PM Hour
 7/16/2024

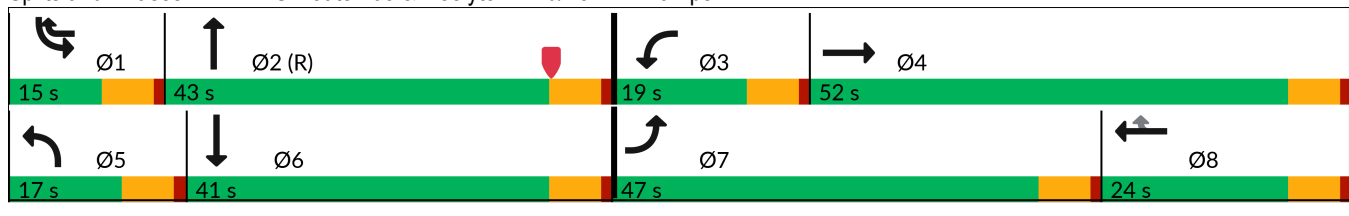


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases						8						Free
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.0	24.0		11.0	24.0	11.0	11.0	24.0		11.0	24.0	
Total Split (s)	47.0	52.0		19.0	24.0	15.0	17.0	43.0		15.0	41.0	
Total Split (%)	36.4%	40.3%		14.7%	18.6%	11.6%	13.2%	33.3%		11.6%	31.8%	
Maximum Green (s)	41.0	46.0		13.0	18.0	9.0	11.0	37.0		9.0	35.0	
Yellow Time (s)	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	
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		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	None	
v/c Ratio	0.90	0.50		0.61	0.76	0.57	0.54	0.72		0.72	0.40	0.30
Control Delay (s/veh)	66.8	34.5		74.6	85.0	25.0	75.3	40.8		74.6	37.5	0.3
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)	66.8	34.5		74.6	85.0	25.0	75.3	40.8		74.6	37.5	0.3
Queue Length 50th (ft)	322	165		72	91	96	50	312		84	136	0
Queue Length 95th (ft)	#491	218		130	#173	191	98	393		m96	m164	m0
Internal Link Dist (ft)		559			791			1177			716	
Turn Bay Length (ft)	400			220		220	145			330		280
Base Capacity (vph)	498	1116		168	171	488	130	1130		254	1202	1190
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	0.83	0.46		0.53	0.66	0.57	0.47	0.73		0.72	0.41	0.30

Intersection Summary

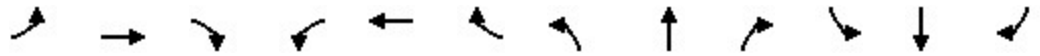
Area Type: Other
 Cycle Length: 129
 Actuated Cycle Length: 129
 Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps



2027 Build Traffic Volumes w/ Improvement
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak PM Hour
 7/16/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	381	389	84	82	104	257	56	502	255	168	453	330
Future Volume (veh/h)	381	389	84	82	104	257	56	502	255	168	453	330
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	1678	1678	1796	1781	1085	1856	1642	1864	1864	1850	1850	1375
Adj Flow Rate, veh/h	414	423	91	89	113	279	61	546	277	183	492	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	15	15	7	8	55	3	17	2	2	3	3	35
Cap, veh/h	447	925	197	111	151	328	76	742	376	235	1217	
Arrive On Green	0.28	0.35	0.35	0.07	0.14	0.14	0.05	0.33	0.33	0.02	0.11	0.00
Sat Flow, veh/h	1598	2613	558	1697	1085	1572	1564	2276	1152	3417	3514	1166
Grp Volume(v), veh/h	414	257	257	89	113	279	61	425	398	183	492	0
Grp Sat Flow(s),veh/h/ln	1598	1594	1577	1697	1085	1572	1564	1771	1657	1709	1757	1166
Q Serve(g_s), s	32.5	16.0	16.3	6.7	12.9	18.0	5.0	27.4	27.5	6.9	16.8	0.0
Cycle Q Clear(g_c), s	32.5	16.0	16.3	6.7	12.9	18.0	5.0	27.4	27.5	6.9	16.8	0.0
Prop In Lane	1.00		0.35	1.00		1.00	1.00		0.70	1.00		1.00
Lane Grp Cap(c), veh/h	447	564	558	111	151	328	76	577	540	235	1217	
V/C Ratio(X)	0.93	0.46	0.46	0.80	0.75	0.85	0.81	0.74	0.74	0.78	0.40	
Avail Cap(c_a), veh/h	508	568	562	171	151	328	133	577	540	238	1217	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.39	0.39	0.00
Uniform Delay (d), s/veh	45.2	32.1	32.2	59.5	53.3	49.1	60.8	38.5	38.6	62.1	44.8	0.0
Incr Delay (d2), s/veh	22.5	0.6	0.6	14.2	18.2	18.9	17.8	8.1	8.7	6.3	0.1	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	15.2	6.1	6.1	3.3	4.3	10.4	2.3	12.8	12.1	3.2	7.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	67.7	32.7	32.8	73.7	71.5	68.0	78.5	46.6	47.3	68.3	44.8	0.0
LnGrp LOS	E	C	C	E	E	E	E	D	D	E	D	
Approach Vol, veh/h		928			481			884			675	
Approach Delay, s/veh		48.3			69.9			49.1			51.2	
Approach LOS		D			E			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.9	48.1	14.4	51.6	12.2	50.7	42.1	24.0				
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	9.0	37.0	13.0	46.0	11.0	35.0	41.0	18.0				
Max Q Clear Time (g_c+I1), s	8.9	29.5	8.7	18.3	7.0	18.8	34.5	20.0				
Green Ext Time (p_c), s	0.0	2.6	0.1	2.6	0.0	2.4	1.6	0.0				

Intersection Summary

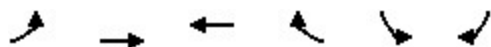
HCM 6th Ctrl Delay, s/veh	52.7
HCM 6th LOS	D

Notes

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

2027 Build Traffic Volumes w/ Improvement
8: Neelytown Rd & Site Driveway 1

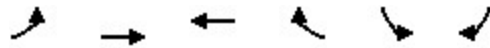
Peak PM Hour
7/16/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	4	615	312	65	143	7
Future Volume (vph)	4	615	312	65	143	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			150	0	0
Storage Lanes	1			1	1	0
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850	0.994	
Flt Protected	0.950				0.955	
Satd. Flow (prot)	902	1712	1667	1272	1446	0
Flt Permitted	0.404				0.955	
Satd. Flow (perm)	384	1712	1667	1272	1446	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				82	3	
Link Speed (mph)		45	45		30	
Link Distance (ft)		532	1138		660	
Travel Time (s)		8.1	17.2		15.0	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	100%	11%	14%	27%	21%	100%
Adj. Flow (vph)	5	778	395	82	181	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	778	395	82	190	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	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2	2	2	
Detector Template						
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	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43	43	43	43	
Detector 2 Size(ft)	40	40	40	40	40	
Detector 2 Type	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	
Turn Type	pm+pt	NA	NA	pm+ov	Prot	
Protected Phases	5	2	6	4	4	

2027 Build Traffic Volumes w/ Improvement
 8: Neelytown Rd & Site Driveway 1

Peak PM Hour
 7/16/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases	2		6			
Detector Phase	5	2	6	4	4	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	
Total Split (s)	11.0	64.0	53.0	26.0	26.0	
Total Split (%)	12.2%	71.1%	58.9%	28.9%	28.9%	
Maximum Green (s)	5.0	58.0	47.0	20.0	20.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	
v/c Ratio	0.01	0.81	0.44	0.06	0.59	
Control Delay (s/veh)	6.0	18.3	11.2	0.4	32.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	6.0	18.3	11.2	0.4	32.6	
Queue Length 50th (ft)	1	188	68	0	57	
Queue Length 95th (ft)	4	302	171	5	141	
Internal Link Dist (ft)		452	1058		580	
Turn Bay Length (ft)	150			150		
Base Capacity (vph)	261	1527	1333	1218	529	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.02	0.51	0.30	0.07	0.36	

Intersection Summary

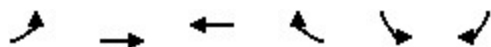
Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 60.3
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated

Splits and Phases: 8: Neelytown Rd & Site Driveway 1



2027 Build Traffic Volumes w/ Improvement
8: Neelytown Rd & Site Driveway 1

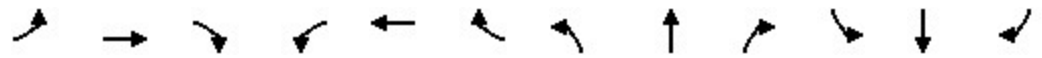
Peak PM Hour
7/16/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑	↗	↘	↙	↘
Traffic Volume (veh/h)	4	615	312	65	143	7
Future Volume (veh/h)	4	615	312	65	143	7
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	418	1737	1693	1500	1589	418
Adj Flow Rate, veh/h	5	778	395	82	181	9
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	100	11	14	27	21	100
Cap, veh/h	219	945	664	499	237	12
Arrive On Green	0.01	0.54	0.39	0.39	0.17	0.17
Sat Flow, veh/h	398	1737	1693	1271	1426	71
Grp Volume(v), veh/h	5	778	395	82	191	0
Grp Sat Flow(s),veh/h/ln	398	1737	1693	1271	1505	0
Q Serve(g_s), s	0.3	15.3	7.7	1.7	5.0	0.0
Cycle Q Clear(g_c), s	0.3	15.3	7.7	1.7	5.0	0.0
Prop In Lane	1.00			1.00	0.95	0.05
Lane Grp Cap(c), veh/h	219	945	664	499	251	0
V/C Ratio(X)	0.02	0.82	0.59	0.16	0.76	0.00
Avail Cap(c_a), veh/h	264	2432	1920	1442	726	0
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	0.00
Uniform Delay (d), s/veh	7.8	7.8	10.0	8.2	16.5	0.0
Incr Delay (d2), s/veh	0.0	1.9	0.9	0.2	4.8	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.9	1.9	0.3	1.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	7.8	9.7	10.8	8.3	21.2	0.0
LnGrp LOS	A	A	B	A	C	
Approach Vol, veh/h		783	477		191	
Approach Delay, s/veh		9.7	10.4		21.2	
Approach LOS		A	B		C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		28.5		12.9	6.3	22.3
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		58.0		20.0	5.0	47.0
Max Q Clear Time (g_c+I1), s		17.3		7.0	2.3	9.7
Green Ext Time (p_c), s		5.2		0.7	0.0	2.5
Intersection Summary						
HCM 6th Ctrl Delay, s/veh			11.4			
HCM 6th LOS			B			

2027 Build Traffic Volumes w/ Improvement
 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

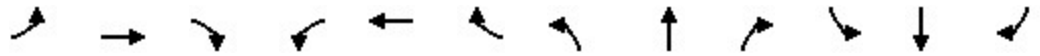
Peak SAT Hour
 7/16/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↗	↘	↑↑			↑↔	
Traffic Volume (vph)	0	0	0	300	0	171	188	469	0	0	527	210
Future Volume (vph)	0	0	0	300	0	171	188	469	0	0	527	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			2%	
Storage Length (ft)	0		0	0		360	145		0	245		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Fr _t						0.850					0.957	
Fl _t Protected					0.950		0.950					
Satd. Flow (prot)	0	0	0	0	1648	1607	1687	3574	0	0	3363	0
Fl _t Permitted					0.950		0.950					
Satd. Flow (perm)	0	0	0	0	1648	1607	1687	3574	0	0	3363	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						192						50
Link Speed (mph)		30			40			45				45
Link Distance (ft)		287			1203			796				861
Travel Time (s)		6.5			20.5			12.1				13.0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	9%	0%	0%	7%	1%	0%	0%	2%	1%
Adj. Flow (vph)	0	0	0	337	0	192	211	527	0	0	592	236
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	337	192	211	527	0	0	828	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
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	1.01	1.01	1.01	1.00	1.00	1.00	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				2	2	2	2	2				2
Detector Template				Left	Thru	Right	Left	Thru				Thru
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				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
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				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)				0.0	0.0	0.0	0.0	0.0				0.0
Turn Type				Perm	NA	Perm	Prot	NA				NA

2027 Build Traffic Volumes w/ Improvement
 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

Peak SAT Hour
 7/16/2024

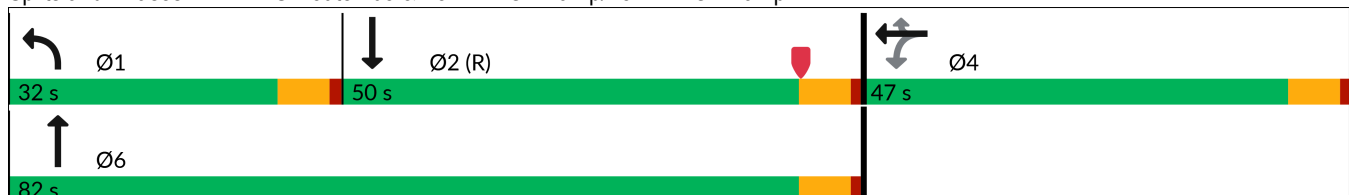


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases					4		1	6				2
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6				2
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	10.0				10.0
Minimum Split (s)				24.0	24.0	24.0	11.0	24.0				24.0
Total Split (s)				47.0	47.0	47.0	32.0	82.0				50.0
Total Split (%)				36.4%	36.4%	36.4%	24.8%	63.6%				38.8%
Maximum Green (s)				41.0	41.0	41.0	26.0	76.0				44.0
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
Total Lost Time (s)					6.0	6.0	6.0	6.0				6.0
Lead/Lag							Lead					Lag
Lead-Lag Optimize?							Yes					Yes
Vehicle Extension (s)				2.0	2.0	2.0	2.0	2.0				2.0
Recall Mode				None	None	None	None	None				C-Max
v/c Ratio					0.84	0.36	0.80	0.22				0.52
Control Delay (s/veh)					65.4	6.4	76.4	10.8				26.5
Queue Delay					0.0	0.0	0.0	0.0				0.0
Total Delay (s/veh)					65.4	6.4	76.4	10.8				26.5
Queue Length 50th (ft)					270	0	183	105				238
Queue Length 95th (ft)					345	52	261	145				365
Internal Link Dist (ft)		207			1123			716				781
Turn Bay Length (ft)						360	145					
Base Capacity (vph)					523	641	340	2378				1584
Starvation Cap Reductn					0	0	0	0				0
Spillback Cap Reductn					0	0	0	0				0
Storage Cap Reductn					0	0	0	0				0
Reduced v/c Ratio					0.64	0.30	0.62	0.22				0.52

Intersection Summary

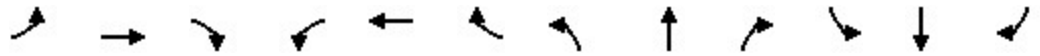
Area Type: Other
 Cycle Length: 129
 Actuated Cycle Length: 129
 Offset: 0 (0%), Referenced to phase 2:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp



2027 Build Traffic Volumes w/ Improvement
 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

Peak SAT Hour
 7/16/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↗	↘	↑↑			↑↔	
Traffic Volume (veh/h)	0	0	0	300	0	171	188	469	0	0	527	210
Future Volume (veh/h)	0	0	0	300	0	171	188	469	0	0	527	210
Initial Q (Qb), veh				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
Parking Bus, Adj				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		
Adj Sat Flow, veh/h/ln				1761	1894	1894	1796	1885	0	0	1847	1862
Adj Flow Rate, veh/h				337	0	192	211	527	0	0	592	236
Peak Hour Factor				0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %				9	0	0	7	1	0	0	2	1
Cap, veh/h				377	0	336	235	2499	0	0	1260	502
Arrive On Green				0.21	0.00	0.21	0.27	1.00	0.00	0.00	0.51	0.51
Sat Flow, veh/h				1804	0	1605	1711	3676	0	0	2543	975
Grp Volume(v), veh/h				337	0	192	211	527	0	0	424	404
Grp Sat Flow(s),veh/h/ln				1804	0	1605	1711	1791	0	0	1754	1671
Q Serve(g_s), s				23.4	0.0	13.9	15.3	0.0	0.0	0.0	19.9	20.0
Cycle Q Clear(g_c), s				23.4	0.0	13.9	15.3	0.0	0.0	0.0	19.9	20.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.58
Lane Grp Cap(c), veh/h				377	0	336	235	2499	0	0	902	859
V/C Ratio(X)				0.89	0.00	0.57	0.90	0.21	0.00	0.00	0.47	0.47
Avail Cap(c_a), veh/h				573	0	510	345	2499	0	0	902	859
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.91	0.91	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				49.6	0.0	45.8	46.0	0.0	0.0	0.0	20.1	20.1
Incr Delay (d2), s/veh				8.2	0.0	0.6	13.8	0.0	0.0	0.0	1.8	1.8
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				11.2	0.0	5.5	6.3	0.0	0.0	0.0	8.2	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				57.8	0.0	46.4	59.7	0.0	0.0	0.0	21.8	21.9
LnGrp LOS				E		D	E	A			C	C
Approach Vol, veh/h					529			738			828	
Approach Delay, s/veh					53.7			17.1			21.9	
Approach LOS					D			B			C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	23.7	72.3		33.0		96.0						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	26.0	44.0		41.0		76.0						
Max Q Clear Time (g_c+I1), s	17.3	22.0		25.4		2.0						
Green Ext Time (p_c), s	0.4	2.6		1.5		1.8						
Intersection Summary												
HCM 6th Ctrl Delay, s/veh											28.2	
HCM 6th LOS											C	

2027 Build Traffic Volumes w/ Improvement
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

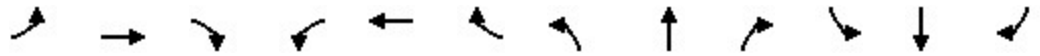
Peak SAT Hour
 7/16/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	173	140	44	92	98	185	54	296	168	194	396	195
Future Volume (vph)	173	140	44	92	98	185	54	296	168	194	396	195
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			1%			1%	
Storage Length (ft)	400		400	220		220	145		145	330		280
Storage Lanes	2		0	1		1	1		1	2		1
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.964				0.850		0.946				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1687	3191	0	1770	1712	1583	1618	3376	0	3450	3556	1397
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1687	3191	0	1770	1712	1583	1618	3376	0	3450	3556	1397
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		31				203		86				228
Link Speed (mph)		45			25			45				45
Link Distance (ft)		639			871			1257				796
Travel Time (s)		9.7			23.8			19.0				12.1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	7%	10%	6%	2%	11%	2%	11%	1%	0%	1%	1%	15%
Adj. Flow (vph)	190	154	48	101	108	203	59	325	185	213	435	214
Shared Lane Traffic (%)												
Lane Group Flow (vph)	190	202	0	101	108	203	59	510	0	213	435	214
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			24			24	
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	1.00	1.00	1.00	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	2		2	2	2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	83	83		83	83	83	83	83		83	83	83
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	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	43
Detector 2 Size(ft)	40	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	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	0.0
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	Free

2027 Build Traffic Volumes w/ Improvement
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak SAT Hour
 7/16/2024

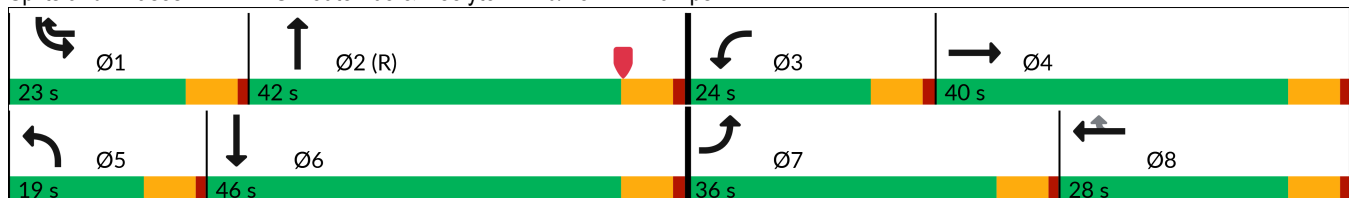


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases						8						Free
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.0	24.0		11.0	24.0	11.0	11.0	24.0		11.0	24.0	
Total Split (s)	36.0	40.0		24.0	28.0	23.0	19.0	42.0		23.0	46.0	
Total Split (%)	27.9%	31.0%		18.6%	21.7%	17.8%	14.7%	32.6%		17.8%	35.7%	
Maximum Green (s)	30.0	34.0		18.0	22.0	17.0	13.0	36.0		17.0	40.0	
Yellow Time (s)	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	
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		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	None	
v/c Ratio	0.70	0.36		0.57	0.60	0.36	0.46	0.33		0.58	0.24	0.15
Control Delay (s/veh)	64.9	40.9		68.0	68.4	6.0	68.1	22.0		67.3	20.4	0.1
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)	64.9	40.9		68.0	68.4	6.0	68.1	22.0		67.3	20.4	0.1
Queue Length 50th (ft)	152	67		82	88	0	48	117		97	90	0
Queue Length 95th (ft)	222	98		137	144	54	92	200		141	125	0
Internal Link Dist (ft)		559			791			1177			716	
Turn Bay Length (ft)	400			220		220	145			330		280
Base Capacity (vph)	392	863		246	291	595	166	1543		458	1741	1397
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	0.48	0.23		0.41	0.37	0.34	0.36	0.33		0.47	0.25	0.15

Intersection Summary

Area Type: Other
 Cycle Length: 129
 Actuated Cycle Length: 129
 Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated

Splits and Phases: 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps



2027 Build Traffic Volumes w/ Improvement
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

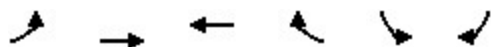
Peak SAT Hour
 7/16/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	173	140	44	92	98	185	54	296	168	194	396	195
Future Volume (veh/h)	173	140	44	92	98	185	54	296	168	194	396	195
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	1796	1752	1811	1870	1737	1870	1731	1879	1894	1879	1879	1672
Adj Flow Rate, veh/h	190	154	48	101	108	203	59	325	185	213	435	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	7	10	6	2	11	2	11	1	0	1	1	15
Cap, veh/h	225	495	149	127	237	344	75	1029	573	280	1788	
Arrive On Green	0.13	0.20	0.20	0.07	0.14	0.14	0.05	0.47	0.47	0.03	0.17	0.00
Sat Flow, veh/h	1711	2519	760	1781	1737	1585	1649	2211	1232	3472	3571	1417
Grp Volume(v), veh/h	190	100	102	101	108	203	59	261	249	213	435	0
Grp Sat Flow(s),veh/h/ln	1711	1664	1615	1781	1737	1585	1649	1785	1658	1736	1785	1417
Q Serve(g_s), s	14.0	6.6	7.0	7.2	7.4	14.8	4.6	11.8	12.2	7.9	13.7	0.0
Cycle Q Clear(g_c), s	14.0	6.6	7.0	7.2	7.4	14.8	4.6	11.8	12.2	7.9	13.7	0.0
Prop In Lane	1.00		0.47	1.00		1.00	1.00		0.74	1.00		1.00
Lane Grp Cap(c), veh/h	225	327	317	127	237	344	75	831	771	280	1788	
V/C Ratio(X)	0.85	0.31	0.32	0.80	0.46	0.59	0.79	0.31	0.32	0.76	0.24	
Avail Cap(c_a), veh/h	398	439	426	249	296	398	166	831	771	458	1788	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.84	0.84	0.00
Uniform Delay (d), s/veh	54.7	44.3	44.4	59.0	51.3	45.3	61.0	21.6	21.7	61.5	32.6	0.0
Incr Delay (d2), s/veh	11.6	0.5	0.6	10.7	1.4	1.7	16.7	1.0	1.1	3.6	0.1	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	6.6	2.7	2.8	3.7	3.3	6.1	2.2	5.0	4.8	3.7	6.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	66.3	44.8	45.0	69.7	52.7	47.0	77.7	22.6	22.8	65.1	32.6	0.0
LnGrp LOS	E	D	D	E	D	D	E	C	C	E	C	
Approach Vol, veh/h		392			412			569			648	
Approach Delay, s/veh		55.3			54.1			28.4			43.3	
Approach LOS		E			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.4	66.0	15.2	31.4	11.8	70.6	22.9	23.6				
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	17.0	36.0	18.0	34.0	13.0	40.0	30.0	22.0				
Max Q Clear Time (g_c+I1), s	9.9	14.2	9.2	9.0	6.6	15.7	16.0	16.8				
Green Ext Time (p_c), s	0.6	2.5	0.2	0.9	0.1	2.3	1.0	0.8				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			43.6									
HCM 6th LOS			D									
Notes												
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.												

2027 Build Traffic Volumes w/ Improvement
8: Neelytown Rd & Site Driveway 1

Peak SAT Hour
7/16/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	4	319	190	176	85	5
Future Volume (vph)	4	319	190	176	85	5
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			150	0	0
Storage Lanes	1			1	1	0
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850	0.992	
Flt Protected	0.950				0.955	
Satd. Flow (prot)	902	1845	1792	1468	1401	0
Flt Permitted	0.418				0.955	
Satd. Flow (perm)	397	1845	1792	1468	1401	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				235	3	
Link Speed (mph)		45	45		30	
Link Distance (ft)		532	1138		660	
Travel Time (s)		8.1	17.2		15.0	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	100%	3%	6%	10%	24%	100%
Adj. Flow (vph)	5	425	253	235	113	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	425	253	235	120	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	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2	2	2	
Detector Template						
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	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43	43	43	43	
Detector 2 Size(ft)	40	40	40	40	40	
Detector 2 Type	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	
Turn Type	pm+pt	NA	NA	pm+ov	Prot	
Protected Phases	5	2	6	4	4	

2027 Build Traffic Volumes w/ Improvement
 8: Neelytown Rd & Site Driveway 1

Peak SAT Hour
 7/16/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases	2				6	
Detector Phase	5	2	6	4	4	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	
Total Split (s)	15.0	59.0	44.0	31.0	31.0	
Total Split (%)	16.7%	65.6%	48.9%	34.4%	34.4%	
Maximum Green (s)	9.0	53.0	38.0	25.0	25.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	
v/c Ratio	0.02	0.56	0.38	0.16	0.34	
Control Delay (s/veh)	6.5	11.5	12.4	0.7	16.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	6.5	11.5	12.4	0.7	16.3	
Queue Length 50th (ft)	1	56	30	0	17	
Queue Length 95th (ft)	4	105	99	9	57	
Internal Link Dist (ft)	452		1058	580		
Turn Bay Length (ft)	150			150		
Base Capacity (vph)	292	1820	1673	1368	1005	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.02	0.23	0.15	0.17	0.12	

Intersection Summary

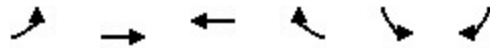
Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 37.2
 Natural Cycle: 40
 Control Type: Actuated-Uncoordinated

Splits and Phases: 8: Neelytown Rd & Site Driveway 1



2027 Build Traffic Volumes w/ Improvement
8: Neelytown Rd & Site Driveway 1

Peak SAT Hour
7/16/2024



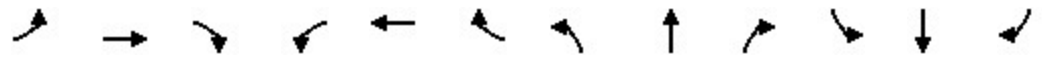
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	4	319	190	176	85	5
Future Volume (veh/h)	4	319	190	176	85	5
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	418	1856	1811	1752	1544	418
Adj Flow Rate, veh/h	5	425	253	235	113	7
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Percent Heavy Veh, %	100	3	6	10	24	100
Cap, veh/h	278	916	519	426	144	9
Arrive On Green	0.01	0.49	0.29	0.29	0.11	0.11
Sat Flow, veh/h	398	1856	1811	1485	1364	85
Grp Volume(v), veh/h	5	425	253	235	121	0
Grp Sat Flow(s),veh/h/ln	398	1856	1811	1485	1461	0
Q Serve(g_s), s	0.2	4.5	3.5	4.0	2.4	0.0
Cycle Q Clear(g_c), s	0.2	4.5	3.5	4.0	2.4	0.0
Prop In Lane	1.00			1.00	0.93	0.06
Lane Grp Cap(c), veh/h	278	916	519	426	155	0
V/C Ratio(X)	0.02	0.46	0.49	0.55	0.78	0.00
Avail Cap(c_a), veh/h	394	3281	2296	1882	1218	0
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	0.00
Uniform Delay (d), s/veh	7.3	5.0	8.9	9.1	13.1	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.7	1.1	8.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.5	0.8	0.8	1.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	7.3	5.3	9.6	10.2	21.4	0.0
LnGrp LOS	A	A	A	B	C	
Approach Vol, veh/h		430	488		121	
Approach Delay, s/veh		5.4	9.9		21.4	
Approach LOS		A	A		C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		20.8		9.2	6.2	14.6
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		53.0		25.0	9.0	38.0
Max Q Clear Time (g_c+I1), s		6.5		4.4	2.2	6.0
Green Ext Time (p_c), s		2.2		0.5	0.0	2.6
Intersection Summary						
HCM 6th Ctrl Delay, s/veh			9.3			
HCM 6th LOS			A			

2037 No-Build Traffic Volumes

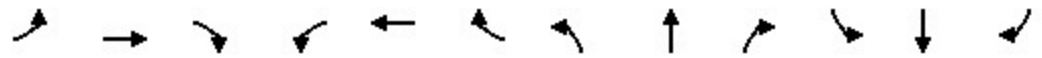
Peak AM Hour

1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

7/16/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↗	↘	↑↑			↑↔	
Traffic Volume (vph)	0	0	0	549	1	244	164	587	0	0	732	322
Future Volume (vph)	0	0	0	549	1	244	164	587	0	0	732	322
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			2%	
Storage Length (ft)	0		0	0		360	145		0	245		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Fr _t						0.850					0.954	
Fl _t Protected					0.952		0.950					
Satd. Flow (prot)	0	0	0	0	1488	1474	1253	3312	0	0	3134	0
Fl _t Permitted					0.952		0.950					
Satd. Flow (perm)	0	0	0	0	1488	1474	1253	3312	0	0	3134	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						248					73	
Link Speed (mph)		30			40			45			45	
Link Distance (ft)		287			1203			796			861	
Travel Time (s)		6.5			20.5			12.1			13.0	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	21%	0%	9%	44%	9%	0%	0%	10%	6%
Adj. Flow (vph)	0	0	0	617	1	274	184	660	0	0	822	362
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	618	274	184	660	0	0	1184	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
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	1.01	1.01	1.01	1.00	1.00	1.00	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				2	2	2	2	2				2
Detector Template				Left	Thru	Right	Left	Thru				Thru
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				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
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				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)				0.0	0.0	0.0	0.0	0.0				0.0
Turn Type				Perm	NA	Perm	Prot	NA				NA

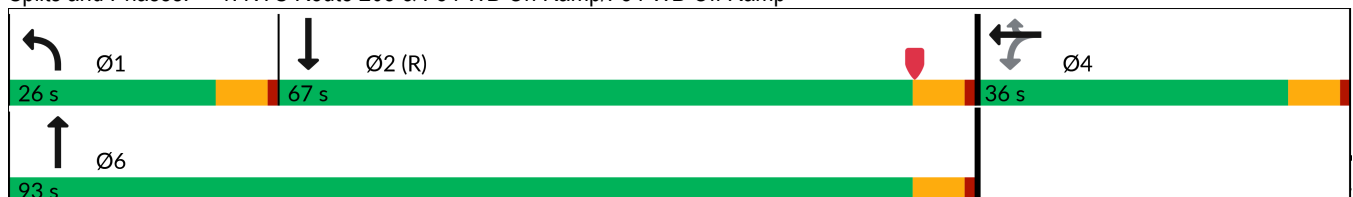


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases					4		1	6				2
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6				2
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	10.0				10.0
Minimum Split (s)				24.0	24.0	24.0	11.0	24.0				24.0
Total Split (s)				36.0	36.0	36.0	26.0	93.0				67.0
Total Split (%)				27.9%	27.9%	27.9%	20.2%	72.1%				51.9%
Maximum Green (s)				30.0	30.0	30.0	20.0	87.0				61.0
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
Total Lost Time (s)					6.0	6.0	6.0	6.0				6.0
Lead/Lag							Lead					Lag
Lead-Lag Optimize?							Yes					Yes
Vehicle Extension (s)				2.0	2.0	2.0	2.0	2.0				2.0
Recall Mode				None	None	None	None	None				C-Max
v/c Ratio					1.78	0.51	0.95	0.29				0.77
Control Delay (s/veh)					395.4	10.6	101.4	9.7				30.7
Queue Delay					0.0	0.0	0.0	0.0				0.0
Total Delay (s/veh)					395.4	10.6	101.4	9.7				30.7
Queue Length 50th (ft)					~773	17	161	134				402
Queue Length 95th (ft)					#988	93	m#269	m143				485
Internal Link Dist (ft)		207			1123			716				781
Turn Bay Length (ft)						360	145					
Base Capacity (vph)					346	533	194	2233				1524
Starvation Cap Reductn					0	0	0	0				0
Spillback Cap Reductn					0	0	0	0				0
Storage Cap Reductn					0	0	0	0				0
Reduced v/c Ratio					1.79	0.51	0.95	0.30				0.78

Intersection Summary

Area Type: Other
 Cycle Length: 129
 Actuated Cycle Length: 129
 Offset: 0 (0%), Referenced to phase 2:SBT, Start of Yellow
 Natural Cycle: 140
 Control Type: Actuated-Coordinated
 ~ 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.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

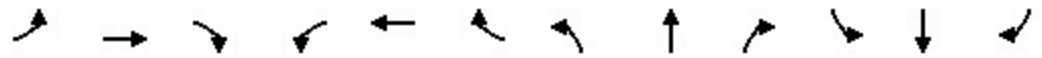


2037 No-Build Traffic Volumes

Peak AM Hour

1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

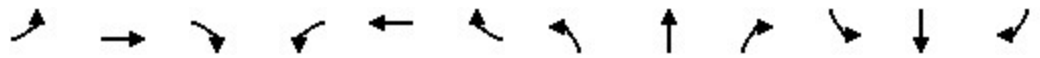
7/16/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↗	↘	↑↑			↑↔	
Traffic Volume (veh/h)	0	0	0	549	1	244	164	587	0	0	732	322
Future Volume (veh/h)	0	0	0	549	1	244	164	587	0	0	732	322
Initial Q (Qb), veh				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
Parking Bus, Adj				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	
Adj Sat Flow, veh/h/ln				1583	1894	1761	1248	1767	0	0	1728	1788
Adj Flow Rate, veh/h				617	1	274	184	660	0	0	822	362
Peak Hour Factor				0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %				21	0	9	44	9	0	0	10	6
Cap, veh/h				419	1	347	184	2264	0	0	1050	461
Arrive On Green				0.23	0.23	0.23	0.31	1.00	0.00	0.00	0.47	0.47
Sat Flow, veh/h				1801	3	1492	1188	3445	0	0	2307	974
Grp Volume(v), veh/h				618	0	274	184	660	0	0	607	577
Grp Sat Flow(s),veh/h/ln				1804	0	1492	1188	1678	0	0	1642	1553
Q Serve(g_s), s				30.0	0.0	22.3	20.0	0.0	0.0	0.0	39.9	40.2
Cycle Q Clear(g_c), s				30.0	0.0	22.3	20.0	0.0	0.0	0.0	39.9	40.2
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.63
Lane Grp Cap(c), veh/h				420	0	347	184	2264	0	0	776	734
V/C Ratio(X)				1.47	0.00	0.79	1.00	0.29	0.00	0.00	0.78	0.79
Avail Cap(c_a), veh/h				420	0	347	184	2264	0	0	776	734
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.83	0.83	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				49.5	0.0	46.5	44.5	0.0	0.0	0.0	28.4	28.5
Incr Delay (d2), s/veh				225.5	0.0	10.7	60.0	0.0	0.0	0.0	7.7	8.3
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				39.5	0.0	9.1	7.8	0.0	0.0	0.0	16.4	15.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				275.0	0.0	57.3	104.4	0.0	0.0	0.0	36.1	36.8
LnGrp LOS				F		E	F	A			D	D
Approach Vol, veh/h					892			844			1184	
Approach Delay, s/veh					208.1			22.8			36.5	
Approach LOS					F			C			D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	26.0	67.0		36.0		93.0						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	20.0	61.0		30.0		87.0						
Max Q Clear Time (g_c+I1), s	22.0	42.2		32.0		2.0						
Green Ext Time (p_c), s	0.0	4.0		0.0		2.4						
Intersection Summary												
HCM 6th Ctrl Delay, s/veh											84.9	
HCM 6th LOS											F	

2037 No-Build Traffic Volumes
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak AM Hour
 7/16/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	190	239	42	145	156	247	50	314	179	261	478	542
Future Volume (vph)	190	239	42	145	156	247	50	314	179	261	478	542
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			1%			1%	
Storage Length (ft)	400		400	220		220	145		145	330		280
Storage Lanes	2		0	1		1	1		1	2		1
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.977				0.850		0.946				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1271	2449	0	1687	1743	1553	1414	3044	0	3256	3123	1350
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1271	2449	0	1687	1743	1553	1414	3044	0	3256	3123	1350
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16				185		81				565
Link Speed (mph)		45			25			45			45	
Link Distance (ft)		639			871			1257			796	
Travel Time (s)		9.7			23.8			19.0			12.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	42%	49%	16%	7%	9%	4%	27%	12%	11%	7%	15%	19%
Adj. Flow (vph)	198	249	44	151	163	257	52	327	186	272	498	565
Shared Lane Traffic (%)												
Lane Group Flow (vph)	198	293	0	151	163	257	52	513	0	272	498	565
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			24			24	
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	1.00	1.00	1.00	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	2		2	2	2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	83	83		83	83	83	83	83		83	83	83
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	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	43
Detector 2 Size(ft)	40	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	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	0.0
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	Free

2037 No-Build Traffic Volumes
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak AM Hour
 7/16/2024

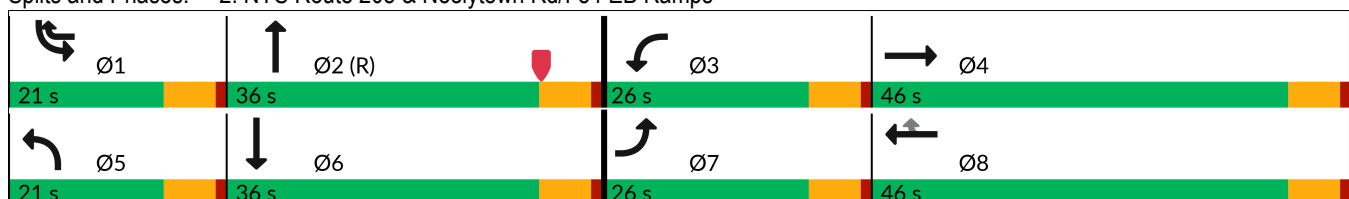


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases						8						Free
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.0	24.0		11.0	24.0	11.0	11.0	24.0		11.0	24.0	
Total Split (s)	26.0	46.0		26.0	46.0	21.0	21.0	36.0		21.0	36.0	
Total Split (%)	20.2%	35.7%		20.2%	35.7%	16.3%	16.3%	27.9%		16.3%	27.9%	
Maximum Green (s)	20.0	40.0		20.0	40.0	15.0	15.0	30.0		15.0	30.0	
Yellow Time (s)	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	
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		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	None	
v/c Ratio	1.00	0.67		0.71	0.65	0.41	0.47	0.41		0.64	0.34	0.41
Control Delay (s/veh)	119.6	55.3		72.0	63.8	10.6	69.7	27.1		60.4	25.1	0.1
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)	119.6	55.3		72.0	63.8	10.6	69.7	27.1		60.4	25.1	0.1
Queue Length 50th (ft)	~169	117		122	132	43	42	135		125	117	0
Queue Length 95th (ft)	#329	161		193	193	96	85	220		m114	m141	m0
Internal Link Dist (ft)		559			791			1177			716	
Turn Bay Length (ft)	400			220		220	145			330		280
Base Capacity (vph)	197	770		261	540	630	164	1223		443	1423	1350
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	1.01	0.38		0.58	0.30	0.41	0.32	0.42		0.61	0.35	0.42

Intersection Summary

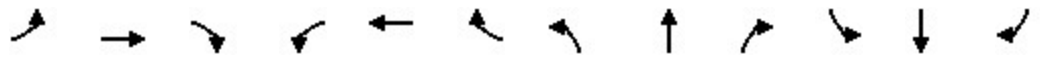
Area Type: Other
 Cycle Length: 129
 Actuated Cycle Length: 129
 Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps



2037 No-Build Traffic Volumes
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak AM Hour
 7/16/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	190	239	42	145	156	247	50	314	179	261	478	542
Future Volume (veh/h)	190	239	42	145	156	247	50	314	179	261	478	542
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	1278	1174	1663	1796	1767	1841	1494	1716	1731	1790	1672	1613
Adj Flow Rate, veh/h	198	249	44	151	162	257	52	327	186	272	498	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	42	49	16	7	9	4	27	12	11	7	15	19
Cap, veh/h	189	431	75	179	312	431	63	773	430	330	1391	
Arrive On Green	0.16	0.23	0.23	0.10	0.18	0.18	0.04	0.38	0.38	0.03	0.14	0.00
Sat Flow, veh/h	1217	1899	331	1711	1767	1560	1423	2020	1124	3308	3176	1367
Grp Volume(v), veh/h	198	145	148	151	162	257	52	263	250	272	498	0
Grp Sat Flow(s),veh/h/ln	1217	1115	1114	1711	1767	1560	1423	1630	1514	1654	1588	1367
Q Serve(g_s), s	20.0	14.9	15.3	11.2	10.7	18.4	4.7	15.3	15.8	10.5	18.2	0.0
Cycle Q Clear(g_c), s	20.0	14.9	15.3	11.2	10.7	18.4	4.7	15.3	15.8	10.5	18.2	0.0
Prop In Lane	1.00		0.30	1.00		1.00	1.00		0.74	1.00		1.00
Lane Grp Cap(c), veh/h	189	253	253	179	312	431	63	624	579	330	1391	
V/C Ratio(X)	1.05	0.57	0.59	0.84	0.52	0.60	0.83	0.42	0.43	0.82	0.36	
Avail Cap(c_a), veh/h	189	346	346	265	548	639	165	624	579	385	1391	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.54	0.54	0.00
Uniform Delay (d), s/veh	54.5	44.3	44.4	56.7	48.1	40.4	61.2	29.3	29.5	61.3	38.8	0.0
Incr Delay (d2), s/veh	79.2	2.0	2.1	14.7	1.3	1.3	22.8	2.1	2.3	6.9	0.1	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	10.1	4.2	4.3	5.6	4.9	7.3	2.1	6.2	5.9	4.9	7.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	133.7	46.3	46.6	71.4	49.5	41.8	84.0	31.4	31.8	68.1	38.9	0.0
LnGrp LOS	F	D	D	E	D	D	F	C	C	E	D	
Approach Vol, veh/h		491			570			565			770	
Approach Delay, s/veh		81.6			51.8			36.4			49.2	
Approach LOS		F			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.9	55.3	19.5	35.3	11.7	62.5	26.0	28.8				
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	30.0	20.0	40.0	15.0	30.0	20.0	40.0				
Max Q Clear Time (g_c+I1), s	12.5	17.8	13.2	17.3	6.7	20.2	22.0	20.4				
Green Ext Time (p_c), s	0.3	2.1	0.4	1.4	0.1	1.9	0.0	2.4				

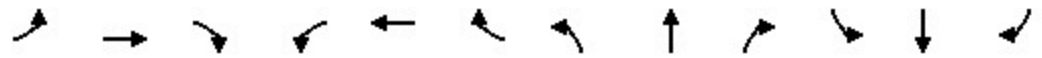
Intersection Summary												
HCM 6th Ctrl Delay, s/veh				53.5								
HCM 6th LOS				D								

Notes

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

2037 No-Build Traffic Volumes
 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd

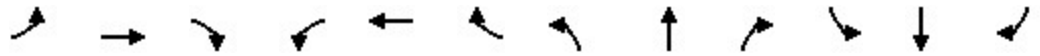
Peak AM Hour
 7/16/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	210	39	179	397	6	47	28	56	9	21	9
Future Volume (vph)	2	210	39	179	397	6	47	28	56	9	21	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	16	12	12	12
Grade (%)		1%			2%			-2%				0%
Storage Length (ft)	70		0	220		0	0		150	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.976			0.998				0.850		0.969	
Flt Protected	0.950			0.950				0.969			0.989	
Satd. Flow (prot)	1796	1508	0	1514	1426	0	0	1716	1479	0	1767	0
Flt Permitted	0.387			0.594				0.806			0.942	
Satd. Flow (perm)	732	1508	0	947	1426	0	0	1427	1479	0	1683	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19			1				109			10
Link Speed (mph)		45			45			35				35
Link Distance (ft)		2146			540			620				646
Travel Time (s)		32.5			8.2			12.1				12.6
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	23%	19%	18%	31%	80%	8%	9%	25%	13%	0%	0%
Adj. Flow (vph)	2	226	42	192	427	6	51	30	60	10	23	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	2	268	0	192	433	0	0	81	60	0	43	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)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	0.99	0.99	0.84	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2	2	2		2
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left		Thru
Leading Detector (ft)	83	83		83	83		83	83	83	83		83
Trailing Detector (ft)	-5	-5		-5	-5		-5	-5	-5	-5		-5
Detector 1 Position(ft)	-5	-5		-5	-5		-5	-5	-5	-5		-5
Detector 1 Size(ft)	40	40		40	40		40	40	40	40		40
Detector 1 Type	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
Detector 1 Queue (s)	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
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

2037 No-Build Traffic Volumes
 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd

Peak AM Hour
 7/16/2024

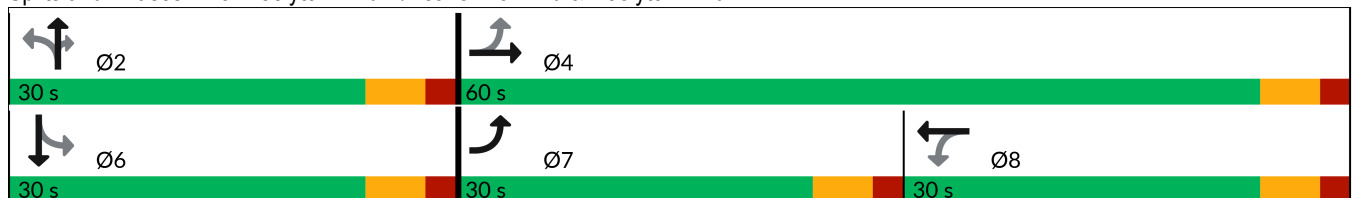


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	7	4			8			2				6
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		8	8		2	2	2	6		6
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		8.0	8.0	8.0	8.0		8.0
Minimum Split (s)	14.0	14.0		14.0	14.0		14.0	14.0	14.0	14.0		14.0
Total Split (s)	30.0	60.0		30.0	30.0		30.0	30.0	30.0	30.0		30.0
Total Split (%)	33.3%	66.7%		33.3%	33.3%		33.3%	33.3%	33.3%	33.3%		33.3%
Maximum Green (s)	24.0	54.0		24.0	24.0		24.0	24.0	24.0	24.0		24.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0		4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0		2.0
Lost Time Adjust (s)	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
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
Recall Mode	None	Max		Max	Max		Max	Max	Max	Max		Max
v/c Ratio	0.00	0.29		0.35	0.53			0.21	0.12			0.09
Control Delay (s/veh)	7.0	9.1		14.4	16.4			27.5	1.6			21.0
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Delay (s/veh)	7.0	9.1		14.4	16.4			27.5	1.6			21.0
Queue Length 50th (ft)	0	62		50	129			36	0			14
Queue Length 95th (ft)	3	105		136	302			74	8			40
Internal Link Dist (ft)		2066			460			540				566
Turn Bay Length (ft)	70			220					150			
Base Capacity (vph)	722	912		538	812			380	474			456
Starvation Cap Reductn	0	0		0	0			0	0			0
Spillback Cap Reductn	0	0		0	0			0	0			0
Storage Cap Reductn	0	0		0	0			0	0			0
Reduced v/c Ratio	0.00	0.29		0.36	0.53			0.21	0.13			0.09

Intersection Summary

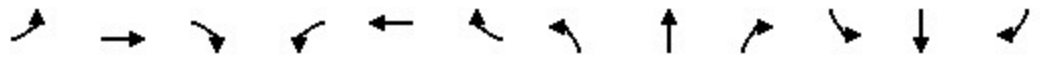
Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Natural Cycle: 60
 Control Type: Semi Act-Uncoord

Splits and Phases: 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd



2037 No-Build Traffic Volumes
 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd










Peak AM Hour
 7/16/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	210	39	179	397	6	47	28	56	9	21	9
Future Volume (veh/h)	2	210	39	179	397	6	47	28	56	9	21	9
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	1894	1553	1613	1610	1417	691	1859	1844	1668	1707	1900	1900
Adj Flow Rate, veh/h	2	226	42	192	427	6	51	30	60	10	23	10
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	23	19	18	31	80	8	9	25	13	0	0
Cap, veh/h	398	764	142	571	737	10	306	166	377	125	273	106
Arrive On Green	0.00	0.60	0.60	0.53	0.53	0.53	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1804	1274	237	956	1394	20	903	622	1413	285	1024	397
Grp Volume(v), veh/h	2	0	268	192	0	433	81	0	60	43	0	0
Grp Sat Flow(s),veh/h/ln	1804	0	1511	956	0	1413	1525	0	1413	1706	0	0
Q Serve(g_s), s	0.0	0.0	7.8	11.0	0.0	18.7	1.8	0.0	2.9	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	7.8	12.4	0.0	18.7	3.4	0.0	2.9	1.6	0.0	0.0
Prop In Lane	1.00		0.16	1.00		0.01	0.63		1.00	0.23		0.23
Lane Grp Cap(c), veh/h	398	0	906	571	0	748	472	0	377	504	0	0
V/C Ratio(X)	0.01	0.00	0.30	0.34	0.00	0.58	0.17	0.00	0.16	0.09	0.00	0.00
Avail Cap(c_a), veh/h	872	0	906	571	0	748	472	0	377	504	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.3	0.0	8.8	13.3	0.0	14.4	25.4	0.0	25.3	24.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.8	1.6	0.0	3.3	0.8	0.0	0.9	0.3	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	2.3	2.3	0.0	5.8	1.4	0.0	1.0	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.3	0.0	9.6	14.9	0.0	17.6	26.2	0.0	26.2	25.1	0.0	0.0
LnGrp LOS	B		A	B		B	C		C	C		
Approach Vol, veh/h		270			625			141				43
Approach Delay, s/veh		9.6			16.8			26.2				25.1
Approach LOS		A			B			C				C
Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		30.0		60.0		30.0	6.4	53.6				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		24.0		54.0		24.0	24.0	24.0				
Max Q Clear Time (g_c+I1), s		5.4		9.8		3.6	2.0	20.7				
Green Ext Time (p_c), s		0.6		1.4		0.1	0.0	1.2				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh				16.6								
HCM 6th LOS				B								

2037 No-Build Traffic Volumes
4: NYS Route 416 & Neelytown Rd

Peak AM Hour
7/16/2024

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	75	163	71	82	180	177
Future Volume (vph)	75	163	71	82	180	177
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	0.907		0.928			
Flt Protected	0.985					0.975
Satd. Flow (prot)	1332	0	1668	0	0	1653
Flt Permitted	0.985					0.753
Satd. Flow (perm)	1332	0	1668	0	0	1277
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	174		88			
Link Speed (mph)	45		55			55
Link Distance (ft)	2393		959			1086
Travel Time (s)	36.3		11.9			13.5
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	11%	35%	10%	3%	17%	7%
Adj. Flow (vph)	84	183	80	92	202	199
Shared Lane Traffic (%)						
Lane Group Flow (vph)	267	0	172	0	0	401
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	0.99	0.99	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2		1	2
Detector Template					Left	
Leading Detector (ft)	83		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Detector 1 Position(ft)	-5		-5		0	-5
Detector 1 Size(ft)	40		40		20	40
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 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)	40		40			40
Detector 2 Size(ft)	43		43			43
Detector 2 Type	Cl+Ex		Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6

2037 No-Build Traffic Volumes
 4: NYS Route 416 & Neelytown Rd

Peak AM Hour
 7/16/2024

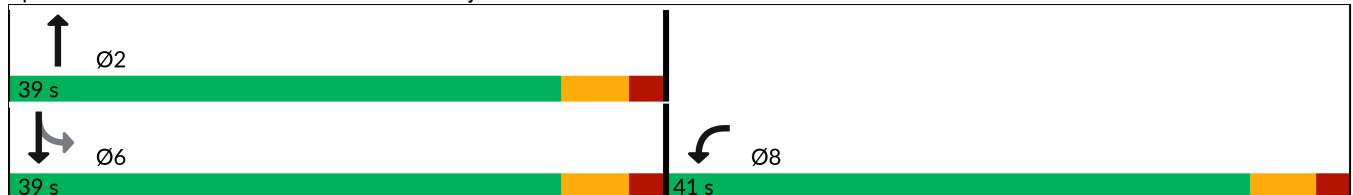


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	24.0		24.0		24.0	24.0
Total Split (s)	41.0		39.0		39.0	39.0
Total Split (%)	51.3%		48.8%		48.8%	48.8%
Maximum Green (s)	35.0		33.0		33.0	33.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	6.0		6.0			6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		Min		Min	Min
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	0.60		0.20			0.65
Control Delay (s/veh)	12.9		4.6			15.4
Queue Delay	0.0		0.0			0.0
Total Delay (s/veh)	12.9		4.6			15.4
Queue Length 50th (ft)	16		9			62
Queue Length 95th (ft)	84		40			175
Internal Link Dist (ft)	2313		879			1006
Turn Bay Length (ft)						
Base Capacity (vph)	1145		1403			1063
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.23		0.12			0.38

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 43.1
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated

Splits and Phases: 4: NYS Route 416 & Neelytown Rd



2037 No-Build Traffic Volumes
4: NYS Route 416 & Neelytown Rd

Peak AM Hour
7/16/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	75	163	71	82	180	177
Future Volume (veh/h)	75	163	71	82	180	177
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	1737	1381	1789	1894	1648	1796
Adj Flow Rate, veh/h	84	183	80	92	202	199
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	11	35	10	3	17	7
Cap, veh/h	116	253	292	335	390	305
Arrive On Green	0.24	0.24	0.38	0.38	0.38	0.38
Sat Flow, veh/h	478	1042	759	873	576	793
Grp Volume(v), veh/h	268	0	0	172	401	0
Grp Sat Flow(s),veh/h/ln	1526	0	0	1632	1370	0
Q Serve(g_s), s	5.2	0.0	0.0	2.3	6.0	0.0
Cycle Q Clear(g_c), s	5.2	0.0	0.0	2.3	8.4	0.0
Prop In Lane	0.31	0.68		0.53	0.50	
Lane Grp Cap(c), veh/h	371	0	0	627	694	0
V/C Ratio(X)	0.72	0.00	0.00	0.27	0.58	0.00
Avail Cap(c_a), veh/h	1660	0	0	1674	1600	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	11.2	0.0	0.0	6.8	8.7	0.0
Incr Delay (d2), s/veh	2.7	0.0	0.0	0.2	0.8	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	0.3	1.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	13.9	0.0	0.0	7.1	9.5	0.0
LnGrp LOS	B			A	A	
Approach Vol, veh/h	268		172			401
Approach Delay, s/veh	13.9		7.1			9.5
Approach LOS	B		A			A
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		18.4			18.4	13.8
Change Period (Y+Rc), s		6.0			6.0	6.0
Max Green Setting (Gmax), s		33.0			33.0	35.0
Max Q Clear Time (g_c+I1), s		4.3			10.4	7.2
Green Ext Time (p_c), s		0.8			2.0	1.4
Intersection Summary						
HCM 6th Ctrl Delay, s/veh			10.4			
HCM 6th LOS			B			

2037 No-Build Traffic Volumes
 5: NYS Route 211 & NYS Route 416

Peak AM Hour
 7/16/2024



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	44	129	143	23	211	267
Future Volume (vph)	44	129	143	23	211	267
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	12	12	12	12
Storage Length (ft)	0	50		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.982			
Flt Protected	0.950					0.978
Satd. Flow (prot)	1073	1545	1536	0	0	1760
Flt Permitted	0.950					0.978
Satd. Flow (perm)	1073	1545	1536	0	0	1760
Link Speed (mph)	30		30			30
Link Distance (ft)	561		726			643
Travel Time (s)	12.8		16.5			14.6
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	85%	15%	13%	75%	5%	6%
Adj. Flow (vph)	51	148	164	26	243	307
Shared Lane Traffic (%)						
Lane Group Flow (vph)	51	148	190	0	0	550
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	15		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.88	0.88	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
 Control Type: Unsignalized

2037 No-Build Traffic Volumes
 5: NYS Route 211 & NYS Route 416

Peak AM Hour
 7/16/2024

Intersection						
Int Delay, s/veh	5.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	44	129	143	23	211	267
Future Vol, veh/h	44	129	143	23	211	267
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	50	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	85	15	13	75	5	6
Mvmt Flow	51	148	164	26	243	307

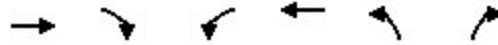
Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	970	177	0	0	190
Stage 1	177	-	-	-	-
Stage 2	793	-	-	-	-
Critical Hdwy	7.25	6.35	-	-	4.15
Critical Hdwy Stg 1	6.25	-	-	-	-
Critical Hdwy Stg 2	6.25	-	-	-	-
Follow-up Hdwy	4.265	3.435	-	-	2.245
Pot Cap-1 Maneuver	201	834	-	-	1366
Stage 1	688	-	-	-	-
Stage 2	329	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	158	834	-	-	1366
Mov Cap-2 Maneuver	158	-	-	-	-
Stage 1	688	-	-	-	-
Stage 2	259	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	17.3	0	3.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	158	834	1366	-
HCM Lane V/C Ratio	-	-	0.32	0.178	0.178	-
HCM Control Delay (s/veh)	-	-	38.2	10.2	8.2	0
HCM Lane LOS	-	-	E	B	A	A
HCM 95th %tile Q (veh)	-	-	1.3	0.6	0.6	-

2037 No-Build Traffic Volumes
6: Beaver Dam Rd & Goodwill Rd

Peak AM Hour
7/16/2024



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	55	39	43	87	29	76
Future Volume (vph)	55	39	43	87	29	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	11	11
Grade (%)	4%			4%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.944				0.902	
Flt Protected				0.984	0.986	
Satd. Flow (prot)	1546	0	0	1574	1559	0
Flt Permitted				0.984	0.986	
Satd. Flow (perm)	1546	0	0	1574	1559	0
Link Speed (mph)	30			30	35	
Link Distance (ft)	853			580	1607	
Travel Time (s)	19.4			13.2	31.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	12%	8%	9%	8%	5%
Adj. Flow (vph)	57	40	44	90	30	78
Shared Lane Traffic (%)						
Lane Group Flow (vph)	97	0	0	134	108	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.12	1.12	1.12	1.12	1.03	1.03
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2037 No-Build Traffic Volumes
6: Beaver Dam Rd & Goodwill Rd

Peak AM Hour
7/16/2024

Intersection						
Int Delay, s/veh	4.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	55	39	43	87	29	76
Future Vol, veh/h	55	39	43	87	29	76
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, %	4	-	-	4	-2	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	12	8	9	8	5
Mvmt Flow	57	40	44	90	30	78

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	97	0	255 77
Stage 1	-	-	-	-	77 -
Stage 2	-	-	-	-	178 -
Critical Hdwy	-	-	4.18	-	6.08 6.05
Critical Hdwy Stg 1	-	-	-	-	5.08 -
Critical Hdwy Stg 2	-	-	-	-	5.08 -
Follow-up Hdwy	-	-	2.272	-	3.572 3.345
Pot Cap-1 Maneuver	-	-	1460	-	742 980
Stage 1	-	-	-	-	939 -
Stage 2	-	-	-	-	855 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1460	-	718 980
Mov Cap-2 Maneuver	-	-	-	-	718 -
Stage 1	-	-	-	-	939 -
Stage 2	-	-	-	-	828 -

Approach	EB	WB	NB
HCM Control Delay, s/v	0	2.5	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	890	-	-	1460	-
HCM Lane V/C Ratio	0.122	-	-	0.03	-
HCM Control Delay (s/veh)	9.6	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q (veh)	0.4	-	-	0.1	-

2037 No-Build Traffic Volumes
7: Beaver Dam Rd & Chandler Ln

Peak AM Hour
7/16/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	63	0	1	42	49	30
Future Volume (vph)	63	0	1	42	49	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	10	10
Grade (%)	0%			1%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.949	
Fl _t Protected	0.950			0.999		
Satd. Flow (prot)	1589	0	0	1704	1523	0
Fl _t Permitted	0.950			0.999		
Satd. Flow (perm)	1589	0	0	1704	1523	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	777			545	1607	
Travel Time (s)	17.7			10.6	31.3	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	6%	0%	100%	9%	12%	8%
Adj. Flow (vph)	72	0	1	48	56	34
Shared Lane Traffic (%)						
Lane Group Flow (vph)	72	0	0	49	90	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	1.09	1.09	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

2037 No-Build Traffic Volumes
7: Beaver Dam Rd & Chandler Ln

Peak AM Hour
7/16/2024

Intersection						
Int Delay, s/veh	3.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	63	0	1	42	49	30
Future Vol, veh/h	63	0	1	42	49	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	1	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	6	0	100	9	12	8
Mvmt Flow	72	0	1	48	56	34

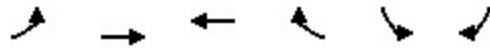
Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	123	73	90	0	0
Stage 1	73	-	-	-	-
Stage 2	50	-	-	-	-
Critical Hdwy	6.46	6.2	5.1	-	-
Critical Hdwy Stg 1	5.46	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-
Follow-up Hdwy	3.554	3.3	3.1	-	-
Pot Cap-1 Maneuver	863	995	1062	-	-
Stage 1	940	-	-	-	-
Stage 2	962	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	862	995	1062	-	-
Mov Cap-2 Maneuver	862	-	-	-	-
Stage 1	939	-	-	-	-
Stage 2	962	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.6	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1062	-	862	-	-
HCM Lane V/C Ratio	0.001	-	0.083	-	-
HCM Control Delay (s/veh)	8.4	0	9.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0.3	-	-

2037 No-Build Traffic Volumes
 8: Neelytown Rd & Site Driveway 1

Peak AM Hour
 7/16/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	276	592	0	0	0
Future Volume (vph)	0	276	592	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1545	1462	0	1900	0
Flt Permitted						
Satd. Flow (perm)	0	1545	1462	0	1900	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		532	1138		660	
Travel Time (s)		8.1	17.2		15.0	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	23%	30%	0%	0%	0%
Adj. Flow (vph)	0	297	637	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	297	637	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	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2037 No-Build Traffic Volumes
8: Neelytown Rd & Site Driveway 1

Peak AM Hour
7/16/2024

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	0	276	592	0	0	0
Future Vol, veh/h	0	276	592	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	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	23	30	0	0	0
Mvmt Flow	0	297	637	0	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	637	0	-	0	934 637
Stage 1	-	-	-	-	637 -
Stage 2	-	-	-	-	297 -
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	956	-	-	-	297 481
Stage 1	-	-	-	-	531 -
Stage 2	-	-	-	-	758 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	956	-	-	-	297 481
Mov Cap-2 Maneuver	-	-	-	-	297 -
Stage 1	-	-	-	-	531 -
Stage 2	-	-	-	-	758 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	956	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q (veh)	0	-	-	-	-

2037 No-Build Traffic Volumes
 9: Beaver Dam Rd & Site Driveway 2

Peak AM Hour
 7/16/2024



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	36	0	0	40
Future Volume (vph)	0	0	36	0	0	40
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						
Flt Protected						
Satd. Flow (prot)	1900	0	1652	0	0	1827
Flt Permitted						
Satd. Flow (perm)	1900	0	1652	0	0	1827
Link Speed (mph)	30		35			35
Link Distance (ft)	515		1081			1606
Travel Time (s)	11.7		21.1			31.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	15%	0%	0%	4%
Adj. Flow (vph)	0	0	39	0	0	43
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	39	0	0	43
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2037 No-Build Traffic Volumes
 9: Beaver Dam Rd & Site Driveway 2

Peak AM Hour
 7/16/2024

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	0	36	0	0	40
Future Vol, veh/h	0	0	36	0	0	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	15	0	0	4
Mvmt Flow	0	0	39	0	0	43

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	82	39	0	0	39
Stage 1	39	-	-	-	-
Stage 2	43	-	-	-	-
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	925	1038	-	-	1584
Stage 1	989	-	-	-	-
Stage 2	985	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	925	1038	-	-	1584
Mov Cap-2 Maneuver	925	-	-	-	-
Stage 1	989	-	-	-	-
Stage 2	985	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

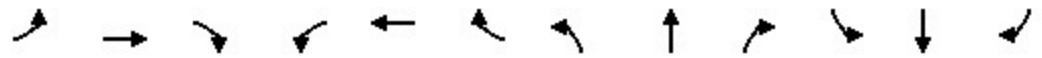
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1584	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s/veh)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q (veh)	-	-	0	0

2037 No-Build Traffic Volumes

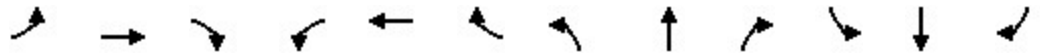
Peak PM Hour

1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

7/16/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↗	↘	↕			↕	
Traffic Volume (vph)	0	0	0	387	0	356	292	791	0	0	608	329
Future Volume (vph)	0	0	0	387	0	356	292	791	0	0	608	329
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			2%	
Storage Length (ft)	0		0	0		360	145		0	245		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Fr _t						0.850					0.947	
Fl _t Protected					0.950		0.950					
Satd. Flow (prot)	0	0	0	0	1330	1516	1444	3471	0	0	3267	0
Fl _t Permitted					0.950		0.950					
Satd. Flow (perm)	0	0	0	0	1330	1516	1444	3471	0	0	3267	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						221						106
Link Speed (mph)		30			40			45				45
Link Distance (ft)		287			1203			796				861
Travel Time (s)		6.5			20.5			12.1				13.0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	35%	0%	6%	25%	4%	0%	0%	5%	1%
Adj. Flow (vph)	0	0	0	403	0	371	304	824	0	0	633	343
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	403	371	304	824	0	0	976	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
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	1.01	1.01	1.01	1.00	1.00	1.00	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				2	2	2	2	2				2
Detector Template				Left	Thru	Right	Left	Thru				Thru
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				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
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				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)				0.0	0.0	0.0	0.0	0.0				0.0
Turn Type				Perm	NA	Perm	Prot	NA				NA

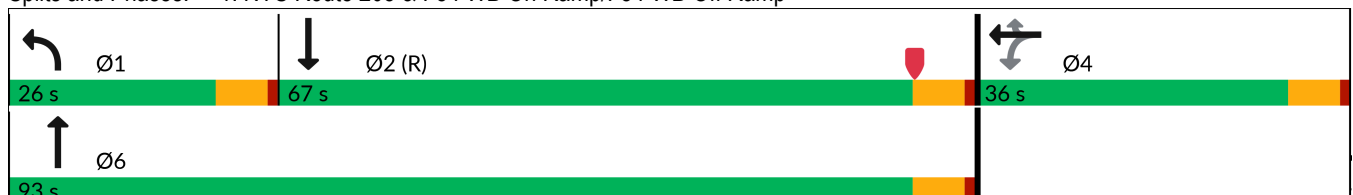


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases					4		1	6				2
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6				2
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	10.0				10.0
Minimum Split (s)				24.0	24.0	24.0	11.0	24.0				24.0
Total Split (s)				36.0	36.0	36.0	26.0	93.0				67.0
Total Split (%)				27.9%	27.9%	27.9%	20.2%	72.1%				51.9%
Maximum Green (s)				30.0	30.0	30.0	20.0	87.0				61.0
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
Total Lost Time (s)					6.0	6.0	6.0	6.0				6.0
Lead/Lag							Lead					Lag
Lead-Lag Optimize?							Yes					Yes
Vehicle Extension (s)				2.0	2.0	2.0	2.0	2.0				2.0
Recall Mode				None	None	None	None	None				C-Max
v/c Ratio					1.30	0.71	1.36	0.35				0.61
Control Delay (s/veh)					198.2	26.2	218.9	9.5				24.0
Queue Delay					0.0	0.0	0.0	0.0				0.0
Total Delay (s/veh)					198.2	26.2	218.9	9.5				24.0
Queue Length 50th (ft)					~431	116	~337	138				277
Queue Length 95th (ft)					#633	236	m#448	m196				347
Internal Link Dist (ft)		207			1123			716				781
Turn Bay Length (ft)						360	145					
Base Capacity (vph)					309	522	223	2340				1600
Starvation Cap Reductn					0	0	0	0				0
Spillback Cap Reductn					0	0	0	0				0
Storage Cap Reductn					0	0	0	0				0
Reduced v/c Ratio					1.30	0.71	1.36	0.35				0.61

Intersection Summary

Area Type: Other
 Cycle Length: 129
 Actuated Cycle Length: 129
 Offset: 0 (0%), Referenced to phase 2:SBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 ~ 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.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

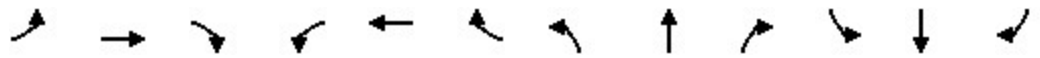


2037 No-Build Traffic Volumes

Peak PM Hour

1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp























7/16/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↗	↘	↑↑			↑↑	
Traffic Volume (veh/h)	0	0	0	387	0	356	292	791	0	0	608	329
Future Volume (veh/h)	0	0	0	387	0	356	292	791	0	0	608	329
Initial Q (Qb), veh				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
Parking Bus, Adj				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		
Adj Sat Flow, veh/h/ln				1375	1894	1805	1530	1841	0	0	1802	1862
Adj Flow Rate, veh/h				403	0	371	304	824	0	0	633	343
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %				35	0	6	25	4	0	0	5	1
Cap, veh/h				420	0	356	226	2359	0	0	1014	549
Arrive On Green				0.23	0.00	0.23	0.31	1.00	0.00	0.00	0.47	0.47
Sat Flow, veh/h				1804	0	1530	1457	3589	0	0	2234	1162
Grp Volume(v), veh/h				403	0	371	304	824	0	0	506	470
Grp Sat Flow(s),veh/h/ln				1804	0	1530	1457	1749	0	0	1712	1593
Q Serve(g_s), s				28.5	0.0	30.0	20.0	0.0	0.0	0.0	28.5	28.5
Cycle Q Clear(g_c), s				28.5	0.0	30.0	20.0	0.0	0.0	0.0	28.5	28.5
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.73
Lane Grp Cap(c), veh/h				420	0	356	226	2359	0	0	810	753
V/C Ratio(X)				0.96	0.00	1.04	1.35	0.35	0.00	0.00	0.62	0.62
Avail Cap(c_a), veh/h				420	0	356	226	2359	0	0	810	753
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.59	0.59	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				48.9	0.0	49.5	44.5	0.0	0.0	0.0	25.4	25.4
Incr Delay (d2), s/veh				33.6	0.0	59.3	172.3	0.0	0.0	0.0	3.6	3.9
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				16.4	0.0	17.1	16.6	0.0	0.0	0.0	11.8	11.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				82.5	0.0	108.8	216.8	0.0	0.0	0.0	29.1	29.3
LnGrp LOS				F		F	F	A			C	C
Approach Vol, veh/h					774			1128			976	
Approach Delay, s/veh					95.1			58.4			29.2	
Approach LOS					F			E			C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	26.0	67.0		36.0		93.0						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	20.0	61.0		30.0		87.0						
Max Q Clear Time (g_c+I1), s	22.0	30.5		32.0		2.0						
Green Ext Time (p_c), s	0.0	3.3		0.0		3.1						
Intersection Summary												
HCM 6th Ctrl Delay, s/veh											58.4	
HCM 6th LOS											E	

2037 No-Build Traffic Volumes
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak PM Hour
 7/16/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	270	319	51	88	87	278	50	535	266	182	490	325
Future Volume (vph)	270	319	51	88	87	278	50	535	266	182	490	325
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			1%			1%	
Storage Length (ft)	400		400	220		220	145		145	330		280
Storage Lanes	2		0	1		1	1		1	2		1
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.979				0.850		0.950				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1467	2989	0	1626	1086	1568	1403	3302	0	3350	3454	1164
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1467	2989	0	1626	1086	1568	1403	3302	0	3350	3454	1164
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14				76		62				353
Link Speed (mph)		45			25			45			45	
Link Distance (ft)		639			871			1257			796	
Travel Time (s)		9.7			23.8			19.0			12.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	23%	20%	7%	11%	75%	3%	28%	3%	4%	4%	4%	38%
Adj. Flow (vph)	293	347	55	96	95	302	54	582	289	198	533	353
Shared Lane Traffic (%)												
Lane Group Flow (vph)	293	402	0	96	95	302	54	871	0	198	533	353
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			24			24	
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	1.00	1.00	1.00	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	2		2	2	2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	83	83		83	83	83	83	83		83	83	83
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	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	43
Detector 2 Size(ft)	40	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	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	0.0
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	Free

2037 No-Build Traffic Volumes
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak PM Hour
 7/16/2024

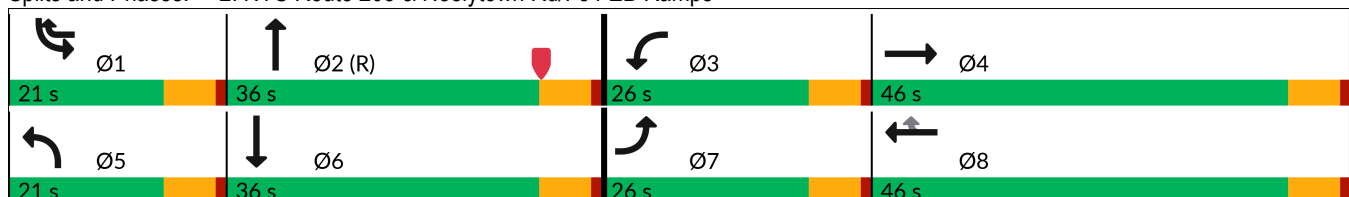


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases						8						Free
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.0	24.0		11.0	24.0	11.0	11.0	24.0		11.0	24.0	
Total Split (s)	26.0	46.0		26.0	46.0	21.0	21.0	36.0		21.0	36.0	
Total Split (%)	20.2%	35.7%		20.2%	35.7%	16.3%	16.3%	27.9%		16.3%	27.9%	
Maximum Green (s)	20.0	40.0		20.0	40.0	15.0	15.0	30.0		15.0	30.0	
Yellow Time (s)	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	
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		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	None	
v/c Ratio	1.29	0.70		0.58	0.65	0.60	0.48	0.61		0.55	0.33	0.30
Control Delay (s/veh)	202.7	54.3		69.1	73.1	32.9	70.0	31.0		64.6	23.3	0.3
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)	202.7	54.3		69.1	73.1	32.9	70.0	31.0		64.6	23.3	0.3
Queue Length 50th (ft)	~311	162		78	77	164	44	274		90	121	0
Queue Length 95th (ft)	#494	210		132	128	221	86	413		m104	m172	m0
Internal Link Dist (ft)		559			791			1177			716	
Turn Bay Length (ft)	400			220		220	145			330		280
Base Capacity (vph)	227	936		252	336	525	163	1422		409	1605	1164
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	1.29	0.43		0.38	0.28	0.58	0.33	0.61		0.48	0.33	0.30

Intersection Summary

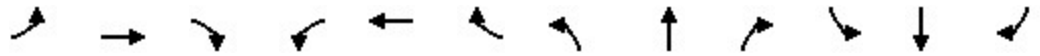
Area Type: Other
 Cycle Length: 129
 Actuated Cycle Length: 129
 Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps



2037 No-Build Traffic Volumes
2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak PM Hour
7/16/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	270	319	51	88	87	278	50	535	266	182	490	325
Future Volume (veh/h)	270	319	51	88	87	278	50	535	266	182	490	325
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	1559	1604	1796	1737	789	1856	1479	1850	1835	1835	1835	1331
Adj Flow Rate, veh/h	293	347	55	96	95	302	54	582	289	198	533	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	23	20	7	11	75	3	28	3	4	4	4	38
Cap, veh/h	230	755	119	120	160	441	65	862	427	260	1426	
Arrive On Green	0.16	0.29	0.29	0.07	0.20	0.20	0.05	0.38	0.38	0.03	0.14	0.00
Sat Flow, veh/h	1485	2638	414	1654	789	1572	1409	2275	1129	3390	3486	1128
Grp Volume(v), veh/h	293	199	203	96	95	302	54	449	422	198	533	0
Grp Sat Flow(s),veh/h/ln	1485	1523	1529	1654	789	1572	1409	1757	1646	1695	1743	1128
Q Serve(g_s), s	20.0	13.8	14.1	7.4	14.1	22.1	4.9	27.5	27.6	7.5	18.0	0.0
Cycle Q Clear(g_c), s	20.0	13.8	14.1	7.4	14.1	22.1	4.9	27.5	27.6	7.5	18.0	0.0
Prop In Lane	1.00		0.27	1.00		1.00	1.00		0.69	1.00		1.00
Lane Grp Cap(c), veh/h	230	436	438	120	160	441	65	665	624	260	1426	
V/C Ratio(X)	1.27	0.46	0.46	0.80	0.59	0.69	0.83	0.68	0.68	0.76	0.37	
Avail Cap(c_a), veh/h	230	472	474	256	244	608	164	665	624	394	1426	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.76	0.76	0.00
Uniform Delay (d), s/veh	54.5	37.8	37.9	58.9	46.5	41.4	61.0	33.5	33.5	61.7	40.7	0.0
Incr Delay (d2), s/veh	152.2	0.7	0.8	11.7	3.5	1.9	22.3	5.4	5.8	3.6	0.1	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	17.0	5.1	5.2	3.5	2.9	8.9	2.1	12.3	11.6	3.4	8.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	206.7	38.5	38.7	70.6	50.0	43.3	83.3	38.9	39.3	65.3	40.9	0.0
LnGrp LOS	F	D	D	E	D	D	F	D	D	E	D	
Approach Vol, veh/h		695			493			925			731	
Approach Delay, s/veh		109.4			49.9			41.6			47.5	
Approach LOS		F			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.9	54.9	15.3	42.9	12.0	58.8	26.0	32.2				
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	30.0	20.0	40.0	15.0	30.0	20.0	40.0				
Max Q Clear Time (g_c+I1), s	9.5	29.6	9.4	16.1	6.9	20.0	22.0	24.1				
Green Ext Time (p_c), s	0.4	0.2	0.3	1.9	0.1	2.1	0.0	2.2				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			61.1									
HCM 6th LOS			E									
Notes												
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.												

2037 No-Build Traffic Volumes
 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd

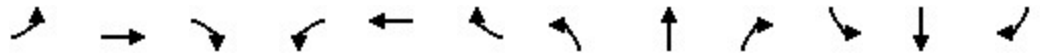
Peak PM Hour
 7/16/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	317	50	69	259	9	52	26	212	7	20	9
Future Volume (vph)	11	317	50	69	259	9	52	26	212	7	20	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	16	12	12	12
Grade (%)		1%			2%			-2%			0%	
Storage Length (ft)	70		0	220		0	0		150	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.980			0.995				0.850		0.967	
Flt Protected	0.950			0.950				0.968			0.990	
Satd. Flow (prot)	1796	1708	0	1735	1563	0	0	1736	1744	0	1596	0
Flt Permitted	0.458			0.496				0.782			0.948	
Satd. Flow (perm)	866	1708	0	906	1563	0	0	1402	1744	0	1528	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			2				268		11	
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		2146			540			620			646	
Travel Time (s)		32.5			8.2			12.1			12.6	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	0%	9%	5%	3%	20%	13%	7%	7%	6%	17%	19%	0%
Adj. Flow (vph)	14	401	63	87	328	11	66	33	268	9	25	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	14	464	0	87	339	0	0	99	268	0	45	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)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	0.99	0.99	0.84	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2	2	2	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	83	83		83	83		83	83	83	83	83	
Trailing Detector (ft)	-5	-5		-5	-5		-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5		-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	40		40	40		40	40	40	40	40	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
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	

2037 No-Build Traffic Volumes
 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd

Peak PM Hour
 7/16/2024

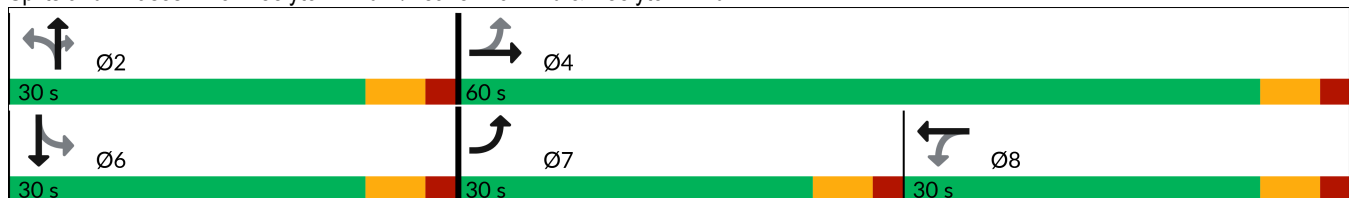


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	7	4			8			2				6
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		8	8		2	2	2	6		6
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		8.0	8.0	8.0	8.0		8.0
Minimum Split (s)	14.0	14.0		14.0	14.0		14.0	14.0	14.0	14.0		14.0
Total Split (s)	30.0	60.0		30.0	30.0		30.0	30.0	30.0	30.0		30.0
Total Split (%)	33.3%	66.7%		33.3%	33.3%		33.3%	33.3%	33.3%	33.3%		33.3%
Maximum Green (s)	24.0	54.0		24.0	24.0		24.0	24.0	24.0	24.0		24.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0		4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0		2.0
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
Recall Mode	None	Max		Max	Max		Max	Max	Max	Max		Max
v/c Ratio	0.02	0.45		0.16	0.38			0.26	0.40			0.10
Control Delay (s/veh)	7.3	11.1		12.0	13.4			28.4	5.4			21.0
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Delay (s/veh)	7.3	11.1		12.0	13.4			28.4	5.4			21.0
Queue Length 50th (ft)	3	127		20	90			45	0			15
Queue Length 95th (ft)	9	161		53	174			75	34			35
Internal Link Dist (ft)		2066			460			540				566
Turn Bay Length (ft)	70			220					150			
Base Capacity (vph)	767	1031		515	889			373	661			415
Starvation Cap Reductn	0	0		0	0			0	0			0
Spillback Cap Reductn	0	0		0	0			0	0			0
Storage Cap Reductn	0	0		0	0			0	0			0
Reduced v/c Ratio	0.02	0.45		0.17	0.38			0.27	0.41			0.11

Intersection Summary

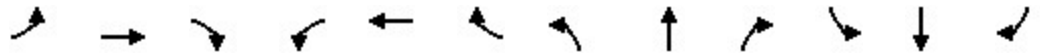
Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Natural Cycle: 55
 Control Type: Semi Act-Uncoord

Splits and Phases: 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd



2037 No-Build Traffic Volumes
 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd

Peak PM Hour
 7/16/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	317	50	69	259	9	52	26	212	7	20	9
Future Volume (veh/h)	11	317	50	69	259	9	52	26	212	7	20	9
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	1894	1761	1820	1832	1580	1684	1874	1874	1964	1648	1618	1900
Adj Flow Rate, veh/h	14	401	63	87	328	11	66	33	268	9	25	11
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	0	9	5	3	20	13	7	7	6	17	19	0
Cap, veh/h	519	891	140	491	771	26	326	150	444	98	236	92
Arrive On Green	0.03	0.60	0.60	0.51	0.51	0.51	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1804	1485	233	909	1520	51	972	564	1665	187	884	347
Grp Volume(v), veh/h	14	0	464	87	0	339	99	0	268	45	0	0
Grp Sat Flow(s),veh/h/ln	1804	0	1719	909	0	1571	1536	0	1665	1418	0	0
Q Serve(g_s), s	0.3	0.0	13.3	5.2	0.0	12.2	2.2	0.0	12.7	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.3	0.0	13.3	10.2	0.0	12.2	4.2	0.0	12.7	2.0	0.0	0.0
Prop In Lane	1.00		0.14	1.00		0.03	0.67		1.00	0.20		0.24
Lane Grp Cap(c), veh/h	519	0	1031	491	0	797	476	0	444	426	0	0
V/C Ratio(X)	0.03	0.00	0.45	0.18	0.00	0.43	0.21	0.00	0.60	0.11	0.00	0.00
Avail Cap(c_a), veh/h	953	0	1031	491	0	797	476	0	444	426	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.1	0.0	9.9	14.9	0.0	13.9	25.6	0.0	28.8	24.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	1.4	0.8	0.0	1.7	1.0	0.0	6.0	0.5	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	4.5	1.1	0.0	4.1	1.7	0.0	5.6	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.1	0.0	11.3	15.7	0.0	15.6	26.6	0.0	34.8	25.4	0.0	0.0
LnGrp LOS	B		B	B		B	C		C	C		
Approach Vol, veh/h		478			426			367				45
Approach Delay, s/veh		11.2			15.6			32.6				25.4
Approach LOS		B			B			C				C
Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		30.0		60.0		30.0	8.4	51.6				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		24.0		54.0		24.0	24.0	24.0				
Max Q Clear Time (g_c+I1), s		14.7		15.3		4.0	2.3	14.2				
Green Ext Time (p_c), s		1.4		2.6		0.1	0.0	1.6				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh				19.1								
HCM 6th LOS				B								

2037 No-Build Traffic Volumes
4: NYS Route 416 & Neelytown Rd

Peak PM Hour
7/16/2024



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	89	248	189	85	134	122
Future Volume (vph)	89	248	189	85	134	122
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	0.901		0.958			
Flt Protected	0.987					0.974
Satd. Flow (prot)	1534	0	1753	0	0	1625
Flt Permitted	0.987					0.688
Satd. Flow (perm)	1534	0	1753	0	0	1148
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	222		34			
Link Speed (mph)	45		55			55
Link Distance (ft)	2393		959			1086
Travel Time (s)	36.3		11.9			13.5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	5%	12%	5%	3%	22%	5%
Adj. Flow (vph)	95	264	201	90	143	130
Shared Lane Traffic (%)						
Lane Group Flow (vph)	359	0	291	0	0	273
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	0.99	0.99	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2		1	2
Detector Template					Left	
Leading Detector (ft)	83		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Detector 1 Position(ft)	-5		-5		0	-5
Detector 1 Size(ft)	40		40		20	40
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 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)	40		40			40
Detector 2 Size(ft)	43		43			43
Detector 2 Type	Cl+Ex		Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6

2037 No-Build Traffic Volumes
 4: NYS Route 416 & Neelytown Rd

Peak PM Hour
 7/16/2024

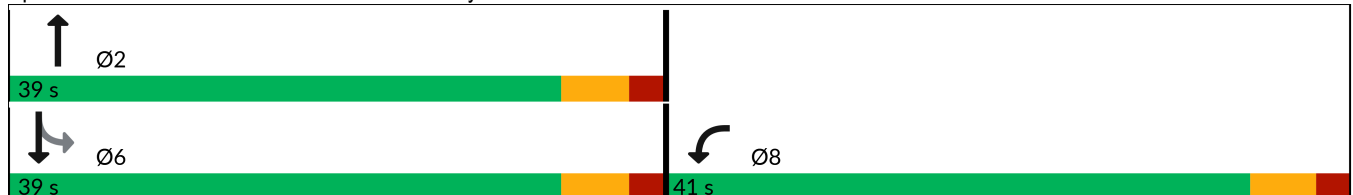


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	24.0		24.0		24.0	24.0
Total Split (s)	41.0		39.0		39.0	39.0
Total Split (%)	51.3%		48.8%		48.8%	48.8%
Maximum Green (s)	35.0		33.0		33.0	33.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	6.0		6.0			6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		Min		Min	Min
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	0.62		0.40			0.59
Control Delay (s/veh)	11.1		9.6			15.9
Queue Delay	0.0		0.0			0.0
Total Delay (s/veh)	11.1		9.6			15.9
Queue Length 50th (ft)	22		33			40
Queue Length 95th (ft)	103		100			125
Internal Link Dist (ft)	2313		879			1006
Turn Bay Length (ft)						
Base Capacity (vph)	1360		1479			965
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.26		0.20			0.28

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 39.4
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated

Splits and Phases: 4: NYS Route 416 & Neelytown Rd



2037 No-Build Traffic Volumes
4: NYS Route 416 & Neelytown Rd

Peak PM Hour
7/16/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	89	248	189	85	134	122
Future Volume (veh/h)	89	248	189	85	134	122
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	1826	1722	1864	1894	1574	1826
Adj Flow Rate, veh/h	95	264	201	90	143	130
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	12	5	3	22	5
Cap, veh/h	129	360	416	186	307	229
Arrive On Green	0.31	0.31	0.34	0.34	0.34	0.34
Sat Flow, veh/h	421	1169	1220	546	430	672
Grp Volume(v), veh/h	360	0	0	291	273	0
Grp Sat Flow(s),veh/h/ln	1594	0	0	1766	1102	0
Q Serve(g_s), s	6.9	0.0	0.0	4.4	3.9	0.0
Cycle Q Clear(g_c), s	6.9	0.0	0.0	4.4	8.3	0.0
Prop In Lane	0.26	0.73		0.31	0.52	
Lane Grp Cap(c), veh/h	490	0	0	603	537	0
V/C Ratio(X)	0.73	0.00	0.00	0.48	0.51	0.00
Avail Cap(c_a), veh/h	1633	0	0	1705	1365	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	10.6	0.0	0.0	8.9	10.2	0.0
Incr Delay (d2), s/veh	2.1	0.0	0.0	0.6	0.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.0	0.9	0.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	12.7	0.0	0.0	9.5	11.0	0.0
LnGrp LOS	B			A	B	
Approach Vol, veh/h	360		291			273
Approach Delay, s/veh	12.7		9.5			11.0
Approach LOS	B		A			B
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		17.7			17.7	16.5
Change Period (Y+Rc), s		6.0			6.0	6.0
Max Green Setting (Gmax), s		33.0			33.0	35.0
Max Q Clear Time (g_c+I1), s		6.4			10.3	8.9
Green Ext Time (p_c), s		1.3			1.3	2.0
Intersection Summary						
HCM 6th Ctrl Delay, s/veh			11.2			
HCM 6th LOS			B			

2037 No-Build Traffic Volumes
5: NYS Route 211 & NYS Route 416

Peak PM Hour
7/16/2024



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	22	292	293	33	169	203
Future Volume (vph)	22	292	293	33	169	203
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	12	12	12	12
Storage Length (ft)	0	50		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.986			
Flt Protected	0.950					0.978
Satd. Flow (prot)	1141	1708	1689	0	0	1790
Flt Permitted	0.950					0.978
Satd. Flow (perm)	1141	1708	1689	0	0	1790
Link Speed (mph)	30		30			30
Link Distance (ft)	561		726			643
Travel Time (s)	12.8		16.5			14.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	74%	4%	4%	72%	6%	2%
Adj. Flow (vph)	24	317	318	36	184	221
Shared Lane Traffic (%)						
Lane Group Flow (vph)	24	317	354	0	0	405
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	15		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.88	0.88	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

Control Type: Unsignalized

2037 No-Build Traffic Volumes
 5: NYS Route 211 & NYS Route 416

Peak PM Hour
 7/16/2024

Intersection						
Int Delay, s/veh	6.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	22	292	293	33	169	203
Future Vol, veh/h	22	292	293	33	169	203
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	50	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	74	4	4	72	6	2
Mvmt Flow	24	317	318	36	184	221

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	925	336	0	0	354
Stage 1	336	-	-	-	-
Stage 2	589	-	-	-	-
Critical Hdwy	7.14	6.24	-	-	4.16
Critical Hdwy Stg 1	6.14	-	-	-	-
Critical Hdwy Stg 2	6.14	-	-	-	-
Follow-up Hdwy	4.166	3.336	-	-	2.254
Pot Cap-1 Maneuver	225	701	-	-	1183
Stage 1	588	-	-	-	-
Stage 2	436	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	185	701	-	-	1183
Mov Cap-2 Maneuver	185	-	-	-	-
Stage 1	588	-	-	-	-
Stage 2	359	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	15.2	0	3.9
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	185	701	1183
HCM Lane V/C Ratio	-	-	0.129	0.453	0.155
HCM Control Delay (s/veh)	-	-	27.3	14.3	8.6
HCM Lane LOS	-	-	D	B	A
HCM 95th %tile Q (veh)	-	-	0.4	2.4	0.5

2037 No-Build Traffic Volumes
6: Beaver Dam Rd & Goodwill Rd

Peak PM Hour
7/16/2024



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	146	28	91	213	42	55
Future Volume (vph)	146	28	91	213	42	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	11	11
Grade (%)	4%			4%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.978				0.924	
Flt Protected				0.985	0.979	
Satd. Flow (prot)	1662	0	0	1664	1562	0
Flt Permitted				0.985	0.979	
Satd. Flow (perm)	1662	0	0	1664	1562	0
Link Speed (mph)	30			30	35	
Link Distance (ft)	853			580	1607	
Travel Time (s)	19.4			13.2	31.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	9%	5%	2%	17%	0%
Adj. Flow (vph)	152	29	95	222	44	57
Shared Lane Traffic (%)						
Lane Group Flow (vph)	181	0	0	317	101	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.12	1.12	1.12	1.12	1.03	1.03
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2037 No-Build Traffic Volumes
6: Beaver Dam Rd & Goodwill Rd

Peak PM Hour
7/16/2024

Intersection						
Int Delay, s/veh	3.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	146	28	91	213	42	55
Future Vol, veh/h	146	28	91	213	42	55
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, %	4	-	-	4	-2	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	9	5	2	17	0
Mvmt Flow	152	29	95	222	44	57

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	181	0	579
Stage 1	-	-	-	-	167
Stage 2	-	-	-	-	412
Critical Hdwy	-	-	4.15	-	6.17
Critical Hdwy Stg 1	-	-	-	-	5.17
Critical Hdwy Stg 2	-	-	-	-	5.17
Follow-up Hdwy	-	-	2.245	-	3.653
Pot Cap-1 Maneuver	-	-	1376	-	483
Stage 1	-	-	-	-	843
Stage 2	-	-	-	-	667
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1376	-	445
Mov Cap-2 Maneuver	-	-	-	-	445
Stage 1	-	-	-	-	843
Stage 2	-	-	-	-	614

Approach	EB	WB	NB
HCM Control Delay, s/v	0	2.3	11.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	621	-	-	1376	-
HCM Lane V/C Ratio	0.163	-	-	0.069	-
HCM Control Delay (s/veh)	11.9	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q (veh)	0.6	-	-	0.2	-

2037 No-Build Traffic Volumes
7: Beaver Dam Rd & Chandler Ln

Peak PM Hour
7/16/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	58	3	1	45	53	60
Future Volume (vph)	58	3	1	45	53	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	10	10
Grade (%)	0%			1%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.994				0.928	
Flt Protected	0.954			0.999		
Satd. Flow (prot)	1682	0	0	1889	1630	0
Flt Permitted	0.954			0.999		
Satd. Flow (perm)	1682	0	0	1889	1630	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	777			545	1607	
Travel Time (s)	17.7			10.6	31.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	0%	2%	0%
Adj. Flow (vph)	62	3	1	48	56	64
Shared Lane Traffic (%)						
Lane Group Flow (vph)	65	0	0	49	120	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	1.09	1.09	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2037 No-Build Traffic Volumes
7: Beaver Dam Rd & Chandler Ln

Peak PM Hour
7/16/2024

Intersection						
Int Delay, s/veh	2.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	58	3	1	45	53	60
Future Vol, veh/h	58	3	1	45	53	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	1	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	2	0
Mvmt Flow	62	3	1	48	56	64

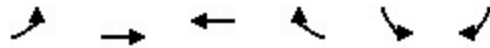
Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	138	88	120	0	0
Stage 1	88	-	-	-	-
Stage 2	50	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	860	976	1480	-	-
Stage 1	940	-	-	-	-
Stage 2	978	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	859	976	1480	-	-
Mov Cap-2 Maneuver	859	-	-	-	-
Stage 1	939	-	-	-	-
Stage 2	978	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.5	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1480	-	864	-	-
HCM Lane V/C Ratio	0.001	-	0.075	-	-
HCM Control Delay (s/veh)	7.4	0	9.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0.2	-	-

2037 No-Build Traffic Volumes
8: Neelytown Rd & Site Driveway 1

Peak PM Hour
7/16/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Volume (vph)	0	536	337	0	0	0
Future Volume (vph)	0	536	337	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1597	1624	0	1900	0
Flt Permitted						
Satd. Flow (perm)	0	1597	1624	0	1900	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		532	1138		660	
Travel Time (s)		8.1	17.2		15.0	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	0%	19%	17%	0%	0%	0%
Adj. Flow (vph)	0	678	427	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	678	427	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	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2037 No-Build Traffic Volumes
8: Neelytown Rd & Site Driveway 1

Peak PM Hour
7/16/2024

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	0	536	337	0	0	0
Future Vol, veh/h	0	536	337	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	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	0	19	17	0	0	0
Mvmt Flow	0	678	427	0	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	427	0	-	0	1105 427
Stage 1	-	-	-	-	427 -
Stage 2	-	-	-	-	678 -
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	1143	-	-	-	235 632
Stage 1	-	-	-	-	662 -
Stage 2	-	-	-	-	508 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1143	-	-	-	235 632
Mov Cap-2 Maneuver	-	-	-	-	235 -
Stage 1	-	-	-	-	662 -
Stage 2	-	-	-	-	508 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1143	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q (veh)	0	-	-	-	-

2037 No-Build Traffic Volumes
 9: Beaver Dam Rd & Site Driveway 2

Peak PM Hour
 7/16/2024



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	47	0	0	36
Future Volume (vph)	0	0	47	0	0	36
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						
Flt Protected						
Satd. Flow (prot)	1900	0	1681	0	0	1681
Flt Permitted						
Satd. Flow (perm)	1900	0	1681	0	0	1681
Link Speed (mph)	30		35			35
Link Distance (ft)	515		1081			1606
Travel Time (s)	11.7		21.1			31.3
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	0%	0%	13%	0%	0%	13%
Adj. Flow (vph)	0	0	59	0	0	46
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	59	0	0	46
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2037 No-Build Traffic Volumes
 9: Beaver Dam Rd & Site Driveway 2

Peak PM Hour
 7/16/2024

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	0	47	0	0	36
Future Vol, veh/h	0	0	47	0	0	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	0	0	13	0	0	13
Mvmt Flow	0	0	59	0	0	46

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	105	59	0	0	59
Stage 1	59	-	-	-	-
Stage 2	46	-	-	-	-
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	898	1012	-	-	1558
Stage 1	969	-	-	-	-
Stage 2	982	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	898	1012	-	-	1558
Mov Cap-2 Maneuver	898	-	-	-	-
Stage 1	969	-	-	-	-
Stage 2	982	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

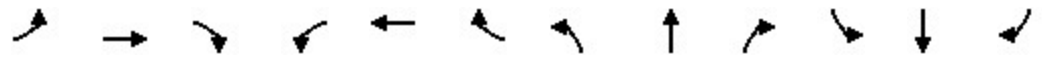
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1558
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s/veh)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q (veh)	-	-	-	0

2037 No-Build Traffic Volumes

Peak SAT Hour

1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

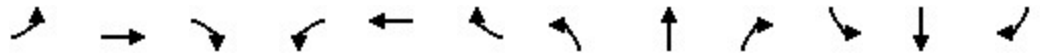
7/16/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↗	↘	↑↑			↑↗	
Traffic Volume (vph)	0	0	0	248	0	185	138	481	0	0	542	226
Future Volume (vph)	0	0	0	248	0	185	138	481	0	0	542	226
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			2%	
Storage Length (ft)	0		0	0		360	145		0	245		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Fr _t						0.850					0.956	
Fl _t Protected					0.950		0.950					
Satd. Flow (prot)	0	0	0	0	1522	1607	1626	3574	0	0	3359	0
Fl _t Permitted					0.950		0.950					
Satd. Flow (perm)	0	0	0	0	1522	1607	1626	3574	0	0	3359	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						208						67
Link Speed (mph)		30			40			45				45
Link Distance (ft)		287			1203			796				861
Travel Time (s)		6.5			20.5			12.1				13.0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	18%	0%	0%	11%	1%	0%	0%	2%	1%
Adj. Flow (vph)	0	0	0	279	0	208	155	540	0	0	609	254
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	279	208	155	540	0	0	863	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
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	1.01	1.01	1.01	1.00	1.00	1.00	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				2	2	2	2	2				2
Detector Template				Left	Thru	Right	Left	Thru				Thru
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				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
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				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)				0.0	0.0	0.0	0.0	0.0				0.0
Turn Type				Perm	NA	Perm	Prot	NA				NA

2037 No-Build Traffic Volumes
 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

Peak SAT Hour
 7/16/2024

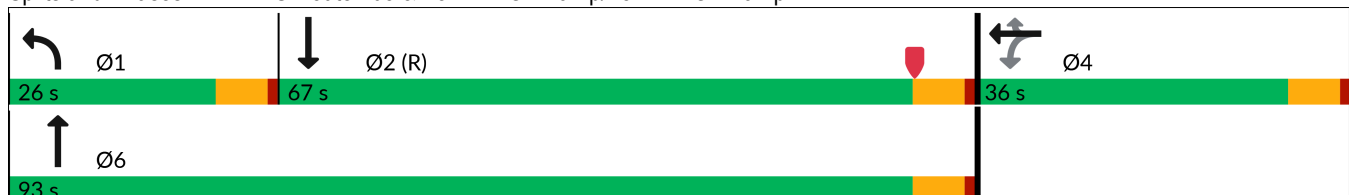


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases					4		1	6				2
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6				2
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	10.0				10.0
Minimum Split (s)				24.0	24.0	24.0	11.0	24.0				24.0
Total Split (s)				36.0	36.0	36.0	26.0	93.0				67.0
Total Split (%)				27.9%	27.9%	27.9%	20.2%	72.1%				51.9%
Maximum Green (s)				30.0	30.0	30.0	20.0	87.0				61.0
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
Total Lost Time (s)					6.0	6.0	6.0	6.0				6.0
Lead/Lag							Lead					Lag
Lead-Lag Optimize?							Yes					Yes
Vehicle Extension (s)				2.0	2.0	2.0	2.0	2.0				2.0
Recall Mode				None	None	None	None	None				C-Max
v/c Ratio					0.89	0.41	0.77	0.21				0.47
Control Delay (s/veh)					78.8	7.9	81.7	7.6				19.5
Queue Delay					0.0	0.0	0.0	0.0				0.0
Total Delay (s/veh)					78.8	7.9	81.7	7.6				19.5
Queue Length 50th (ft)					224	0	134	85				222
Queue Length 95th (ft)					#347	60	205	95				296
Internal Link Dist (ft)		207			1123			716				781
Turn Bay Length (ft)						360	145					
Base Capacity (vph)					353	533	252	2504				1812
Starvation Cap Reductn					0	0	0	0				0
Spillback Cap Reductn					0	0	0	0				0
Storage Cap Reductn					0	0	0	0				0
Reduced v/c Ratio					0.79	0.39	0.62	0.22				0.48

Intersection Summary

Area Type: Other
 Cycle Length: 129
 Actuated Cycle Length: 129
 Offset: 0 (0%), Referenced to phase 2:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

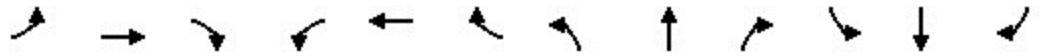


2037 No-Build Traffic Volumes

Peak SAT Hour

1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp
























7/16/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↗	↘	↑↑			↑↑	
Traffic Volume (veh/h)	0	0	0	248	0	185	138	481	0	0	542	226
Future Volume (veh/h)	0	0	0	248	0	185	138	481	0	0	542	226
Initial Q (Qb), veh				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
Parking Bus, Adj				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		
Adj Sat Flow, veh/h/ln				1627	1894	1894	1737	1885	0	0	1847	1862
Adj Flow Rate, veh/h				279	0	208	155	540	0	0	609	254
Peak Hour Factor				0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %				18	0	0	11	1	0	0	2	1
Cap, veh/h				316	0	281	177	2622	0	0	1396	582
Arrive On Green				0.17	0.00	0.17	0.21	1.00	0.00	0.00	0.58	0.58
Sat Flow, veh/h				1804	0	1605	1654	3676	0	0	2507	1006
Grp Volume(v), veh/h				279	0	208	155	540	0	0	442	421
Grp Sat Flow(s),veh/h/ln				1804	0	1605	1654	1791	0	0	1754	1666
Q Serve(g_s), s				19.5	0.0	15.8	11.7	0.0	0.0	0.0	18.3	18.4
Cycle Q Clear(g_c), s				19.5	0.0	15.8	11.7	0.0	0.0	0.0	18.3	18.4
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.60
Lane Grp Cap(c), veh/h				316	0	281	177	2622	0	0	1015	963
V/C Ratio(X)				0.88	0.00	0.74	0.87	0.21	0.00	0.00	0.44	0.44
Avail Cap(c_a), veh/h				420	0	373	256	2622	0	0	1015	963
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.94	0.94	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				51.9	0.0	50.4	49.8	0.0	0.0	0.0	15.3	15.3
Incr Delay (d2), s/veh				13.3	0.0	3.3	14.4	0.0	0.0	0.0	1.4	1.4
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				9.8	0.0	6.5	4.9	0.0	0.0	0.0	7.2	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				65.2	0.0	53.7	64.3	0.0	0.0	0.0	16.7	16.8
LnGrp LOS				E		D	E	A			B	B
Approach Vol, veh/h					487			695			863	
Approach Delay, s/veh					60.3			14.3			16.7	
Approach LOS					E			B			B	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	19.8	80.6		28.6		100.4						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	20.0	61.0		30.0		87.0						
Max Q Clear Time (g_c+I1), s	13.7	20.4		21.5		2.0						
Green Ext Time (p_c), s	0.2	2.8		1.1		1.9						
Intersection Summary												
HCM 6th Ctrl Delay, s/veh											26.3	
HCM 6th LOS											C	

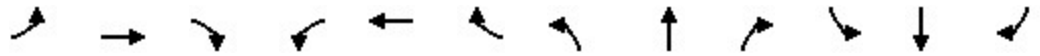
2037 No-Build Traffic Volumes
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak SAT Hour
 7/16/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	103	91	23	95	36	198	30	313	175	210	420	113
Future Volume (vph)	103	91	23	95	36	198	30	313	175	210	420	113
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			1%			1%	
Storage Length (ft)	400		400	220		220	145		145	330		280
Storage Lanes	2		0	1		1	1		1	2		1
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.970				0.850		0.946				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3218	0	1687	1188	1568	1301	3364	0	3450	3556	1246
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1752	3218	0	1687	1188	1568	1301	3364	0	3450	3556	1246
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25				218		78				178
Link Speed (mph)		45			25			45			45	
Link Distance (ft)		639			871			1257			796	
Travel Time (s)		9.7			23.8			19.0			12.1	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	3%	11%	0%	7%	60%	3%	38%	1%	1%	1%	1%	29%
Adj. Flow (vph)	113	100	25	104	40	218	33	344	192	231	462	124
Shared Lane Traffic (%)												
Lane Group Flow (vph)	113	125	0	104	40	218	33	536	0	231	462	124
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			24			24	
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	1.00	1.00	1.00	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	2		2	2	2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	83	83		83	83	83	83	83		83	83	83
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	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	43
Detector 2 Size(ft)	40	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	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	0.0
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	Free

2037 No-Build Traffic Volumes
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak SAT Hour
 7/16/2024

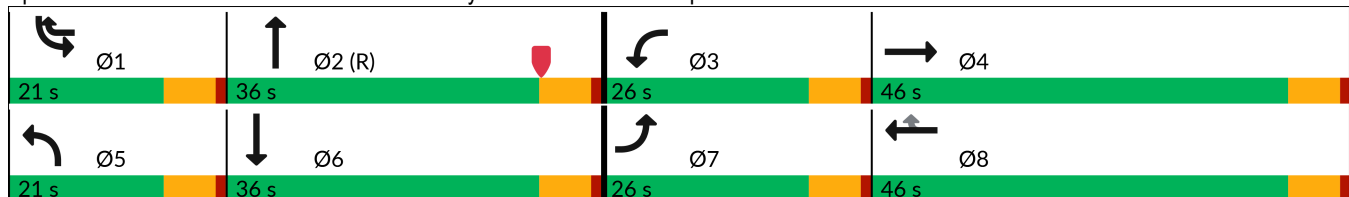


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases						8						Free
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.0	24.0		11.0	24.0	11.0	11.0	24.0		11.0	24.0	
Total Split (s)	26.0	46.0		26.0	46.0	21.0	21.0	36.0		21.0	36.0	
Total Split (%)	20.2%	35.7%		20.2%	35.7%	16.3%	16.3%	27.9%		16.3%	27.9%	
Maximum Green (s)	20.0	40.0		20.0	40.0	15.0	15.0	30.0		15.0	30.0	
Yellow Time (s)	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	
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		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	None	
v/c Ratio	0.50	0.42		0.59	0.43	0.42	0.37	0.30		0.59	0.21	0.09
Control Delay (s/veh)	60.6	48.1		68.8	70.5	6.9	68.4	17.4		65.2	12.9	0.1
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)	60.6	48.1		68.8	70.5	6.9	68.4	17.4		65.2	12.9	0.1
Queue Length 50th (ft)	91	42		84	33	0	27	110		105	86	0
Queue Length 95th (ft)	148	72		141	70	57	61	188		m145	110	m0
Internal Link Dist (ft)		559			791			1177			716	
Turn Bay Length (ft)	400			220		220	145			330		280
Base Capacity (vph)	273	1015		261	368	529	151	1765		432	2119	1246
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	0.41	0.12		0.40	0.11	0.41	0.22	0.30		0.53	0.22	0.10

Intersection Summary

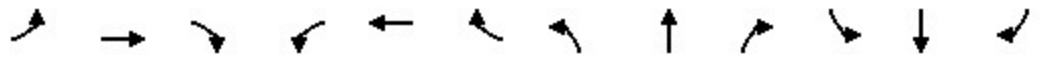
Area Type: Other
 Cycle Length: 129
 Actuated Cycle Length: 129
 Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps



2037 No-Build Traffic Volumes
2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak SAT Hour
7/16/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	103	91	23	95	36	198	30	313	175	210	420	113
Future Volume (veh/h)	103	91	23	95	36	198	30	313	175	210	420	113
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	1856	1737	1900	1796	1011	1856	1331	1879	1879	1879	1879	1464
Adj Flow Rate, veh/h	113	100	25	104	40	218	33	344	192	231	462	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	11	0	7	60	3	38	1	1	1	1	29
Cap, veh/h	141	407	98	129	152	370	37	1111	608	295	1982	
Arrive On Green	0.08	0.15	0.15	0.08	0.15	0.15	0.03	0.50	0.50	0.03	0.18	0.00
Sat Flow, veh/h	1767	2634	638	1711	1011	1572	1268	2226	1219	3472	3571	1241
Grp Volume(v), veh/h	113	61	64	104	40	218	33	275	261	231	462	0
Grp Sat Flow(s),veh/h/ln	1767	1650	1622	1711	1011	1572	1268	1785	1660	1736	1785	1241
Q Serve(g_s), s	8.1	4.2	4.4	7.7	4.5	15.9	3.3	11.7	12.1	8.5	14.2	0.0
Cycle Q Clear(g_c), s	8.1	4.2	4.4	7.7	4.5	15.9	3.3	11.7	12.1	8.5	14.2	0.0
Prop In Lane	1.00		0.39	1.00		1.00	1.00		0.73	1.00		1.00
Lane Grp Cap(c), veh/h	141	255	250	129	152	370	37	891	828	295	1982	
V/C Ratio(X)	0.80	0.24	0.25	0.80	0.26	0.59	0.90	0.31	0.32	0.78	0.23	
Avail Cap(c_a), veh/h	274	512	503	265	313	621	147	891	828	404	1982	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88	0.00
Uniform Delay (d), s/veh	58.3	47.9	48.0	58.7	48.5	43.8	62.4	19.1	19.2	61.5	29.3	0.0
Incr Delay (d2), s/veh	13.7	0.5	0.5	10.9	0.9	1.5	46.5	0.9	1.0	6.0	0.1	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	4.1	1.7	1.8	3.8	1.2	6.4	1.5	4.9	4.7	4.1	6.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	72.0	48.4	48.5	69.6	49.4	45.3	108.9	20.0	20.2	67.5	29.3	0.0
LnGrp LOS	E	D	D	E	D	D	F	C	C	E	C	
Approach Vol, veh/h		238			362			569			693	
Approach Delay, s/veh		59.6			52.7			25.3			42.1	
Approach LOS		E			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.0	70.4	15.8	25.9	9.7	77.6	16.3	25.4				
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	30.0	20.0	40.0	15.0	30.0	20.0	40.0				
Max Q Clear Time (g_c+I1), s	10.5	14.1	9.7	6.4	5.3	16.2	10.1	17.9				
Green Ext Time (p_c), s	0.4	2.4	0.3	0.5	0.0	2.1	0.4	1.5				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			41.3									
HCM 6th LOS			D									
Notes												
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.												

2037 No-Build Traffic Volumes
 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd

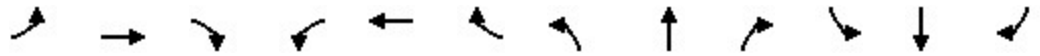
Peak SAT Hour
 7/16/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	128	36	91	101	8	36	16	140	2	13	7
Future Volume (vph)	3	128	36	91	101	8	36	16	140	2	13	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	16	12	12	12
Grade (%)		1%			2%			-2%			0%	
Storage Length (ft)	70		0	220		0	0		150	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.967			0.989				0.850		0.958	
Flt Protected	0.950			0.950				0.966			0.995	
Satd. Flow (prot)	1350	1746	0	1787	1634	0	0	1854	1761	0	1720	0
Flt Permitted	0.594			0.621				0.801			0.981	
Satd. Flow (perm)	844	1746	0	1168	1634	0	0	1537	1761	0	1696	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28			4				187		9	
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		2146			540			620			646	
Travel Time (s)		32.5			8.2			12.1			12.6	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	33%	6%	0%	0%	15%	0%	0%	0%	5%	0%	0%	17%
Adj. Flow (vph)	4	171	48	121	135	11	48	21	187	3	17	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	4	219	0	121	146	0	0	69	187	0	29	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)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	0.99	0.99	0.84	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2	2	2	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	83	83		83	83		83	83	83	83	83	
Trailing Detector (ft)	-5	-5		-5	-5		-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5		-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	40		40	40		40	40	40	40	40	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
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	

2037 No-Build Traffic Volumes
 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd

Peak SAT Hour
 7/16/2024

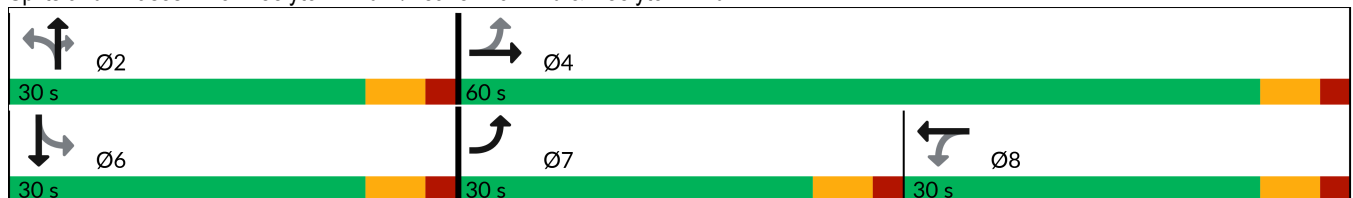


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	7	4			8			2				6
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		8	8		2	2	2	6		6
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		8.0	8.0	8.0	8.0		8.0
Minimum Split (s)	14.0	14.0		14.0	14.0		14.0	14.0	14.0	14.0		14.0
Total Split (s)	30.0	60.0		30.0	30.0		30.0	30.0	30.0	30.0		30.0
Total Split (%)	33.3%	66.7%		33.3%	33.3%		33.3%	33.3%	33.3%	33.3%		33.3%
Maximum Green (s)	24.0	54.0		24.0	24.0		24.0	24.0	24.0	24.0		24.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0		4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0		2.0
Lost Time Adjust (s)	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
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
Recall Mode	None	Max		Max	Max		Max	Max	Max	Max		Max
v/c Ratio	0.00	0.20		0.18	0.15			0.16	0.30			0.06
Control Delay (s/veh)	7.3	7.6		11.7	10.7			26.7	5.6			19.5
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Delay (s/veh)	7.3	7.6		11.7	10.7			26.7	5.6			19.5
Queue Length 50th (ft)	1	45		28	32			30	0			8
Queue Length 95th (ft)	4	61		63	70			52	26			24
Internal Link Dist (ft)		2066			460			540				566
Turn Bay Length (ft)	70			220					150			
Base Capacity (vph)	641	1058		664	931			409	606			458
Starvation Cap Reductn	0	0		0	0			0	0			0
Spillback Cap Reductn	0	0		0	0			0	0			0
Storage Cap Reductn	0	0		0	0			0	0			0
Reduced v/c Ratio	0.01	0.21		0.18	0.16			0.17	0.31			0.06

Intersection Summary

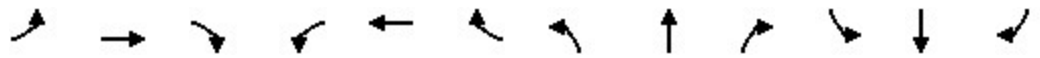
Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Natural Cycle: 45
 Control Type: Semi Act-Uncoord

Splits and Phases: 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd



2037 No-Build Traffic Volumes
 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd










Peak SAT Hour
 7/16/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	128	36	91	101	8	36	16	140	2	13	7
Future Volume (veh/h)	3	128	36	91	101	8	36	16	140	2	13	7
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	1405	1805	1894	1876	1654	1876	1979	1979	1980	1900	1900	1648
Adj Flow Rate, veh/h	4	171	48	121	135	11	48	21	187	3	17	9
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Percent Heavy Veh, %	33	6	0	0	15	0	0	0	5	0	0	17
Cap, veh/h	537	814	228	692	792	65	353	144	447	66	300	145
Arrive On Green	0.01	0.60	0.60	0.52	0.52	0.52	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1338	1356	381	1166	1509	123	1068	539	1678	83	1126	544
Grp Volume(v), veh/h	4	0	219	121	0	146	69	0	187	29	0	0
Grp Sat Flow(s),veh/h/ln	1338	0	1737	1166	0	1632	1607	0	1678	1753	0	0
Q Serve(g_s), s	0.1	0.0	5.2	5.0	0.0	4.2	1.6	0.0	8.3	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	0.0	5.2	5.0	0.0	4.2	2.7	0.0	8.3	1.1	0.0	0.0
Prop In Lane	1.00		0.22	1.00		0.08	0.70		1.00	0.10		0.31
Lane Grp Cap(c), veh/h	537	0	1042	692	0	857	496	0	447	512	0	0
V/C Ratio(X)	0.01	0.00	0.21	0.17	0.00	0.17	0.14	0.00	0.42	0.06	0.00	0.00
Avail Cap(c_a), veh/h	883	0	1042	692	0	857	496	0	447	512	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.1	0.0	8.2	11.3	0.0	11.2	25.1	0.0	27.2	24.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.5	0.6	0.0	0.4	0.6	0.0	2.9	0.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.7	1.2	0.0	1.4	1.2	0.0	3.6	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.1	0.0	8.7	11.9	0.0	11.6	25.7	0.0	30.1	24.8	0.0	0.0
LnGrp LOS	A		A	B		B	C		C	C		
Approach Vol, veh/h		223			267			256			29	
Approach Delay, s/veh		8.7			11.7			28.9			24.8	
Approach LOS		A			B			C			C	
Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		30.0		60.0		30.0	6.8	53.2				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		24.0		54.0		24.0	24.0	24.0				
Max Q Clear Time (g_c+I1), s		10.3		7.2		3.1	2.1	7.0				
Green Ext Time (p_c), s		1.1		1.1		0.1	0.0	1.2				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh				17.0								
HCM 6th LOS				B								

2037 No-Build Traffic Volumes
4: NYS Route 416 & Neelytown Rd

Peak SAT Hour
7/16/2024

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	38	68	108	42	72	54
Future Volume (vph)	38	68	108	42	72	54
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	0.914		0.962			
Flt Protected	0.982					0.972
Satd. Flow (prot)	1684	0	1750	0	0	1742
Flt Permitted	0.982					0.775
Satd. Flow (perm)	1684	0	1750	0	0	1389
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	71		30			
Link Speed (mph)	45		55			55
Link Distance (ft)	2393		959			1086
Travel Time (s)	36.3		11.9			13.5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	2%	3%	10%	9%	2%
Adj. Flow (vph)	40	71	113	44	75	56
Shared Lane Traffic (%)						
Lane Group Flow (vph)	111	0	157	0	0	131
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	0.99	0.99	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2		1	2
Detector Template					Left	
Leading Detector (ft)	83		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Detector 1 Position(ft)	-5		-5		0	-5
Detector 1 Size(ft)	40		40		20	40
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 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)	40		40			40
Detector 2 Size(ft)	43		43			43
Detector 2 Type	Cl+Ex		Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6

2037 No-Build Traffic Volumes
 4: NYS Route 416 & Neelytown Rd

Peak SAT Hour
 7/16/2024

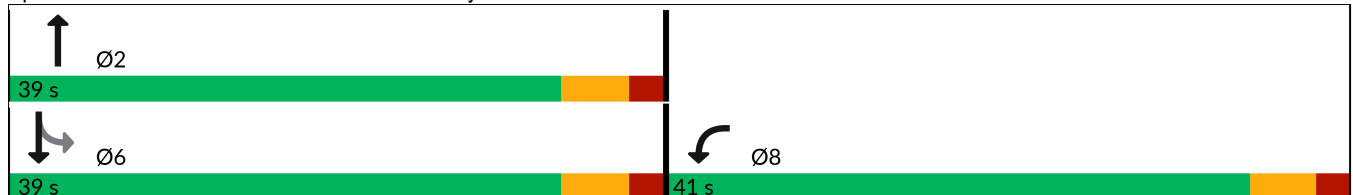


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	24.0		24.0		24.0	24.0
Total Split (s)	41.0		39.0		39.0	39.0
Total Split (%)	51.3%		48.8%		48.8%	48.8%
Maximum Green (s)	35.0		33.0		33.0	33.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	6.0		6.0			6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		Min		Min	Min
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	0.28		0.15			0.16
Control Delay (s/veh)	7.0		5.7			7.1
Queue Delay	0.0		0.0			0.0
Total Delay (s/veh)	7.0		5.7			7.1
Queue Length 50th (ft)	7		12			12
Queue Length 95th (ft)	23		34			34
Internal Link Dist (ft)	2313		879			1006
Turn Bay Length (ft)						
Base Capacity (vph)	1637		1664			1319
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.07		0.09			0.10

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 33
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated

Splits and Phases: 4: NYS Route 416 & Neelytown Rd



2037 No-Build Traffic Volumes
4: NYS Route 416 & Neelytown Rd

Peak SAT Hour
7/16/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	38	68	108	42	72	54
Future Volume (veh/h)	38	68	108	42	72	54
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	1900	1870	1894	1789	1767	1870
Adj Flow Rate, veh/h	40	71	112	44	75	56
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	2	3	10	9	2
Cap, veh/h	70	125	336	132	450	222
Arrive On Green	0.12	0.12	0.26	0.26	0.26	0.26
Sat Flow, veh/h	599	1064	1294	508	602	854
Grp Volume(v), veh/h	112	0	0	156	131	0
Grp Sat Flow(s),veh/h/ln	1678	0	0	1803	1457	0
Q Serve(g_s), s	1.2	0.0	0.0	1.4	0.0	0.0
Cycle Q Clear(g_c), s	1.2	0.0	0.0	1.4	1.4	0.0
Prop In Lane	0.36	0.63		0.28	0.57	
Lane Grp Cap(c), veh/h	196	0	0	468	672	0
V/C Ratio(X)	0.57	0.00	0.00	0.33	0.19	0.00
Avail Cap(c_a), veh/h	3051	0	0	3090	2769	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	8.0	0.0	0.0	5.8	5.7	0.0
Incr Delay (d2), s/veh	2.6	0.0	0.0	0.4	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	10.6	0.0	0.0	6.2	5.8	0.0
LnGrp LOS	B			A	A	
Approach Vol, veh/h	112		156			131
Approach Delay, s/veh	10.6		6.2			5.8
Approach LOS	B		A			A
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		11.0			11.0	8.3
Change Period (Y+Rc), s		6.0			6.0	6.0
Max Green Setting (Gmax), s		33.0			33.0	35.0
Max Q Clear Time (g_c+I1), s		3.4			3.4	3.2
Green Ext Time (p_c), s		0.6			0.6	0.5
Intersection Summary						
HCM 6th Ctrl Delay, s/veh			7.3			
HCM 6th LOS			A			

2037 No-Build Traffic Volumes
 5: NYS Route 211 & NYS Route 416

Peak SAT Hour
 7/16/2024



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	9	123	218	11	96	187
Future Volume (vph)	9	123	218	11	96	187
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	12	12	12	12
Storage Length (ft)	0	50		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.994			
Flt Protected	0.950					0.983
Satd. Flow (prot)	1588	1776	1862	0	0	1789
Flt Permitted	0.950					0.983
Satd. Flow (perm)	1588	1776	1862	0	0	1789
Link Speed (mph)	30		30			30
Link Distance (ft)	561		726			643
Travel Time (s)	12.8		16.5			14.6
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	25%	0%	1%	10%	11%	1%
Adj. Flow (vph)	10	135	240	12	105	205
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	135	252	0	0	310
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	15		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.88	0.88	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					
Control Type:	Unsignalized					

2037 No-Build Traffic Volumes
 5: NYS Route 211 & NYS Route 416

Peak SAT Hour
 7/16/2024

Intersection						
Int Delay, s/veh	3.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	123	218	11	96	187
Future Vol, veh/h	9	123	218	11	96	187
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	50	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	25	0	1	10	11	1
Mvmt Flow	10	135	240	12	105	205

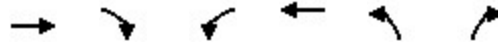
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	661	246	0	0	252	0
Stage 1	246	-	-	-	-	-
Stage 2	415	-	-	-	-	-
Critical Hdwy	6.65	6.2	-	-	4.21	-
Critical Hdwy Stg 1	5.65	-	-	-	-	-
Critical Hdwy Stg 2	5.65	-	-	-	-	-
Follow-up Hdwy	3.725	3.3	-	-	2.299	-
Pot Cap-1 Maneuver	394	798	-	-	1263	-
Stage 1	744	-	-	-	-	-
Stage 2	620	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	357	798	-	-	1263	-
Mov Cap-2 Maneuver	357	-	-	-	-	-
Stage 1	744	-	-	-	-	-
Stage 2	562	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10.7	0	2.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	357	798	1263	-
HCM Lane V/C Ratio	-	-	0.028	0.169	0.084	-
HCM Control Delay (s/veh)	-	-	15.4	10.4	8.1	0
HCM Lane LOS	-	-	C	B	A	A
HCM 95th %tile Q (veh)	-	-	0.1	0.6	0.3	-

2037 No-Build Traffic Volumes
6: Beaver Dam Rd & Goodwill Rd

Peak SAT Hour
7/16/2024



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	140	6	60	158	25	48
Future Volume (vph)	140	6	60	158	25	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	11	11
Grade (%)	4%			4%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.995				0.911	
Flt Protected				0.986	0.983	
Satd. Flow (prot)	1729	0	0	1701	1661	0
Flt Permitted				0.986	0.983	
Satd. Flow (perm)	1729	0	0	1701	1661	0
Link Speed (mph)	30			30	35	
Link Distance (ft)	853			580	1607	
Travel Time (s)	19.4			13.2	31.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	146	6	63	165	26	50
Shared Lane Traffic (%)						
Lane Group Flow (vph)	152	0	0	228	76	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.12	1.12	1.12	1.12	1.03	1.03
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2037 No-Build Traffic Volumes
6: Beaver Dam Rd & Goodwill Rd

Peak SAT Hour
7/16/2024

Intersection						
Int Delay, s/veh	2.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	140	6	60	158	25	48
Future Vol, veh/h	140	6	60	158	25	48
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, %	4	-	-	4	-2	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	146	6	63	165	26	50

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	152	0	440
Stage 1	-	-	-	-	149
Stage 2	-	-	-	-	291
Critical Hdwy	-	-	4.1	-	6
Critical Hdwy Stg 1	-	-	-	-	5
Critical Hdwy Stg 2	-	-	-	-	5
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1441	-	607
Stage 1	-	-	-	-	898
Stage 2	-	-	-	-	788
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1441	-	578
Mov Cap-2 Maneuver	-	-	-	-	578
Stage 1	-	-	-	-	898
Stage 2	-	-	-	-	750

Approach	EB	WB	NB
HCM Control Delay, s/v	0	2.1	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	760	-	-	1441	-
HCM Lane V/C Ratio	0.1	-	-	0.043	-
HCM Control Delay (s/veh)	10.3	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q (veh)	0.3	-	-	0.1	-

2037 No-Build Traffic Volumes
7: Beaver Dam Rd & Chandler Ln

Peak SAT Hour
7/16/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	51	1	0	26	37	47
Future Volume (vph)	51	1	0	26	37	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	10	10
Grade (%)	0%			1%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.998				0.924	
Flt Protected	0.953					
Satd. Flow (prot)	1654	0	0	1890	1610	0
Flt Permitted	0.953					
Satd. Flow (perm)	1654	0	0	1890	1610	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	777			545	1607	
Travel Time (s)	17.7			10.6	31.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	0%	0%	0%	4%	0%
Adj. Flow (vph)	54	1	0	28	39	50
Shared Lane Traffic (%)						
Lane Group Flow (vph)	55	0	0	28	89	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	1.09	1.09	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

2037 No-Build Traffic Volumes
7: Beaver Dam Rd & Chandler Ln

Peak SAT Hour
7/16/2024

Intersection						
Int Delay, s/veh	3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			4	4	
Traffic Vol, veh/h	51	1	0	26	37	47
Future Vol, veh/h	51	1	0	26	37	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	1	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	0	0	0	4	0
Mvmt Flow	54	1	0	28	39	50

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	92	64	89	0	0
Stage 1	64	-	-	-	-
Stage 2	28	-	-	-	-
Critical Hdwy	6.42	6.2	4.1	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.3	2.2	-	-
Pot Cap-1 Maneuver	908	1006	1519	-	-
Stage 1	959	-	-	-	-
Stage 2	995	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	908	1006	1519	-	-
Mov Cap-2 Maneuver	908	-	-	-	-
Stage 1	959	-	-	-	-
Stage 2	995	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.2	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1519	-	910	-	-
HCM Lane V/C Ratio	-	-	0.061	-	-
HCM Control Delay (s/veh)	0	-	9.2	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q (veh)	0	-	0.2	-	-

2037 No-Build Traffic Volumes
 8: Neelytown Rd & Site Driveway 1

Peak SAT Hour
 7/16/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	271	200	0	0	0
Future Volume (vph)	0	271	200	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1810	1712	0	1900	0
Flt Permitted						
Satd. Flow (perm)	0	1810	1712	0	1900	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		532	1138		660	
Travel Time (s)		8.1	17.2		15.0	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	0%	5%	11%	0%	0%	0%
Adj. Flow (vph)	0	361	267	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	361	267	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	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2037 No-Build Traffic Volumes
8: Neelytown Rd & Site Driveway 1

Peak SAT Hour
7/16/2024

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	0	271	200	0	0	0
Future Vol, veh/h	0	271	200	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	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	5	11	0	0	0
Mvmt Flow	0	361	267	0	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	267	0	-	0	628
Stage 1	-	-	-	-	267
Stage 2	-	-	-	-	361
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	1308	-	-	-	450
Stage 1	-	-	-	-	782
Stage 2	-	-	-	-	710
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1308	-	-	-	450
Mov Cap-2 Maneuver	-	-	-	-	450
Stage 1	-	-	-	-	782
Stage 2	-	-	-	-	710

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1308	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q (veh)	0	-	-	-	-

2037 No-Build Traffic Volumes
 9: Beaver Dam Rd & Site Driveway 2

Peak SAT Hour
 7/16/2024



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	27	0	0	22
Future Volume (vph)	0	0	27	0	0	22
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						
Flt Protected						
Satd. Flow (prot)	1900	0	1810	0	0	1776
Flt Permitted						
Satd. Flow (perm)	1900	0	1810	0	0	1776
Link Speed (mph)	30		35			35
Link Distance (ft)	515		1081			1606
Travel Time (s)	11.7		21.1			31.3
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	0%	0%	5%	0%	0%	7%
Adj. Flow (vph)	0	0	36	0	0	29
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	36	0	0	29
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

2037 No-Build Traffic Volumes
 9: Beaver Dam Rd & Site Driveway 2

Peak SAT Hour
 7/16/2024

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	0	27	0	0	22
Future Vol, veh/h	0	0	27	0	0	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	5	0	0	7
Mvmt Flow	0	0	36	0	0	29

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	65	36	0	0	36
Stage 1	36	-	-	-	-
Stage 2	29	-	-	-	-
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	946	1042	-	-	1588
Stage 1	992	-	-	-	-
Stage 2	999	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	946	1042	-	-	1588
Mov Cap-2 Maneuver	946	-	-	-	-
Stage 1	992	-	-	-	-
Stage 2	999	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

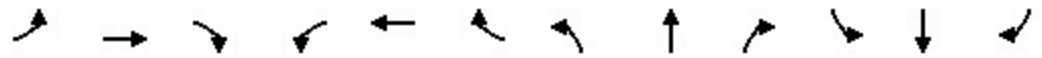
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1588
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s/veh)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q (veh)	-	-	-	0

2037 Build Traffic Volumes

Peak AM Hour

1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

7/16/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↗	↘	↑↑			↑↔	
Traffic Volume (vph)	0	0	0	651	1	244	179	593	0	0	773	322
Future Volume (vph)	0	0	0	651	1	244	179	593	0	0	773	322
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			2%	
Storage Length (ft)	0		0	0		360	145		0	245		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Fr _t						0.850					0.956	
Fl _t Protected					0.952		0.950					
Satd. Flow (prot)	0	0	0	0	1607	1488	1347	3343	0	0	3190	0
Fl _t Permitted					0.952		0.950					
Satd. Flow (perm)	0	0	0	0	1607	1488	1347	3343	0	0	3190	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						210						67
Link Speed (mph)		30			40			45				45
Link Distance (ft)		287			1203			796				861
Travel Time (s)		6.5			20.5			12.1				13.0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	12%	0%	8%	34%	8%	0%	0%	8%	5%
Adj. Flow (vph)	0	0	0	731	1	274	201	666	0	0	869	362
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	732	274	201	666	0	0	1231	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
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	1.01	1.01	1.01	1.00	1.00	1.00	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				2	2	2	2	2				2
Detector Template				Left	Thru	Right	Left	Thru				Thru
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				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
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				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)				0.0	0.0	0.0	0.0	0.0				0.0
Turn Type				Perm	NA	Perm	Prot	NA				NA

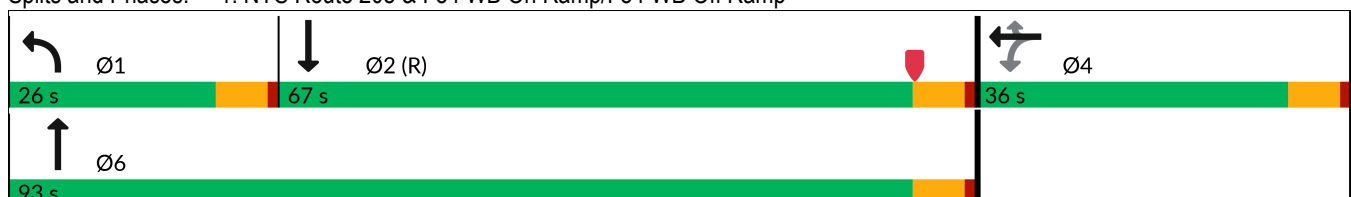


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases					4		1	6				2
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6				2
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	10.0				10.0
Minimum Split (s)				24.0	24.0	24.0	11.0	24.0				24.0
Total Split (s)				36.0	36.0	36.0	26.0	93.0				67.0
Total Split (%)				27.9%	27.9%	27.9%	20.2%	72.1%				51.9%
Maximum Green (s)				30.0	30.0	30.0	20.0	87.0				61.0
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
Total Lost Time (s)					6.0	6.0	6.0	6.0				6.0
Lead/Lag							Lead					Lag
Lead-Lag Optimize?							Yes					Yes
Vehicle Extension (s)				2.0	2.0	2.0	2.0	2.0				2.0
Recall Mode				None	None	None	None	None				C-Max
v/c Ratio					1.96	0.54	0.96	0.29				0.79
Control Delay (s/veh)					470.5	15.4	98.5	10.8				31.8
Queue Delay					0.0	0.0	0.0	0.0				0.0
Total Delay (s/veh)					470.5	15.4	98.5	10.8				31.8
Queue Length 50th (ft)					~947	43	177	141				427
Queue Length 95th (ft)					#1171	128	m#282	m178				513
Internal Link Dist (ft)		207			1123			716				781
Turn Bay Length (ft)						360	145					
Base Capacity (vph)					373	507	208	2254				1543
Starvation Cap Reductn					0	0	0	0				0
Spillback Cap Reductn					0	0	0	0				0
Storage Cap Reductn					0	0	0	0				0
Reduced v/c Ratio					1.96	0.54	0.97	0.30				0.80

Intersection Summary

Area Type: Other
 Cycle Length: 129
 Actuated Cycle Length: 129
 Offset: 0 (0%), Referenced to phase 2:SBT, Start of Yellow
 Natural Cycle: 140
 Control Type: Actuated-Coordinated
 ~ 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.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

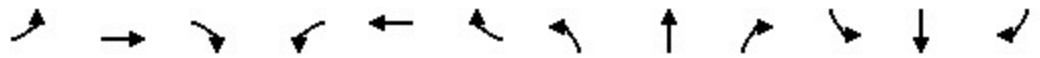


2037 Build Traffic Volumes

Peak AM Hour

1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp























7/16/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↗	↘	↑↑			↑↔	
Traffic Volume (veh/h)	0	0	0	651	1	244	179	593	0	0	773	322
Future Volume (veh/h)	0	0	0	651	1	244	179	593	0	0	773	322
Initial Q (Qb), veh				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
Parking Bus, Adj				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		
Adj Sat Flow, veh/h/ln				1716	1894	1776	1396	1781	0	0	1758	1802
Adj Flow Rate, veh/h				731	1	274	201	666	0	0	869	362
Peak Hour Factor				0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %				12	0	8	34	8	0	0	8	5
Cap, veh/h				419	1	350	206	2283	0	0	1089	451
Arrive On Green				0.23	0.23	0.23	0.31	1.00	0.00	0.00	0.47	0.47
Sat Flow, veh/h				1802	2	1505	1330	3474	0	0	2390	954
Grp Volume(v), veh/h				732	0	274	201	666	0	0	629	602
Grp Sat Flow(s),veh/h/ln				1804	0	1505	1330	1692	0	0	1670	1586
Q Serve(g_s), s				30.0	0.0	22.0	19.3	0.0	0.0	0.0	41.1	41.6
Cycle Q Clear(g_c), s				30.0	0.0	22.0	19.3	0.0	0.0	0.0	41.1	41.6
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.60
Lane Grp Cap(c), veh/h				420	0	350	206	2283	0	0	790	750
V/C Ratio(X)				1.74	0.00	0.78	0.98	0.29	0.00	0.00	0.80	0.80
Avail Cap(c_a), veh/h				420	0	350	206	2283	0	0	790	750
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.79	0.79	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				49.5	0.0	46.4	44.3	0.0	0.0	0.0	28.8	28.9
Incr Delay (d2), s/veh				344.9	0.0	10.1	48.4	0.0	0.0	0.0	8.2	8.9
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				53.4	0.0	9.1	7.8	0.0	0.0	0.0	17.3	16.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				394.4	0.0	56.6	92.7	0.0	0.0	0.0	37.0	37.7
LnGrp LOS				F		E	F	A			D	D
Approach Vol, veh/h					1006			867			1231	
Approach Delay, s/veh					302.4			21.5			37.3	
Approach LOS					F			C			D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	26.0	67.0		36.0		93.0						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	20.0	61.0		30.0		87.0						
Max Q Clear Time (g_c+I1), s	21.3	43.6		32.0		2.0						
Green Ext Time (p_c), s	0.0	4.1		0.0		2.4						
Intersection Summary												
HCM 6th Ctrl Delay, s/veh				118.8								
HCM 6th LOS				F								

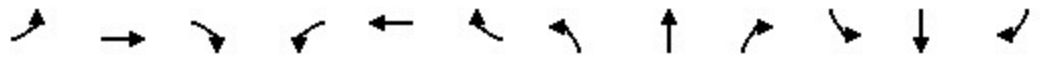
2037 Build Traffic Volumes
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak AM Hour
 7/16/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	211	254	47	145	259	247	90	314	179	261	478	685
Future Volume (vph)	211	254	47	145	259	247	90	314	179	261	478	685
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			1%			1%	
Storage Length (ft)	400		400	220		220	145		145	330		280
Storage Lanes	2		0	1		1	1		1	2		1
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.977				0.850		0.946				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1327	2528	0	1770	1792	1568	1618	3099	0	3287	3326	1410
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1327	2528	0	1770	1792	1568	1618	3099	0	3287	3326	1410
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17				171		81				709
Link Speed (mph)		45			25			45				45
Link Distance (ft)		639			871			1257				796
Travel Time (s)		9.7			23.8			19.0				12.1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	36%	45%	10%	2%	6%	3%	11%	10%	9%	6%	8%	14%
Adj. Flow (vph)	220	265	49	151	270	257	94	327	186	272	498	714
Shared Lane Traffic (%)												
Lane Group Flow (vph)	220	314	0	151	270	257	94	513	0	272	498	714
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			24			24	
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	1.00	1.00	1.00	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	2		2	2	2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	83	83		83	83	83	83	83		83	83	83
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	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	43
Detector 2 Size(ft)	40	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	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	0.0
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	Free

2037 Build Traffic Volumes
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak AM Hour
 7/16/2024

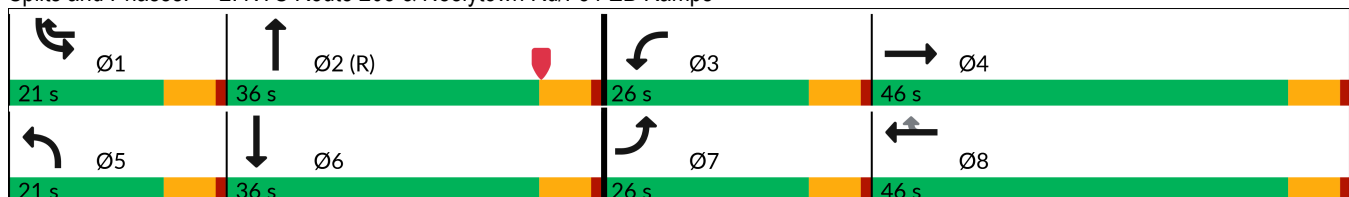


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases						8						Free
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.0	24.0		11.0	24.0	11.0	11.0	24.0		11.0	24.0	
Total Split (s)	26.0	46.0		26.0	46.0	21.0	21.0	36.0		21.0	36.0	
Total Split (%)	20.2%	35.7%		20.2%	35.7%	16.3%	16.3%	27.9%		16.3%	27.9%	
Maximum Green (s)	20.0	40.0		20.0	40.0	15.0	15.0	30.0		15.0	30.0	
Yellow Time (s)	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	
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		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	None	
v/c Ratio	1.07	0.53		0.69	0.78	0.37	0.58	0.46		0.64	0.40	0.50
Control Delay (s/veh)	134.6	44.9		70.6	64.4	10.0	69.6	31.6		61.7	33.3	0.7
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)	134.6	44.9		70.6	64.4	10.0	69.6	31.6		61.7	33.3	0.7
Queue Length 50th (ft)	~203	116		122	216	47	76	148		125	142	3
Queue Length 95th (ft)	#367	159		191	294	94	130	236		m101	m161	m0
Internal Link Dist (ft)		559			791			1177			716	
Turn Bay Length (ft)	400			220		220	145			330		280
Base Capacity (vph)	205	795		274	555	695	195	1095		445	1218	1410
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	1.07	0.39		0.55	0.49	0.37	0.48	0.47		0.61	0.41	0.51

Intersection Summary

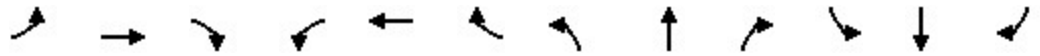
Area Type: Other
 Cycle Length: 129
 Actuated Cycle Length: 129
 Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps



2037 Build Traffic Volumes
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak AM Hour
 7/16/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	211	254	47	145	259	247	90	314	179	261	478	685
Future Volume (veh/h)	211	254	47	145	259	247	90	314	179	261	478	685
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	1366	1233	1752	1870	1811	1856	1731	1746	1761	1805	1776	1687
Adj Flow Rate, veh/h	220	265	49	151	270	257	94	327	186	272	498	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	36	45	10	2	6	3	11	10	9	6	8	14
Cap, veh/h	202	467	85	180	330	442	116	776	432	331	1371	
Arrive On Green	0.16	0.24	0.24	0.10	0.18	0.18	0.07	0.38	0.38	0.03	0.13	0.00
Sat Flow, veh/h	1301	1979	361	1781	1811	1572	1649	2055	1144	3335	3374	1429
Grp Volume(v), veh/h	220	155	159	151	270	257	94	263	250	272	498	0
Grp Sat Flow(s),veh/h/ln	1301	1171	1168	1781	1811	1572	1649	1659	1540	1668	1687	1429
Q Serve(g_s), s	20.0	15.1	15.5	10.7	18.5	18.1	7.3	15.1	15.6	10.5	17.3	0.0
Cycle Q Clear(g_c), s	20.0	15.1	15.5	10.7	18.5	18.1	7.3	15.1	15.6	10.5	17.3	0.0
Prop In Lane	1.00		0.31	1.00		1.00	1.00		0.74	1.00		1.00
Lane Grp Cap(c), veh/h	202	277	276	180	330	442	116	626	581	331	1371	
V/C Ratio(X)	1.09	0.56	0.58	0.84	0.82	0.58	0.81	0.42	0.43	0.82	0.36	
Avail Cap(c_a), veh/h	202	363	362	276	562	644	192	626	581	388	1371	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.50	0.50	0.00
Uniform Delay (d), s/veh	54.5	43.4	43.6	56.9	50.7	39.8	59.1	29.7	29.8	61.3	40.7	0.0
Incr Delay (d2), s/veh	89.5	1.8	1.9	12.7	5.0	1.2	12.6	2.1	2.3	6.2	0.1	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	11.4	4.4	4.5	5.5	8.9	7.2	3.4	6.2	6.0	4.9	7.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	144.0	45.2	45.5	69.7	55.7	41.0	71.7	31.8	32.2	67.5	40.7	0.0
LnGrp LOS	F	D	D	E	E	D	E	C	C	E	D	
Approach Vol, veh/h		534			678			607			770	
Approach Delay, s/veh		86.0			53.2			38.1			50.2	
Approach LOS		F			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.8	54.7	19.1	36.5	15.1	58.4	26.0	29.5				
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	30.0	20.0	40.0	15.0	30.0	20.0	40.0				
Max Q Clear Time (g_c+I1), s	12.5	17.6	12.7	17.5	9.3	19.3	22.0	20.5				
Green Ext Time (p_c), s	0.3	2.1	0.4	1.5	0.1	2.0	0.0	3.0				

Intersection Summary

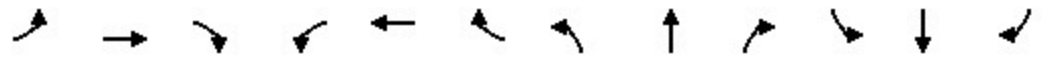
HCM 6th Ctrl Delay, s/veh	55.5
HCM 6th LOS	E

Notes

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

2037 Build Traffic Volumes
 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd

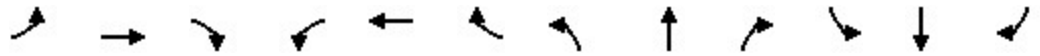
Peak AM Hour
 7/16/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	41	215	39	179	399	6	47	67	56	25	26	14
Future Volume (vph)	41	215	39	179	399	6	47	67	56	25	26	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	16	12	12	12
Grade (%)		1%			2%			-2%				0%
Storage Length (ft)	70		0	220		0	0		150	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.977			0.998				0.850		0.971	
Flt Protected	0.950			0.950				0.980			0.981	
Satd. Flow (prot)	1796	1550	0	1686	1447	0	0	1787	1594	0	1776	0
Flt Permitted	0.362			0.591				0.852			0.866	
Satd. Flow (perm)	684	1550	0	1049	1447	0	0	1554	1594	0	1567	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18			1				109			15
Link Speed (mph)		45			45			35				35
Link Distance (ft)		2146			540			620				646
Travel Time (s)		32.5			8.2			12.1				12.6
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	21%	9%	6%	29%	80%	7%	4%	16%	5%	0%	0%
Adj. Flow (vph)	44	231	42	192	429	6	51	72	60	27	28	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	44	273	0	192	435	0	0	123	60	0	70	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)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	0.99	0.99	0.84	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2	2	2		2
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left		Thru
Leading Detector (ft)	83	83		83	83		83	83	83	83		83
Trailing Detector (ft)	-5	-5		-5	-5		-5	-5	-5	-5		-5
Detector 1 Position(ft)	-5	-5		-5	-5		-5	-5	-5	-5		-5
Detector 1 Size(ft)	40	40		40	40		40	40	40	40		40
Detector 1 Type	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
Detector 1 Queue (s)	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
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

2037 Build Traffic Volumes
 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd

Peak AM Hour
 7/16/2024

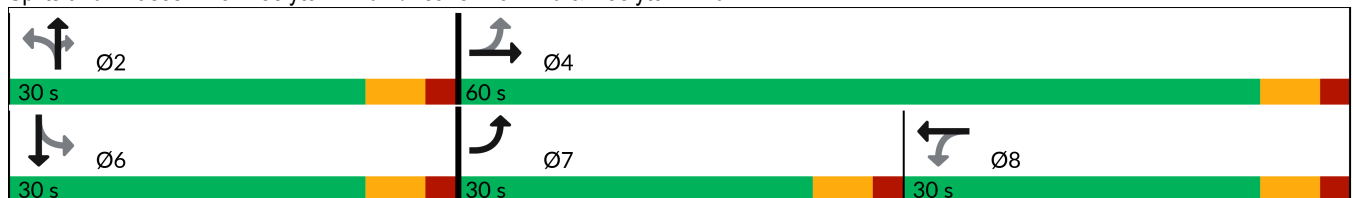


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	7	4			8			2				6
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		8	8		2	2	2	6		6
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		8.0	8.0	8.0	8.0		8.0
Minimum Split (s)	14.0	14.0		14.0	14.0		14.0	14.0	14.0	14.0		14.0
Total Split (s)	30.0	60.0		30.0	30.0		30.0	30.0	30.0	30.0		30.0
Total Split (%)	33.3%	66.7%		33.3%	33.3%		33.3%	33.3%	33.3%	33.3%		33.3%
Maximum Green (s)	24.0	54.0		24.0	24.0		24.0	24.0	24.0	24.0		24.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0		4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0		2.0
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
Recall Mode	None	Max		Max	Max		Max	Max	Max	Max		Max
v/c Ratio	0.08	0.29		0.36	0.59			0.29	0.11			0.16
Control Delay (s/veh)	7.8	9.0		17.8	21.6			28.6	1.6			21.9
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Delay (s/veh)	7.8	9.0		17.8	21.6			28.6	1.6			21.9
Queue Length 50th (ft)	9	64		72	190			56	0			24
Queue Length 95th (ft)	23	107		130	302			104	8			57
Internal Link Dist (ft)		2066			460			540				566
Turn Bay Length (ft)	70			220					150			
Base Capacity (vph)	706	937		531	733			414	505			428
Starvation Cap Reductn	0	0		0	0			0	0			0
Spillback Cap Reductn	0	0		0	0			0	0			0
Storage Cap Reductn	0	0		0	0			0	0			0
Reduced v/c Ratio	0.06	0.29		0.36	0.59			0.30	0.12			0.16

Intersection Summary

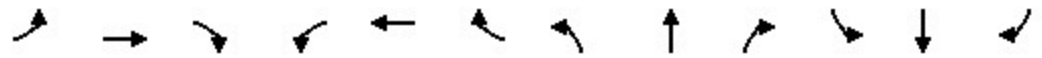
Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Natural Cycle: 60
 Control Type: Semi Act-Uncoord

Splits and Phases: 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd



2037 Build Traffic Volumes
 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd

Peak AM Hour
 7/16/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	215	39	179	399	6	47	67	56	25	26	14
Future Volume (veh/h)	41	215	39	179	399	6	47	67	56	25	26	14
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	1894	1583	1761	1788	1447	691	1874	1919	1808	1826	1900	1900
Adj Flow Rate, veh/h	44	231	42	192	429	6	51	72	60	27	28	15
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	21	9	6	29	80	7	4	16	5	0	0
Cap, veh/h	426	782	142	581	675	9	221	292	409	185	185	86
Arrive On Green	0.06	0.60	0.60	0.47	0.47	0.47	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1804	1303	237	1057	1423	20	615	1094	1532	484	692	321
Grp Volume(v), veh/h	44	0	273	192	0	435	123	0	60	70	0	0
Grp Sat Flow(s),veh/h/ln	1804	0	1540	1057	0	1443	1709	0	1532	1497	0	0
Q Serve(g_s), s	1.0	0.0	7.8	10.5	0.0	20.4	0.0	0.0	2.7	0.1	0.0	0.0
Cycle Q Clear(g_c), s	1.0	0.0	7.8	10.5	0.0	20.4	4.6	0.0	2.7	4.6	0.0	0.0
Prop In Lane	1.00		0.15	1.00		0.01	0.41		1.00	0.39		0.21
Lane Grp Cap(c), veh/h	426	0	924	581	0	684	512	0	409	455	0	0
V/C Ratio(X)	0.10	0.00	0.30	0.33	0.00	0.64	0.24	0.00	0.15	0.15	0.00	0.00
Avail Cap(c_a), veh/h	800	0	924	581	0	684	512	0	409	455	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.0	0.0	8.8	15.2	0.0	17.8	25.9	0.0	25.2	25.2	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.8	1.5	0.0	4.5	1.1	0.0	0.8	0.7	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	2.3	2.5	0.0	6.8	2.2	0.0	1.0	1.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.1	0.0	9.6	16.7	0.0	22.3	27.0	0.0	25.9	25.9	0.0	0.0
LnGrp LOS	B		A	B		C	C		C	C		
Approach Vol, veh/h		317			627			183				70
Approach Delay, s/veh		9.9			20.6			26.6				25.9
Approach LOS		A			C			C				C
Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		30.0		60.0		30.0	11.3	48.7				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		24.0		54.0		24.0	24.0	24.0				
Max Q Clear Time (g_c+I1), s		6.6		9.8		6.6	3.0	22.4				
Green Ext Time (p_c), s		0.8		1.4		0.2	0.1	0.6				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh				19.0								
HCM 6th LOS				B								

2037 Build Traffic Volumes
4: NYS Route 416 & Neelytown Rd

Peak AM Hour
7/16/2024



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	78	166	71	104	201	177
Future Volume (vph)	78	166	71	104	201	177
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	0.908		0.920			
Flt Protected	0.984					0.974
Satd. Flow (prot)	1362	0	1651	0	0	1679
Flt Permitted	0.984					0.731
Satd. Flow (perm)	1362	0	1651	0	0	1260
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	170		112			
Link Speed (mph)	45		55			55
Link Distance (ft)	2393		959			1086
Travel Time (s)	36.3		11.9			13.5
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	11%	31%	10%	4%	13%	7%
Adj. Flow (vph)	88	187	80	117	226	199
Shared Lane Traffic (%)						
Lane Group Flow (vph)	275	0	197	0	0	425
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	0.99	0.99	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2		1	2
Detector Template					Left	
Leading Detector (ft)	83		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Detector 1 Position(ft)	-5		-5		0	-5
Detector 1 Size(ft)	40		40		20	40
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 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)	40		40			40
Detector 2 Size(ft)	43		43			43
Detector 2 Type	Cl+Ex		Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6

2037 Build Traffic Volumes
 4: NYS Route 416 & Neelytown Rd

Peak AM Hour
 7/16/2024

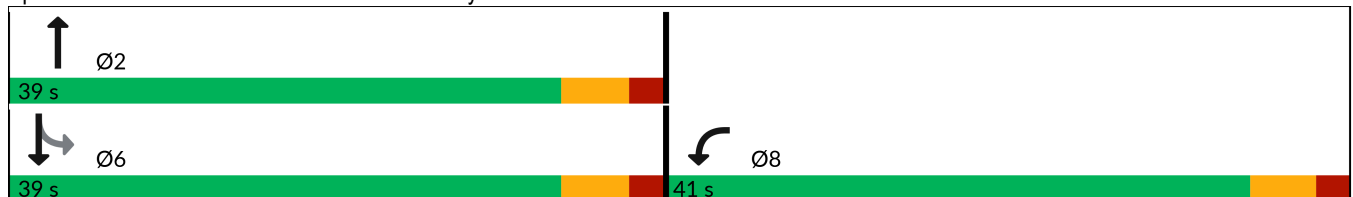


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	24.0		24.0		24.0	24.0
Total Split (s)	41.0		39.0		39.0	39.0
Total Split (%)	51.3%		48.8%		48.8%	48.8%
Maximum Green (s)	35.0		33.0		33.0	33.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	6.0		6.0			6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		Min		Min	Min
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	0.62		0.22			0.68
Control Delay (s/veh)	14.1		4.2			16.0
Queue Delay	0.0		0.0			0.0
Total Delay (s/veh)	14.1		4.2			16.0
Queue Length 50th (ft)	21		10			71
Queue Length 95th (ft)	92		42			195
Internal Link Dist (ft)	2313		879			1006
Turn Bay Length (ft)						
Base Capacity (vph)	1135		1287			962
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.24		0.15			0.44

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 45.3
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated

Splits and Phases: 4: NYS Route 416 & Neelytown Rd



2037 Build Traffic Volumes
4: NYS Route 416 & Neelytown Rd

Peak AM Hour
7/16/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	78	166	71	104	201	177
Future Volume (veh/h)	78	166	71	104	201	177
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	1737	1441	1789	1879	1707	1796
Adj Flow Rate, veh/h	88	187	80	117	226	199
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	11	31	10	4	13	7
Cap, veh/h	120	255	272	398	399	292
Arrive On Green	0.25	0.25	0.41	0.41	0.41	0.41
Sat Flow, veh/h	487	1034	656	960	587	706
Grp Volume(v), veh/h	276	0	0	197	425	0
Grp Sat Flow(s),veh/h/ln	1526	0	0	1616	1293	0
Q Serve(g_s), s	5.9	0.0	0.0	2.9	7.6	0.0
Cycle Q Clear(g_c), s	5.9	0.0	0.0	2.9	10.5	0.0
Prop In Lane	0.32	0.68		0.59	0.53	
Lane Grp Cap(c), veh/h	376	0	0	669	692	0
V/C Ratio(X)	0.73	0.00	0.00	0.29	0.61	0.00
Avail Cap(c_a), veh/h	1511	0	0	1509	1405	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	12.3	0.0	0.0	6.9	9.3	0.0
Incr Delay (d2), s/veh	2.8	0.0	0.0	0.2	0.9	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	0.0	0.4	1.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	15.0	0.0	0.0	7.1	10.2	0.0
LnGrp LOS	B			A	B	
Approach Vol, veh/h	276		197			425
Approach Delay, s/veh	15.0		7.1			10.2
Approach LOS	B		A			B
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		20.6			20.6	14.7
Change Period (Y+Rc), s		6.0			6.0	6.0
Max Green Setting (Gmax), s		33.0			33.0	35.0
Max Q Clear Time (g_c+I1), s		4.9			12.5	7.9
Green Ext Time (p_c), s		0.9			2.1	1.4
Intersection Summary						
HCM 6th Ctrl Delay, s/veh			11.0			
HCM 6th LOS			B			

2037 Build Traffic Volumes
5: NYS Route 211 & NYS Route 416

Peak AM Hour
7/16/2024



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	44	132	143	23	232	267
Future Volume (vph)	44	132	143	23	232	267
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	12	12	12	12
Storage Length (ft)	0	50		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.982			
Flt Protected	0.950					0.977
Satd. Flow (prot)	1073	1558	1536	0	0	1759
Flt Permitted	0.950					0.977
Satd. Flow (perm)	1073	1558	1536	0	0	1759
Link Speed (mph)	30		30			30
Link Distance (ft)	561		726			643
Travel Time (s)	12.8		16.5			14.6
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	85%	14%	13%	75%	5%	6%
Adj. Flow (vph)	51	152	164	26	267	307
Shared Lane Traffic (%)						
Lane Group Flow (vph)	51	152	190	0	0	574
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	15		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.88	0.88	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

Control Type: Unsignalized

2037 Build Traffic Volumes
5: NYS Route 211 & NYS Route 416

Peak AM Hour
7/16/2024

Intersection						
Int Delay, s/veh	6.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	44	132	143	23	232	267
Future Vol, veh/h	44	132	143	23	232	267
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	50	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	85	14	13	75	5	6
Mvmt Flow	51	152	164	26	267	307

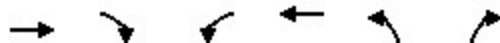
Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1018	177	0	0	190
Stage 1	177	-	-	-	-
Stage 2	841	-	-	-	-
Critical Hdwy	7.25	6.34	-	-	4.15
Critical Hdwy Stg 1	6.25	-	-	-	-
Critical Hdwy Stg 2	6.25	-	-	-	-
Follow-up Hdwy	4.265	3.426	-	-	2.245
Pot Cap-1 Maneuver	187	836	-	-	1366
Stage 1	688	-	-	-	-
Stage 2	310	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	143	836	-	-	1366
Mov Cap-2 Maneuver	143	-	-	-	-
Stage 1	688	-	-	-	-
Stage 2	237	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	18.6	0	3.8
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	143	836	1366	-
HCM Lane V/C Ratio	-	-	0.354	0.181	0.195	-
HCM Control Delay (s/veh)	-	-	43.4	10.3	8.3	0
HCM Lane LOS	-	-	E	B	A	A
HCM 95th %tile Q (veh)	-	-	1.5	0.7	0.7	-

2037 Build Traffic Volumes
6: Beaver Dam Rd & Goodwill Rd

Peak AM Hour
7/16/2024



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	55	77	43	87	34	76
Future Volume (vph)	55	77	43	87	34	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	11	11
Grade (%)	4%			4%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.922				0.907	
Flt Protected				0.984	0.985	
Satd. Flow (prot)	1553	0	0	1574	1574	0
Flt Permitted				0.984	0.985	
Satd. Flow (perm)	1553	0	0	1574	1574	0
Link Speed (mph)	30			30	35	
Link Distance (ft)	853			580	1607	
Travel Time (s)	19.4			13.2	31.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	4%	8%	9%	6%	5%
Adj. Flow (vph)	57	79	44	90	35	78
Shared Lane Traffic (%)						
Lane Group Flow (vph)	136	0	0	134	113	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.12	1.12	1.12	1.12	1.03	1.03
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2037 Build Traffic Volumes
6: Beaver Dam Rd & Goodwill Rd

Peak AM Hour
7/16/2024

Intersection						
Int Delay, s/veh	3.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	55	77	43	87	34	76
Future Vol, veh/h	55	77	43	87	34	76
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, %	4	-	-	4	-2	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	4	8	9	6	5
Mvmt Flow	57	79	44	90	35	78

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	136	0	275
Stage 1	-	-	-	-	97
Stage 2	-	-	-	-	178
Critical Hdwy	-	-	4.18	-	6.06
Critical Hdwy Stg 1	-	-	-	-	5.06
Critical Hdwy Stg 2	-	-	-	-	5.06
Follow-up Hdwy	-	-	2.272	-	3.554
Pot Cap-1 Maneuver	-	-	1412	-	728
Stage 1	-	-	-	-	927
Stage 2	-	-	-	-	860
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1412	-	704
Mov Cap-2 Maneuver	-	-	-	-	704
Stage 1	-	-	-	-	927
Stage 2	-	-	-	-	832

Approach	EB	WB	NB
HCM Control Delay, s/v	0	2.5	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	861	-	-	1412	-
HCM Lane V/C Ratio	0.132	-	-	0.031	-
HCM Control Delay (s/veh)	9.8	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q (veh)	0.5	-	-	0.1	-

2037 Build Traffic Volumes
7: Beaver Dam Rd & Chandler Ln

Peak AM Hour
7/16/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	63	0	1	46	87	30
Future Volume (vph)	63	0	1	46	87	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	10	10
Grade (%)	0%			1%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.965	
Fl _t Protected	0.950			0.999		
Satd. Flow (prot)	1589	0	0	1721	1618	0
Fl _t Permitted	0.950			0.999		
Satd. Flow (perm)	1589	0	0	1721	1618	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	777			545	1607	
Travel Time (s)	17.7			10.6	31.3	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	6%	0%	100%	8%	5%	8%
Adj. Flow (vph)	72	0	1	52	99	34
Shared Lane Traffic (%)						
Lane Group Flow (vph)	72	0	0	53	133	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	1.09	1.09	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

2037 Build Traffic Volumes
7: Beaver Dam Rd & Chandler Ln

Peak AM Hour
7/16/2024

Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	63	0	1	46	87	30
Future Vol, veh/h	63	0	1	46	87	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	1	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	6	0	100	8	5	8
Mvmt Flow	72	0	1	52	99	34

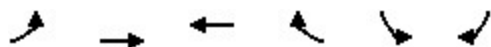
Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	170	116	133	0	0
Stage 1	116	-	-	-	-
Stage 2	54	-	-	-	-
Critical Hdwy	6.46	6.2	5.1	-	-
Critical Hdwy Stg 1	5.46	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-
Follow-up Hdwy	3.554	3.3	3.1	-	-
Pot Cap-1 Maneuver	811	942	1018	-	-
Stage 1	899	-	-	-	-
Stage 2	958	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	810	942	1018	-	-
Mov Cap-2 Maneuver	810	-	-	-	-
Stage 1	898	-	-	-	-
Stage 2	958	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.9	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1018	-	810	-	-
HCM Lane V/C Ratio	0.001	-	0.088	-	-
HCM Control Delay (s/veh)	8.5	0	9.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0.3	-	-

2037 Build Traffic Volumes
8: Neelytown Rd & Site Driveway 1

Peak AM Hour
7/16/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	4	292	592	286	25	2
Future Volume (vph)	4	292	592	286	25	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			150	0	0
Storage Lanes	1			1	1	0
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850	0.991	
Flt Protected	0.950				0.956	
Satd. Flow (prot)	902	1610	1557	1524	1265	0
Flt Permitted	0.950				0.956	
Satd. Flow (perm)	902	1610	1557	1524	1265	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		532	1138		660	
Travel Time (s)		8.1	17.2		15.0	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	100%	18%	22%	6%	38%	100%
Adj. Flow (vph)	4	314	637	308	27	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	314	637	308	29	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	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

2037 Build Traffic Volumes
8: Neelytown Rd & Site Driveway 1

Peak AM Hour
7/16/2024

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	292	592	286	25	2
Future Vol, veh/h	4	292	592	286	25	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	150	-	-	150	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	100	18	22	6	38	100
Mvmt Flow	4	314	637	308	27	2

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	945	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	5.1	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	3.1	-	-
Pot Cap-1 Maneuver	445	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	445	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.2	0	21.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	445	-	-	-	249
HCM Lane V/C Ratio	0.01	-	-	-	0.117
HCM Control Delay (s/veh)	13.2	-	-	-	21.4
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q (veh)	0	-	-	-	0.4

2037 Build Traffic Volumes
 9: Beaver Dam Rd & Site Driveway 2

Peak AM Hour
 7/16/2024



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	25	5	36	77	38	40
Future Volume (vph)	25	5	36	77	38	40
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	0.979		0.908			
Flt Protected	0.960					0.976
Satd. Flow (prot)	1786	0	1651	0	0	1826
Flt Permitted	0.960					0.976
Satd. Flow (perm)	1786	0	1651	0	0	1826
Link Speed (mph)	30		35			35
Link Distance (ft)	515		1081			1606
Travel Time (s)	11.7		21.1			31.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	14%	0%	0%	3%
Adj. Flow (vph)	27	5	39	83	41	43
Shared Lane Traffic (%)						
Lane Group Flow (vph)	32	0	122	0	0	84
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2037 Build Traffic Volumes
 9: Beaver Dam Rd & Site Driveway 2

Peak AM Hour
 7/16/2024

Intersection						
Int Delay, s/veh	2.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	5	36	77	38	40
Future Vol, veh/h	25	5	36	77	38	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	14	0	0	3
Mvmt Flow	27	5	39	83	41	43

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	206	81	0	0	122
Stage 1	81	-	-	-	-
Stage 2	125	-	-	-	-
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	787	985	-	-	1478
Stage 1	947	-	-	-	-
Stage 2	906	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	765	985	-	-	1478
Mov Cap-2 Maneuver	765	-	-	-	-
Stage 1	947	-	-	-	-
Stage 2	881	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.7	0	3.7
HCM LOS	A		

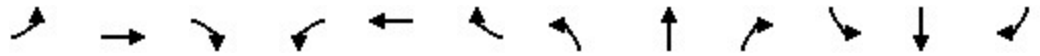
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	795	1478
HCM Lane V/C Ratio	-	-	0.041	0.028
HCM Control Delay (s/veh)	-	-	9.7	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q (veh)	-	-	0.1	0.1

2037 Build Traffic Volumes

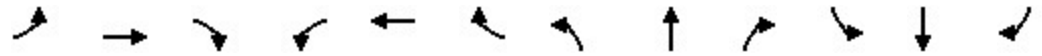
Peak PM Hour

1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

7/16/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↗	↖	↕			↕	
Traffic Volume (vph)	0	0	0	411	0	356	384	827	0	0	617	329
Future Volume (vph)	0	0	0	411	0	356	384	827	0	0	617	329
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			2%	
Storage Length (ft)	0		0	0		360	145		0	245		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Fr _t						0.850					0.948	
Fl _t Protected					0.950		0.950					
Satd. Flow (prot)	0	0	0	0	1382	1516	1612	3471	0	0	3270	0
Fl _t Permitted					0.950		0.950					
Satd. Flow (perm)	0	0	0	0	1382	1516	1612	3471	0	0	3270	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						205					103	
Link Speed (mph)		30			40			45			45	
Link Distance (ft)		287			1203			796			861	
Travel Time (s)		6.5			20.5			12.1			13.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	30%	0%	6%	12%	4%	0%	0%	5%	1%
Adj. Flow (vph)	0	0	0	428	0	371	400	861	0	0	643	343
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	428	371	400	861	0	0	986	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
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	1.01	1.01	1.01	1.00	1.00	1.00	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				2	2	2	2	2				2
Detector Template				Left	Thru	Right	Left	Thru				Thru
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				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
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				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)				0.0	0.0	0.0	0.0	0.0				0.0
Turn Type				Perm	NA	Perm	Prot	NA				NA

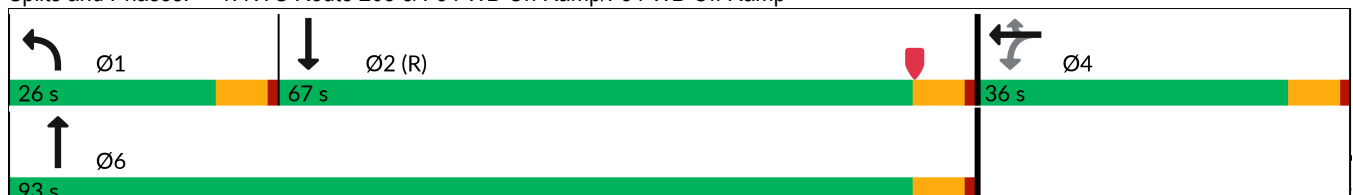


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases					4		1	6				2
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6				2
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	10.0				10.0
Minimum Split (s)				24.0	24.0	24.0	11.0	24.0				24.0
Total Split (s)				36.0	36.0	36.0	26.0	93.0				67.0
Total Split (%)				27.9%	27.9%	27.9%	20.2%	72.1%				51.9%
Maximum Green (s)				30.0	30.0	30.0	20.0	87.0				61.0
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
Total Lost Time (s)					6.0	6.0	6.0	6.0				6.0
Lead/Lag							Lead					Lag
Lead-Lag Optimize?							Yes					Yes
Vehicle Extension (s)				2.0	2.0	2.0	2.0	2.0				2.0
Recall Mode				None	None	None	None	None				C-Max
v/c Ratio					1.33	0.72	1.60	0.36				0.61
Control Delay (s/veh)					208.8	29.2	309.3	11.6				24.3
Queue Delay					0.0	0.0	0.0	0.0				0.0
Total Delay (s/veh)					208.8	29.2	309.3	11.6				24.3
Queue Length 50th (ft)					~464	131	~486	187				283
Queue Length 95th (ft)					#671	252	m#518	m221				353
Internal Link Dist (ft)		207			1123			716				781
Turn Bay Length (ft)						360	145					
Base Capacity (vph)					321	509	249	2340				1600
Starvation Cap Reductn					0	0	0	0				0
Spillback Cap Reductn					0	0	0	0				0
Storage Cap Reductn					0	0	0	0				0
Reduced v/c Ratio					1.33	0.73	1.61	0.37				0.62

Intersection Summary

Area Type: Other
 Cycle Length: 129
 Actuated Cycle Length: 129
 Offset: 0 (0%), Referenced to phase 2:SBT, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 ~ 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.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

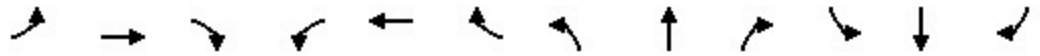


2037 Build Traffic Volumes

Peak PM Hour

1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp























7/16/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↗	↘	↑↑			↑↗	
Traffic Volume (veh/h)	0	0	0	411	0	356	384	827	0	0	617	329
Future Volume (veh/h)	0	0	0	411	0	356	384	827	0	0	617	329
Initial Q (Qb), veh				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
Parking Bus, Adj				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		
Adj Sat Flow, veh/h/ln				1450	1894	1805	1722	1841	0	0	1802	1862
Adj Flow Rate, veh/h				428	0	371	400	861	0	0	643	343
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %				30	0	6	12	4	0	0	5	1
Cap, veh/h				420	0	356	254	2359	0	0	1020	544
Arrive On Green				0.23	0.00	0.23	0.31	1.00	0.00	0.00	0.47	0.47
Sat Flow, veh/h				1804	0	1530	1640	3589	0	0	2247	1151
Grp Volume(v), veh/h				428	0	371	400	861	0	0	510	476
Grp Sat Flow(s),veh/h/ln				1804	0	1530	1640	1749	0	0	1712	1595
Q Serve(g_s), s				30.0	0.0	30.0	20.0	0.0	0.0	0.0	28.9	28.9
Cycle Q Clear(g_c), s				30.0	0.0	30.0	20.0	0.0	0.0	0.0	28.9	28.9
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.72
Lane Grp Cap(c), veh/h				420	0	356	254	2359	0	0	810	754
V/C Ratio(X)				1.02	0.00	1.04	1.57	0.37	0.00	0.00	0.63	0.63
Avail Cap(c_a), veh/h				420	0	356	254	2359	0	0	810	754
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.23	0.23	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				49.5	0.0	49.5	44.5	0.0	0.0	0.0	25.5	25.5
Incr Delay (d2), s/veh				49.2	0.0	59.3	262.3	0.0	0.0	0.0	3.7	4.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				18.9	0.0	17.1	25.0	0.0	0.0	0.0	12.0	11.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				98.7	0.0	108.8	306.8	0.0	0.0	0.0	29.2	29.5
LnGrp LOS				F		F	F	A			C	C
Approach Vol, veh/h					799			1261			986	
Approach Delay, s/veh					103.4			97.3			29.4	
Approach LOS					F			F			C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	26.0	67.0		36.0		93.0						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	20.0	61.0		30.0		87.0						
Max Q Clear Time (g_c+I1), s	22.0	30.9		32.0		2.0						
Green Ext Time (p_c), s	0.0	3.4		0.0		3.3						
Intersection Summary												
HCM 6th Ctrl Delay, s/veh											76.9	
HCM 6th LOS											E	

2037 Build Traffic Volumes
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak PM Hour
 7/16/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	399	412	87	88	111	278	59	535	266	182	490	357
Future Volume (vph)	399	412	87	88	111	278	59	535	266	182	490	357
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			1%			1%	
Storage Length (ft)	400		400	220		220	145		145	330		280
Storage Lanes	2		0	1		1	1		1	2		1
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.974				0.850		0.950				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1570	3095	0	1671	1218	1568	1535	3345	0	3350	3487	1190
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1570	3095	0	1671	1218	1568	1535	3345	0	3350	3487	1190
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20				76		62				388
Link Speed (mph)		45			25			45				45
Link Distance (ft)		639			871			1257				796
Travel Time (s)		9.7			23.8			19.0				12.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	15%	15%	7%	8%	56%	3%	17%	2%	2%	4%	3%	35%
Adj. Flow (vph)	434	448	95	96	121	302	64	582	289	198	533	388
Shared Lane Traffic (%)												
Lane Group Flow (vph)	434	543	0	96	121	302	64	871	0	198	533	388
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			24			24	
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	1.00	1.00	1.00	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	2		2	2	2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	83	83		83	83	83	83	83		83	83	83
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	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	43
Detector 2 Size(ft)	40	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	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	0.0
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	Free

2037 Build Traffic Volumes
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak PM Hour
 7/16/2024

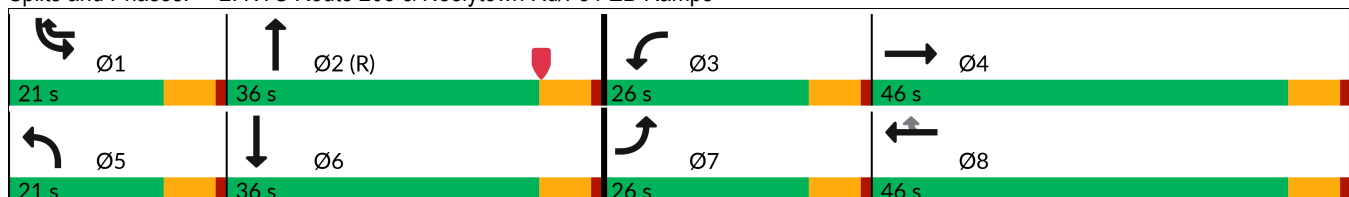


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases						8						Free
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.0	24.0		11.0	24.0	11.0	11.0	24.0		11.0	24.0	
Total Split (s)	26.0	46.0		26.0	46.0	21.0	21.0	36.0		21.0	36.0	
Total Split (%)	20.2%	35.7%		20.2%	35.7%	16.3%	16.3%	27.9%		16.3%	27.9%	
Maximum Green (s)	20.0	40.0		20.0	40.0	15.0	15.0	30.0		15.0	30.0	
Yellow Time (s)	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	
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		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	None	
v/c Ratio	1.78	0.78		0.57	0.61	0.55	0.50	0.64		0.55	0.35	0.32
Control Delay (s/veh)	401.6	54.4		68.6	62.0	29.1	69.4	34.4		65.1	26.7	0.3
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)	401.6	54.4		68.6	62.0	29.1	69.4	34.4		65.1	26.7	0.3
Queue Length 50th (ft)	~542	221		78	96	157	52	286		90	124	0
Queue Length 95th (ft)	#751	268		132	146	202	98	#480		m95	m199	m0
Internal Link Dist (ft)		559			791			1177			716	
Turn Bay Length (ft)	400			220		220	145			330		280
Base Capacity (vph)	243	973		259	377	568	178	1345		409	1511	1190
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	1.79	0.56		0.37	0.32	0.53	0.36	0.65		0.48	0.35	0.33

Intersection Summary

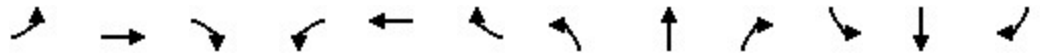
Area Type: Other
 Cycle Length: 129
 Actuated Cycle Length: 129
 Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps



2037 Build Traffic Volumes
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak PM Hour
 7/16/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	399	412	87	88	111	278	59	535	266	182	490	357
Future Volume (veh/h)	399	412	87	88	111	278	59	535	266	182	490	357
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	1678	1678	1796	1781	1070	1856	1642	1864	1864	1835	1850	1375
Adj Flow Rate, veh/h	434	448	95	96	121	302	64	582	289	198	533	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	15	15	7	8	56	3	17	2	2	4	3	35
Cap, veh/h	248	756	159	120	219	442	80	867	430	260	1418	
Arrive On Green	0.16	0.29	0.29	0.07	0.20	0.20	0.05	0.38	0.38	0.03	0.13	0.00
Sat Flow, veh/h	1598	2620	552	1697	1070	1572	1564	2293	1138	3390	3514	1166
Grp Volume(v), veh/h	434	271	272	96	121	302	64	449	422	198	533	0
Grp Sat Flow(s),veh/h/ln	1598	1594	1578	1697	1070	1572	1564	1771	1660	1695	1757	1166
Q Serve(g_s), s	20.0	18.8	19.1	7.2	13.1	22.0	5.2	27.3	27.3	7.5	17.9	0.0
Cycle Q Clear(g_c), s	20.0	18.8	19.1	7.2	13.1	22.0	5.2	27.3	27.3	7.5	17.9	0.0
Prop In Lane	1.00		0.35	1.00		1.00	1.00		0.69	1.00		1.00
Lane Grp Cap(c), veh/h	248	460	455	120	219	442	80	669	627	260	1418	
V/C Ratio(X)	1.75	0.59	0.60	0.80	0.55	0.68	0.80	0.67	0.67	0.76	0.38	
Avail Cap(c_a), veh/h	248	494	489	263	332	608	182	669	627	394	1418	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.75	0.75	0.00
Uniform Delay (d), s/veh	54.5	39.4	39.4	59.0	46.0	41.3	60.6	33.5	33.5	61.7	41.1	0.0
Incr Delay (d2), s/veh	354.5	1.6	1.8	11.3	2.2	1.9	16.7	5.3	5.7	3.5	0.1	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	32.2	7.4	7.4	3.5	3.7	8.9	2.4	12.3	11.6	3.4	8.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	409.0	41.0	41.2	70.4	48.2	43.1	77.2	38.8	39.1	65.2	41.2	0.0
LnGrp LOS	F	D	D	E	D	D	E	D	D	E	D	
Approach Vol, veh/h		977			519			935			731	
Approach Delay, s/veh		204.5			49.4			41.6			47.7	
Approach LOS		F			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.9	54.7	15.1	43.2	12.6	58.1	26.0	32.4				
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	30.0	20.0	40.0	15.0	30.0	20.0	40.0				
Max Q Clear Time (g_c+I1), s	9.5	29.3	9.2	21.1	7.2	19.9	22.0	24.0				
Green Ext Time (p_c), s	0.4	0.3	0.3	2.5	0.1	2.1	0.0	2.3				

Intersection Summary

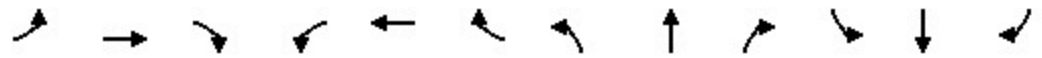
HCM 6th Ctrl Delay, s/veh	94.6
HCM 6th LOS	F

Notes

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

2037 Build Traffic Volumes
 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd

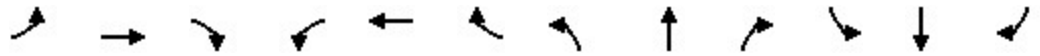
Peak PM Hour
 7/16/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	321	50	69	267	9	52	33	212	121	53	42
Future Volume (vph)	18	321	50	69	267	9	52	33	212	121	53	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	16	12	12	12
Grade (%)		1%			2%			-2%				0%
Storage Length (ft)	70		0	220		0	0		150	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.980			0.995				0.850		0.974	
Flt Protected	0.950			0.950				0.970			0.973	
Satd. Flow (prot)	1796	1710	0	1752	1563	0	0	1790	1795	0	1761	0
Flt Permitted	0.441			0.494				0.689			0.767	
Satd. Flow (perm)	834	1710	0	911	1563	0	0	1271	1795	0	1388	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			2				268			13
Link Speed (mph)		45			45			35				35
Link Distance (ft)		2146			540			620				646
Travel Time (s)		32.5			8.2			12.1				12.6
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	0%	9%	4%	2%	20%	13%	4%	4%	3%	1%	7%	0%
Adj. Flow (vph)	23	406	63	87	338	11	66	42	268	153	67	53
Shared Lane Traffic (%)												
Lane Group Flow (vph)	23	469	0	87	349	0	0	108	268	0	273	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)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	0.99	0.99	0.84	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2	2	2		2
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left		Thru
Leading Detector (ft)	83	83		83	83		83	83	83	83		83
Trailing Detector (ft)	-5	-5		-5	-5		-5	-5	-5	-5		-5
Detector 1 Position(ft)	-5	-5		-5	-5		-5	-5	-5	-5		-5
Detector 1 Size(ft)	40	40		40	40		40	40	40	40		40
Detector 1 Type	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
Detector 1 Queue (s)	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
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

2037 Build Traffic Volumes
 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd

Peak PM Hour
 7/16/2024

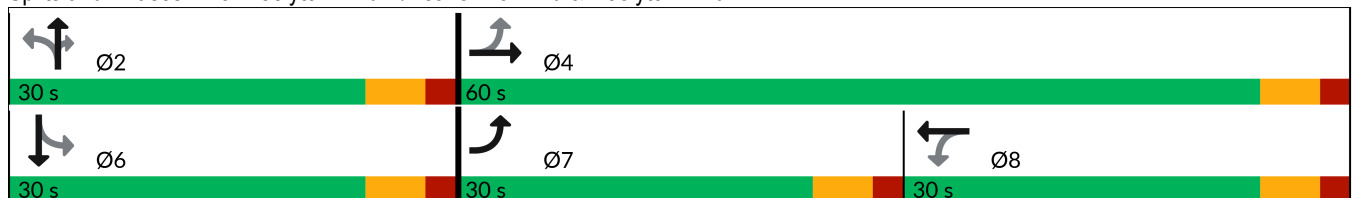


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	7	4			8			2				6
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		8	8		2	2	2	6		6
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		8.0	8.0	8.0	8.0		8.0
Minimum Split (s)	14.0	14.0		14.0	14.0		14.0	14.0	14.0	14.0		14.0
Total Split (s)	30.0	60.0		30.0	30.0		30.0	30.0	30.0	30.0		30.0
Total Split (%)	33.3%	66.7%		33.3%	33.3%		33.3%	33.3%	33.3%	33.3%		33.3%
Maximum Green (s)	24.0	54.0		24.0	24.0		24.0	24.0	24.0	24.0		24.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0		4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0		2.0
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							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0		3.0
Recall Mode	None	Max		Max	Max		Max	Max	Max	Max		Max
v/c Ratio	0.03	0.45		0.17	0.41			0.31	0.39			0.72
Control Delay (s/veh)	7.5	11.2		14.2	15.9			29.6	5.3			40.9
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Delay (s/veh)	7.5	11.2		14.2	15.9			29.6	5.3			40.9
Queue Length 50th (ft)	5	129		20	93			49	0			134
Queue Length 95th (ft)	13	162		53	180			82	34			189
Internal Link Dist (ft)		2066			460			540				566
Turn Bay Length (ft)	70			220					150			
Base Capacity (vph)	756	1032		489	841			338	675			379
Starvation Cap Reductn	0	0		0	0			0	0			0
Spillback Cap Reductn	0	0		0	0			0	0			0
Storage Cap Reductn	0	0		0	0			0	0			0
Reduced v/c Ratio	0.03	0.45		0.18	0.41			0.32	0.40			0.72

Intersection Summary

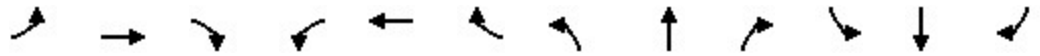
Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Natural Cycle: 60
 Control Type: Semi Act-Uncoord

Splits and Phases: 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd



2037 Build Traffic Volumes
 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd

Peak PM Hour
 7/16/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	321	50	69	267	9	52	33	212	121	53	42
Future Volume (veh/h)	18	321	50	69	267	9	52	33	212	121	53	42
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	1894	1761	1835	1847	1580	1684	1919	1919	2011	1885	1796	1900
Adj Flow Rate, veh/h	23	406	63	87	338	11	66	42	268	153	67	53
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	0	9	4	2	20	13	4	4	3	1	7	0
Cap, veh/h	516	893	139	491	752	24	266	156	454	206	82	54
Arrive On Green	0.04	0.60	0.60	0.49	0.49	0.49	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1804	1488	231	912	1522	50	758	584	1704	539	309	204
Grp Volume(v), veh/h	23	0	469	87	0	349	108	0	268	273	0	0
Grp Sat Flow(s),veh/h/ln	1804	0	1719	912	0	1571	1341	0	1704	1052	0	0
Q Serve(g_s), s	0.5	0.0	13.5	5.2	0.0	13.0	0.0	0.0	12.3	18.0	0.0	0.0
Cycle Q Clear(g_c), s	0.5	0.0	13.5	9.2	0.0	13.0	5.3	0.0	12.3	23.3	0.0	0.0
Prop In Lane	1.00		0.13	1.00		0.03	0.61		1.00	0.56		0.19
Lane Grp Cap(c), veh/h	516	0	1031	491	0	777	422	0	454	343	0	0
V/C Ratio(X)	0.04	0.00	0.45	0.18	0.00	0.45	0.26	0.00	0.59	0.80	0.00	0.00
Avail Cap(c_a), veh/h	927	0	1031	491	0	777	422	0	454	343	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.3	0.0	9.9	15.1	0.0	14.8	26.0	0.0	28.7	34.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	1.4	0.8	0.0	1.9	1.5	0.0	5.5	17.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	4.6	1.1	0.0	4.5	1.9	0.0	5.5	7.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.3	0.0	11.3	15.8	0.0	16.7	27.4	0.0	34.2	51.4	0.0	0.0
LnGrp LOS	B		B	B		B	C		C	D		
Approach Vol, veh/h		492			436			376			273	
Approach Delay, s/veh		11.3			16.5			32.3			51.4	
Approach LOS		B			B			C			D	
Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		30.0		60.0		30.0	9.5	50.5				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		24.0		54.0		24.0	24.0	24.0				
Max Q Clear Time (g_c+I1), s		14.3		15.5		25.3	2.5	15.0				
Green Ext Time (p_c), s		1.4		2.6		0.0	0.0	1.6				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh				24.7								
HCM 6th LOS				C								

2037 Build Traffic Volumes
4: NYS Route 416 & Neelytown Rd

Peak PM Hour
7/16/2024



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	109	268	189	91	140	122
Future Volume (vph)	109	268	189	91	140	122
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	0.904		0.956			
Flt Protected	0.986					0.974
Satd. Flow (prot)	1552	0	1739	0	0	1638
Flt Permitted	0.986					0.681
Satd. Flow (perm)	1552	0	1739	0	0	1145
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	197		37			
Link Speed (mph)	45		55			55
Link Distance (ft)	2393		959			1086
Travel Time (s)	36.3		11.9			13.5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	7%	10%	5%	5%	20%	5%
Adj. Flow (vph)	116	285	201	97	149	130
Shared Lane Traffic (%)						
Lane Group Flow (vph)	401	0	298	0	0	279
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	0.99	0.99	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2		1	2
Detector Template					Left	
Leading Detector (ft)	83		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Detector 1 Position(ft)	-5		-5		0	-5
Detector 1 Size(ft)	40		40		20	40
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 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)	40		40			40
Detector 2 Size(ft)	43		43			43
Detector 2 Type	Cl+Ex		Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6

2037 Build Traffic Volumes
 4: NYS Route 416 & Neelytown Rd

Peak PM Hour
 7/16/2024

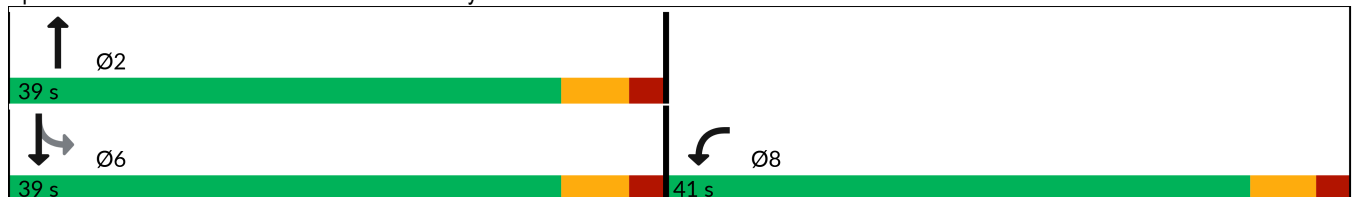


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	24.0		24.0		24.0	24.0
Total Split (s)	41.0		39.0		39.0	39.0
Total Split (%)	51.3%		48.8%		48.8%	48.8%
Maximum Green (s)	35.0		33.0		33.0	33.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	6.0		6.0			6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		Min		Min	Min
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	0.66		0.41			0.61
Control Delay (s/veh)	13.7		10.5			17.6
Queue Delay	0.0		0.0			0.0
Total Delay (s/veh)	13.7		10.5			17.6
Queue Length 50th (ft)	36		39			47
Queue Length 95th (ft)	148		115			143
Internal Link Dist (ft)	2313		879			1006
Turn Bay Length (ft)						
Base Capacity (vph)	1303		1381			904
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.31		0.22			0.31

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 43.7
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated

Splits and Phases: 4: NYS Route 416 & Neelytown Rd



2037 Build Traffic Volumes
4: NYS Route 416 & Neelytown Rd

Peak PM Hour
7/16/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			L
Traffic Volume (veh/h)	109	268	189	91	140	122
Future Volume (veh/h)	109	268	189	91	140	122
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	1796	1752	1864	1864	1604	1826
Adj Flow Rate, veh/h	116	285	201	97	149	130
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	7	10	5	5	20	5
Cap, veh/h	152	373	417	201	298	217
Arrive On Green	0.33	0.33	0.35	0.35	0.35	0.35
Sat Flow, veh/h	454	1115	1188	573	437	618
Grp Volume(v), veh/h	402	0	0	298	279	0
Grp Sat Flow(s),veh/h/ln	1573	0	0	1761	1055	0
Q Serve(g_s), s	8.7	0.0	0.0	5.0	5.0	0.0
Cycle Q Clear(g_c), s	8.7	0.0	0.0	5.0	10.0	0.0
Prop In Lane	0.29	0.71		0.33	0.53	
Lane Grp Cap(c), veh/h	526	0	0	618	515	0
V/C Ratio(X)	0.76	0.00	0.00	0.48	0.54	0.00
Avail Cap(c_a), veh/h	1444	0	0	1525	1192	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	11.3	0.0	0.0	9.7	11.6	0.0
Incr Delay (d2), s/veh	2.3	0.0	0.0	0.6	0.9	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.0	1.1	1.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	13.7	0.0	0.0	10.3	12.5	0.0
LnGrp LOS	B			B	B	
Approach Vol, veh/h	402		298			279
Approach Delay, s/veh	13.7		10.3			12.5
Approach LOS	B		B			B
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		19.4			19.4	18.7
Change Period (Y+Rc), s		6.0			6.0	6.0
Max Green Setting (Gmax), s		33.0			33.0	35.0
Max Q Clear Time (g_c+I1), s		7.0			12.0	10.7
Green Ext Time (p_c), s		1.4			1.4	2.2
Intersection Summary						
HCM 6th Ctrl Delay, s/veh			12.3			
HCM 6th LOS			B			

2037 Build Traffic Volumes
5: NYS Route 211 & NYS Route 416

Peak PM Hour
7/16/2024



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	22	312	293	33	175	203
Future Volume (vph)	22	312	293	33	175	203
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	12	12	12	12
Storage Length (ft)	0	50		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.986			
Flt Protected	0.950					0.977
Satd. Flow (prot)	1141	1708	1689	0	0	1787
Flt Permitted	0.950					0.977
Satd. Flow (perm)	1141	1708	1689	0	0	1787
Link Speed (mph)	30		30			30
Link Distance (ft)	561		726			643
Travel Time (s)	12.8		16.5			14.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	74%	4%	4%	72%	6%	2%
Adj. Flow (vph)	24	339	318	36	190	221
Shared Lane Traffic (%)						
Lane Group Flow (vph)	24	339	354	0	0	411
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	15		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.88	0.88	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
Control Type: Unsignalized

2037 Build Traffic Volumes
 5: NYS Route 211 & NYS Route 416

Peak PM Hour
 7/16/2024

Intersection						
Int Delay, s/veh	6.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	22	312	293	33	175	203
Future Vol, veh/h	22	312	293	33	175	203
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	50	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	74	4	4	72	6	2
Mvmt Flow	24	339	318	36	190	221

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	937	336	0	0	354
Stage 1	336	-	-	-	-
Stage 2	601	-	-	-	-
Critical Hdwy	7.14	6.24	-	-	4.16
Critical Hdwy Stg 1	6.14	-	-	-	-
Critical Hdwy Stg 2	6.14	-	-	-	-
Follow-up Hdwy	4.166	3.336	-	-	2.254
Pot Cap-1 Maneuver	221	701	-	-	1183
Stage 1	588	-	-	-	-
Stage 2	430	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	181	701	-	-	1183
Mov Cap-2 Maneuver	181	-	-	-	-
Stage 1	588	-	-	-	-
Stage 2	351	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	15.8	0	4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	181	701	1183	-
HCM Lane V/C Ratio	-	-	0.132	0.484	0.161	-
HCM Control Delay (s/veh)	-	-	27.9	14.9	8.6	0
HCM Lane LOS	-	-	D	B	A	A
HCM 95th %tile Q (veh)	-	-	0.4	2.7	0.6	-

2037 Build Traffic Volumes
6: Beaver Dam Rd & Goodwill Rd

Peak PM Hour
7/16/2024



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	146	35	91	213	75	55
Future Volume (vph)	146	35	91	213	75	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	11	11
Grade (%)	4%			4%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.974			0.943		
Flt Protected				0.985	0.972	
Satd. Flow (prot)	1657	0	0	1664	1625	0
Flt Permitted				0.985	0.972	
Satd. Flow (perm)	1657	0	0	1664	1625	0
Link Speed (mph)	30			30	35	
Link Distance (ft)	853			580	1607	
Travel Time (s)	19.4			13.2	31.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	7%	5%	2%	8%	0%
Adj. Flow (vph)	152	36	95	222	78	57
Shared Lane Traffic (%)						
Lane Group Flow (vph)	188	0	0	317	135	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.12	1.12	1.12	1.12	1.03	1.03
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2037 Build Traffic Volumes
6: Beaver Dam Rd & Goodwill Rd

Peak PM Hour
7/16/2024

Intersection						
Int Delay, s/veh	3.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	146	35	91	213	75	55
Future Vol, veh/h	146	35	91	213	75	55
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, %	4	-	-	4	-2	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	7	5	2	8	0
Mvmt Flow	152	36	95	222	78	57

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	188	0	582
Stage 1	-	-	-	-	170
Stage 2	-	-	-	-	412
Critical Hdwy	-	-	4.15	-	6.08
Critical Hdwy Stg 1	-	-	-	-	5.08
Critical Hdwy Stg 2	-	-	-	-	5.08
Follow-up Hdwy	-	-	2.245	-	3.572
Pot Cap-1 Maneuver	-	-	1368	-	496
Stage 1	-	-	-	-	862
Stage 2	-	-	-	-	687
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1368	-	457
Mov Cap-2 Maneuver	-	-	-	-	457
Stage 1	-	-	-	-	862
Stage 2	-	-	-	-	633

Approach	EB	WB	NB
HCM Control Delay, s/v	0	2.3	13.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	575	-	-	1368	-
HCM Lane V/C Ratio	0.236	-	-	0.069	-
HCM Control Delay (s/veh)	13.2	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q (veh)	0.9	-	-	0.2	-

2037 Build Traffic Volumes
7: Beaver Dam Rd & Chandler Ln

Peak PM Hour
7/16/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	58	3	1	78	60	60
Future Volume (vph)	58	3	1	78	60	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	10	10
Grade (%)	0%			1%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.994				0.932	
Flt Protected	0.954			0.999		
Satd. Flow (prot)	1682	0	0	1889	1636	0
Flt Permitted	0.954			0.999		
Satd. Flow (perm)	1682	0	0	1889	1636	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	777			545	1607	
Travel Time (s)	17.7			10.6	31.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	0%	2%	0%
Adj. Flow (vph)	62	3	1	83	64	64
Shared Lane Traffic (%)						
Lane Group Flow (vph)	65	0	0	84	128	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	1.09	1.09	1.01	1.01	1.09	1.09
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	2.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	58	3	1	78	60	60
Future Vol, veh/h	58	3	1	78	60	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	1	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	2	0
Mvmt Flow	62	3	1	83	64	64

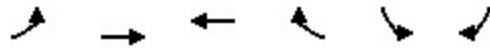
Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	181	96	128	0	0
Stage 1	96	-	-	-	-
Stage 2	85	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	813	966	1470	-	-
Stage 1	933	-	-	-	-
Stage 2	943	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	812	966	1470	-	-
Mov Cap-2 Maneuver	812	-	-	-	-
Stage 1	932	-	-	-	-
Stage 2	943	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.8	0.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1470	-	818	-	-
HCM Lane V/C Ratio	0.001	-	0.079	-	-
HCM Control Delay (s/veh)	7.5	0	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0.3	-	-

2037 Build Traffic Volumes
8: Neelytown Rd & Site Driveway 1

Peak PM Hour
7/16/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	4	649	337	65	143	7
Future Volume (vph)	4	649	337	65	143	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			150	0	0
Storage Lanes	1			1	1	0
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850	0.994	
Flt Protected	0.950				0.955	
Satd. Flow (prot)	902	1712	1667	1272	1446	0
Flt Permitted	0.950				0.955	
Satd. Flow (perm)	902	1712	1667	1272	1446	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		532	1138		660	
Travel Time (s)		8.1	17.2		15.0	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	100%	11%	14%	27%	21%	100%
Adj. Flow (vph)	5	822	427	82	181	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	822	427	82	190	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	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2037 Build Traffic Volumes
8: Neelytown Rd & Site Driveway 1

Peak PM Hour
7/16/2024

Intersection						
Int Delay, s/veh	18					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑	↑	↗	↘	↘
Traffic Vol, veh/h	4	649	337	65	143	7
Future Vol, veh/h	4	649	337	65	143	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	150	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	100	11	14	27	21	100
Mvmt Flow	5	822	427	82	181	9

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	509	0	-	0	1259 427
Stage 1	-	-	-	-	427 -
Stage 2	-	-	-	-	832 -
Critical Hdwy	5.1	-	-	-	6.61 7.2
Critical Hdwy Stg 1	-	-	-	-	5.61 -
Critical Hdwy Stg 2	-	-	-	-	5.61 -
Follow-up Hdwy	3.1	-	-	-	3.689 4.2
Pot Cap-1 Maneuver	697	-	-	-	~ 172 463
Stage 1	-	-	-	-	619 -
Stage 2	-	-	-	-	397 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	697	-	-	-	~ 171 463
Mov Cap-2 Maneuver	-	-	-	-	~ 171 -
Stage 1	-	-	-	-	615 -
Stage 2	-	-	-	-	397 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0.1	0	144.4
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	697	-	-	-	176
HCM Lane V/C Ratio	0.007	-	-	-	1.079
HCM Control Delay (s/veh)	10.2	-	-	-	144.4
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q (veh)	0	-	-	-	9.4

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

2037 Build Traffic Volumes
 9: Beaver Dam Rd & Site Driveway 2

Peak PM Hour
 7/16/2024



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	179	33	47	14	7	36
Future Volume (vph)	179	33	47	14	7	36
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	0.979		0.968			
Flt Protected	0.960					0.992
Satd. Flow (prot)	1786	0	1708	0	0	1713
Flt Permitted	0.960					0.992
Satd. Flow (perm)	1786	0	1708	0	0	1713
Link Speed (mph)	30		35			35
Link Distance (ft)	515		1081			1606
Travel Time (s)	11.7		21.1			31.3
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	0%	0%	10%	0%	0%	12%
Adj. Flow (vph)	227	42	59	18	9	46
Shared Lane Traffic (%)						
Lane Group Flow (vph)	269	0	77	0	0	55
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2037 Build Traffic Volumes
 9: Beaver Dam Rd & Site Driveway 2

Peak PM Hour
 7/16/2024

Intersection						
Int Delay, s/veh	7.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	179	33	47	14	7	36
Future Vol, veh/h	179	33	47	14	7	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	0	0	10	0	0	12
Mvmt Flow	227	42	59	18	9	46

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	132	68	0	0	77
Stage 1	68	-	-	-	-
Stage 2	64	-	-	-	-
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	867	1001	-	-	1535
Stage 1	960	-	-	-	-
Stage 2	964	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	862	1001	-	-	1535
Mov Cap-2 Maneuver	862	-	-	-	-
Stage 1	960	-	-	-	-
Stage 2	958	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10.9	0	1.2
HCM LOS	B		

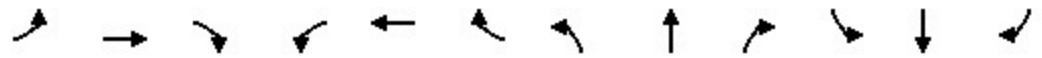
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	881	1535
HCM Lane V/C Ratio	-	-	0.305	0.006
HCM Control Delay (s/veh)	-	-	10.9	7.4
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q (veh)	-	-	1.3	0

2037 Build Traffic Volumes

Peak SAT Hour

1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

7/16/2024



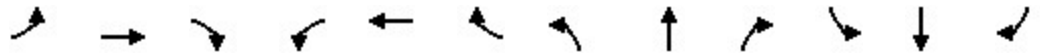
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↗	↘	↑↑			↑↔	
Traffic Volume (vph)	0	0	0	311	0	185	192	502	0	0	566	226
Future Volume (vph)	0	0	0	311	0	185	192	502	0	0	566	226
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			2%	
Storage Length (ft)	0		0	0		360	145		0	245		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Fr _t						0.850					0.957	
Fl _t Protected					0.950		0.950					
Satd. Flow (prot)	0	0	0	0	1633	1607	1687	3574	0	0	3363	0
Fl _t Permitted					0.950		0.950					
Satd. Flow (perm)	0	0	0	0	1633	1607	1687	3574	0	0	3363	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						208						63
Link Speed (mph)		30			40			45				45
Link Distance (ft)		287			1203			796				861
Travel Time (s)		6.5			20.5			12.1				13.0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	10%	0%	0%	7%	1%	0%	0%	2%	1%
Adj. Flow (vph)	0	0	0	349	0	208	216	564	0	0	636	254
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	349	208	216	564	0	0	890	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
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	1.01	1.01	1.01	1.00	1.00	1.00	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				2	2	2	2	2				2
Detector Template				Left	Thru	Right	Left	Thru				Thru
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				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
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				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)				0.0	0.0	0.0	0.0	0.0				0.0
Turn Type				Perm	NA	Perm	Prot	NA				NA

2037 Build Traffic Volumes

Peak SAT Hour

1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

7/16/2024

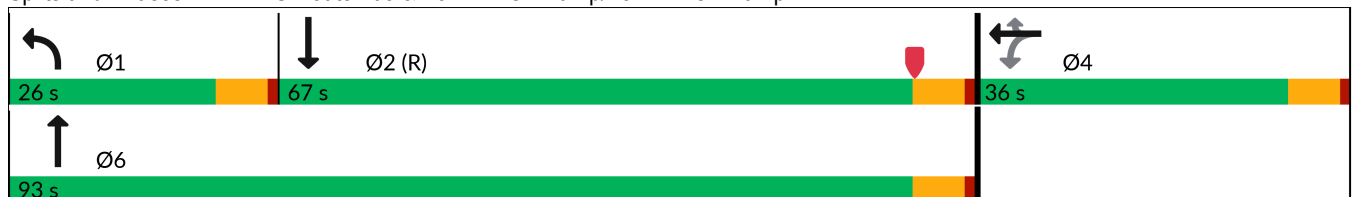


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases					4		1	6				2
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6				2
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	10.0				10.0
Minimum Split (s)				24.0	24.0	24.0	11.0	24.0				24.0
Total Split (s)				36.0	36.0	36.0	26.0	93.0				67.0
Total Split (%)				27.9%	27.9%	27.9%	20.2%	72.1%				51.9%
Maximum Green (s)				30.0	30.0	30.0	20.0	87.0				61.0
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
Total Lost Time (s)					6.0	6.0	6.0	6.0				6.0
Lead/Lag							Lead					Lag
Lead-Lag Optimize?							Yes					Yes
Vehicle Extension (s)				2.0	2.0	2.0	2.0	2.0				2.0
Recall Mode				None	None	None	None	None				C-Max
v/c Ratio					0.95	0.39	0.88	0.23				0.52
Control Delay (s/veh)					85.1	7.6	85.5	9.2				22.7
Queue Delay					0.0	0.0	0.0	0.0				0.0
Total Delay (s/veh)					85.1	7.6	85.5	9.2				22.7
Queue Length 50th (ft)					287	0	189	105				253
Queue Length 95th (ft)					#460	60	m#304	124				310
Internal Link Dist (ft)		207			1123			716				781
Turn Bay Length (ft)						360	145					
Base Capacity (vph)					379	533	261	2435				1680
Starvation Cap Reductn					0	0	0	0				0
Spillback Cap Reductn					0	0	0	0				0
Storage Cap Reductn					0	0	0	0				0
Reduced v/c Ratio					0.92	0.39	0.83	0.23				0.53

Intersection Summary

Area Type: Other
 Cycle Length: 129
 Actuated Cycle Length: 129
 Offset: 0 (0%), Referenced to phase 2:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

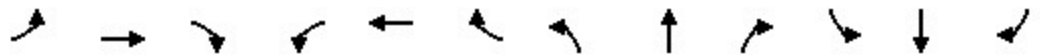


2037 Build Traffic Volumes

Peak SAT Hour

1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp
























7/16/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↶	↷	↶	↶↶			↷↷	
Traffic Volume (veh/h)	0	0	0	311	0	185	192	502	0	0	566	226
Future Volume (veh/h)	0	0	0	311	0	185	192	502	0	0	566	226
Initial Q (Qb), veh				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
Parking Bus, Adj				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		
Adj Sat Flow, veh/h/ln				1746	1894	1894	1796	1885	0	0	1847	1862
Adj Flow Rate, veh/h				349	0	208	216	564	0	0	636	254
Peak Hour Factor				0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %				10	0	0	7	1	0	0	2	1
Cap, veh/h				380	0	338	237	2495	0	0	1252	500
Arrive On Green				0.21	0.00	0.21	0.28	1.00	0.00	0.00	0.51	0.51
Sat Flow, veh/h				1804	0	1605	1711	3676	0	0	2540	977
Grp Volume(v), veh/h				349	0	208	216	564	0	0	456	434
Grp Sat Flow(s),veh/h/ln				1804	0	1605	1711	1791	0	0	1754	1671
Q Serve(g_s), s				24.4	0.0	15.2	15.8	0.0	0.0	0.0	22.1	22.1
Cycle Q Clear(g_c), s				24.4	0.0	15.2	15.8	0.0	0.0	0.0	22.1	22.1
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.58
Lane Grp Cap(c), veh/h				380	0	338	237	2495	0	0	897	855
V/C Ratio(X)				0.92	0.00	0.62	0.91	0.23	0.00	0.00	0.51	0.51
Avail Cap(c_a), veh/h				420	0	373	265	2495	0	0	897	855
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.89	0.89	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				49.8	0.0	46.2	45.9	0.0	0.0	0.0	20.8	20.8
Incr Delay (d2), s/veh				22.9	0.0	1.6	27.2	0.0	0.0	0.0	2.1	2.2
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				13.2	0.0	6.1	7.3	0.0	0.0	0.0	9.1	8.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				72.7	0.0	47.8	73.0	0.0	0.0	0.0	22.9	23.0
LnGrp LOS				E		D	E	A			C	C
Approach Vol, veh/h					557			780			890	
Approach Delay, s/veh					63.4			20.2			22.9	
Approach LOS					E			C			C	
Timer - Assigned Phs	1	2		4			6					
Phs Duration (G+Y+Rc), s	23.9	72.0		33.2			95.8					
Change Period (Y+Rc), s	6.0	6.0		6.0			6.0					
Max Green Setting (Gmax), s	20.0	61.0		30.0			87.0					
Max Q Clear Time (g_c+I1), s	17.8	24.1		26.4			2.0					
Green Ext Time (p_c), s	0.1	2.9		0.7			2.0					
Intersection Summary												
HCM 6th Ctrl Delay, s/veh											32.1	
HCM 6th LOS											C	

2037 Build Traffic Volumes
2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak SAT Hour
7/16/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	179	146	44	95	99	198	55	313	175	210	420	201
Future Volume (vph)	179	146	44	95	99	198	55	313	175	210	420	201
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			1%			1%	
Storage Length (ft)	400		400	220		220	145		145	330		280
Storage Lanes	2		0	1		1	1		1	2		1
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.965				0.850		0.946				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1687	3194	0	1770	1712	1583	1604	3376	0	3450	3556	1397
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1687	3194	0	1770	1712	1583	1604	3376	0	3450	3556	1397
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		32				176		78				221
Link Speed (mph)		45			25			45				45
Link Distance (ft)		639			871			1257				796
Travel Time (s)		9.7			23.8			19.0				12.1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	7%	10%	6%	2%	11%	2%	12%	1%	0%	1%	1%	15%
Adj. Flow (vph)	197	160	48	104	109	218	60	344	192	231	462	221
Shared Lane Traffic (%)												
Lane Group Flow (vph)	197	208	0	104	109	218	60	536	0	231	462	221
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			24			24	
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	1.00	1.00	1.00	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	2		2	2	2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	83	83		83	83	83	83	83		83	83	83
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	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	43
Detector 2 Size(ft)	40	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	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	0.0
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	Free

2037 Build Traffic Volumes
2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak SAT Hour
7/16/2024

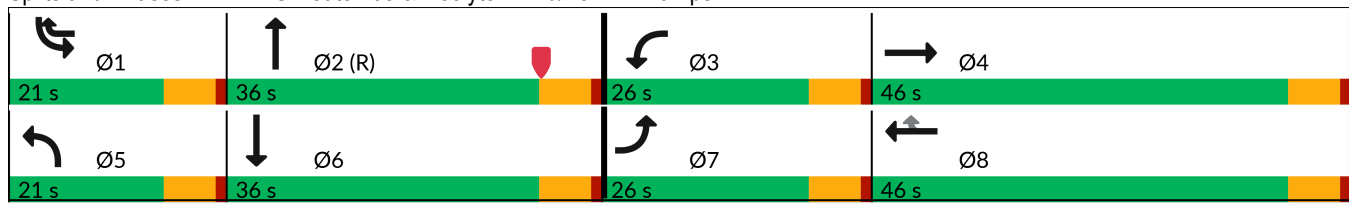


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases						8						Free
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.0	24.0		11.0	24.0	11.0	11.0	24.0		11.0	24.0	
Total Split (s)	26.0	46.0		26.0	46.0	21.0	21.0	36.0		21.0	36.0	
Total Split (%)	20.2%	35.7%		20.2%	35.7%	16.3%	16.3%	27.9%		16.3%	27.9%	
Maximum Green (s)	20.0	40.0		20.0	40.0	15.0	15.0	30.0		15.0	30.0	
Yellow Time (s)	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	
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		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	None	
v/c Ratio	0.80	0.40		0.58	0.59	0.39	0.47	0.34		0.59	0.25	0.15
Control Delay (s/veh)	77.8	43.9		68.0	68.0	10.1	68.4	21.6		67.7	18.7	0.1
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)	77.8	43.9		68.0	68.0	10.1	68.4	21.6		67.7	18.7	0.1
Queue Length 50th (ft)	160	69		84	88	27	49	128		106	94	0
Queue Length 95th (ft)	#271	109		141	145	83	93	201		m138	m114	m0
Internal Link Dist (ft)		559			791			1177			716	
Turn Bay Length (ft)	400			220		220	145			330		280
Base Capacity (vph)	261	1012		274	530	567	186	1562		432	1787	1397
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	0.75	0.21		0.38	0.21	0.38	0.32	0.34		0.53	0.26	0.16

Intersection Summary

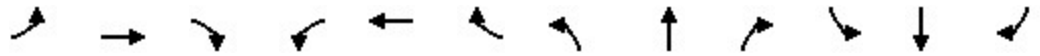
Area Type: Other
 Cycle Length: 129
 Actuated Cycle Length: 129
 Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps



2037 Build Traffic Volumes
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak SAT Hour
 7/16/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	179	146	44	95	99	198	55	313	175	210	420	201
Future Volume (veh/h)	179	146	44	95	99	198	55	313	175	210	420	201
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	1796	1752	1811	1870	1737	1870	1716	1879	1894	1879	1879	1672
Adj Flow Rate, veh/h	197	160	48	104	109	218	60	344	192	231	462	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	7	10	6	2	11	2	12	1	0	1	1	15
Cap, veh/h	224	533	155	131	264	375	76	993	544	295	1730	
Arrive On Green	0.13	0.21	0.21	0.07	0.15	0.15	0.05	0.45	0.45	0.03	0.16	0.00
Sat Flow, veh/h	1711	2543	740	1781	1737	1585	1635	2226	1219	3472	3571	1417
Grp Volume(v), veh/h	197	103	105	104	109	218	60	275	261	231	462	0
Grp Sat Flow(s),veh/h/ln	1711	1664	1619	1781	1737	1585	1635	1785	1660	1736	1785	1417
Q Serve(g_s), s	14.6	6.7	7.1	7.4	7.3	15.7	4.7	13.0	13.4	8.5	14.6	0.0
Cycle Q Clear(g_c), s	14.6	6.7	7.1	7.4	7.3	15.7	4.7	13.0	13.4	8.5	14.6	0.0
Prop In Lane	1.00		0.46	1.00		1.00	1.00		0.73	1.00		1.00
Lane Grp Cap(c), veh/h	224	349	339	131	264	375	76	796	740	295	1730	
V/C Ratio(X)	0.88	0.30	0.31	0.80	0.41	0.58	0.79	0.34	0.35	0.78	0.27	
Avail Cap(c_a), veh/h	265	516	502	276	539	626	190	796	740	404	1730	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.83	0.83	0.00
Uniform Delay (d), s/veh	55.0	43.0	43.1	58.8	49.5	43.6	60.9	23.4	23.5	61.5	34.1	0.0
Incr Delay (d2), s/veh	25.4	0.5	0.5	10.4	1.0	1.4	16.5	1.2	1.3	5.7	0.1	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	7.7	2.8	2.8	3.8	3.3	6.4	2.3	5.5	5.3	4.1	7.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	80.4	43.4	43.6	69.2	50.6	45.0	77.4	24.6	24.8	67.2	34.1	0.0
LnGrp LOS	F	D	D	E	D	D	E	C	C	E	C	
Approach Vol, veh/h		405			431			596			693	
Approach Delay, s/veh		61.5			52.2			30.0			45.2	
Approach LOS		E			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.0	63.5	15.5	33.0	12.0	68.5	22.9	25.6				
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	30.0	20.0	40.0	15.0	30.0	20.0	40.0				
Max Q Clear Time (g_c+I1), s	10.5	15.4	9.4	9.1	6.7	16.6	16.6	17.7				
Green Ext Time (p_c), s	0.4	2.3	0.3	1.0	0.1	2.0	0.4	1.9				

Intersection Summary

HCM 6th Ctrl Delay, s/veh	45.5
HCM 6th LOS	D

Notes

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

2037 Build Traffic Volumes
3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd

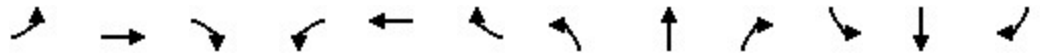
Peak SAT Hour
7/16/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	133	36	91	106	8	36	38	140	67	31	25
Future Volume (vph)	26	133	36	91	106	8	36	38	140	67	31	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	16	12	12	12
Grade (%)		1%			2%			-2%			0%	
Storage Length (ft)	70		0	220		0	0		150	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.968			0.989				0.850		0.973	
Flt Protected	0.950			0.950				0.976			0.973	
Satd. Flow (prot)	1727	1722	0	1787	1607	0	0	1873	1795	0	1781	0
Flt Permitted	0.584			0.618				0.815			0.776	
Satd. Flow (perm)	1062	1722	0	1162	1607	0	0	1564	1795	0	1420	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27			4				187			14
Link Speed (mph)		45			45			35				35
Link Distance (ft)		2146			540			620				646
Travel Time (s)		32.5			8.2			12.1				12.6
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	4%	8%	0%	0%	17%	0%	0%	0%	3%	0%	0%	5%
Adj. Flow (vph)	35	177	48	121	141	11	48	51	187	89	41	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	35	225	0	121	152	0	0	99	187	0	163	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)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	0.99	0.99	0.84	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2	2	2		2
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left		Thru
Leading Detector (ft)	83	83		83	83		83	83	83	83		83
Trailing Detector (ft)	-5	-5		-5	-5		-5	-5	-5	-5		-5
Detector 1 Position(ft)	-5	-5		-5	-5		-5	-5	-5	-5		-5
Detector 1 Size(ft)	40	40		40	40		40	40	40	40		40
Detector 1 Type	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
Detector 1 Queue (s)	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
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

2037 Build Traffic Volumes
 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd

Peak SAT Hour
 7/16/2024

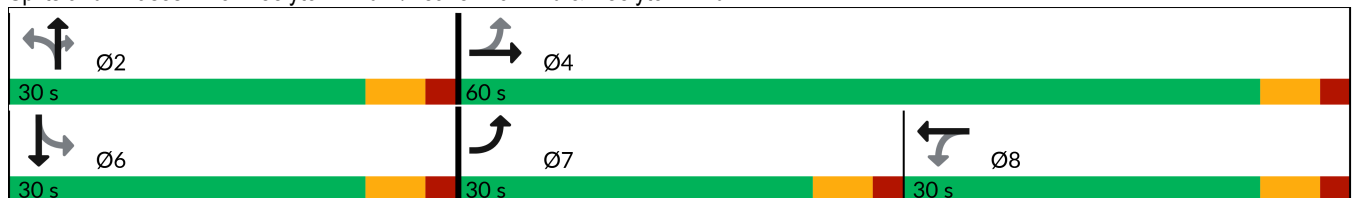


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	7	4			8			2				6
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		8	8		2	2	2	6		6
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		8.0	8.0	8.0	8.0		8.0
Minimum Split (s)	14.0	14.0		14.0	14.0		14.0	14.0	14.0	14.0		14.0
Total Split (s)	30.0	60.0		30.0	30.0		30.0	30.0	30.0	30.0		30.0
Total Split (%)	33.3%	66.7%		33.3%	33.3%		33.3%	33.3%	33.3%	33.3%		33.3%
Maximum Green (s)	24.0	54.0		24.0	24.0		24.0	24.0	24.0	24.0		24.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0		4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0		2.0
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
Recall Mode	None	Max		Max	Max		Max	Max	Max	Max		Max
v/c Ratio	0.05	0.21		0.20	0.18			0.23	0.30			0.42
Control Delay (s/veh)	7.5	7.8		15.4	14.2			27.7	5.5			28.7
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Delay (s/veh)	7.5	7.8		15.4	14.2			27.7	5.5			28.7
Queue Length 50th (ft)	7	47		41	50			44	0			70
Queue Length 95th (ft)	16	64		63	72			70	26			102
Internal Link Dist (ft)		2066			460			540				566
Turn Bay Length (ft)	70			220					150			
Base Capacity (vph)	814	1044		588	816			417	615			388
Starvation Cap Reductn	0	0		0	0			0	0			0
Spillback Cap Reductn	0	0		0	0			0	0			0
Storage Cap Reductn	0	0		0	0			0	0			0
Reduced v/c Ratio	0.04	0.22		0.21	0.19			0.24	0.30			0.42

Intersection Summary

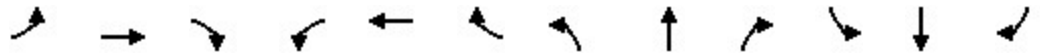
Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Natural Cycle: 45
 Control Type: Semi Act-Uncoord

Splits and Phases: 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd



2037 Build Traffic Volumes
 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd

Peak SAT Hour
 7/16/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	133	36	91	106	8	36	38	140	67	31	25
Future Volume (veh/h)	26	133	36	91	106	8	36	38	140	67	31	25
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	1835	1776	1894	1876	1625	1876	1979	1979	2011	1900	1900	1826
Adj Flow Rate, veh/h	35	177	48	121	141	11	48	51	187	89	41	33
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Percent Heavy Veh, %	4	8	0	0	17	0	0	0	3	0	0	5
Cap, veh/h	688	807	219	638	716	56	250	249	454	229	104	69
Arrive On Green	0.05	0.60	0.60	0.48	0.48	0.48	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1747	1345	365	1160	1488	116	713	933	1704	629	391	259
Grp Volume(v), veh/h	35	0	225	121	0	152	99	0	187	163	0	0
Grp Sat Flow(s),veh/h/ln	1747	0	1710	1160	0	1604	1646	0	1704	1278	0	0
Q Serve(g_s), s	0.8	0.0	5.5	5.4	0.0	4.9	0.0	0.0	8.1	6.9	0.0	0.0
Cycle Q Clear(g_c), s	0.8	0.0	5.5	5.4	0.0	4.9	3.9	0.0	8.1	10.8	0.0	0.0
Prop In Lane	1.00		0.21	1.00		0.07	0.48		1.00	0.55		0.20
Lane Grp Cap(c), veh/h	688	0	1026	638	0	772	498	0	454	403	0	0
V/C Ratio(X)	0.05	0.00	0.22	0.19	0.00	0.20	0.20	0.00	0.41	0.40	0.00	0.00
Avail Cap(c_a), veh/h	1064	0	1026	638	0	772	498	0	454	403	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.3	0.0	8.3	13.5	0.0	13.4	25.5	0.0	27.2	28.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.5	0.7	0.0	0.6	0.9	0.0	2.7	3.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	1.8	1.4	0.0	1.7	1.7	0.0	3.5	3.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.4	0.0	8.8	14.2	0.0	13.9	26.4	0.0	29.9	31.5	0.0	0.0
LnGrp LOS	A		A	B		B	C		C	C		
Approach Vol, veh/h		260			273			286			163	
Approach Delay, s/veh		8.9			14.0			28.7			31.5	
Approach LOS		A			B			C			C	
Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		30.0		60.0		30.0	10.7	49.3				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		24.0		54.0		24.0	24.0	24.0				
Max Q Clear Time (g_c+I1), s		10.1		7.5		12.8	2.8	7.4				
Green Ext Time (p_c), s		1.2		1.1		0.6	0.1	1.2				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh				19.8								
HCM 6th LOS				B								

2037 Build Traffic Volumes
4: NYS Route 416 & Neelytown Rd

Peak SAT Hour
7/16/2024



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	50	80	108	55	85	54
Future Volume (vph)	50	80	108	55	85	54
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	0.917		0.955			
Flt Protected	0.981					0.970
Satd. Flow (prot)	1637	0	1731	0	0	1744
Flt Permitted	0.981					0.742
Satd. Flow (perm)	1637	0	1731	0	0	1334
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	83		39			
Link Speed (mph)	45		55			55
Link Distance (ft)	2393		959			1086
Travel Time (s)	36.3		11.9			13.5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	5%	4%	3%	10%	8%	2%
Adj. Flow (vph)	52	83	113	57	89	56
Shared Lane Traffic (%)						
Lane Group Flow (vph)	135	0	170	0	0	145
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	0.99	0.99	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2		1	2
Detector Template					Left	
Leading Detector (ft)	83		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Detector 1 Position(ft)	-5		-5		0	-5
Detector 1 Size(ft)	40		40		20	40
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 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)	40		40			40
Detector 2 Size(ft)	43		43			43
Detector 2 Type	Cl+Ex		Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6

2037 Build Traffic Volumes
 4: NYS Route 416 & Neelytown Rd

Peak SAT Hour
 7/16/2024

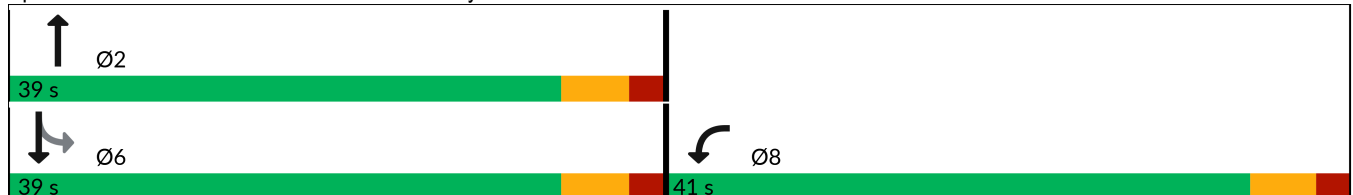


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	24.0		24.0		24.0	24.0
Total Split (s)	41.0		39.0		39.0	39.0
Total Split (%)	51.3%		48.8%		48.8%	48.8%
Maximum Green (s)	35.0		33.0		33.0	33.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	6.0		6.0			6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		Min		Min	Min
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	0.32		0.17			0.20
Control Delay (s/veh)	7.1		6.0			7.8
Queue Delay	0.0		0.0			0.0
Total Delay (s/veh)	7.1		6.0			7.8
Queue Length 50th (ft)	8		12			14
Queue Length 95th (ft)	28		37			40
Internal Link Dist (ft)	2313		879			1006
Turn Bay Length (ft)						
Base Capacity (vph)	1604		1678			1292
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.08		0.10			0.11

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 32.3
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated

Splits and Phases: 4: NYS Route 416 & Neelytown Rd



2037 Build Traffic Volumes
4: NYS Route 416 & Neelytown Rd

Peak SAT Hour
7/16/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	50	80	108	55	85	54
Future Volume (veh/h)	50	80	108	55	85	54
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	1826	1841	1894	1789	1781	1870
Adj Flow Rate, veh/h	52	83	112	57	89	56
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	5	4	3	10	8	2
Cap, veh/h	82	132	302	154	449	182
Arrive On Green	0.13	0.13	0.25	0.25	0.25	0.25
Sat Flow, veh/h	618	987	1184	602	599	713
Grp Volume(v), veh/h	136	0	0	169	145	0
Grp Sat Flow(s),veh/h/ln	1617	0	0	1786	1312	0
Q Serve(g_s), s	1.6	0.0	0.0	1.5	0.5	0.0
Cycle Q Clear(g_c), s	1.6	0.0	0.0	1.5	2.1	0.0
Prop In Lane	0.38	0.61		0.34	0.61	
Lane Grp Cap(c), veh/h	216	0	0	455	631	0
V/C Ratio(X)	0.63	0.00	0.00	0.37	0.23	0.00
Avail Cap(c_a), veh/h	2886	0	0	3004	2638	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	8.0	0.0	0.0	6.0	6.1	0.0
Incr Delay (d2), s/veh	3.0	0.0	0.0	0.5	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	11.1	0.0	0.0	6.5	6.3	0.0
LnGrp LOS	B			A	A	
Approach Vol, veh/h	136		169			145
Approach Delay, s/veh	11.1		6.5			6.3
Approach LOS	B		A			A
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		11.0			11.0	8.6
Change Period (Y+Rc), s		6.0			6.0	6.0
Max Green Setting (Gmax), s		33.0			33.0	35.0
Max Q Clear Time (g_c+I1), s		3.5			4.1	3.6
Green Ext Time (p_c), s		0.7			0.6	0.6
Intersection Summary						
HCM 6th Ctrl Delay, s/veh			7.8			
HCM 6th LOS			A			

2037 Build Traffic Volumes
5: NYS Route 211 & NYS Route 416

Peak SAT Hour
7/16/2024



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	9	135	218	11	109	187
Future Volume (vph)	9	135	218	11	109	187
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	12	12	12	12
Storage Length (ft)	0	50		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.994			
Flt Protected	0.950					0.982
Satd. Flow (prot)	1588	1742	1862	0	0	1795
Flt Permitted	0.950					0.982
Satd. Flow (perm)	1588	1742	1862	0	0	1795
Link Speed (mph)	30		30			30
Link Distance (ft)	561		726			643
Travel Time (s)	12.8		16.5			14.6
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	25%	2%	1%	10%	9%	1%
Adj. Flow (vph)	10	148	240	12	120	205
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	148	252	0	0	325
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	15		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.88	0.88	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					
Control Type:	Unsignalized					

2037 Build Traffic Volumes
5: NYS Route 211 & NYS Route 416

Peak SAT Hour
7/16/2024

Intersection						
Int Delay, s/veh	3.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	135	218	11	109	187
Future Vol, veh/h	9	135	218	11	109	187
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	50	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	25	2	1	10	9	1
Mvmt Flow	10	148	240	12	120	205

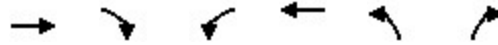
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	691	246	0	0	252	0
Stage 1	246	-	-	-	-	-
Stage 2	445	-	-	-	-	-
Critical Hdwy	6.65	6.22	-	-	4.19	-
Critical Hdwy Stg 1	5.65	-	-	-	-	-
Critical Hdwy Stg 2	5.65	-	-	-	-	-
Follow-up Hdwy	3.725	3.318	-	-	2.281	-
Pot Cap-1 Maneuver	377	793	-	-	1274	-
Stage 1	744	-	-	-	-	-
Stage 2	600	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	337	793	-	-	1274	-
Mov Cap-2 Maneuver	337	-	-	-	-	-
Stage 1	744	-	-	-	-	-
Stage 2	536	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10.9	0	3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	337	793	1274	-
HCM Lane V/C Ratio	-	-	0.029	0.187	0.094	-
HCM Control Delay (s/veh)	-	-	16	10.6	8.1	0
HCM Lane LOS	-	-	C	B	A	A
HCM 95th %tile Q (veh)	-	-	0.1	0.7	0.3	-

2037 Build Traffic Volumes
6: Beaver Dam Rd & Goodwill Rd

Peak SAT Hour
7/16/2024



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	140	29	60	158	43	48
Future Volume (vph)	140	29	60	158	43	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	11	11
Grade (%)	4%			4%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.977			0.929		
Flt Protected				0.986	0.977	
Satd. Flow (prot)	1698	0	0	1701	1684	0
Flt Permitted				0.986	0.977	
Satd. Flow (perm)	1698	0	0	1701	1684	0
Link Speed (mph)	30			30	35	
Link Distance (ft)	853			580	1607	
Travel Time (s)	19.4			13.2	31.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	146	30	63	165	45	50
Shared Lane Traffic (%)						
Lane Group Flow (vph)	176	0	0	228	95	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.12	1.12	1.12	1.12	1.03	1.03
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2037 Build Traffic Volumes
6: Beaver Dam Rd & Goodwill Rd

Peak SAT Hour
7/16/2024

Intersection						
Int Delay, s/veh	3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	140	29	60	158	43	48
Future Vol, veh/h	140	29	60	158	43	48
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, %	4	-	-	4	-2	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	146	30	63	165	45	50

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	176	0	452
Stage 1	-	-	-	-	161
Stage 2	-	-	-	-	291
Critical Hdwy	-	-	4.1	-	6
Critical Hdwy Stg 1	-	-	-	-	5
Critical Hdwy Stg 2	-	-	-	-	5
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1412	-	598
Stage 1	-	-	-	-	889
Stage 2	-	-	-	-	788
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1412	-	569
Mov Cap-2 Maneuver	-	-	-	-	569
Stage 1	-	-	-	-	889
Stage 2	-	-	-	-	749

Approach	EB	WB	NB
HCM Control Delay, s/v	0	2.1	10.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	705	-	-	1412	-
HCM Lane V/C Ratio	0.134	-	-	0.044	-
HCM Control Delay (s/veh)	10.9	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q (veh)	0.5	-	-	0.1	-

2037 Build Traffic Volumes
7: Beaver Dam Rd & Chandler Ln

Peak SAT Hour
7/16/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	51	1	0	45	59	47
Future Volume (vph)	51	1	0	45	59	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	10	10
Grade (%)	0%			1%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.998				0.940	
Flt Protected	0.953					
Satd. Flow (prot)	1654	0	0	1890	1649	0
Flt Permitted	0.953					
Satd. Flow (perm)	1654	0	0	1890	1649	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	777			545	1607	
Travel Time (s)	17.7			10.6	31.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	0%	0%	0%	2%	0%
Adj. Flow (vph)	54	1	0	48	63	50
Shared Lane Traffic (%)						
Lane Group Flow (vph)	55	0	0	48	113	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	1.09	1.09	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2037 Build Traffic Volumes
7: Beaver Dam Rd & Chandler Ln

Peak SAT Hour
7/16/2024

Intersection						
Int Delay, s/veh	2.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	51	1	0	45	59	47
Future Vol, veh/h	51	1	0	45	59	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	1	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	0	0	0	2	0
Mvmt Flow	54	1	0	48	63	50

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	136	88	113	0	0
Stage 1	88	-	-	-	-
Stage 2	48	-	-	-	-
Critical Hdwy	6.42	6.2	4.1	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.3	2.2	-	-
Pot Cap-1 Maneuver	857	976	1489	-	-
Stage 1	935	-	-	-	-
Stage 2	974	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	857	976	1489	-	-
Mov Cap-2 Maneuver	857	-	-	-	-
Stage 1	935	-	-	-	-
Stage 2	974	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.5	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1489	-	859	-	-
HCM Lane V/C Ratio	-	-	0.064	-	-
HCM Control Delay (s/veh)	0	-	9.5	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q (veh)	0	-	0.2	-	-

2037 Build Traffic Volumes
 8: Neelytown Rd & Site Driveway 1

Peak SAT Hour
 7/16/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	4	335	200	176	85	5
Future Volume (vph)	4	335	200	176	85	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			150	0	0
Storage Lanes	1			1	1	0
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850	0.992	
Flt Protected	0.950				0.955	
Satd. Flow (prot)	902	1845	1792	1468	1401	0
Flt Permitted	0.950				0.955	
Satd. Flow (perm)	902	1845	1792	1468	1401	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		532	1138		660	
Travel Time (s)		8.1	17.2		15.0	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	100%	3%	6%	10%	24%	100%
Adj. Flow (vph)	5	447	267	235	113	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	447	267	235	120	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	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2037 Build Traffic Volumes
8: Neelytown Rd & Site Driveway 1

Peak SAT Hour
7/16/2024

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	335	200	176	85	5
Future Vol, veh/h	4	335	200	176	85	5
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	-	-	150	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	100	3	6	10	24	100
Mvmt Flow	5	447	267	235	113	7

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	502	0	-	0	724
Stage 1	-	-	-	-	267
Stage 2	-	-	-	-	457
Critical Hdwy	5.1	-	-	-	6.64
Critical Hdwy Stg 1	-	-	-	-	5.64
Critical Hdwy Stg 2	-	-	-	-	5.64
Follow-up Hdwy	3.1	-	-	-	3.716
Pot Cap-1 Maneuver	702	-	-	-	362
Stage 1	-	-	-	-	730
Stage 2	-	-	-	-	594
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	702	-	-	-	359
Mov Cap-2 Maneuver	-	-	-	-	359
Stage 1	-	-	-	-	725
Stage 2	-	-	-	-	594

Approach	EB	WB	SB
HCM Control Delay, s/v	0.1	0	19.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	702	-	-	-	367
HCM Lane V/C Ratio	0.008	-	-	-	0.327
HCM Control Delay (s/veh)	10.2	-	-	-	19.5
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q (veh)	0	-	-	-	1.4

2037 Build Traffic Volumes
 9: Beaver Dam Rd & Site Driveway 2

Peak SAT Hour
 7/16/2024



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	102	19	27	45	23	22
Future Volume (vph)	102	19	27	45	23	22
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	0.979		0.916			
Flt Protected	0.959					0.975
Satd. Flow (prot)	1784	0	1715	0	0	1809
Flt Permitted	0.959					0.975
Satd. Flow (perm)	1784	0	1715	0	0	1809
Link Speed (mph)	30		35			35
Link Distance (ft)	515		1081			1606
Travel Time (s)	11.7		21.1			31.3
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	0%	0%	4%	0%	0%	5%
Adj. Flow (vph)	136	25	36	60	31	29
Shared Lane Traffic (%)						
Lane Group Flow (vph)	161	0	96	0	0	60
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2037 Build Traffic Volumes
 9: Beaver Dam Rd & Site Driveway 2

Peak SAT Hour
 7/16/2024

Intersection						
Int Delay, s/veh	6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	102	19	27	45	23	22
Future Vol, veh/h	102	19	27	45	23	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	4	0	0	5
Mvmt Flow	136	25	36	60	31	29

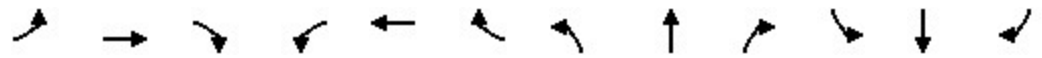
Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	157	66	0	0	96
Stage 1	66	-	-	-	-
Stage 2	91	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	839	1003	-	-	1510
Stage 1	962	-	-	-	-
Stage 2	938	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	821	1003	-	-	1510
Mov Cap-2 Maneuver	821	-	-	-	-
Stage 1	962	-	-	-	-
Stage 2	918	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10.3	0	3.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	845	1510
HCM Lane V/C Ratio	-	-	0.191	0.02
HCM Control Delay (s/veh)	-	-	10.3	7.4
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q (veh)	-	-	0.7	0.1

2037 Build Traffic Volumes w/ Improvement
 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

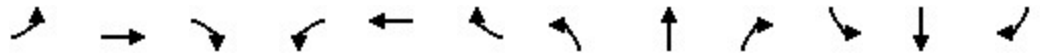
Peak AM Hour
 7/16/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↗	↘	↑↑			↑↔	
Traffic Volume (vph)	0	0	0	651	1	244	179	593	0	0	773	322
Future Volume (vph)	0	0	0	651	1	244	179	593	0	0	773	322
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			2%	
Storage Length (ft)	0		0	0		360	145		0	245		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Fr _t						0.850					0.956	
Fl _t Protected					0.952		0.950					
Satd. Flow (prot)	0	0	0	0	1607	1488	1347	3343	0	0	3190	0
Fl _t Permitted					0.952		0.950					
Satd. Flow (perm)	0	0	0	0	1607	1488	1347	3343	0	0	3190	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						236						61
Link Speed (mph)		30			40			45				45
Link Distance (ft)		287			1203			796				861
Travel Time (s)		6.5			20.5			12.1				13.0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	12%	0%	8%	34%	8%	0%	0%	8%	5%
Adj. Flow (vph)	0	0	0	731	1	274	201	666	0	0	869	362
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	732	274	201	666	0	0	1231	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
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	1.01	1.01	1.01	1.00	1.00	1.00	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				2	2	2	2	2				2
Detector Template				Left	Thru	Right	Left	Thru				Thru
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				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
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				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)				0.0	0.0	0.0	0.0	0.0				0.0
Turn Type				Perm	NA	Perm	Prot	NA				NA

2037 Build Traffic Volumes w/ Improvement
 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

Peak AM Hour
 7/16/2024

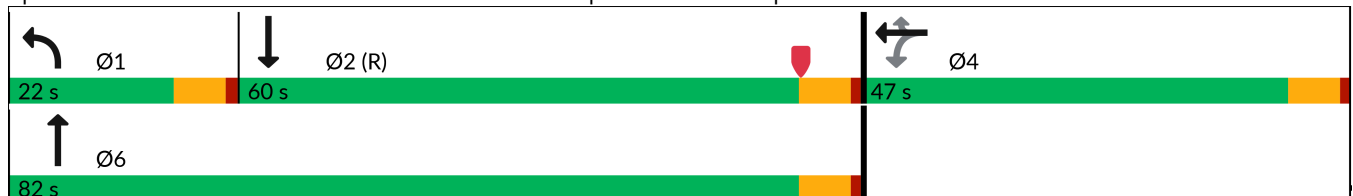


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases					4		1	6				2
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6				2
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	10.0				10.0
Minimum Split (s)				24.0	24.0	24.0	11.0	24.0				24.0
Total Split (s)				47.0	47.0	47.0	22.0	82.0				60.0
Total Split (%)				36.4%	36.4%	36.4%	17.1%	63.6%				46.5%
Maximum Green (s)				41.0	41.0	41.0	16.0	76.0				54.0
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
Total Lost Time (s)					6.0	6.0	6.0	6.0				6.0
Lead/Lag							Lead					Lag
Lead-Lag Optimize?							Yes					Yes
Vehicle Extension (s)				2.0	2.0	2.0	2.0	2.0				2.0
Recall Mode				None	None	None	None	None				C-Max
v/c Ratio					1.43	0.43	1.20	0.33				0.89
Control Delay (s/veh)					240.9	8.7	178.2	16.5				43.1
Queue Delay					0.0	0.0	0.0	0.0				0.0
Total Delay (s/veh)					240.9	8.7	178.2	16.5				43.1
Queue Length 50th (ft)					~828	22	~210	151				477
Queue Length 95th (ft)					#1052	90	#364	214				574
Internal Link Dist (ft)		207			1123			716				781
Turn Bay Length (ft)						360	145					
Base Capacity (vph)					510	633	167	1969				1370
Starvation Cap Reductn					0	0	0	0				0
Spillback Cap Reductn					0	0	0	0				0
Storage Cap Reductn					0	0	0	0				0
Reduced v/c Ratio					1.44	0.43	1.20	0.34				0.90

Intersection Summary

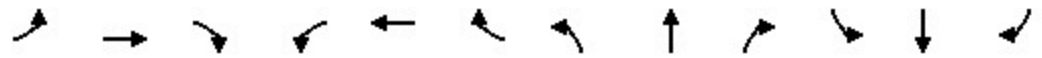
Area Type: Other
 Cycle Length: 129
 Actuated Cycle Length: 129
 Offset: 0 (0%), Referenced to phase 2:SBT, Start of Yellow
 Natural Cycle: 140
 Control Type: Actuated-Coordinated
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp



2037 Build Traffic Volumes w/ Improvement
 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp























Peak AM Hour
 7/16/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↗	↘	↑↑			↑↔	
Traffic Volume (veh/h)	0	0	0	651	1	244	179	593	0	0	773	322
Future Volume (veh/h)	0	0	0	651	1	244	179	593	0	0	773	322
Initial Q (Qb), veh				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
Parking Bus, Adj				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		
Adj Sat Flow, veh/h/ln				1716	1894	1776	1396	1781	0	0	1758	1802
Adj Flow Rate, veh/h				731	1	274	201	666	0	0	869	362
Peak Hour Factor				0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %				12	0	8	34	8	0	0	8	5
Cap, veh/h				573	1	478	165	1994	0	0	964	399
Arrive On Green				0.32	0.32	0.32	0.25	1.00	0.00	0.00	0.42	0.42
Sat Flow, veh/h				1802	2	1505	1330	3474	0	0	2390	954
Grp Volume(v), veh/h				732	0	274	201	666	0	0	629	602
Grp Sat Flow(s),veh/h/ln				1804	0	1505	1330	1692	0	0	1670	1586
Q Serve(g_s), s				41.0	0.0	19.6	16.0	0.0	0.0	0.0	45.3	45.8
Cycle Q Clear(g_c), s				41.0	0.0	19.6	16.0	0.0	0.0	0.0	45.3	45.8
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.60
Lane Grp Cap(c), veh/h				573	0	478	165	1994	0	0	699	664
V/C Ratio(X)				1.28	0.00	0.57	1.22	0.33	0.00	0.00	0.90	0.91
Avail Cap(c_a), veh/h				573	0	478	165	1994	0	0	699	664
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.83	0.83	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				44.0	0.0	36.7	48.5	0.0	0.0	0.0	35.0	35.1
Incr Delay (d2), s/veh				137.6	0.0	1.1	135.2	0.0	0.0	0.0	16.9	18.3
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				39.6	0.0	7.2	10.6	0.0	0.0	0.0	20.7	20.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				181.6	0.0	37.8	183.7	0.0	0.0	0.0	51.9	53.4
LnGrp LOS				F		D	F	A			D	D
Approach Vol, veh/h					1006			867			1231	
Approach Delay, s/veh					142.4			42.6			52.6	
Approach LOS					F			D			D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	22.0	60.0		47.0		82.0						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	16.0	54.0		41.0		76.0						
Max Q Clear Time (g_c+I1), s	18.0	47.8		43.0		2.0						
Green Ext Time (p_c), s	0.0	2.5		0.0		2.4						
Intersection Summary												
HCM 6th Ctrl Delay, s/veh											78.9	
HCM 6th LOS											E	

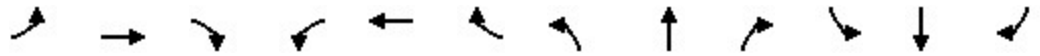
2037 Build Traffic Volumes w/ Improvement
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak AM Hour
 7/16/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	211	254	47	145	259	247	90	314	179	261	478	685
Future Volume (vph)	211	254	47	145	259	247	90	314	179	261	478	685
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			1%			1%	
Storage Length (ft)	400		400	220		220	145		145	330		280
Storage Lanes	2		0	1		1	1		1	2		1
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.977				0.850		0.946				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1327	2528	0	1770	1792	1568	1618	3099	0	3287	3326	1410
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1327	2528	0	1770	1792	1568	1618	3099	0	3287	3326	1410
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17				253		81				714
Link Speed (mph)		45			25			45				45
Link Distance (ft)		639			871			1257				796
Travel Time (s)		9.7			23.8			19.0				12.1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	36%	45%	10%	2%	6%	3%	11%	10%	9%	6%	8%	14%
Adj. Flow (vph)	220	265	49	151	270	257	94	327	186	272	498	714
Shared Lane Traffic (%)												
Lane Group Flow (vph)	220	314	0	151	270	257	94	513	0	272	498	714
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			24			24	
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	1.00	1.00	1.00	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	2		2	2	2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	83	83		83	83	83	83	83		83	83	83
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	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	43
Detector 2 Size(ft)	40	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	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	0.0
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	Free

2037 Build Traffic Volumes w/ Improvement
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak AM Hour
 7/16/2024

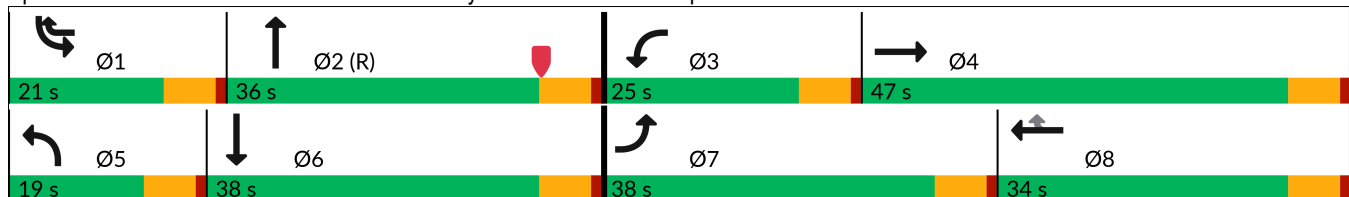


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases						8						Free
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.0	24.0		11.0	24.0	11.0	11.0	24.0		11.0	24.0	
Total Split (s)	38.0	47.0		25.0	34.0	21.0	19.0	36.0		21.0	38.0	
Total Split (%)	29.5%	36.4%		19.4%	26.4%	16.3%	14.7%	27.9%		16.3%	29.5%	
Maximum Green (s)	32.0	41.0		19.0	28.0	15.0	13.0	30.0		15.0	32.0	
Yellow Time (s)	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	
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		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	None	
v/c Ratio	0.81	0.45		0.70	0.82	0.36	0.64	0.50		0.72	0.44	0.50
Control Delay (s/veh)	71.0	38.4		71.7	70.2	4.8	76.5	34.5		64.4	35.7	0.1
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)	71.0	38.4		71.7	70.2	4.8	76.5	34.5		64.4	35.7	0.1
Queue Length 50th (ft)	175	107		122	217	2	76	162		125	147	0
Queue Length 95th (ft)	260	144		193	310	57	136	236		m109	m165	m0
Internal Link Dist (ft)		559			791			1177			716	
Turn Bay Length (ft)	400			220		220	145			330		280
Base Capacity (vph)	329	815		260	388	715	166	1019		397	1115	1410
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	0.67	0.39		0.58	0.70	0.36	0.57	0.50		0.69	0.45	0.51

Intersection Summary

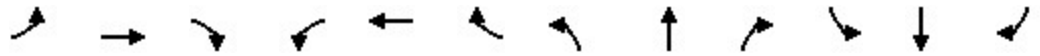
Area Type: Other
 Cycle Length: 129
 Actuated Cycle Length: 129
 Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps



2037 Build Traffic Volumes w/ Improvement
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak AM Hour
 7/16/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	211	254	47	145	259	247	90	314	179	261	478	685
Future Volume (veh/h)	211	254	47	145	259	247	90	314	179	261	478	685
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	1366	1233	1752	1870	1811	1856	1731	1746	1761	1805	1776	1687
Adj Flow Rate, veh/h	220	265	49	151	270	257	94	327	186	272	498	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	36	45	10	2	6	3	11	10	9	6	8	14
Cap, veh/h	244	517	94	180	316	430	115	725	404	331	1289	
Arrive On Green	0.19	0.26	0.26	0.10	0.17	0.17	0.07	0.35	0.35	0.03	0.13	0.00
Sat Flow, veh/h	1301	1979	361	1781	1811	1572	1649	2055	1144	3335	3374	1429
Grp Volume(v), veh/h	220	155	159	151	270	257	94	263	250	272	498	0
Grp Sat Flow(s),veh/h/ln	1301	1171	1168	1781	1811	1572	1649	1659	1540	1668	1687	1429
Q Serve(g_s), s	21.3	14.6	15.0	10.7	18.7	18.3	7.3	15.7	16.2	10.5	17.5	0.0
Cycle Q Clear(g_c), s	21.3	14.6	15.0	10.7	18.7	18.3	7.3	15.7	16.2	10.5	17.5	0.0
Prop In Lane	1.00		0.31	1.00		1.00	1.00		0.74	1.00		1.00
Lane Grp Cap(c), veh/h	244	306	305	180	316	430	115	585	543	331	1289	
V/C Ratio(X)	0.90	0.51	0.52	0.84	0.86	0.60	0.82	0.45	0.46	0.82	0.39	
Avail Cap(c_a), veh/h	323	372	371	262	393	497	166	585	543	388	1289	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.32	0.32	0.00
Uniform Delay (d), s/veh	51.2	40.6	40.8	57.0	51.7	40.7	59.2	32.1	32.3	61.3	42.5	0.0
Incr Delay (d2), s/veh	24.3	1.3	1.4	14.6	14.1	1.5	18.0	2.5	2.8	4.1	0.1	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	8.4	4.2	4.3	5.6	9.8	7.4	3.5	6.5	6.3	4.8	7.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	75.6	41.9	42.1	71.6	65.8	42.2	77.2	34.6	35.1	65.3	42.5	0.0
LnGrp LOS	E	D	D	E	E	D	E	C	D	E	D	
Approach Vol, veh/h		534			678			607			770	
Approach Delay, s/veh		55.8			58.1			41.4			50.6	
Approach LOS		E			E			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.8	51.5	19.0	39.7	15.0	55.3	30.2	28.5				
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	30.0	19.0	41.0	13.0	32.0	32.0	28.0				
Max Q Clear Time (g_c+I1), s	12.5	18.2	12.7	17.0	9.3	19.5	23.3	20.7				
Green Ext Time (p_c), s	0.3	2.0	0.3	1.5	0.1	2.2	0.9	1.8				

Intersection Summary

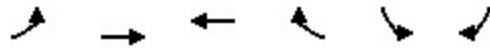
HCM 6th Ctrl Delay, s/veh	51.5
HCM 6th LOS	D

Notes

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

2037 Build Traffic Volumes w/ Improvement
8: Neelytown Rd & Site Driveway 1

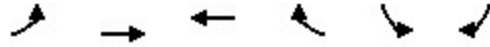
Peak AM Hour
7/16/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	4	292	592	286	25	2
Future Volume (vph)	4	292	592	286	25	2
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			150	0	0
Storage Lanes	1			1	1	0
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850	0.991	
Flt Protected	0.950				0.956	
Satd. Flow (prot)	902	1610	1557	1524	1265	0
Flt Permitted	0.225				0.956	
Satd. Flow (perm)	214	1610	1557	1524	1265	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				308	2	
Link Speed (mph)		45	45		30	
Link Distance (ft)		532	1138		660	
Travel Time (s)		8.1	17.2		15.0	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	100%	18%	22%	6%	38%	100%
Adj. Flow (vph)	4	314	637	308	27	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	314	637	308	29	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	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2	2	2	
Detector Template						
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	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43	43	43	43	
Detector 2 Size(ft)	40	40	40	40	40	
Detector 2 Type	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	
Turn Type	pm+pt	NA	NA	pm+ov	Prot	
Protected Phases	5	2	6	4	4	

2037 Build Traffic Volumes w/ Improvement
 8: Neelytown Rd & Site Driveway 1

Peak AM Hour
 7/16/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases	2		6			
Detector Phase	5	2	6	4	4	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	
Total Split (s)	11.0	76.0	65.0	14.0	14.0	
Total Split (%)	12.2%	84.4%	72.2%	15.6%	15.6%	
Maximum Green (s)	5.0	70.0	59.0	8.0	8.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	
v/c Ratio	0.01	0.35	0.77	0.20	0.14	
Control Delay (s/veh)	3.5	5.9	16.2	0.5	24.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	3.5	5.9	16.2	0.5	24.5	
Queue Length 50th (ft)	1	34	94	0	5	
Queue Length 95th (ft)	2	63	307	12	37	
Internal Link Dist (ft)		452	1058		580	
Turn Bay Length (ft)	150			150		
Base Capacity (vph)	202	1577	1481	1359	246	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.02	0.20	0.43	0.23	0.12	

Intersection Summary

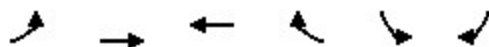
Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 45.8
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated

Splits and Phases: 8: Neelytown Rd & Site Driveway 1



2037 Build Traffic Volumes w/ Improvement
8: Neelytown Rd & Site Driveway 1

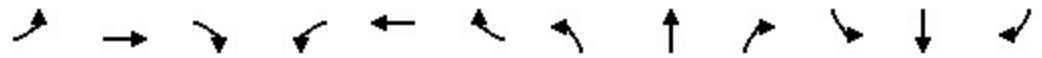
Peak AM Hour
7/16/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	4	292	592	286	25	2
Future Volume (veh/h)	4	292	592	286	25	2
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	418	1633	1574	1811	1337	418
Adj Flow Rate, veh/h	4	314	637	308	27	2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	100	18	22	6	38	100
Cap, veh/h	203	1100	823	802	40	3
Arrive On Green	0.01	0.67	0.52	0.52	0.04	0.04
Sat Flow, veh/h	398	1633	1574	1535	1138	84
Grp Volume(v), veh/h	4	314	637	308	30	0
Grp Sat Flow(s),veh/h/ln	398	1633	1574	1535	1265	0
Q Serve(g_s), s	0.2	3.2	13.4	4.9	1.0	0.0
Cycle Q Clear(g_c), s	0.2	3.2	13.4	4.9	1.0	0.0
Prop In Lane	1.00			1.00	0.90	0.07
Lane Grp Cap(c), veh/h	203	1100	823	802	45	0
V/C Ratio(X)	0.02	0.29	0.77	0.38	0.67	0.00
Avail Cap(c_a), veh/h	249	2774	2253	2197	245	0
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	0.00
Uniform Delay (d), s/veh	6.7	2.7	7.9	5.9	19.6	0.0
Incr Delay (d2), s/veh	0.0	0.1	1.6	0.3	16.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	2.4	0.8	0.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	6.7	2.9	9.5	6.2	35.8	0.0
LnGrp LOS	A	A	A	A	D	
Approach Vol, veh/h		318	945		30	
Approach Delay, s/veh		2.9	8.4		35.8	
Approach LOS		A	A		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		33.8		7.5	6.2	27.5
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		70.0		8.0	5.0	59.0
Max Q Clear Time (g_c+I1), s		5.2		3.0	2.2	15.4
Green Ext Time (p_c), s		1.6		0.0	0.0	6.2
Intersection Summary						
HCM 6th Ctrl Delay, s/veh			7.7			
HCM 6th LOS			A			

2037 Build Traffic Volumes w/ Improvement
 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

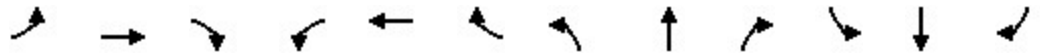
Peak PM Hour
 7/16/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↗	↖	↑↑			↑↕	
Traffic Volume (vph)	0	0	0	411	0	356	384	827	0	0	617	329
Future Volume (vph)	0	0	0	411	0	356	384	827	0	0	617	329
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			2%	
Storage Length (ft)	0		0	0		360	145		0	245		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Fr _t						0.850					0.948	
Fl _t Protected					0.950		0.950					
Satd. Flow (prot)	0	0	0	0	1382	1516	1612	3471	0	0	3270	0
Fl _t Permitted					0.950		0.950					
Satd. Flow (perm)	0	0	0	0	1382	1516	1612	3471	0	0	3270	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						180						81
Link Speed (mph)		30			40			45				45
Link Distance (ft)		287			1203			796				861
Travel Time (s)		6.5			20.5			12.1				13.0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	30%	0%	6%	12%	4%	0%	0%	5%	1%
Adj. Flow (vph)	0	0	0	428	0	371	400	861	0	0	643	343
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	428	371	400	861	0	0	986	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
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	1.01	1.01	1.01	1.00	1.00	1.00	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				2	2	2	2	2				2
Detector Template				Left	Thru	Right	Left	Thru				Thru
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				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
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				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)				0.0	0.0	0.0	0.0	0.0				0.0
Turn Type				Perm	NA	Perm	Prot	NA				NA

2037 Build Traffic Volumes w/ Improvement
 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

Peak PM Hour
 7/16/2024

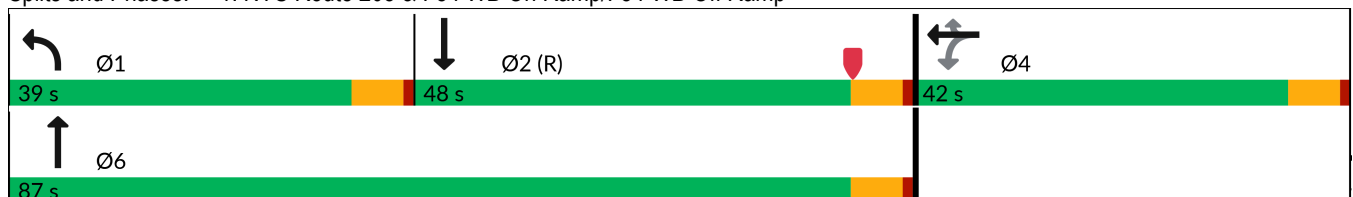


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases					4		1	6				2
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6				2
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	10.0				10.0
Minimum Split (s)				24.0	24.0	24.0	11.0	24.0				24.0
Total Split (s)				42.0	42.0	42.0	39.0	87.0				48.0
Total Split (%)				32.6%	32.6%	32.6%	30.2%	67.4%				37.2%
Maximum Green (s)				36.0	36.0	36.0	33.0	81.0				42.0
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
Total Lost Time (s)					6.0	6.0	6.0	6.0				6.0
Lead/Lag							Lead					Lag
Lead-Lag Optimize?							Yes					Yes
Vehicle Extension (s)				2.0	2.0	2.0	2.0	2.0				2.0
Recall Mode				None	None	None	None	None				C-Max
v/c Ratio					1.11	0.67	0.97	0.39				0.87
Control Delay (s/veh)					122.6	27.3	76.6	12.2				47.7
Queue Delay					0.0	0.0	0.0	0.0				0.0
Total Delay (s/veh)					122.6	27.3	76.6	12.2				47.7
Queue Length 50th (ft)					~408	143	351	175				381
Queue Length 95th (ft)					#615	259	m#486	m226				#484
Internal Link Dist (ft)		207			1123			716				781
Turn Bay Length (ft)						360	145					
Base Capacity (vph)					385	552	412	2179				1122
Starvation Cap Reductn					0	0	0	0				0
Spillback Cap Reductn					0	0	0	0				0
Storage Cap Reductn					0	0	0	0				0
Reduced v/c Ratio					1.11	0.67	0.97	0.40				0.88

Intersection Summary

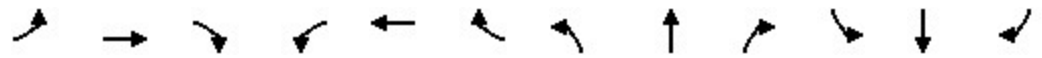
Area Type: Other
 Cycle Length: 129
 Actuated Cycle Length: 129
 Offset: 0 (0%), Referenced to phase 2:SBT, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp



2037 Build Traffic Volumes w/ Improvement
 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

Peak PM Hour
 7/16/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↶	↷	↶	↶↷			↶↷	
Traffic Volume (veh/h)	0	0	0	411	0	356	384	827	0	0	617	329
Future Volume (veh/h)	0	0	0	411	0	356	384	827	0	0	617	329
Initial Q (Qb), veh				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
Parking Bus, Adj				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		
Adj Sat Flow, veh/h/ln				1450	1894	1805	1722	1841	0	0	1802	1862
Adj Flow Rate, veh/h				428	0	371	400	861	0	0	643	343
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %				30	0	6	12	4	0	0	5	1
Cap, veh/h				470	0	399	414	2260	0	0	750	400
Arrive On Green				0.26	0.00	0.26	0.50	1.00	0.00	0.00	0.35	0.35
Sat Flow, veh/h				1804	0	1530	1640	3589	0	0	2247	1151
Grp Volume(v), veh/h				428	0	371	400	861	0	0	510	476
Grp Sat Flow(s),veh/h/ln				1804	0	1530	1640	1749	0	0	1712	1595
Q Serve(g_s), s				29.7	0.0	30.5	30.4	0.0	0.0	0.0	35.7	35.7
Cycle Q Clear(g_c), s				29.7	0.0	30.5	30.4	0.0	0.0	0.0	35.7	35.7
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.72
Lane Grp Cap(c), veh/h				470	0	399	414	2260	0	0	595	555
V/C Ratio(X)				0.91	0.00	0.93	0.97	0.38	0.00	0.00	0.86	0.86
Avail Cap(c_a), veh/h				503	0	427	420	2260	0	0	595	555
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.51	0.51	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				46.2	0.0	46.5	31.5	0.0	0.0	0.0	39.1	39.1
Incr Delay (d2), s/veh				19.1	0.0	25.3	23.2	0.0	0.0	0.0	14.8	15.7
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				15.5	0.0	14.1	11.0	0.0	0.0	0.0	16.9	15.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				65.3	0.0	71.9	54.7	0.0	0.0	0.0	53.9	54.8
LnGrp LOS				E		E	D	A			D	D
Approach Vol, veh/h					799			1261			986	
Approach Delay, s/veh					68.4			17.4			54.3	
Approach LOS					E			B			D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	38.5	50.8		39.6		89.4						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	33.0	42.0		36.0		81.0						
Max Q Clear Time (g_c+I1), s	32.4	37.7		32.5		2.0						
Green Ext Time (p_c), s	0.1	1.5		1.1		3.3						
Intersection Summary												
HCM 6th Ctrl Delay, s/veh				42.7								
HCM 6th LOS				D								

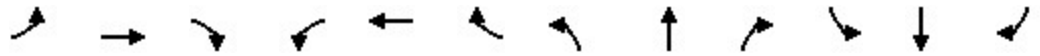
2037 Build Traffic Volumes w/ Improvement
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak PM Hour
 7/16/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	399	412	87	88	111	278	59	535	266	182	490	357
Future Volume (vph)	399	412	87	88	111	278	59	535	266	182	490	357
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			1%			1%	
Storage Length (ft)	400		400	220		220	145		145	330		280
Storage Lanes	2		0	1		1	1		1	2		1
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.974				0.850		0.950				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1570	3095	0	1671	1218	1568	1535	3345	0	3350	3487	1190
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1570	3095	0	1671	1218	1568	1535	3345	0	3350	3487	1190
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21				127		69				388
Link Speed (mph)		45			25			45				45
Link Distance (ft)		639			871			1257				796
Travel Time (s)		9.7			23.8			19.0				12.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	15%	15%	7%	8%	56%	3%	17%	2%	2%	4%	3%	35%
Adj. Flow (vph)	434	448	95	96	121	302	64	582	289	198	533	388
Shared Lane Traffic (%)												
Lane Group Flow (vph)	434	543	0	96	121	302	64	871	0	198	533	388
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			24			24	
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	1.00	1.00	1.00	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	2		2	2	2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	83	83		83	83	83	83	83		83	83	83
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	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	43
Detector 2 Size(ft)	40	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	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	0.0
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	Free

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 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

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 7/16/2024

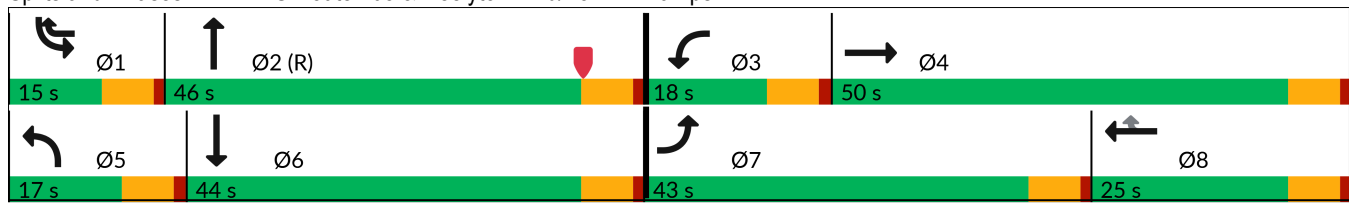


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases						8						Free
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.0	24.0		11.0	24.0	11.0	11.0	24.0		11.0	24.0	
Total Split (s)	43.0	50.0		18.0	25.0	15.0	17.0	46.0		15.0	44.0	
Total Split (%)	33.3%	38.8%		14.0%	19.4%	11.6%	13.2%	35.7%		11.6%	34.1%	
Maximum Green (s)	37.0	44.0		12.0	19.0	9.0	11.0	40.0		9.0	38.0	
Yellow Time (s)	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	
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		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	None	
v/c Ratio	0.96	0.52		0.67	0.78	0.61	0.56	0.77		0.76	0.44	0.32
Control Delay (s/veh)	81.1	35.6		80.4	85.2	29.8	76.4	42.1		74.1	34.6	0.2
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)	81.1	35.6		80.4	85.2	29.8	76.4	42.1		74.1	34.6	0.2
Queue Length 50th (ft)	358	183		79	97	128	52	326		90	137	0
Queue Length 95th (ft)	#571	238		#148	#183	228	102	408		m96	m158	m0
Internal Link Dist (ft)		559			791			1177			716	
Turn Bay Length (ft)	400			220		220	145			330		280
Base Capacity (vph)	450	1069		155	179	490	130	1126		259	1203	1190
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	0.96	0.51		0.62	0.68	0.62	0.49	0.77		0.76	0.44	0.33

Intersection Summary

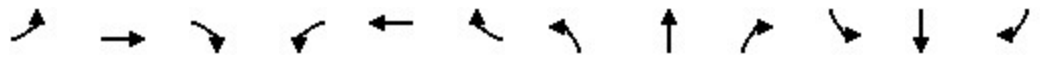
Area Type: Other
 Cycle Length: 129
 Actuated Cycle Length: 129
 Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps



2037 Build Traffic Volumes w/ Improvement
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak PM Hour
 7/16/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	399	412	87	88	111	278	59	535	266	182	490	357
Future Volume (veh/h)	399	412	87	88	111	278	59	535	266	182	490	357
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	1678	1678	1796	1781	1070	1856	1642	1864	1864	1835	1850	1375
Adj Flow Rate, veh/h	434	448	95	96	121	302	64	582	289	198	533	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	15	15	7	8	56	3	17	2	2	4	3	35
Cap, veh/h	454	947	200	118	158	341	79	718	356	237	1167	
Arrive On Green	0.28	0.36	0.36	0.07	0.15	0.15	0.05	0.31	0.31	0.02	0.11	0.00
Sat Flow, veh/h	1598	2620	552	1697	1070	1572	1564	2293	1138	3390	3514	1166
Grp Volume(v), veh/h	434	271	272	96	121	302	64	449	422	198	533	0
Grp Sat Flow(s),veh/h/ln	1598	1594	1578	1697	1070	1572	1564	1771	1660	1695	1757	1166
Q Serve(g_s), s	34.4	16.9	17.1	7.2	14.0	19.0	5.2	30.1	30.2	7.5	18.3	0.0
Cycle Q Clear(g_c), s	34.4	16.9	17.1	7.2	14.0	19.0	5.2	30.1	30.2	7.5	18.3	0.0
Prop In Lane	1.00		0.35	1.00		1.00	1.00		0.69	1.00		1.00
Lane Grp Cap(c), veh/h	454	576	571	118	158	341	79	554	519	237	1167	
V/C Ratio(X)	0.96	0.47	0.48	0.81	0.77	0.88	0.81	0.81	0.81	0.84	0.46	
Avail Cap(c_a), veh/h	458	576	571	158	158	341	133	554	519	237	1167	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.36	0.36	0.00
Uniform Delay (d), s/veh	45.4	31.7	31.8	59.2	52.9	48.9	60.6	40.8	40.8	62.3	46.5	0.0
Incr Delay (d2), s/veh	31.2	0.6	0.6	20.5	20.1	23.0	17.1	12.2	13.0	9.3	0.1	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	17.1	6.4	6.4	3.8	4.7	11.7	2.4	14.6	13.8	3.6	8.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	76.6	32.3	32.4	79.7	73.0	71.9	77.7	53.0	53.8	71.6	46.6	0.0
LnGrp LOS	E	C	C	E	E	E	E	D	D	E	D	
Approach Vol, veh/h		977			519			935			731	
Approach Delay, s/veh		52.0			73.6			55.0			53.4	
Approach LOS		D			E			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	46.4	15.0	52.6	12.5	48.8	42.6	25.0				
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	9.0	40.0	12.0	44.0	11.0	38.0	37.0	19.0				
Max Q Clear Time (g_c+I1), s	9.5	32.2	9.2	19.1	7.2	20.3	36.4	21.0				
Green Ext Time (p_c), s	0.0	2.9	0.1	2.7	0.1	2.7	0.2	0.0				

Intersection Summary

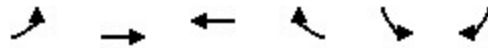
HCM 6th Ctrl Delay, s/veh	56.8
HCM 6th LOS	E

Notes

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

2037 Build Traffic Volumes w/ Improvement
8: Neelytown Rd & Site Driveway 1

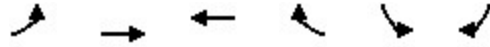
Peak PM Hour
7/16/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	4	649	337	65	143	7
Future Volume (vph)	4	649	337	65	143	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			150	0	0
Storage Lanes	1			1	1	0
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850	0.994	
Flt Protected	0.950				0.955	
Satd. Flow (prot)	902	1712	1667	1272	1446	0
Flt Permitted	0.387				0.955	
Satd. Flow (perm)	368	1712	1667	1272	1446	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				82	3	
Link Speed (mph)		45	45		30	
Link Distance (ft)		532	1138		660	
Travel Time (s)		8.1	17.2		15.0	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	100%	11%	14%	27%	21%	100%
Adj. Flow (vph)	5	822	427	82	181	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	822	427	82	190	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	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2	2	2	
Detector Template						
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	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43	43	43	43	
Detector 2 Size(ft)	40	40	40	40	40	
Detector 2 Type	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	
Turn Type	pm+pt	NA	NA	pm+ov	Prot	
Protected Phases	5	2	6	4	4	

2037 Build Traffic Volumes w/ Improvement
 8: Neelytown Rd & Site Driveway 1

Peak PM Hour
 7/16/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases	2		6			
Detector Phase	5	2	6	4	4	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	
Total Split (s)	11.0	64.0	53.0	26.0	26.0	
Total Split (%)	12.2%	71.1%	58.9%	28.9%	28.9%	
Maximum Green (s)	5.0	58.0	47.0	20.0	20.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	
v/c Ratio	0.01	0.83	0.46	0.06	0.60	
Control Delay (s/veh)	6.0	19.5	11.4	0.4	34.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	6.0	19.5	11.4	0.4	34.3	
Queue Length 50th (ft)	1	215	78	0	63	
Queue Length 95th (ft)	4	332	187	5	141	
Internal Link Dist (ft)		452	1058		580	
Turn Bay Length (ft)	150			150		
Base Capacity (vph)	257	1489	1284	1216	501	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.02	0.55	0.33	0.07	0.38	

Intersection Summary

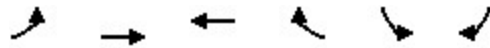
Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 63.2
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated

Splits and Phases: 8: Neelytown Rd & Site Driveway 1



2037 Build Traffic Volumes w/ Improvement
8: Neelytown Rd & Site Driveway 1

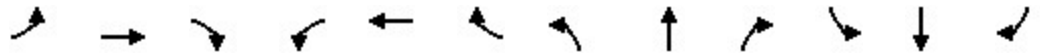
Peak PM Hour
7/16/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗	↖	↗	↘	↘
Traffic Volume (veh/h)	4	649	337	65	143	7
Future Volume (veh/h)	4	649	337	65	143	7
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	418	1737	1693	1500	1589	418
Adj Flow Rate, veh/h	5	822	427	82	181	9
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	100	11	14	27	21	100
Cap, veh/h	210	980	715	537	236	12
Arrive On Green	0.01	0.56	0.42	0.42	0.17	0.17
Sat Flow, veh/h	398	1737	1693	1271	1426	71
Grp Volume(v), veh/h	5	822	427	82	191	0
Grp Sat Flow(s),veh/h/ln	398	1737	1693	1271	1505	0
Q Serve(g_s), s	0.3	17.4	8.7	1.8	5.4	0.0
Cycle Q Clear(g_c), s	0.3	17.4	8.7	1.8	5.4	0.0
Prop In Lane	1.00			1.00	0.95	0.05
Lane Grp Cap(c), veh/h	210	980	715	537	249	0
V/C Ratio(X)	0.02	0.84	0.60	0.15	0.77	0.00
Avail Cap(c_a), veh/h	252	2269	1792	1346	678	0
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	0.00
Uniform Delay (d), s/veh	7.5	8.0	9.9	7.9	17.7	0.0
Incr Delay (d2), s/veh	0.0	2.0	0.8	0.1	4.9	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.4	2.2	0.3	2.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	7.6	10.0	10.7	8.0	22.6	0.0
LnGrp LOS	A	B	B	A	C	
Approach Vol, veh/h		827	509		191	
Approach Delay, s/veh		10.0	10.3		22.6	
Approach LOS		A	B		C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		31.0		13.3	6.3	24.7
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		58.0		20.0	5.0	47.0
Max Q Clear Time (g_c+I1), s		19.4		7.4	2.3	10.7
Green Ext Time (p_c), s		5.7		0.7	0.0	2.8
Intersection Summary						
HCM 6th Ctrl Delay, s/veh			11.7			
HCM 6th LOS			B			

2037 Build Traffic Volumes w/ Improvement
 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

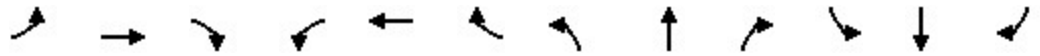
Peak SAT Hour
 7/16/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↗	↘	↑↑			↑↔	
Traffic Volume (vph)	0	0	0	311	0	185	192	502	0	0	566	226
Future Volume (vph)	0	0	0	311	0	185	192	502	0	0	566	226
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			2%	
Storage Length (ft)	0		0	0		360	145		0	245		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Fr _t						0.850					0.957	
Fl _t Protected					0.950		0.950					
Satd. Flow (prot)	0	0	0	0	1633	1607	1687	3574	0	0	3363	0
Fl _t Permitted					0.950		0.950					
Satd. Flow (perm)	0	0	0	0	1633	1607	1687	3574	0	0	3363	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						208						50
Link Speed (mph)		30			40			45				45
Link Distance (ft)		287			1203			796				861
Travel Time (s)		6.5			20.5			12.1				13.0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	10%	0%	0%	7%	1%	0%	0%	2%	1%
Adj. Flow (vph)	0	0	0	349	0	208	216	564	0	0	636	254
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	349	208	216	564	0	0	890	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
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	1.01	1.01	1.01	1.00	1.00	1.00	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				2	2	2	2	2				2
Detector Template				Left	Thru	Right	Left	Thru				Thru
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				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
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				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)				0.0	0.0	0.0	0.0	0.0				0.0
Turn Type				Perm	NA	Perm	Prot	NA				NA

2037 Build Traffic Volumes w/ Improvement
 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

Peak SAT Hour
 7/16/2024

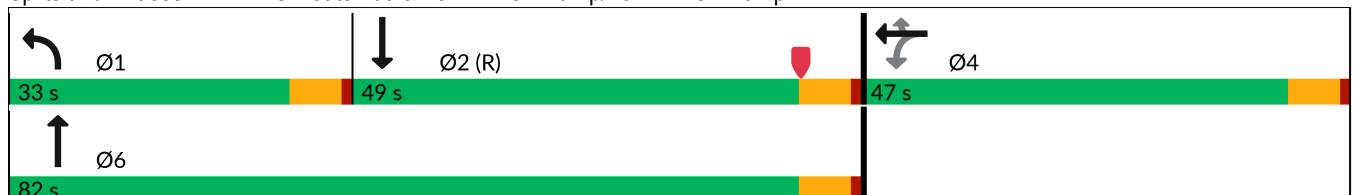


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases					4		1	6			2	
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6			2	
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	10.0			10.0	
Minimum Split (s)				24.0	24.0	24.0	11.0	24.0			24.0	
Total Split (s)				47.0	47.0	47.0	33.0	82.0			49.0	
Total Split (%)				36.4%	36.4%	36.4%	25.6%	63.6%			38.0%	
Maximum Green (s)				41.0	41.0	41.0	27.0	76.0			43.0	
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	
Total Lost Time (s)					6.0	6.0	6.0	6.0			6.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Recall Mode				None	None	None	None	None			C-Max	
v/c Ratio					0.85	0.37	0.80	0.23			0.57	
Control Delay (s/veh)					66.1	6.2	76.3	11.1			28.6	
Queue Delay					0.0	0.0	0.0	0.0			0.0	
Total Delay (s/veh)					66.1	6.2	76.3	11.1			28.6	
Queue Length 50th (ft)					279	0	187	113			271	
Queue Length 95th (ft)					359	53	267	152			407	
Internal Link Dist (ft)		207			1123			716			781	
Turn Bay Length (ft)						360	145					
Base Capacity (vph)					519	652	353	2353			1548	
Starvation Cap Reductn					0	0	0	0			0	
Spillback Cap Reductn					0	0	0	0			0	
Storage Cap Reductn					0	0	0	0			0	
Reduced v/c Ratio					0.67	0.32	0.61	0.24			0.57	

Intersection Summary

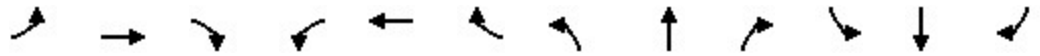
Area Type: Other
 Cycle Length: 129
 Actuated Cycle Length: 129
 Offset: 0 (0%), Referenced to phase 2:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp



2037 Build Traffic Volumes w/ Improvement
 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

Peak SAT Hour
 7/16/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↗	↘	↑↑			↑↗	
Traffic Volume (veh/h)	0	0	0	311	0	185	192	502	0	0	566	226
Future Volume (veh/h)	0	0	0	311	0	185	192	502	0	0	566	226
Initial Q (Qb), veh				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
Parking Bus, Adj				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		
Adj Sat Flow, veh/h/ln				1746	1894	1894	1796	1885	0	0	1847	1862
Adj Flow Rate, veh/h				349	0	208	216	564	0	0	636	254
Peak Hour Factor				0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %				10	0	0	7	1	0	0	2	1
Cap, veh/h				390	0	347	240	2475	0	0	1235	493
Arrive On Green				0.22	0.00	0.22	0.28	1.00	0.00	0.00	0.50	0.50
Sat Flow, veh/h				1804	0	1605	1711	3676	0	0	2540	977
Grp Volume(v), veh/h				349	0	208	216	564	0	0	456	434
Grp Sat Flow(s),veh/h/ln				1804	0	1605	1711	1791	0	0	1754	1671
Q Serve(g_s), s				24.3	0.0	15.1	15.7	0.0	0.0	0.0	22.4	22.5
Cycle Q Clear(g_c), s				24.3	0.0	15.1	15.7	0.0	0.0	0.0	22.4	22.5
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.58
Lane Grp Cap(c), veh/h				390	0	347	240	2475	0	0	885	843
V/C Ratio(X)				0.90	0.00	0.60	0.90	0.23	0.00	0.00	0.52	0.52
Avail Cap(c_a), veh/h				573	0	510	358	2475	0	0	885	843
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.90	0.90	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				49.1	0.0	45.5	45.6	0.0	0.0	0.0	21.4	21.4
Incr Delay (d2), s/veh				9.2	0.0	0.6	12.9	0.0	0.0	0.0	2.1	2.2
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				11.7	0.0	6.0	6.4	0.0	0.0	0.0	9.3	8.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				58.4	0.0	46.2	58.5	0.0	0.0	0.0	23.6	23.7
LnGrp LOS				E		D	E	A			C	C
Approach Vol, veh/h					557			780			890	
Approach Delay, s/veh					53.8			16.2			23.6	
Approach LOS					D			B			C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	24.1	71.1		33.9		95.1						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	27.0	43.0		41.0		76.0						
Max Q Clear Time (g_c+I1), s	17.7	24.5		26.3		2.0						
Green Ext Time (p_c), s	0.4	2.7		1.6		2.0						
Intersection Summary												
HCM 6th Ctrl Delay, s/veh											28.6	
HCM 6th LOS											C	

2037 Build Traffic Volumes w/ Improvement
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak SAT Hour
 7/16/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	179	146	44	95	99	198	55	313	175	210	420	201
Future Volume (vph)	179	146	44	95	99	198	55	313	175	210	420	201
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			1%			1%	
Storage Length (ft)	400		400	220		220	145		145	330		280
Storage Lanes	2		0	1		1	1		1	2		1
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.965				0.850		0.946				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1687	3194	0	1770	1712	1583	1604	3376	0	3450	3556	1397
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1687	3194	0	1770	1712	1583	1604	3376	0	3450	3556	1397
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30				218		81				228
Link Speed (mph)		45			25			45				45
Link Distance (ft)		639			871			1257				796
Travel Time (s)		9.7			23.8			19.0				12.1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	7%	10%	6%	2%	11%	2%	12%	1%	0%	1%	1%	15%
Adj. Flow (vph)	197	160	48	104	109	218	60	344	192	231	462	221
Shared Lane Traffic (%)												
Lane Group Flow (vph)	197	208	0	104	109	218	60	536	0	231	462	221
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			24			24	
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	1.00	1.00	1.00	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	2		2	2	2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	83	83		83	83	83	83	83		83	83	83
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	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	43
Detector 2 Size(ft)	40	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	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	0.0
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	Free

2037 Build Traffic Volumes w/ Improvement
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak SAT Hour
 7/16/2024

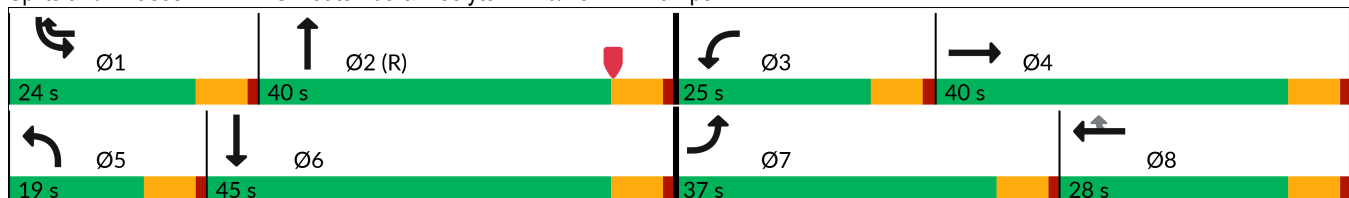


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases						8						Free
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.0	24.0		11.0	24.0	11.0	11.0	24.0		11.0	24.0	
Total Split (s)	37.0	40.0		25.0	28.0	24.0	19.0	40.0		24.0	45.0	
Total Split (%)	28.7%	31.0%		19.4%	21.7%	18.6%	14.7%	31.0%		18.6%	34.9%	
Maximum Green (s)	31.0	34.0		19.0	22.0	18.0	13.0	34.0		18.0	39.0	
Yellow Time (s)	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	
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		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	None	
v/c Ratio	0.71	0.36		0.58	0.60	0.37	0.47	0.35		0.59	0.26	0.15
Control Delay (s/veh)	64.7	41.1		68.0	68.5	5.8	68.5	23.6		67.1	21.5	0.1
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)	64.7	41.1		68.0	68.5	5.8	68.5	23.6		67.1	21.5	0.1
Queue Length 50th (ft)	158	70		84	88	0	49	130		106	94	0
Queue Length 95th (ft)	228	101		141	146	54	93	221		150	143	0
Internal Link Dist (ft)		559			791			1177			716	
Turn Bay Length (ft)	400			220		220	145			330		280
Base Capacity (vph)	405	863		260	291	618	164	1503		489	1722	1397
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	0.49	0.24		0.40	0.37	0.35	0.37	0.36		0.47	0.27	0.16

Intersection Summary

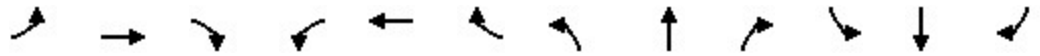
Area Type: Other
 Cycle Length: 129
 Actuated Cycle Length: 129
 Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated

Splits and Phases: 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps



2037 Build Traffic Volumes w/ Improvement
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak SAT Hour
 7/16/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	179	146	44	95	99	198	55	313	175	210	420	201
Future Volume (veh/h)	179	146	44	95	99	198	55	313	175	210	420	201
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	1796	1752	1811	1870	1737	1870	1716	1879	1894	1879	1879	1672
Adj Flow Rate, veh/h	197	160	48	104	109	218	60	344	192	231	462	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	7	10	6	2	11	2	12	1	0	1	1	15
Cap, veh/h	232	524	153	130	249	365	76	997	546	301	1743	
Arrive On Green	0.14	0.21	0.21	0.07	0.14	0.14	0.05	0.45	0.45	0.03	0.16	0.00
Sat Flow, veh/h	1711	2543	740	1781	1737	1585	1635	2226	1219	3472	3571	1417
Grp Volume(v), veh/h	197	103	105	104	109	218	60	275	261	231	462	0
Grp Sat Flow(s),veh/h/ln	1711	1664	1619	1781	1737	1585	1635	1785	1660	1736	1785	1417
Q Serve(g_s), s	14.5	6.8	7.1	7.4	7.4	15.8	4.7	12.9	13.3	8.5	14.6	0.0
Cycle Q Clear(g_c), s	14.5	6.8	7.1	7.4	7.4	15.8	4.7	12.9	13.3	8.5	14.6	0.0
Prop In Lane	1.00		0.46	1.00		1.00	1.00		0.73	1.00		1.00
Lane Grp Cap(c), veh/h	232	343	334	130	249	365	76	800	744	301	1743	
V/C Ratio(X)	0.85	0.30	0.31	0.80	0.44	0.60	0.79	0.34	0.35	0.77	0.27	
Avail Cap(c_a), veh/h	411	439	427	262	296	407	165	800	744	484	1743	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.79	0.79	0.00
Uniform Delay (d), s/veh	54.4	43.3	43.5	58.8	50.5	44.3	60.9	23.2	23.3	61.4	33.8	0.0
Incr Delay (d2), s/veh	11.4	0.5	0.5	10.5	1.2	2.0	16.7	1.2	1.3	3.3	0.1	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	6.8	2.8	2.8	3.8	3.3	6.5	2.3	5.5	5.3	4.0	7.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	65.8	43.8	44.0	69.3	51.7	46.3	77.6	24.4	24.6	64.7	33.9	0.0
LnGrp LOS	E	D	D	E	D	D	E	C	C	E	C	
Approach Vol, veh/h		405			431			596			693	
Approach Delay, s/veh		54.6			53.2			29.9			44.2	
Approach LOS		D			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.2	63.8	15.4	32.6	12.0	69.0	23.5	24.5				
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	18.0	34.0	19.0	34.0	13.0	39.0	31.0	22.0				
Max Q Clear Time (g_c+I1), s	10.5	15.3	9.4	9.1	6.7	16.6	16.5	17.8				
Green Ext Time (p_c), s	0.6	2.5	0.3	0.9	0.1	2.4	1.0	0.7				

Intersection Summary

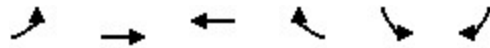
HCM 6th Ctrl Delay, s/veh	44.0
HCM 6th LOS	D

Notes

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

2037 Build Traffic Volumes w/ Improvement
8: Neelytown Rd & Site Driveway 1

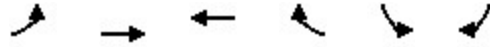
Peak SAT Hour
7/16/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	4	335	200	176	85	5
Future Volume (vph)	4	335	200	176	85	5
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			150	0	0
Storage Lanes	1			1	1	0
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850	0.992	
Flt Protected	0.950				0.955	
Satd. Flow (prot)	902	1845	1792	1468	1401	0
Flt Permitted	0.417				0.955	
Satd. Flow (perm)	396	1845	1792	1468	1401	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				235	3	
Link Speed (mph)		45	45		30	
Link Distance (ft)		532	1138		660	
Travel Time (s)		8.1	17.2		15.0	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	100%	3%	6%	10%	24%	100%
Adj. Flow (vph)	5	447	267	235	113	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	447	267	235	120	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	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2	2	2	
Detector Template						
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	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43	43	43	43	
Detector 2 Size(ft)	40	40	40	40	40	
Detector 2 Type	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	
Turn Type	pm+pt	NA	NA	pm+ov	Prot	
Protected Phases	5	2	6	4	4	

2037 Build Traffic Volumes w/ Improvement
 8: Neelytown Rd & Site Driveway 1

Peak SAT Hour
 7/16/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases	2		6		6	
Detector Phase	5	2	6	4	4	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	
Total Split (s)	15.0	59.0	44.0	31.0	31.0	
Total Split (%)	16.7%	65.6%	48.9%	34.4%	34.4%	
Maximum Green (s)	9.0	53.0	38.0	25.0	25.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	
v/c Ratio	0.02	0.58	0.39	0.16	0.34	
Control Delay (s/veh)	6.5	11.7	12.4	0.7	16.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	6.5	11.7	12.4	0.7	16.6	
Queue Length 50th (ft)	1	60	32	0	18	
Queue Length 95th (ft)	4	111	104	8	58	
Internal Link Dist (ft)		452	1058		580	
Turn Bay Length (ft)	150			150		
Base Capacity (vph)	293	1815	1666	1412	990	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.02	0.25	0.16	0.17	0.12	

Intersection Summary

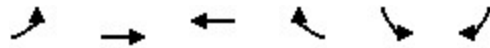
Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 37.8
 Natural Cycle: 40
 Control Type: Actuated-Uncoordinated

Splits and Phases: 8: Neelytown Rd & Site Driveway 1



2037 Build Traffic Volumes w/ Improvement
8: Neelytown Rd & Site Driveway 1

Peak SAT Hour
7/16/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	4	335	200	176	85	5
Future Volume (veh/h)	4	335	200	176	85	5
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	418	1856	1811	1752	1544	418
Adj Flow Rate, veh/h	5	447	267	235	113	7
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Percent Heavy Veh, %	100	3	6	10	24	100
Cap, veh/h	275	919	523	429	144	9
Arrive On Green	0.01	0.50	0.29	0.29	0.11	0.11
Sat Flow, veh/h	398	1856	1811	1485	1364	85
Grp Volume(v), veh/h	5	447	267	235	121	0
Grp Sat Flow(s),veh/h/ln	398	1856	1811	1485	1461	0
Q Serve(g_s), s	0.2	4.8	3.7	4.0	2.4	0.0
Cycle Q Clear(g_c), s	0.2	4.8	3.7	4.0	2.4	0.0
Prop In Lane	1.00			1.00	0.93	0.06
Lane Grp Cap(c), veh/h	275	919	523	429	155	0
V/C Ratio(X)	0.02	0.49	0.51	0.55	0.78	0.00
Avail Cap(c_a), veh/h	392	3271	2289	1877	1215	0
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	0.00
Uniform Delay (d), s/veh	7.4	5.0	8.9	9.0	13.1	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.8	1.1	8.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.5	0.8	0.8	1.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	7.4	5.4	9.7	10.1	21.5	0.0
LnGrp LOS	A	A	A	B	C	
Approach Vol, veh/h		452	502		121	
Approach Delay, s/veh		5.5	9.9		21.5	
Approach LOS		A	A		C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		20.9		9.2	6.2	14.7
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		53.0		25.0	9.0	38.0
Max Q Clear Time (g_c+I1), s		6.8		4.4	2.2	6.0
Green Ext Time (p_c), s		2.4		0.5	0.0	2.7
Intersection Summary						
HCM 6th Ctrl Delay, s/veh			9.3			
HCM 6th LOS			A			

Traffic Impact Study

Appendix E | Traffic Count Data

EXISTING TRAFFIC COUNTS

LOCATION		WEEKDAY PEAK AM HOUR	WEEKDAY PEAK PM HOUR	SATURDAY PEAK HOUR
		DATE	DATE	DATE
Turning Movement Traffic Counts				
1	NYS Route 208 and I-84 WB On-Off Ramps	Thursday 2/2/23 Wednesday 10/12/22	Thursday 2/2/23 Wednesday 10/12/22	Saturday 2/4/23
2	NYS Route 208 and I-84 EB On-Off Ramps / Neelytown Road	Thursday 2/2/23 Wednesday 10/12/22	Thursday 2/2/23 Wednesday 10/12/22	Saturday 2/4/23
3	Neelytown Road and Beaver Dam Road / Neelytown Road North	Thursday 2/2/23	Thursday 2/2/23	Saturday 2/11/23
4	Neelytown Road and NYS Route 416	Thursday 2/2/23	Thursday 2/2/23	Saturday 2/4/23
5	NYS Route 211 and NYS Route 416	Thursday 2/2/23	Thursday 2/2/23	Saturday 2/4/23
6	Goodwill Road and Beaver Dam Road	Thursday 2/2/23	Thursday 2/2/23	Saturday 2/4/23
7	Chandler Lane and Beaver Dam Road	Thursday 2/2/23	Thursday 2/2/23	Saturday 2/4/23
Automatic Traffic Recorder (ATR) Traffic Counts				
1	Neelytown Road (approx. 1745' east of Beaver Dam Road)	Friday 12/10/21 Monday 12/13/21 Tuesday 12/14/21 Wednesday 12/15/21	Thursday 12/9/21 Friday 12/10/21 Monday 12/13/21 Tuesday 12/14/21	Saturday 12/11/21
2	Beaver Dam Road (approx. 745' south of I-84 overpass)	Friday 12/10/21 Monday 12/13/21 Tuesday 12/14/21 Wednesday 12/15/21	Thursday 12/9/21 Friday 12/10/21 Monday 12/13/21 Tuesday 12/14/21	Saturday 12/11/21
3	SB NYS Route 208 (between I-84 Ramps)	Monday 1/24/22 Tuesday 1/25/22	Monday 1/24/22	Saturday 1/22/22
4	NB NYS Route 208 (between I-84 Ramps)	Monday 1/24/22 Tuesday 1/25/22	Monday 1/24/22	Saturday 1/22/22

TRAFFIC COUNTS COLLECTED BY REPRESENTATIVES OF COLLIERS ENGINEERING & DESIGN - APPENDIX E

Colliers Engineering & Design

400 Columbus Avenue - Suite 180E

Valhalla, New York 10595

Accelerating Success

File Name : 1-NYS_ROUTE_208_AT_NEELYTOWN_RD_I-84_EB_ON_OFF_RAMP-THUR_1037707_02-02-2023

Site Code :

Start Date : 2/2/2023

Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

Start Time	NYS ROUTE 208 From North					I-84 EB ON/OFF RAMP From East					NYS ROUTE 208 From South					NEELYTOWN RD From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	74	27	51	0	152	23	31	13	0	67	31	35	5	0	71	2	30	18	0	50	340
06:45 AM	110	59	51	0	220	42	30	14	0	86	40	47	4	0	91	3	35	19	1	58	455
Total	184	86	102	0	372	65	61	27	0	153	71	82	9	0	162	5	65	37	1	108	795
07:00 AM	73	39	49	0	161	36	22	7	0	65	19	43	10	0	72	4	32	29	0	65	363
07:15 AM	79	51	76	0	206	37	25	14	0	76	26	52	6	0	84	2	35	26	0	63	429
07:30 AM	85	69	76	0	230	47	28	11	0	86	46	51	4	0	101	2	45	38	0	85	502
07:45 AM	106	59	38	0	203	67	24	16	0	107	28	61	5	0	94	3	45	40	0	88	492
Total	343	218	239	0	800	187	99	48	0	334	119	207	25	0	351	11	157	133	0	301	1786
08:00 AM	84	56	58	0	198	47	15	10	0	72	21	58	7	0	86	6	32	38	0	76	432
08:15 AM	81	57	48	0	186	38	21	9	0	68	26	59	10	0	95	5	46	49	0	100	449
08:30 AM	82	46	35	0	163	36	23	7	0	66	25	45	11	0	81	4	40	29	0	73	383
08:45 AM	86	48	33	0	167	33	21	9	0	63	30	69	4	0	103	4	44	40	0	88	421
Total	333	207	174	0	714	154	80	35	0	269	102	231	32	0	365	19	162	156	0	337	1685
09:00 AM	57	72	45	0	174	23	11	5	0	39	27	61	4	0	92	3	49	38	0	90	395
09:15 AM	54	60	29	0	143	20	13	5	0	38	25	50	5	0	80	1	35	28	0	64	325
Grand Total	971	643	589	0	2203	449	264	120	0	833	344	631	75	0	1050	39	468	392	1	900	4986
Apprch %	44.1	29.2	26.7	0		53.9	31.7	14.4	0		32.8	60.1	7.1	0		4.3	52	43.6	0.1		
Total %	19.5	12.9	11.8	0	44.2	9	5.3	2.4	0	16.7	6.9	12.7	1.5	0	21.1	0.8	9.4	7.9	0	18.1	
Lights	773	570	537	0	1880	422	155	106	0	683	283	563	57	0	903	27	264	206	0	497	3963
% Lights	79.6	88.6	91.2	0	85.3	94	58.7	88.3	0	82	82.3	89.2	76	0	86	69.2	56.4	52.6	0	55.2	79.5
Buses	11	24	3	0	38	4	1	0	0	5	1	30	1	0	32	0	0	5	0	5	80
% Buses	1.1	3.7	0.5	0	1.7	0.9	0.4	0	0	0.6	0.3	4.8	1.3	0	3	0	0	1.3	0	0.6	1.6
Trucks	187	49	49	0	285	23	108	14	0	145	60	38	17	0	115	12	204	181	0	397	942
% Trucks	19.3	7.6	8.3	0	12.9	5.1	40.9	11.7	0	17.4	17.4	6	22.7	0	11	30.8	43.6	46.2	0	44.1	18.9
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.1	0

Colliers Engineering

400 Columbus Avenue Suite 180 E
Valhalla, NY, 10595

Customer Loyalty through Client Satisfaction

File Name : 4-_NYS_ROUTE_208_&_EB_ON_OFF_RAMPS_1001063_10-12-2022

Site Code :

Start Date : 10/12/2022

Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

Start Time	ROUTE 208 From North					I 84 ON/OFF RAMPS From East					ROUTE 208 From South					NEELYTOWN RD From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	86	43	42	0	171	27	15	8	0	50	27	44	2	0	73	7	30	10	0	47	341
06:45 AM	102	56	50	0	208	35	31	17	0	83	35	42	3	0	80	3	57	17	0	77	448
Total	188	99	92	0	379	62	46	25	0	133	62	86	5	0	153	10	87	27	0	124	789
07:00 AM	64	44	32	0	140	27	22	8	0	57	36	49	2	0	87	2	40	23	0	65	349
07:15 AM	106	42	57	0	205	48	29	7	0	84	32	44	8	0	84	7	42	31	1	81	454
07:30 AM	84	58	63	0	205	34	30	7	0	71	41	65	6	0	112	3	63	24	0	90	478
07:45 AM	125	62	35	0	222	43	15	13	0	71	26	44	3	0	73	7	44	49	0	100	466
Total	379	206	187	0	772	152	96	35	0	283	135	202	19	0	356	19	189	127	1	336	1747
08:00 AM	81	59	43	0	183	40	11	14	0	65	28	57	9	0	94	2	51	38	0	91	433
08:15 AM	87	54	56	0	197	25	17	5	0	47	21	59	8	0	88	5	46	32	0	83	415
08:30 AM	105	64	31	0	200	45	16	7	0	68	39	57	8	0	104	4	57	33	0	94	466
08:45 AM	105	52	33	0	190	26	27	6	0	59	31	57	9	0	97	6	49	35	0	90	436
Total	378	229	163	0	770	136	71	32	0	239	119	230	34	0	383	17	203	138	0	358	1750
09:00 AM	73	53	38	0	164	25	14	11	0	50	20	44	8	0	72	5	48	50	0	103	389
09:15 AM	59	57	46	0	162	25	14	3	0	42	25	50	4	0	79	4	38	27	0	69	352
Grand Total	1077	644	526	0	2247	400	241	106	0	747	361	612	70	0	1043	55	565	369	1	990	5027
Apprch %	47.9	28.7	23.4	0		53.5	32.3	14.2	0		34.6	58.7	6.7	0		5.6	57.1	37.3	0.1		
Total %	21.4	12.8	10.5	0	44.7	8	4.8	2.1	0	14.9	7.2	12.2	1.4	0	20.7	1.1	11.2	7.3	0	19.7	
Lights	846	566	478	0	1890	371	186	93	0	650	305	541	43	0	889	42	303	187	0	532	3961
% Lights	78.6	87.9	90.9	0	84.1	92.8	77.2	87.7	0	87	84.5	88.4	61.4	0	85.2	76.4	53.6	50.7	0	53.7	78.8
Buses	13	30	1	0	44	4	1	0	0	5	0	28	1	0	29	0	2	3	0	5	83
% Buses	1.2	4.7	0.2	0	2	1	0.4	0	0	0.7	0	4.6	1.4	0	2.8	0	0.4	0.8	0	0.5	1.7
Trucks	218	48	47	0	313	25	54	13	0	92	56	43	26	0	125	13	260	179	0	452	982
% Trucks	20.2	7.5	8.9	0	13.9	6.2	22.4	12.3	0	12.3	15.5	7	37.1	0	12	23.6	46	48.5	0	45.7	19.5
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.1	0

Colliers Engineering

400 Columbus Avenue Suite 180 E
Valhalla, NY, 10595

Customer Loyalty through Client Satisfaction

File Name : 4-_NYS_ROUTE_208_&_EB_ON_OFF_RAMPS_1001063_10-12-2022

Site Code :

Start Date : 10/12/2022

Page No : 2

Start Time	ROUTE 208 From North					I 84 ON/OFF RAMPS From East					ROUTE 208 From South					NEELYTOWN RD From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	106	42	57	0	205	48	29	7	0	84	32	44	8	0	84	7	42	31	1	81	454
07:30 AM	84	58	63	0	205	34	30	7	0	71	41	65	6	0	112	3	63	24	0	90	478
07:45 AM	125	62	35	0	222	43	15	13	0	71	26	44	3	0	73	7	44	49	0	100	466
08:00 AM	81	59	43	0	183	40	11	14	0	65	28	57	9	0	94	2	51	38	0	91	433
Total Volume	396	221	198	0	815	165	85	41	0	291	127	210	26	0	363	19	200	142	1	362	1831
% App. Total	48.6	27.1	24.3	0		56.7	29.2	14.1	0		35	57.9	7.2	0		5.2	55.2	39.2	0.3		
PHF	.792	.891	.786	.000	.918	.859	.708	.732	.000	.866	.774	.808	.722	.000	.810	.679	.794	.724	.250	.905	.958
Lights	322	189	185	0	696	159	77	38	0	274	113	185	19	0	317	16	102	82	0	200	1487
% Lights	81.3	85.5	93.4	0	85.4	96.4	90.6	92.7	0	94.2	89.0	88.1	73.1	0	87.3	84.2	51.0	57.7	0	55.2	81.2
Buses	7	13	1	0	21	0	0	0	0	0	0	10	1	0	11	0	0	1	0	1	33
% Buses	1.8	5.9	0.5	0	2.6	0	0	0	0	0	0	4.8	3.8	0	3.0	0	0	0.7	0	0.3	1.8
Trucks	67	19	12	0	98	6	8	3	0	17	14	15	6	0	35	3	98	59	0	160	310
% Trucks	16.9	8.6	6.1	0	12.0	3.6	9.4	7.3	0	5.8	11.0	7.1	23.1	0	9.6	15.8	49.0	41.5	0	44.2	16.9
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.3	0.1

Colliers Engineering

400 Columbus Avenue Suite 180 E
Valhalla, NY, 10595

Customer Loyalty through Client Satisfaction

File Name : 3-_NYS_ROUTE_208_&_WB_ON_OFF_RAMPS_1001062_10-12-2022

Site Code :

Start Date : 10/12/2022

Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

Start Time	ROUTE 208 From North					I 84 OFF RAMP From East					ROUTE 208 From South					I 84 ON RAMP From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	65	115	0	0	180	31	0	65	0	96	0	59	20	0	79	0	0	0	0	0	355
06:45 AM	47	112	0	0	159	44	2	96	0	142	0	92	20	0	112	0	0	0	0	0	413
Total	112	227	0	0	339	75	2	161	0	238	0	151	40	0	191	0	0	0	0	0	768
07:00 AM	49	109	0	0	158	21	0	43	0	64	0	81	24	0	105	0	0	0	1	1	328
07:15 AM	67	125	0	0	192	35	0	79	0	114	0	96	27	0	123	0	0	0	1	1	430
07:30 AM	70	144	0	0	214	52	0	63	0	115	0	99	34	0	133	0	0	0	0	0	462
07:45 AM	66	148	0	0	214	59	0	90	0	149	0	126	26	0	152	0	0	0	0	0	515
Total	252	526	0	0	778	167	0	275	0	442	0	402	111	0	513	0	0	0	2	2	1735
08:00 AM	51	120	0	0	171	47	1	72	0	120	0	109	28	0	137	0	0	0	0	0	428
08:15 AM	47	123	0	0	170	37	0	72	0	109	0	101	29	0	130	0	0	0	0	0	409
08:30 AM	69	113	0	0	182	34	0	83	0	117	0	118	14	0	132	0	0	0	0	0	431
08:45 AM	58	96	0	0	154	41	0	93	0	134	0	121	15	0	136	0	0	0	0	0	424
Total	225	452	0	0	677	159	1	320	0	480	0	449	86	0	535	0	0	0	0	0	1692
09:00 AM	57	126	0	0	183	44	0	58	0	102	0	114	28	0	142	0	0	0	0	0	427
09:15 AM	45	117	0	0	162	25	0	55	0	80	0	82	18	0	100	0	0	0	0	0	342
Grand Total	691	1448	0	0	2139	470	3	869	0	1342	0	1198	283	0	1481	0	0	0	2	2	4964
Apprch %	32.3	67.7	0	0		35	0.2	64.8	0		0	80.9	19.1	0		0	0	0	100		
Total %	13.9	29.2	0	0	43.1	9.5	0.1	17.5	0	27	0	24.1	5.7	0	29.8	0	0	0	0	0	
Lights	649	1302	0	0	1951	425	3	661	0	1089	0	1038	157	0	1195	0	0	0	0	0	4235
% Lights	93.9	89.9	0	0	91.2	90.4	100	76.1	0	81.1	0	86.6	55.5	0	80.7	0	0	0	0	0	85.3
Buses	3	37	0	0	40	3	0	7	0	10	0	38	1	0	39	0	0	0	0	0	89
% Buses	0.4	2.6	0	0	1.9	0.6	0	0.8	0	0.7	0	3.2	0.4	0	2.6	0	0	0	0	0	1.8
Trucks	39	109	0	0	148	42	0	201	0	243	0	122	125	0	247	0	0	0	0	0	638
% Trucks	5.6	7.5	0	0	6.9	8.9	0	23.1	0	18.1	0	10.2	44.2	0	16.7	0	0	0	0	0	12.9
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	0

Colliers Engineering

400 Columbus Avenue Suite 180 E
Valhalla, NY, 10595

Customer Loyalty through Client Satisfaction

File Name : 3-_NYS_ROUTE_208_&_WB_ON_OFF_RAMPS_1001062_10-12-2022

Site Code :

Start Date : 10/12/2022

Page No : 2

Start Time	ROUTE 208 From North					I 84 OFF RAMP From East					ROUTE 208 From South					I 84 ON RAMP From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	67	125	0	0	192	35	0	79	0	114	0	96	27	0	123	0	0	0	1	1	430
07:30 AM	70	144	0	0	214	52	0	63	0	115	0	99	34	0	133	0	0	0	0	0	462
07:45 AM	66	148	0	0	214	59	0	90	0	149	0	126	26	0	152	0	0	0	0	0	515
08:00 AM	51	120	0	0	171	47	1	72	0	120	0	109	28	0	137	0	0	0	0	0	428
Total Volume	254	537	0	0	791	193	1	304	0	498	0	430	115	0	545	0	0	0	1	1	1835
% App. Total	32.1	67.9	0	0		38.8	0.2	61	0		0	78.9	21.1	0		0	0	0	100		
PHF	.907	.907	.000	.000	.924	.818	.250	.844	.000	.836	.000	.853	.846	.000	.896	.000	.000	.000	.250	.250	.891
Lights	238	481	0	0	719	175	1	239	0	415	0	390	65	0	455	0	0	0	0	0	1589
% Lights	93.7	89.6	0	0	90.9	90.7	100	78.6	0	83.3	0	90.7	56.5	0	83.5	0	0	0	0	0	86.6
Buses	2	17	0	0	19	0	0	2	0	2	0	10	1	0	11	0	0	0	0	0	32
% Buses	0.8	3.2	0	0	2.4	0	0	0.7	0	0.4	0	2.3	0.9	0	2.0	0	0	0	0	0	1.7
Trucks	14	39	0	0	53	18	0	63	0	81	0	30	49	0	79	0	0	0	0	0	213
% Trucks	5.5	7.3	0	0	6.7	9.3	0	20.7	0	16.3	0	7.0	42.6	0	14.5	0	0	0	0	0	11.6
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	0.1

Colliers Engineering & Design

400 Columbus Avenue - Suite 180E

Valhalla, New York 10595

Accelerating Success

File Name : 3-NEELYTOWN_RD_AT_BEAVER_DAM_RD-THUR_1037711_02-02-2023

Site Code :

Start Date : 2/2/2023

Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

Start Time	BEAVER DAM RD From North					NEELYTOWN RD From East					BEAVER DAM RD From South					NEELYTOWN RD From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	0	2	0	0	2	0	56	8	0	64	3	0	8	0	11	5	36	0	0	41	118
06:45 AM	2	9	1	0	12	1	66	17	0	84	11	4	12	0	27	9	35	0	0	44	167
Total	2	11	1	0	14	1	122	25	0	148	14	4	20	0	38	14	71	0	0	85	285
07:00 AM	2	4	0	0	6	0	58	7	0	65	8	2	8	0	18	4	31	0	0	35	124
07:15 AM	2	1	1	0	4	2	49	4	0	55	10	0	9	0	19	4	29	0	0	33	111
07:30 AM	2	5	0	0	7	2	55	10	0	67	11	4	8	0	23	4	44	1	0	49	146
07:45 AM	1	10	1	0	12	3	78	13	0	94	6	4	11	0	21	5	39	0	0	44	171
Total	7	20	2	0	29	7	240	34	0	281	35	10	36	0	81	17	143	1	0	161	552
08:00 AM	2	4	2	0	8	2	69	10	0	81	4	4	9	0	17	6	40	1	0	47	153
08:15 AM	3	2	4	0	9	1	81	14	0	96	5	7	10	0	22	3	42	0	0	45	172
08:30 AM	1	3	0	0	4	2	92	8	0	102	12	2	5	0	19	3	34	0	0	37	162
08:45 AM	2	1	2	0	5	0	76	17	0	93	11	10	13	0	34	4	43	1	0	48	180
Total	8	10	8	0	26	5	318	49	0	372	32	23	37	0	92	16	159	2	0	177	667
09:00 AM	1	6	0	0	7	1	53	7	0	61	10	1	13	0	24	7	33	0	0	40	132
09:15 AM	2	3	1	0	6	0	32	7	0	39	8	0	3	0	11	8	43	0	0	51	107
Grand Total	20	50	12	0	82	14	765	122	0	901	99	38	109	0	246	62	449	3	0	514	1743
Apprch %	24.4	61	14.6	0		1.6	84.9	13.5	0		40.2	15.4	44.3	0		12.1	87.4	0.6	0		
Total %	1.1	2.9	0.7	0	4.7	0.8	43.9	7	0	51.7	5.7	2.2	6.3	0	14.1	3.6	25.8	0.2	0	29.5	
Lights	20	47	11	0	78	8	556	108	0	672	75	32	92	0	199	54	330	3	0	387	1336
% Lights	100	94	91.7	0	95.1	57.1	72.7	88.5	0	74.6	75.8	84.2	84.4	0	80.9	87.1	73.5	100	0	75.3	76.6
Buses	0	2	1	0	3	2	3	2	0	7	3	3	1	0	7	3	0	0	0	3	20
% Buses	0	4	8.3	0	3.7	14.3	0.4	1.6	0	0.8	3	7.9	0.9	0	2.8	4.8	0	0	0	0.6	1.1
Trucks	0	1	0	0	1	4	206	12	0	222	21	3	16	0	40	5	119	0	0	124	387
% Trucks	0	2	0	0	1.2	28.6	26.9	9.8	0	24.6	21.2	7.9	14.7	0	16.3	8.1	26.5	0	0	24.1	22.2
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Colliers Engineering & Design

400 Columbus Avenue - Suite 180E
Valhalla, New York 10595

Accelerating Success

File Name : 4-NYS_ROUTE_416_AT_NEELYTOWN_RD-THUR_1037712_02-02-2023

Site Code :

Start Date : 2/2/2023

Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

Start Time	NYS ROUTE 416 From North					NEELYTOWN RD From East					NYS ROUTE 416 From South					From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	0	25	36	0	61	19	0	7	0	26	12	17	0	0	29	0	0	0	0	0	116
06:45 AM	0	20	46	0	66	20	0	9	0	29	11	21	0	0	32	0	0	0	0	0	127
Total	0	45	82	0	127	39	0	16	0	55	23	38	0	0	61	0	0	0	0	0	243
07:00 AM	0	29	37	0	66	13	0	15	0	28	11	7	0	0	18	0	0	0	0	0	112
07:15 AM	0	37	34	0	71	18	0	10	0	28	24	16	0	0	40	0	0	0	0	0	139
07:30 AM	0	50	31	0	81	33	0	16	0	49	15	19	0	0	34	0	0	0	0	0	164
07:45 AM	0	36	26	0	62	42	0	17	0	59	11	13	0	0	24	0	0	0	0	0	145
Total	0	152	128	0	280	106	0	58	0	164	61	55	0	0	116	0	0	0	0	0	560
08:00 AM	0	32	29	0	61	35	0	14	0	49	9	14	0	0	23	0	0	0	0	0	133
08:15 AM	0	31	30	0	61	24	0	15	0	39	14	12	0	0	26	0	0	0	0	0	126
08:30 AM	0	36	28	0	64	40	0	21	0	61	9	16	0	0	25	0	0	0	0	0	150
08:45 AM	0	24	36	0	60	29	0	23	0	52	16	21	0	0	37	0	0	0	0	0	149
Total	0	123	123	0	246	128	0	73	0	201	48	63	0	0	111	0	0	0	0	0	558
09:00 AM	0	34	24	0	58	34	0	18	0	52	7	23	0	0	30	0	0	0	0	0	140
09:15 AM	0	15	21	0	36	20	0	7	0	27	8	11	0	0	19	0	0	0	0	0	82
Grand Total	0	369	378	0	747	327	0	172	0	499	147	190	0	0	337	0	0	0	0	0	1583
Apprch %	0	49.4	50.6	0		65.5	0	34.5	0		43.6	56.4	0	0		0	0	0	0		
Total %	0	23.3	23.9	0	47.2	20.7	0	10.9	0	31.5	9.3	12	0	0	21.3	0	0	0	0	0	
Lights	0	348	325	0	673	213	0	153	0	366	143	168	0	0	311	0	0	0	0	0	1350
% Lights	0	94.3	86	0	90.1	65.1	0	89	0	73.3	97.3	88.4	0	0	92.3	0	0	0	0	0	85.3
Buses	0	10	2	0	12	2	0	2	0	4	0	11	0	0	11	0	0	0	0	0	27
% Buses	0	2.7	0.5	0	1.6	0.6	0	1.2	0	0.8	0	5.8	0	0	3.3	0	0	0	0	0	1.7
Trucks	0	11	51	0	62	112	0	17	0	129	4	11	0	0	15	0	0	0	0	0	206
% Trucks	0	3	13.5	0	8.3	34.3	0	9.9	0	25.9	2.7	5.8	0	0	4.5	0	0	0	0	0	13
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Colliers Engineering & Design

400 Columbus Avenue - Suite 180E

Valhalla, New York 10595

Accelerating Success

File Name : 6-BEAVR_DAM_RD_AT_GOODWILL_RD-THUR_1037719_02-02-2023

Site Code :

Start Date : 2/2/2023

Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

Start Time	From North					GOODWILL RD From East					BEAVER DAM RD From South					GOODWILL RD From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	0	0	0	0	0	0	7	2	0	9	9	0	3	0	12	1	30	0	0	31	52
06:45 AM	0	0	0	0	0	0	11	6	0	17	16	0	10	0	26	9	33	0	0	42	85
Total	0	0	0	0	0	0	18	8	0	26	25	0	13	0	38	10	63	0	0	73	137
07:00 AM	0	0	0	0	0	0	17	7	0	24	11	0	6	0	17	3	40	0	0	43	84
07:15 AM	0	0	0	0	0	0	16	8	0	24	20	0	3	0	23	6	43	0	0	49	96
07:30 AM	0	0	0	0	0	0	15	8	0	23	18	0	9	0	27	6	34	0	0	40	90
07:45 AM	0	0	0	0	0	0	18	11	0	29	19	0	7	0	26	5	37	0	0	42	97
Total	0	0	0	0	0	0	66	34	0	100	68	0	25	0	93	20	154	0	0	174	367
08:00 AM	0	0	0	0	0	0	27	11	0	38	10	0	5	0	15	8	34	0	0	42	95
08:15 AM	0	0	0	0	0	0	23	3	0	26	19	0	10	0	29	6	21	0	0	27	82
08:30 AM	0	0	0	0	0	0	18	9	0	27	7	0	5	0	12	5	27	0	0	32	71
08:45 AM	0	0	0	0	0	0	20	6	0	26	13	0	11	0	24	5	26	0	0	31	81
Total	0	0	0	0	0	0	88	29	0	117	49	0	31	0	80	24	108	0	0	132	329
09:00 AM	0	0	0	0	0	0	17	7	0	24	9	0	3	0	12	6	31	0	0	37	73
09:15 AM	0	0	0	0	0	0	17	13	0	30	5	0	1	0	6	3	26	0	0	29	65
Grand Total	0	0	0	0	0	0	206	91	0	297	156	0	73	0	229	63	382	0	0	445	971
Apprch %	0	0	0	0	0	0	69.4	30.6	0	0	68.1	0	31.9	0	0	14.2	85.8	0	0	0	0
Total %	0	0	0	0	0	0	21.2	9.4	0	30.6	16.1	0	7.5	0	23.6	6.5	39.3	0	0	45.8	0
Lights	0	0	0	0	0	0	186	83	0	269	151	0	63	0	214	55	373	0	0	428	911
% Lights	0	0	0	0	0	0	90.3	91.2	0	90.6	96.8	0	86.3	0	93.4	87.3	97.6	0	0	96.2	93.8
Buses	0	0	0	0	0	0	9	6	0	15	2	0	5	0	7	5	2	0	0	7	29
% Buses	0	0	0	0	0	0	4.4	6.6	0	5.1	1.3	0	6.8	0	3.1	7.9	0.5	0	0	1.6	3
Trucks	0	0	0	0	0	0	11	2	0	13	3	0	5	0	8	3	7	0	0	10	31
% Trucks	0	0	0	0	0	0	5.3	2.2	0	4.4	1.9	0	6.8	0	3.5	4.8	1.8	0	0	2.2	3.2
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Colliers Engineering & Design

400 Columbus Avenue - Suite 180E

Valhalla, New York 10595

Accelerating Success

File Name : 1-NYS_ROUTE_208_AT_NEELYTOWN_RD_I-84_EB_ON_OFF_RAMP-THUR_1037707_02-02-2023

Site Code :

Start Date : 2/2/2023

Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

Start Time	NYS ROUTE 208 From North					I-84 EB ON/OFF RAMP From East					NYS ROUTE 208 From South					NEELYTOWN RD From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:30 PM	70	73	35	0	178	52	21	14	0	87	24	79	6	0	109	8	97	63	0	168	542
03:45 PM	69	83	49	0	201	44	17	12	0	73	35	81	6	0	122	5	64	57	1	127	523
Total	139	156	84	0	379	96	38	26	0	160	59	160	12	0	231	13	161	120	1	295	1065
04:00 PM	60	77	45	0	182	47	20	12	1	80	26	100	8	0	134	3	52	56	0	111	507
04:15 PM	63	71	32	0	166	67	14	13	0	94	21	52	9	0	82	5	42	37	0	84	426
04:30 PM	57	91	36	0	184	40	18	17	0	75	29	68	5	0	102	4	60	47	0	111	472
04:45 PM	54	85	51	0	190	45	8	11	0	64	20	71	6	0	97	8	72	45	0	125	476
Total	234	324	164	0	722	199	60	53	1	313	96	291	28	0	415	20	226	185	0	431	1881
05:00 PM	56	80	38	0	174	38	13	11	0	62	34	72	4	0	110	7	53	38	0	98	444
05:15 PM	56	83	40	0	179	67	17	15	0	99	24	64	10	0	98	1	51	41	0	93	469
05:30 PM	48	72	51	0	171	39	11	11	0	61	22	48	6	0	76	5	43	29	0	77	385
05:45 PM	37	80	34	0	151	32	17	13	0	62	17	65	9	0	91	6	37	35	0	78	382
Total	197	315	163	0	675	176	58	50	0	284	97	249	29	0	375	19	184	143	0	346	1680
06:00 PM	39	77	23	0	139	43	12	15	0	70	27	43	5	0	75	3	34	22	1	60	344
06:15 PM	43	67	24	0	134	35	11	14	0	60	12	48	3	0	63	4	33	30	0	67	324
Grand Total	652	939	458	0	2049	549	179	158	1	887	291	791	77	0	1159	59	638	500	2	1199	5294
Apprch %	31.8	45.8	22.4	0		61.9	20.2	17.8	0.1		25.1	68.2	6.6	0		4.9	53.2	41.7	0.2		
Total %	12.3	17.7	8.7	0	38.7	10.4	3.4	3	0	16.8	5.5	14.9	1.5	0	21.9	1.1	12.1	9.4	0	22.6	
Lights	439	892	440	0	1771	534	52	144	0	730	274	748	62	0	1084	52	530	405	0	987	4572
% Lights	67.3	95	96.1	0	86.4	97.3	29.1	91.1	0	82.3	94.2	94.6	80.5	0	93.5	88.1	83.1	81	0	82.3	86.4
Buses	3	11	1	0	15	0	1	0	0	1	2	18	0	0	20	0	0	4	0	4	40
% Buses	0.5	1.2	0.2	0	0.7	0	0.6	0	0	0.1	0.7	2.3	0	0	1.7	0	0	0.8	0	0.3	0.8
Trucks	210	36	17	0	263	15	126	14	0	155	15	25	15	0	55	7	108	91	0	206	679
% Trucks	32.2	3.8	3.7	0	12.8	2.7	70.4	8.9	0	17.5	5.2	3.2	19.5	0	4.7	11.9	16.9	18.2	0	17.2	12.8
Pedestrians	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	3
% Pedestrians	0	0	0	0	0	0	0	0	100	0.1	0	0	0	0	0	0	0	0	100	0.2	0.1

Colliers Engineering & Design

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Accelerating Success

File Name : 1-NYS_ROUTE_208_AT_NEELYTOWN_RD_I-84_EB_ON_OFF_RAMP-THUR_1037707_02-02-2023

Site Code :

Start Date : 2/2/2023

Page No : 2

Start Time	NYS ROUTE 208 From North					I-84 EB ON/OFF RAMP From East					NYS ROUTE 208 From South					NEELYTOWN RD From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:30 PM																					
03:30 PM	70	73	35	0	178	52	21	14	0	87	24	79	6	0	109	8	97	63	0	168	542
03:45 PM	69	83	49	0	201	44	17	12	0	73	35	81	6	0	122	5	64	57	1	127	523
04:00 PM	60	77	45	0	182	47	20	12	1	80	26	100	8	0	134	3	52	56	0	111	507
04:15 PM	63	71	32	0	166	67	14	13	0	94	21	52	9	0	82	5	42	37	0	84	426
Total Volume	262	304	161	0	727	210	72	51	1	334	106	312	29	0	447	21	255	213	1	490	1998
% App. Total	36	41.8	22.1	0		62.9	21.6	15.3	0.3		23.7	69.8	6.5	0		4.3	52	43.5	0.2		
PHF	.936	.916	.821	.000	.904	.784	.857	.911	.250	.888	.757	.780	.806	.000	.834	.656	.657	.845	.250	.729	.922
Lights	184	283	152	0	619	207	23	47	0	277	100	288	23	0	411	19	205	171	0	395	1702
% Lights	70.2	93.1	94.4	0	85.1	98.6	31.9	92.2	0	82.9	94.3	92.3	79.3	0	91.9	90.5	80.4	80.3	0	80.6	85.2
Buses	3	10	0	0	13	0	1	0	0	1	2	14	0	0	16	0	0	4	0	4	34
% Buses	1.1	3.3	0	0	1.8	0	1.4	0	0	0.3	1.9	4.5	0	0	3.6	0	0	1.9	0	0.8	1.7
Trucks	75	11	9	0	95	3	48	4	0	55	4	10	6	0	20	2	50	38	0	90	260
% Trucks	28.6	3.6	5.6	0	13.1	1.4	66.7	7.8	0	16.5	3.8	3.2	20.7	0	4.5	9.5	19.6	17.8	0	18.4	13.0
Pedestrians	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
% Pedestrians	0	0	0	0	0	0	0	0	100	0.3	0	0	0	0	0	0	0	0	100	0.2	0.1

Colliers Engineering & Design

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Accelerating Success

File Name : 4-_NYS_ROUTE_208_&_EB_ON_OFF_RAMPS_1001063_10-12-2022

Site Code :

Start Date : 10/12/2022

Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

Start Time	ROUTE 208 From North					I 84 ON/OFF RAMPS From East					ROUTE 208 From South					NEELYTOWN RD From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:30 PM	70	78	37	0	185	48	22	4	0	74	21	62	4	0	87	2	67	54	0	123	469
03:45 PM	89	87	36	0	212	49	18	7	0	74	20	61	9	0	90	6	57	57	0	120	496
Total	159	165	73	0	397	97	40	11	0	148	41	123	13	0	177	8	124	111	0	243	965
04:00 PM	79	85	26	0	190	56	15	11	0	82	44	79	5	0	128	10	86	71	1	168	568
04:15 PM	64	76	24	0	164	63	15	18	0	96	25	71	10	0	106	8	69	35	0	112	478
04:30 PM	68	90	26	0	184	35	18	19	0	72	17	75	6	0	98	8	76	44	0	128	482
04:45 PM	71	88	24	0	183	44	14	21	0	79	24	76	8	0	108	6	52	47	0	105	475
Total	282	339	100	0	721	198	62	69	0	329	110	301	29	0	440	32	283	197	1	513	2003
05:00 PM	69	94	38	0	201	56	19	11	0	86	34	85	5	0	124	6	58	50	0	114	525
05:15 PM	57	87	44	0	188	59	20	16	0	95	27	67	8	0	102	12	64	28	0	104	489
05:30 PM	69	89	33	0	191	39	12	7	0	58	23	73	4	0	100	5	57	35	0	97	446
05:45 PM	61	102	26	0	189	45	28	16	0	89	20	65	7	0	92	5	42	26	0	73	443
Total	256	372	141	0	769	199	79	50	0	328	104	290	24	0	418	28	221	139	0	388	1903
06:00 PM	45	85	37	0	167	32	13	14	0	59	33	52	2	0	87	2	36	38	1	77	390
06:15 PM	56	75	17	0	148	35	11	17	0	63	22	64	4	0	90	3	43	24	0	70	371
Grand Total	798	1036	368	0	2202	561	205	161	0	927	310	830	72	0	1212	73	707	509	2	1291	5632
Apprch %	36.2	47	16.7	0		60.5	22.1	17.4	0		25.6	68.5	5.9	0		5.7	54.8	39.4	0.2		
Total %	14.2	18.4	6.5	0	39.1	10	3.6	2.9	0	16.5	5.5	14.7	1.3	0	21.5	1.3	12.6	9	0	22.9	
Lights	512	993	350	0	1855	544	49	146	0	739	295	806	53	0	1154	67	564	417	0	1048	4796
% Lights	64.2	95.8	95.1	0	84.2	97	23.9	90.7	0	79.7	95.2	97.1	73.6	0	95.2	91.8	79.8	81.9	0	81.2	85.2
Buses	1	7	1	0	9	3	0	0	0	3	3	5	0	0	8	0	0	1	0	1	21
% Buses	0.1	0.7	0.3	0	0.4	0.5	0	0	0	0.3	1	0.6	0	0	0.7	0	0	0.2	0	0.1	0.4
Trucks	285	36	17	0	338	14	156	15	0	185	12	19	19	0	50	6	143	91	0	240	813
% Trucks	35.7	3.5	4.6	0	15.3	2.5	76.1	9.3	0	20	3.9	2.3	26.4	0	4.1	8.2	20.2	17.9	0	18.6	14.4
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.2	0

Colliers Engineering & Design

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Valhalla, New York 10595

Accelerating Success

File Name : 2-NYS_ROUTE_208_AT_I-84_WB_ON_OFF_RAMP-THUR_1037778_02-02-2023

Site Code :

Start Date : 2/2/2023

Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

Start Time	NYS ROUTE 208 From North					I-84 WB OFFRAMP From East					NYS ROUTE 208 From South					I-84 WB ON RAMP From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:30 PM	47	125	0	0	172	45	0	61	0	106	0	149	35	0	184	0	0	0	0	0	462
03:45 PM	49	130	0	0	179	57	0	63	0	120	0	143	41	0	184	0	0	0	1	1	484
Total	96	255	0	0	351	102	0	124	0	226	0	292	76	0	368	0	0	0	1	1	946
04:00 PM	55	122	0	0	177	56	0	60	1	117	0	157	32	0	189	0	0	0	0	0	483
04:15 PM	54	98	0	0	152	61	0	67	0	128	0	142	31	0	173	0	0	0	0	0	453
04:30 PM	59	120	0	0	179	62	0	64	0	126	0	113	28	0	141	0	0	0	1	1	447
04:45 PM	56	118	0	0	174	63	0	59	0	122	0	136	36	0	172	0	0	0	0	0	468
Total	224	458	0	0	682	242	0	250	1	493	0	548	127	0	675	0	0	0	1	1	1851
05:00 PM	55	94	0	0	149	77	0	75	0	152	0	120	30	0	150	0	0	0	0	0	451
05:15 PM	45	109	0	0	154	68	0	71	0	139	0	143	20	0	163	0	0	0	0	0	456
05:30 PM	48	109	0	0	157	62	0	63	0	125	0	98	18	0	116	0	0	0	0	0	398
05:45 PM	42	103	0	0	145	68	0	54	0	122	0	124	19	0	143	0	0	0	0	0	410
Total	190	415	0	0	605	275	0	263	0	538	0	485	87	0	572	0	0	0	0	0	1715
06:00 PM	37	95	0	0	132	53	0	48	0	101	0	95	16	0	111	0	0	0	1	1	345
06:15 PM	43	79	0	0	122	49	0	53	0	102	0	94	20	0	114	0	0	0	0	0	338
Grand Total	590	1302	0	0	1892	721	0	738	1	1460	0	1514	326	0	1840	0	0	0	3	3	5195
Apprch %	31.2	68.8	0	0		49.4	0	50.5	0.1		0	82.3	17.7	0		0	0	0	100		
Total %	11.4	25.1	0	0	36.4	13.9	0	14.2	0	28.1	0	29.1	6.3	0	35.4	0	0	0	0.1	0.1	
Lights	583	1244	0	0	1827	688	0	519	0	1207	0	1447	243	0	1690	0	0	0	0	0	4724
% Lights	98.8	95.5	0	0	96.6	95.4	0	70.3	0	82.7	0	95.6	74.5	0	91.8	0	0	0	0	0	90.9
Buses	1	15	0	0	16	1	0	1	0	2	0	24	0	0	24	0	0	0	0	0	42
% Buses	0.2	1.2	0	0	0.8	0.1	0	0.1	0	0.1	0	1.6	0	0	1.3	0	0	0	0	0	0.8
Trucks	6	43	0	0	49	32	0	218	0	250	0	43	83	0	126	0	0	0	0	0	425
% Trucks	1	3.3	0	0	2.6	4.4	0	29.5	0	17.1	0	2.8	25.5	0	6.8	0	0	0	0	0	8.2
Pedestrians	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	3	3	4
% Pedestrians	0	0	0	0	0	0	0	0	100	0.1	0	0	0	0	0	0	0	0	100	100	0.1

Colliers Engineering & Design

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Valhalla, New York 10595

Accelerating Success

File Name : 2-NYS_ROUTE_208_AT_I-84_WB_ON_OFF_RAMP-THUR_1037778_02-02-2023

Site Code :

Start Date : 2/2/2023

Page No : 2

Start Time	NYS ROUTE 208 From North					I-84 WB OFFRAMP From East					NYS ROUTE 208 From South					I-84 WB ON RAMP From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:30 PM																					
03:30 PM	47	125	0	0	172	45	0	61	0	106	0	149	35	0	184	0	0	0	0	0	462
03:45 PM	49	130	0	0	179	57	0	63	0	120	0	143	41	0	184	0	0	0	1	1	484
04:00 PM	55	122	0	0	177	56	0	60	1	117	0	157	32	0	189	0	0	0	0	0	483
04:15 PM	54	98	0	0	152	61	0	67	0	128	0	142	31	0	173	0	0	0	0	0	453
Total Volume	205	475	0	0	680	219	0	251	1	471	0	591	139	0	730	0	0	0	1	1	1882
% App. Total	30.1	69.9	0	0		46.5	0	53.3	0.2		0	81	19	0		0	0	0	100		
PHF	.932	.913	.000	.000	.950	.898	.000	.937	.250	.920	.000	.941	.848	.000	.966	.000	.000	.000	.250	.250	.972
Lights	203	442	0	0	645	204	0	179	0	383	0	556	104	0	660	0	0	0	0	0	1688
% Lights	99.0	93.1	0	0	94.9	93.2	0	71.3	0	81.3	0	94.1	74.8	0	90.4	0	0	0	0	0	89.7
Buses	1	10	0	0	11	1	0	1	0	2	0	19	0	0	19	0	0	0	0	0	32
% Buses	0.5	2.1	0	0	1.6	0.5	0	0.4	0	0.4	0	3.2	0	0	2.6	0	0	0	0	0	1.7
Trucks	1	23	0	0	24	14	0	71	0	85	0	16	35	0	51	0	0	0	0	0	160
% Trucks	0.5	4.8	0	0	3.5	6.4	0	28.3	0	18.0	0	2.7	25.2	0	7.0	0	0	0	0	0	8.5
Pedestrians	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
% Pedestrians	0	0	0	0	0	0	0	0	100	0.2	0	0	0	0	0	0	0	0	100	100	0.1

Colliers Engineering

400 Columbus Avenue Suite 180 E
Valhalla, NY, 10595

Customer Loyalty through Client Satisfaction

File Name : 3-_NYS_ROUTE_208_&_WB_ON_OFF_RAMPS_1001062_10-12-2022

Site Code :

Start Date : 10/12/2022

Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

Start Time	ROUTE 208 From North					I 84 OFF RAMP From East					ROUTE 208 From South					I 84 ON RAMP From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:30 PM	47	128	0	0	175	64	0	69	0	133	0	152	23	0	175	0	0	0	0	0	483
03:45 PM	58	124	0	0	182	66	0	85	0	151	0	155	42	0	197	0	0	0	0	0	530
Total	105	252	0	0	357	130	0	154	0	284	0	307	65	0	372	0	0	0	0	0	1013
04:00 PM	49	110	0	0	159	61	0	87	0	148	0	147	32	0	179	0	0	0	1	1	487
04:15 PM	50	111	0	0	161	57	0	65	0	122	0	149	28	0	177	0	0	0	0	0	460
04:30 PM	48	137	0	0	185	60	0	66	0	126	0	124	30	0	154	0	0	0	0	0	465
04:45 PM	46	123	0	0	169	70	0	70	0	140	0	161	40	0	201	0	0	0	0	0	510
Total	193	481	0	0	674	248	0	288	0	536	0	581	130	0	711	0	0	0	1	1	1922
05:00 PM	60	121	0	0	181	78	0	77	0	155	0	156	32	0	188	0	0	0	0	0	524
05:15 PM	78	130	0	0	208	68	0	62	0	130	0	143	28	0	171	0	0	0	0	0	509
05:30 PM	63	100	0	0	163	73	0	87	0	160	0	126	26	0	152	0	0	0	0	0	475
05:45 PM	55	121	0	0	176	56	0	78	0	134	0	113	13	0	126	0	0	0	1	1	437
Total	256	472	0	0	728	275	0	304	0	579	0	538	99	0	637	0	0	0	1	1	1945
06:00 PM	47	110	0	0	157	62	0	57	0	119	0	97	30	0	127	0	0	0	1	1	404
06:15 PM	41	91	0	0	132	48	0	65	0	113	0	108	22	0	130	0	0	0	0	0	375
Grand Total	642	1406	0	0	2048	763	0	868	0	1631	0	1631	346	0	1977	0	0	0	3	3	5659
Apprch %	31.3	68.7	0	0		46.8	0	53.2	0		0	82.5	17.5	0		0	0	0	100		
Total %	11.3	24.8	0	0	36.2	13.5	0	15.3	0	28.8	0	28.8	6.1	0	34.9	0	0	0	0.1	0.1	
Lights	631	1337	0	0	1968	721	0	582	0	1303	0	1577	270	0	1847	0	0	0	0	0	5118
% Lights	98.3	95.1	0	0	96.1	94.5	0	67.1	0	79.9	0	96.7	78	0	93.4	0	0	0	0	0	90.4
Buses	2	7	0	0	9	2	0	1	0	3	0	8	1	0	9	0	0	0	0	0	21
% Buses	0.3	0.5	0	0	0.4	0.3	0	0.1	0	0.2	0	0.5	0.3	0	0.5	0	0	0	0	0	0.4
Trucks	9	62	0	0	71	40	0	285	0	325	0	46	75	0	121	0	0	0	0	0	517
% Trucks	1.4	4.4	0	0	3.5	5.2	0	32.8	0	19.9	0	2.8	21.7	0	6.1	0	0	0	0	0	9.1
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	0.1

Colliers Engineering & Design

400 Columbus Avenue - Suite 180E

Valhalla, New York 10595

Accelerating Success

File Name : 5-NYS_ROUTE_211_AT_NYS_ROUTE_416-THUR_1037717_02-02-2023

Site Code :

Start Date : 2/2/2023

Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

Start Time	NYS ROUTE 211 From North					NYS ROUTE 416 From East					NYS ROUTE 211 From South					From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:30 PM	0	55	34	0	89	55	0	4	0	59	8	60	0	0	68	0	0	0	0	0	216
03:45 PM	0	44	45	0	89	40	0	6	0	46	7	50	0	0	57	0	0	0	0	0	192
Total	0	99	79	0	178	95	0	10	0	105	15	110	0	0	125	0	0	0	0	0	408
04:00 PM	0	37	25	0	62	54	0	6	0	60	6	69	0	0	75	0	0	0	0	0	197
04:15 PM	0	42	28	0	70	68	0	3	0	71	8	78	0	0	86	0	0	0	0	0	227
04:30 PM	0	51	19	0	70	55	0	4	0	59	5	64	0	0	69	0	0	0	0	0	198
04:45 PM	0	40	21	0	61	52	0	0	0	52	7	59	0	0	66	0	0	0	0	0	179
Total	0	170	93	0	263	229	0	13	0	242	26	270	0	0	296	0	0	0	0	0	801
05:00 PM	0	42	22	0	64	42	0	3	0	45	8	53	0	0	61	0	0	0	0	0	170
05:15 PM	0	38	16	0	54	65	0	7	0	72	3	77	0	0	80	0	0	0	0	0	206
05:30 PM	0	28	18	0	46	56	0	4	0	60	7	66	0	0	73	0	0	0	0	0	179
05:45 PM	0	38	28	0	66	33	0	0	0	33	1	63	0	0	64	0	0	0	0	0	163
Total	0	146	84	0	230	196	0	14	0	210	19	259	0	0	278	0	0	0	0	0	718
06:00 PM	0	33	19	0	52	31	0	6	0	37	2	52	0	0	54	0	0	0	0	0	143
06:15 PM	0	33	9	0	42	31	0	1	0	32	4	40	0	0	44	0	0	0	0	0	118
Grand Total	0	481	284	0	765	582	0	44	0	626	66	731	0	0	797	0	0	0	0	0	2188
Apprch %	0	62.9	37.1	0		93	0	7	0		8.3	91.7	0	0		0	0	0	0		
Total %	0	22	13	0	35	26.6	0	2	0	28.6	3	33.4	0	0	36.4	0	0	0	0	0	
Lights	0	474	272	0	746	567	0	16	0	583	27	719	0	0	746	0	0	0	0	0	2075
% Lights	0	98.5	95.8	0	97.5	97.4	0	36.4	0	93.1	40.9	98.4	0	0	93.6	0	0	0	0	0	94.8
Buses	0	4	5	0	9	2	0	0	0	2	2	7	0	0	9	0	0	0	0	0	20
% Buses	0	0.8	1.8	0	1.2	0.3	0	0	0	0.3	3	1	0	0	1.1	0	0	0	0	0	0.9
Trucks	0	3	7	0	10	13	0	28	0	41	37	5	0	0	42	0	0	0	0	0	93
% Trucks	0	0.6	2.5	0	1.3	2.2	0	63.6	0	6.5	56.1	0.7	0	0	5.3	0	0	0	0	0	4.3
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Colliers Engineering & Design

400 Columbus Avenue - Suite 180E

Valhalla, New York 10595

Accelerating Success

File Name : 6-BEAVER_DAM_RD_AT_GOODWILL_RD-THUR_1037719_02-02-2023

Site Code :

Start Date : 2/2/2023

Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

Start Time	From North					GOODWILL RD From East					BEAVER DAM RD From South					GOODWILL RD From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:30 PM	0	0	0	0	0	0	42	15	0	57	15	0	9	0	24	5	27	0	0	32	113
03:45 PM	0	0	0	0	0	0	45	16	0	61	12	0	4	0	16	6	45	0	0	51	128
Total	0	0	0	0	0	0	87	31	0	118	27	0	13	0	40	11	72	0	0	83	241
04:00 PM	0	0	0	0	0	0	45	19	0	64	14	0	8	0	22	8	22	0	0	30	116
04:15 PM	0	0	0	0	0	0	50	23	0	73	13	0	12	0	25	4	28	0	0	32	130
04:30 PM	0	0	0	0	0	0	47	22	0	69	9	0	5	0	14	5	33	0	3	41	124
04:45 PM	0	0	0	0	0	0	41	27	0	68	14	0	4	0	18	3	33	0	0	36	122
Total	0	0	0	0	0	0	183	91	0	274	50	0	29	0	79	20	116	0	3	139	492
05:00 PM	0	0	0	0	0	0	43	21	0	64	11	0	11	0	22	8	25	0	0	33	119
05:15 PM	0	0	0	0	0	0	61	22	0	83	9	0	4	0	13	12	25	0	0	37	133
05:30 PM	0	0	0	0	0	0	47	14	0	61	15	0	10	0	25	7	24	0	0	31	117
05:45 PM	0	0	0	0	0	0	35	19	0	54	15	0	7	0	22	7	19	0	0	26	102
Total	0	0	0	0	0	0	186	76	0	262	50	0	32	0	82	34	93	0	0	127	471
06:00 PM	0	0	0	0	0	0	29	24	0	53	10	0	11	0	21	3	20	0	0	23	97
06:15 PM	0	0	0	0	0	0	31	6	0	37	12	0	3	0	15	5	20	0	0	25	77
Grand Total	0	0	0	0	0	0	516	228	0	744	149	0	88	0	237	73	321	0	3	397	1378
Apprch %	0	0	0	0	0	0	69.4	30.6	0		62.9	0	37.1	0		18.4	80.9	0	0.8		
Total %	0	0	0	0	0	0	37.4	16.5	0	54	10.8	0	6.4	0	17.2	5.3	23.3	0	0.2	28.8	
Lights	0	0	0	0	0	0	511	223	0	734	149	0	83	0	232	69	315	0	0	384	1350
% Lights	0	0	0	0	0	0	99	97.8	0	98.7	100	0	94.3	0	97.9	94.5	98.1	0	0	96.7	98
Buses	0	0	0	0	0	0	3	4	0	7	0	0	5	0	5	4	4	0	0	8	20
% Buses	0	0	0	0	0	0	0.6	1.8	0	0.9	0	0	5.7	0	2.1	5.5	1.2	0	0	2	1.5
Trucks	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	2	0	0	2	5
% Trucks	0	0	0	0	0	0	0.4	0.4	0	0.4	0	0	0	0	0	0	0.6	0	0	0.5	0.4
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.8	0.2

Colliers Engineering & Design

400 Columbus Avenue - Suite 180E

Valhalla, New York 10595

Accelerating Success

File Name : 6-BEAVER_DAM_RD_AT_GOODWILL_RD-THUR_1037719_02-02-2023

Site Code :

Start Date : 2/2/2023

Page No : 2

Start Time	From North					GOODWILL RD From East					BEAVER DAM RD From South					GOODWILL RD From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:45 PM																					
03:45 PM	0	0	0	0	0	0	45	16	0	61	12	0	4	0	16	6	45	0	0	51	128
04:00 PM	0	0	0	0	0	0	45	19	0	64	14	0	8	0	22	8	22	0	0	30	116
04:15 PM	0	0	0	0	0	0	50	23	0	73	13	0	12	0	25	4	28	0	0	32	130
04:30 PM	0	0	0	0	0	0	47	22	0	69	9	0	5	0	14	5	33	0	3	41	124
Total Volume	0	0	0	0	0	0	187	80	0	267	48	0	29	0	77	23	128	0	3	154	498
% App. Total	0	0	0	0	0	0	70	30	0	62.3	0	37.7	0	0	14.9	83.1	0	1.9	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.935	.870	.000	.914	.857	.000	.604	.000	.770	.719	.711	.000	.250	.755	.958
Lights	0	0	0	0	0	0	184	76	0	260	48	0	24	0	72	21	127	0	0	148	480
% Lights	0	0	0	0	0	0	98.4	95.0	0	97.4	100	0	82.8	0	93.5	91.3	99.2	0	0	96.1	96.4
Buses	0	0	0	0	0	0	3	4	0	7	0	0	5	0	5	2	1	0	0	3	15
% Buses	0	0	0	0	0	0	1.6	5.0	0	2.6	0	0	17.2	0	6.5	8.7	0.8	0	0	1.9	3.0
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	1.9	0.6

Colliers Engineering & Design

400 Columbus Avenue - Suite 180E

Valhalla, New York 10595

Accelerating Success

File Name : 1-NYS_ROUTE_208_AT_NEELYTOWN_RD_I-84_EB_ON_OFF_RAMP-SAT_1037709_02-04-2023

Site Code :

Start Date : 2/4/2023

Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

Start Time	NYS ROUTE 208 From North					I-84 EB ON/OFF RAMP From East					NYS ROUTE 208 From South					NEELYTOWN RD From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:00 AM	19	44	29	0	92	22	4	5	0	31	15	63	4	0	82	5	19	13	0	37	242
11:15 AM	20	52	29	0	101	17	4	5	0	26	13	44	3	0	60	4	25	13	0	42	229
11:30 AM	23	56	42	0	121	18	5	6	0	29	16	47	6	0	69	1	19	18	0	38	257
11:45 AM	17	56	33	0	106	17	3	5	0	25	14	43	2	0	59	5	21	13	0	39	229
Total	79	208	133	0	420	74	16	21	0	111	58	197	15	0	270	15	84	57	0	156	957
12:00 PM	28	50	37	0	115	14	6	3	0	23	23	54	1	0	78	3	35	16	0	54	270
12:15 PM	29	50	23	0	102	31	2	5	0	38	19	45	4	0	68	3	24	23	0	50	258
12:30 PM	19	58	35	0	112	20	1	8	0	29	17	58	4	0	79	1	19	19	0	39	259
12:45 PM	23	42	35	0	100	34	2	8	0	44	19	58	2	0	79	2	17	16	0	35	258
Total	99	200	130	0	429	99	11	24	0	134	78	215	11	0	304	9	95	74	0	178	1045
01:00 PM	13	60	39	0	112	20	5	10	0	35	13	49	3	0	65	4	11	16	0	31	243
01:15 PM	24	40	49	0	113	17	3	5	0	25	15	43	3	0	61	4	19	14	0	37	236
01:30 PM	25	76	50	0	151	41	4	6	0	51	16	51	3	0	70	0	11	15	0	26	298
01:45 PM	18	59	48	0	125	35	4	11	0	50	22	47	3	0	72	0	17	13	0	30	277
Total	80	235	186	0	501	113	16	32	0	161	66	190	12	0	268	8	58	58	0	124	1054
02:00 PM	22	60	32	0	114	27	6	7	0	40	21	37	6	0	64	3	17	14	0	34	252
02:15 PM	26	47	36	0	109	40	1	7	0	48	18	44	4	0	66	2	18	17	0	37	260
02:30 PM	24	47	21	0	92	32	3	4	0	39	13	51	3	0	67	0	10	14	0	24	222
02:45 PM	22	48	20	0	90	26	7	7	0	40	15	51	3	0	69	1	9	12	0	22	221
Total	94	202	109	0	405	125	17	25	0	167	67	183	16	0	266	6	54	57	0	117	955
Grand Total	352	845	558	0	1755	411	60	102	0	573	269	785	54	0	1108	38	291	246	0	575	4011
Apprch %	20.1	48.1	31.8	0		71.7	10.5	17.8	0		24.3	70.8	4.9	0		6.6	50.6	42.8	0		
Total %	8.8	21.1	13.9	0	43.8	10.2	1.5	2.5	0	14.3	6.7	19.6	1.3	0	27.6	0.9	7.3	6.1	0	14.3	
Lights	264	831	552	0	1647	400	19	89	0	508	262	774	41	0	1077	36	237	209	0	482	3714
% Lights	75	98.3	98.9	0	93.8	97.3	31.7	87.3	0	88.7	97.4	98.6	75.9	0	97.2	94.7	81.4	85	0	83.8	92.6
Buses	0	2	0	0	2	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	5
% Buses	0	0.2	0	0	0.1	0.5	0	0	0	0.3	0	0.1	0	0	0.1	0	0	0	0	0	0.1
Trucks	88	12	6	0	106	9	41	13	0	63	7	10	13	0	30	2	54	37	0	93	292
% Trucks	25	1.4	1.1	0	6	2.2	68.3	12.7	0	11	2.6	1.3	24.1	0	2.7	5.3	18.6	15	0	16.2	7.3
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Colliers Engineering & Design

400 Columbus Avenue - Suite 180E

Valhalla, New York 10595

Accelerating Success

File Name : 2-NYS_ROUTE_208_AT_I-84_WB_ON_OFF_RAMP-SAT_1037704_02-04-2023

Site Code :

Start Date : 2/4/2023

Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

Start Time	NYS ROUTE 208 From North					I-84 WB OFF RAMP From East					NYS ROUTE 208 From South					I-84 EB ON RAMP From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:00 AM	20	72	0	0	92	18	0	18	0	36	0	88	14	0	102	0	0	0	0	0	230
11:15 AM	47	78	0	0	125	31	0	30	0	61	0	74	8	0	82	0	0	0	0	0	268
11:30 AM	35	89	0	0	124	36	0	26	0	62	0	70	17	0	87	0	0	0	0	0	273
11:45 AM	41	82	0	0	123	37	0	26	0	63	0	64	12	0	76	0	0	0	0	0	262
Total	143	321	0	0	464	122	0	100	0	222	0	296	51	0	347	0	0	0	0	0	1033
12:00 PM	32	84	0	0	116	32	0	29	0	61	0	70	16	0	86	0	0	0	0	0	263
12:15 PM	43	88	0	0	131	35	0	20	0	55	0	89	12	0	101	0	0	0	0	0	287
12:30 PM	34	82	0	0	116	34	0	28	0	62	0	80	15	0	95	0	0	0	0	0	273
12:45 PM	39	82	0	0	121	36	0	21	0	57	0	99	9	0	108	0	0	0	0	0	286
Total	148	336	0	0	484	137	0	98	0	235	0	338	52	0	390	0	0	0	0	0	1109
01:00 PM	43	94	0	0	137	27	0	22	0	49	0	80	12	0	92	0	0	0	0	0	278
01:15 PM	32	90	0	0	122	39	0	17	0	56	0	61	15	0	76	0	0	0	0	0	254
01:30 PM	49	108	0	0	157	39	0	40	0	79	0	90	11	0	101	0	0	0	0	0	337
01:45 PM	36	112	0	0	148	42	0	27	0	69	0	80	18	0	98	0	0	0	0	0	315
Total	160	404	0	0	564	147	0	106	0	253	0	311	56	0	367	0	0	0	0	0	1184
02:00 PM	41	89	0	0	130	28	0	22	0	50	0	72	5	0	77	0	0	0	1	1	258
02:15 PM	39	88	0	0	127	32	0	24	0	56	0	87	13	0	100	0	0	0	1	1	284
02:30 PM	30	58	0	0	88	32	0	38	0	70	0	83	14	0	97	0	0	0	0	0	255
02:45 PM	28	64	0	0	92	38	0	25	0	63	0	79	11	0	90	0	0	0	0	0	245
Total	138	299	0	0	437	130	0	109	0	239	0	321	43	0	364	0	0	0	2	2	1042
Grand Total	589	1360	0	0	1949	536	0	413	0	949	0	1266	202	0	1468	0	0	0	2	2	4368
Apprch %	30.2	69.8	0	0		56.5	0	43.5	0		0	86.2	13.8	0		0	0	0	100		
Total %	13.5	31.1	0	0	44.6	12.3	0	9.5	0	21.7	0	29	4.6	0	33.6	0	0	0	0	0	
Lights	584	1334	0	0	1918	529	0	333	0	862	0	1247	164	0	1411	0	0	0	0	0	4191
% Lights	99.2	98.1	0	0	98.4	98.7	0	80.6	0	90.8	0	98.5	81.2	0	96.1	0	0	0	0	0	95.9
Buses	2	1	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
% Buses	0.3	0.1	0	0	0.2	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0.2
Trucks	3	25	0	0	28	7	0	80	0	87	0	15	38	0	53	0	0	0	0	0	168
% Trucks	0.5	1.8	0	0	1.4	1.3	0	19.4	0	9.2	0	1.2	18.8	0	3.6	0	0	0	0	0	3.8
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	0

Colliers Engineering & Design

400 Columbus Avenue - Suite 180E

Valhalla, New York 10595

Accelerating Success

File Name : 2-NYS_ROUTE_208_AT_I-84_WB_ON_OFF_RAMP-SAT_1037704_02-04-2023

Site Code :

Start Date : 2/4/2023

Page No : 2

Start Time	NYS ROUTE 208 From North					I-84 WB OFF RAMP From East					NYS ROUTE 208 From South					I-84 EB ON RAMP From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 11:00 AM to 02:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 01:30 PM																					
01:30 PM	49	108	0	0	157	39	0	40	0	79	0	90	11	0	101	0	0	0	0	0	337
01:45 PM	36	112	0	0	148	42	0	27	0	69	0	80	18	0	98	0	0	0	0	0	315
02:00 PM	41	89	0	0	130	28	0	22	0	50	0	72	5	0	77	0	0	0	1	1	258
02:15 PM	39	88	0	0	127	32	0	24	0	56	0	87	13	0	100	0	0	0	1	1	284
Total Volume	165	397	0	0	562	141	0	113	0	254	0	329	47	0	376	0	0	0	2	2	1194
% App. Total	29.4	70.6	0	0		55.5	0	44.5	0		0	87.5	12.5	0		0	0	0	100		
PHF	.842	.886	.000	.000	.895	.839	.000	.706	.000	.804	.000	.914	.653	.000	.931	.000	.000	.000	.500	.500	.886
Lights	164	389	0	0	553	141	0	93	0	234	0	324	42	0	366	0	0	0	0	0	1153
% Lights	99.4	98.0	0	0	98.4	100	0	82.3	0	92.1	0	98.5	89.4	0	97.3	0	0	0	0	0	96.6
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0.1
Trucks	1	8	0	0	9	0	0	20	0	20	0	4	5	0	9	0	0	0	0	0	38
% Trucks	0.6	2.0	0	0	1.6	0	0	17.7	0	7.9	0	1.2	10.6	0	2.4	0	0	0	0	0	3.2
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	0.2

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Accelerating Success

File Name : 3-_NEELYTOWN_RD_&_BEAVER_DAM_RD-SAT_1038441_02-11-2023

Site Code :

Start Date : 2/11/2023

Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

Start Time	BEAVER DAM RD From North					NEELYTOWN RD From East					BEAVER DAM RD From South					NEELYTOWN RD From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:00 AM	1	2	1	0	4	1	19	4	0	24	7	0	5	0	12	5	15	1	0	21	61
11:15 AM	0	1	0	0	1	1	15	1	0	17	2	1	0	0	3	2	22	1	0	25	46
11:30 AM	0	0	0	0	0	0	11	1	0	12	5	0	0	0	5	3	22	0	0	25	42
11:45 AM	2	2	0	0	4	0	20	2	0	22	7	1	2	0	10	4	27	2	0	33	69
Total	3	5	1	0	9	2	65	8	0	75	21	2	7	0	30	14	86	4	0	104	218
12:00 PM	2	0	1	0	3	3	21	5	0	29	35	2	12	0	49	3	24	1	0	28	109
12:15 PM	0	1	0	0	1	3	19	5	0	27	11	1	4	0	16	5	19	0	0	24	68
12:30 PM	2	3	1	0	6	1	16	4	0	21	11	5	2	0	18	7	29	0	0	36	81
12:45 PM	0	4	1	0	5	1	14	6	0	21	3	3	5	0	11	3	22	4	0	29	66
Total	4	8	3	0	15	8	70	20	0	98	60	11	23	0	94	18	94	5	0	117	324
01:00 PM	3	6	0	0	9	1	19	3	0	23	4	2	4	0	10	4	27	4	0	35	77
01:15 PM	0	5	1	0	6	0	16	11	0	27	3	3	3	0	9	4	25	1	0	30	72
01:30 PM	1	3	0	0	4	0	14	3	0	17	10	1	3	0	14	3	18	3	0	24	59
01:45 PM	0	3	0	0	3	0	15	2	0	17	4	1	7	0	12	4	23	1	0	28	60
Total	4	17	1	0	22	1	64	19	0	84	21	7	17	0	45	15	93	9	0	117	268
02:00 PM	1	3	1	0	5	1	16	7	0	24	1	4	2	0	7	5	12	2	0	19	55
02:15 PM	0	2	0	0	2	0	20	4	0	24	11	0	1	0	12	3	20	0	0	23	61
02:30 PM	0	4	0	0	4	0	18	2	0	20	2	2	3	0	7	3	26	0	0	29	60
02:45 PM	0	2	0	0	2	0	27	5	0	32	5	2	3	0	10	4	15	0	0	19	63
Total	1	11	1	0	13	1	81	18	0	100	19	8	9	0	36	15	73	2	0	90	239
Grand Total	12	41	6	0	59	12	280	65	0	357	121	28	56	0	205	62	346	20	0	428	1049
Apprch %	20.3	69.5	10.2	0		3.4	78.4	18.2	0		59	13.7	27.3	0		14.5	80.8	4.7	0		
Total %	1.1	3.9	0.6	0	5.6	1.1	26.7	6.2	0	34	11.5	2.7	5.3	0	19.5	5.9	33	1.9	0	40.8	
Lights	9	40	6	0	55	12	240	63	0	315	108	28	55	0	191	62	307	17	0	386	947
% Lights	75	97.6	100	0	93.2	100	85.7	96.9	0	88.2	89.3	100	98.2	0	93.2	100	88.7	85	0	90.2	90.3
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	3	1	0	0	4	0	40	2	0	42	13	0	1	0	14	0	39	3	0	42	102
% Trucks	25	2.4	0	0	6.8	0	14.3	3.1	0	11.8	10.7	0	1.8	0	6.8	0	11.3	15	0	9.8	9.7
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Valhalla, New York 10595

Accelerating Success

File Name : 4-NYS_ROUTE_416_AT_NEELYTOWN_RD-SAT_1037715_02-04-2023

Site Code :

Start Date : 2/4/2023

Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

Start Time	NYS ROUTE 416 From North					NEELYTOWN RD From East					NYS ROUTE 416 From South					From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:00 AM	0	15	12	0	27	9	0	5	0	14	7	23	0	0	30	0	0	0	0	0	71
11:15 AM	0	13	9	0	22	3	0	8	0	11	8	21	0	0	29	0	0	0	0	0	62
11:30 AM	0	20	9	0	29	11	0	7	0	18	7	24	0	0	31	0	0	0	0	0	78
11:45 AM	0	12	7	0	19	6	0	8	0	14	6	8	0	0	14	0	0	0	0	0	47
Total	0	60	37	0	97	29	0	28	0	57	28	76	0	0	104	0	0	0	0	0	258
12:00 PM	0	12	10	0	22	16	0	10	0	26	5	22	0	0	27	0	0	0	0	0	75
12:15 PM	0	14	13	0	27	8	0	3	0	11	6	18	0	0	24	0	0	0	0	0	62
12:30 PM	0	10	11	0	21	11	0	6	0	17	4	29	0	0	33	0	0	0	0	0	71
12:45 PM	0	18	10	0	28	11	0	12	0	23	2	17	0	0	19	0	0	0	0	0	70
Total	0	54	44	0	98	46	0	31	0	77	17	86	0	0	103	0	0	0	0	0	278
01:00 PM	0	6	15	0	21	6	0	4	0	10	10	28	0	0	38	0	0	0	0	0	69
01:15 PM	0	13	8	0	21	14	0	5	0	19	13	21	0	0	34	0	0	0	0	0	74
01:30 PM	0	14	12	0	26	7	0	4	0	11	9	19	0	0	28	0	0	0	0	0	65
01:45 PM	0	20	9	0	29	11	0	6	0	17	6	20	0	0	26	0	0	0	0	0	72
Total	0	53	44	0	97	38	0	19	0	57	38	88	0	0	126	0	0	0	0	0	280
02:00 PM	0	13	12	0	25	12	0	9	0	21	3	16	0	0	19	0	0	0	0	0	65
02:15 PM	0	19	11	0	30	4	0	7	0	11	8	19	0	0	27	0	0	0	0	0	68
02:30 PM	0	10	12	0	22	8	0	4	0	12	6	18	0	0	24	0	0	0	0	0	58
02:45 PM	0	10	10	0	20	3	0	11	0	14	3	21	0	0	24	0	0	0	0	0	58
Total	0	52	45	0	97	27	0	31	0	58	20	74	0	0	94	0	0	0	0	0	249
Grand Total	0	219	170	0	389	140	0	109	0	249	103	324	0	0	427	0	0	0	0	0	1065
Apprch %	0	56.3	43.7	0		56.2	0	43.8	0		24.1	75.9	0	0		0	0	0	0		
Total %	0	20.6	16	0	36.5	13.1	0	10.2	0	23.4	9.7	30.4	0	0	40.1	0	0	0	0	0	
Lights	0	213	149	0	362	134	0	108	0	242	97	318	0	0	415	0	0	0	0	0	1019
% Lights	0	97.3	87.6	0	93.1	95.7	0	99.1	0	97.2	94.2	98.1	0	0	97.2	0	0	0	0	0	95.7
Buses	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	0	0.6	0	0.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1
Trucks	0	6	20	0	26	6	0	1	0	7	6	6	0	0	12	0	0	0	0	0	45
% Trucks	0	2.7	11.8	0	6.7	4.3	0	0.9	0	2.8	5.8	1.9	0	0	2.8	0	0	0	0	0	4.2
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Colliers Engineering & Design

400 Columbus Avenue - Suite 180E

Valhalla, New York 10595

Accelerating Success

File Name : 6-BEAVR_DAM_RD_AT_GOODWILL_RD-SAT_1037720_02-04-2023

Site Code :

Start Date : 2/4/2023

Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

Start Time	From North					GOODWILL RD From East					BEAVR DAM RD From South					GOODWILL RD From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:00 AM	0	0	0	0	0	0	24	9	0	33	11	0	3	0	14	1	20	0	0	21	68
11:15 AM	0	0	0	0	0	0	16	9	0	25	16	0	7	0	23	0	29	0	0	29	77
11:30 AM	0	0	0	0	0	0	37	19	0	56	10	0	3	0	13	0	28	0	0	28	97
11:45 AM	0	0	0	0	0	0	31	15	0	46	10	0	7	0	17	0	33	0	0	33	96
Total	0	0	0	0	0	0	108	52	0	160	47	0	20	0	67	1	110	0	0	111	338
12:00 PM	0	0	0	0	0	0	40	11	0	51	12	0	2	0	14	0	30	0	0	30	95
12:15 PM	0	0	0	0	0	0	31	8	0	39	10	0	5	0	15	0	32	0	0	32	86
12:30 PM	0	0	0	0	0	0	32	7	0	39	10	0	0	0	10	0	38	0	0	38	87
12:45 PM	0	0	0	0	0	0	29	15	0	44	10	0	3	0	13	0	27	0	0	27	84
Total	0	0	0	0	0	0	132	41	0	173	42	0	10	0	52	0	127	0	0	127	352
01:00 PM	0	0	0	0	0	0	27	11	0	38	16	0	2	0	18	0	22	0	0	22	78
01:15 PM	0	0	0	0	0	0	33	12	0	45	16	0	2	0	18	0	33	0	0	33	96
01:30 PM	0	0	0	0	0	0	34	16	0	50	11	0	2	0	13	0	34	0	0	34	97
01:45 PM	0	0	0	0	0	0	23	10	0	33	5	0	5	0	10	0	33	0	0	33	76
Total	0	0	0	0	0	0	117	49	0	166	48	0	11	0	59	0	122	0	0	122	347
02:00 PM	0	0	0	0	0	0	32	11	0	43	6	0	0	0	6	0	18	0	0	18	67
02:15 PM	0	0	0	0	0	0	23	13	0	36	11	0	5	0	16	0	31	0	1	32	84
02:30 PM	0	0	0	0	0	0	31	12	0	43	12	0	3	0	15	1	15	0	0	16	74
02:45 PM	0	0	0	0	0	0	24	19	0	43	9	0	2	0	11	0	30	0	0	30	84
Total	0	0	0	0	0	0	110	55	0	165	38	0	10	0	48	1	94	0	1	96	309
Grand Total	0	0	0	0	0	0	467	197	0	664	175	0	51	0	226	2	453	0	1	456	1346
Apprch %	0	0	0	0	0	0	70.3	29.7	0	77.4	0	22.6	0	0	0.4	99.3	0	0.2	0	0	
Total %	0	0	0	0	0	0	34.7	14.6	0	49.3	13	0	3.8	0	16.8	0.1	33.7	0	0.1	33.9	
Lights	0	0	0	0	0	0	466	195	0	661	175	0	51	0	226	2	453	0	0	455	1342
% Lights	0	0	0	0	0	0	99.8	99	0	99.5	100	0	100	0	100	100	100	0	0	99.8	99.7
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	3
% Trucks	0	0	0	0	0	0	0.2	1	0	0.5	0	0	0	0	0	0	0	0	0	0	0.2
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.2	0.1

Colliers Engineering

400 Columbus Avenue, Ste 180 E
Valhalla, NY 10595

Customer Loyalty through Client Satisfaction

Project: MID HUDSON INDUSTRIAL PARK
Location: MONTGOMERY, NY
Job No. 21000327A

Site Code: 21000327 999
Station ID:
NEELYTOWN ROAD (APPROX. 1745' EAST OF
BEAVER DAM ROAD)
Latitude: 0' 0.0000 Undefined

Start Time	06-Dec-21		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	*	*	*	*	*	*	55	89	*	*	*	*	55	89
01:00	*	*	*	*	*	*	*	*	96	82	*	*	*	*	96	82
02:00	*	*	*	*	*	*	*	*	85	90	*	*	*	*	85	90
03:00	*	*	*	*	*	*	*	*	120	90	*	*	*	*	120	90
04:00	*	*	*	*	*	*	*	*	148	135	*	*	*	*	148	135
05:00	*	*	*	*	*	*	*	*	130	177	*	*	*	*	130	177
06:00	*	*	*	*	*	*	*	*	163	218	*	*	*	*	163	218
07:00	*	*	*	*	*	*	*	*	231	247	*	*	*	*	231	247
08:00	*	*	*	*	*	*	*	*	221	368	*	*	*	*	221	368
09:00	*	*	*	*	*	*	*	*	197	253	*	*	*	*	197	253
10:00	*	*	*	*	*	*	*	*	166	152	*	*	*	*	166	152
11:00	*	*	*	*	*	*	*	136	117	185	185	*	*	*	160	151
12:00 PM	*	*	*	*	*	*	*	222	227	212	231	*	*	*	217	229
01:00	*	*	*	*	*	*	*	191	213	246	205	*	*	*	218	209
02:00	*	*	*	*	*	*	*	271	243	296	183	*	*	*	284	213
03:00	*	*	*	*	*	*	*	259	194	297	208	*	*	*	278	201
04:00	*	*	*	*	*	*	*	310	231	313	210	*	*	*	312	220
05:00	*	*	*	*	*	*	*	232	176	245	210	*	*	*	238	193
06:00	*	*	*	*	*	*	*	141	151	196	167	*	*	*	168	159
07:00	*	*	*	*	*	*	*	119	100	143	116	*	*	*	131	108
08:00	*	*	*	*	*	*	*	98	108	97	76	*	*	*	98	92
09:00	*	*	*	*	*	*	*	99	82	66	60	*	*	*	82	71
10:00	*	*	*	*	*	*	*	86	112	64	58	*	*	*	75	85
11:00	*	*	*	*	*	*	*	85	99	54	36	*	*	*	70	68
Lane Day	0	0	0	0	0	0	2249	2053	4026	3846	0	0	0	0	3943	3900
AM Peak	-	-	-	-	-	-	11:00	11:00	07:00	08:00	-	-	-	-	07:00	08:00
Vol.	-	-	-	-	-	-	136	117	231	368	-	-	-	-	231	368
PM Peak	-	-	-	-	-	-	16:00	14:00	16:00	12:00	-	-	-	-	16:00	12:00
Vol.	-	-	-	-	-	-	310	243	313	231	-	-	-	-	312	229

Comb. Total	0	0	0	4302	7872	0	0	7843
ADT	ADT 6,522	AADT 6,522						

Colliers Engineering

400 Columbus Avenue, Ste 180 E
Valhalla, NY 10595

Project: MID HUDSON INDUSTRIAL PARK
Location: MONTGOMERY, NY
Job No. 21000327A

Customer Loyalty through Client Satisfaction

Site Code: 21000327 999
Station ID:
NEELYTOWN ROAD (APPROX. 1745' EAST OF
BEAVER DAM ROAD)
Latitude: 0' 0.0000 Undefined

Start Time	13-Dec-21		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	38	42	59	65	72	73	*	*	*	*	*	*	*	*	56	60
01:00	51	60	106	79	108	67	*	*	*	*	*	*	*	*	88	69
02:00	78	66	90	84	84	107	*	*	*	*	*	*	*	*	84	86
03:00	76	96	99	105	124	150	*	*	*	*	*	*	*	*	100	117
04:00	76	114	127	168	151	143	*	*	*	*	*	*	*	*	118	142
05:00	107	191	186	193	153	201	*	*	*	*	*	*	*	*	149	195
06:00	166	225	190	268	192	281	*	*	*	*	*	*	*	*	183	258
07:00	213	265	233	264	248	241	*	*	*	*	*	*	*	*	231	257
08:00	207	402	211	381	193	394	*	*	*	*	*	*	*	*	204	392
09:00	197	244	226	252	214	251	*	*	*	*	*	*	*	*	212	249
10:00	145	175	151	179	73	81	*	*	*	*	*	*	*	*	123	145
11:00	210	193	200	214	*	*	*	*	*	*	*	*	*	*	205	204
12:00 PM	208	231	237	231	*	*	*	*	*	*	*	*	*	*	222	231
01:00	221	215	214	217	*	*	*	*	*	*	*	*	*	*	218	216
02:00	278	275	285	269	*	*	*	*	*	*	*	*	*	*	282	272
03:00	312	267	364	241	*	*	*	*	*	*	*	*	*	*	338	254
04:00	308	214	377	261	*	*	*	*	*	*	*	*	*	*	342	238
05:00	247	174	258	214	*	*	*	*	*	*	*	*	*	*	252	194
06:00	145	192	139	204	*	*	*	*	*	*	*	*	*	*	142	198
07:00	121	98	121	103	*	*	*	*	*	*	*	*	*	*	121	100
08:00	125	123	102	108	*	*	*	*	*	*	*	*	*	*	114	116
09:00	116	97	104	87	*	*	*	*	*	*	*	*	*	*	110	92
10:00	94	115	92	112	*	*	*	*	*	*	*	*	*	*	93	114
11:00	82	104	105	98	*	*	*	*	*	*	*	*	*	*	94	101
Lane Day	3821	4178	4276	4397	1612	1989	0	0	0	0	0	0	0	0	4081	4300
AM Peak	07:00	08:00	07:00	08:00	07:00	08:00	-	-	-	-	-	-	-	-	07:00	08:00
Vol.	213	402	233	381	248	394	-	-	-	-	-	-	-	-	231	392
PM Peak	15:00	14:00	16:00	14:00	-	-	-	-	-	-	-	-	-	-	16:00	14:00
Vol.	312	275	377	269	-	-	-	-	-	-	-	-	-	-	342	272

Comb. Total	7999	8673	3601	0	0	0	0	8381
ADT	ADT 6,522	AADT 6,522						

Colliers Engineering

400 Columbus Avenue, Ste 180 E
Valhalla, NY 10595

Customer Loyalty through Client Satisfaction

Project: MID HUDSON INDUSTRIAL PARK
Location: MONTGOMERY, NY
Job No. 21000327A

Site Code: 21000327 888
Station ID:
BEAVER DAM ROAD (APPROX. 745' SOUTH
OF I-84 OVERPASS)
Latitude: 0' 0.0000 Undefined

Start Time	06-Dec-21		Tue		Wed		Thu		Fri		Sat		Sun		Week Average		
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	
12:00 AM	*	*	*	*	*	*	*	*	1	2	*	*	*	*	1	2	
01:00	*	*	*	*	*	*	*	*	2	2	*	*	*	*	2	2	
02:00	*	*	*	*	*	*	*	*	1	1	*	*	*	*	1	1	
03:00	*	*	*	*	*	*	*	*	5	2	*	*	*	*	5	2	
04:00	*	*	*	*	*	*	*	*	5	4	*	*	*	*	5	4	
05:00	*	*	*	*	*	*	*	*	4	2	*	*	*	*	4	2	
06:00	*	*	*	*	*	*	*	*	21	9	*	*	*	*	21	9	
07:00	*	*	*	*	*	*	*	*	27	12	*	*	*	*	27	12	
08:00	*	*	*	*	*	*	*	*	18	33	*	*	*	*	18	33	
09:00	*	*	*	*	*	*	*	*	14	19	*	*	*	*	14	19	
10:00	*	*	*	*	*	*	*	*	16	13	*	*	*	*	16	13	
11:00	*	*	*	*	*	*	*	9	7	19	22	*	*	*	*	14	14
12:00 PM	*	*	*	*	*	*	*	20	24	21	27	*	*	*	*	20	26
01:00	*	*	*	*	*	*	*	18	18	28	24	*	*	*	*	23	21
02:00	*	*	*	*	*	*	*	27	29	24	35	*	*	*	*	26	32
03:00	*	*	*	*	*	*	*	40	45	37	44	*	*	*	*	38	44
04:00	*	*	*	*	*	*	*	35	38	23	32	*	*	*	*	29	35
05:00	*	*	*	*	*	*	*	29	26	21	24	*	*	*	*	25	25
06:00	*	*	*	*	*	*	*	15	18	18	14	*	*	*	*	16	16
07:00	*	*	*	*	*	*	*	10	6	13	10	*	*	*	*	12	8
08:00	*	*	*	*	*	*	*	6	13	5	16	*	*	*	*	6	14
09:00	*	*	*	*	*	*	*	4	8	8	8	*	*	*	*	6	8
10:00	*	*	*	*	*	*	*	7	7	2	8	*	*	*	*	4	8
11:00	*	*	*	*	*	*	*	5	2	2	1	*	*	*	*	4	2
Lane Day	0	0	0	0	0	0	225	241	335	364	0	0	0	0	337	352	
AM Peak	-	-	-	-	-	-	11:00	11:00	07:00	08:00	-	-	-	-	07:00	08:00	
Vol.	-	-	-	-	-	-	9	7	27	33	-	-	-	-	27	33	
PM Peak	-	-	-	-	-	-	15:00	15:00	15:00	15:00	-	-	-	-	15:00	15:00	
Vol.	-	-	-	-	-	-	40	45	37	44	-	-	-	-	38	44	

Comb. Total	0	0	0	466	699	0	0	689
ADT	ADT 675	AADT 675						

Colliers Engineering

400 Columbus Avenue, Ste 180 E
Valhalla, NY 10595

Customer Loyalty through Client Satisfaction

Project: MID HUDSON INDUSTRIAL PARK
Location: MONTGOMERY, NY
Job No. 21000327A

Site Code: 21000327 888
Station ID:
BEAVER DAM ROAD (APPROX. 745' SOUTH
OF I-84 OVERPASS)
Latitude: 0' 0.0000 Undefined

Start Time	13-Dec-21		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	1	2	3	2	2	1	*	*	*	*	*	*	*	*	2	2
01:00	1	0	0	1	0	1	*	*	*	*	*	*	*	*	0	1
02:00	1	1	3	3	1	2	*	*	*	*	*	*	*	*	2	2
03:00	5	4	3	4	3	1	*	*	*	*	*	*	*	*	4	3
04:00	5	1	9	3	6	2	*	*	*	*	*	*	*	*	7	2
05:00	10	1	8	2	4	3	*	*	*	*	*	*	*	*	7	2
06:00	23	6	20	3	17	4	*	*	*	*	*	*	*	*	20	4
07:00	30	22	32	17	39	14	*	*	*	*	*	*	*	*	34	18
08:00	27	25	35	40	27	36	*	*	*	*	*	*	*	*	30	34
09:00	28	39	34	35	36	37	*	*	*	*	*	*	*	*	33	37
10:00	17	23	21	9	5	4	*	*	*	*	*	*	*	*	14	12
11:00	16	23	16	27	*	*	*	*	*	*	*	*	*	*	16	25
12:00 PM	48	35	32	32	*	*	*	*	*	*	*	*	*	*	40	34
01:00	32	30	20	17	*	*	*	*	*	*	*	*	*	*	26	24
02:00	47	45	35	37	*	*	*	*	*	*	*	*	*	*	41	41
03:00	46	53	43	37	*	*	*	*	*	*	*	*	*	*	44	45
04:00	26	46	32	43	*	*	*	*	*	*	*	*	*	*	29	44
05:00	32	20	21	18	*	*	*	*	*	*	*	*	*	*	26	19
06:00	19	15	13	13	*	*	*	*	*	*	*	*	*	*	16	14
07:00	8	6	9	7	*	*	*	*	*	*	*	*	*	*	8	6
08:00	14	12	8	11	*	*	*	*	*	*	*	*	*	*	11	12
09:00	6	9	5	9	*	*	*	*	*	*	*	*	*	*	6	9
10:00	2	0	5	4	*	*	*	*	*	*	*	*	*	*	4	2
11:00	4	6	3	3	*	*	*	*	*	*	*	*	*	*	4	4
Lane Day	448	424	410	377	140	105	0	0	0	0	0	0	0	424	396	
AM Peak	07:00	09:00	08:00	08:00	07:00	09:00	-	-	-	-	-	-	-	07:00	09:00	
Vol.	30	39	35	40	39	37	-	-	-	-	-	-	-	34	37	
PM Peak	12:00	15:00	15:00	16:00	-	-	-	-	-	-	-	-	-	15:00	15:00	
Vol.	48	53	43	43	-	-	-	-	-	-	-	-	-	44	45	

Comb. Total	872	787	245	0	0	0	0	820
ADT	ADT 675	AADT 675						

Colliers Engineering

Project: Mid Hudson Industrial Park
 Location: Montgomery, NY
 Job No. 21000327A

400 Columbus Avenue, Suite 180 E
 Valhalla NY 10595

Customer Loyalty through Client Satisfaction

Station ID:
 SB NYS Route 208 (North of I-84 EB Ramp
 & South of I-84 WB Ramp)
 Latitude: 0' 0.0000 Undefined

Start Time	Mon 17-Jan-22	Tue 18-Jan-22	Wed 19-Jan-22	Thu 20-Jan-22	Fri 21-Jan-22	Average Day	Sat 22-Jan-22	Sun 23-Jan-22	Week Average				
12:00 AM	*	*	*	*	*	*	*	66	66				
01:00	*	*	*	*	*	*	*	63	63				
02:00	*	*	*	*	*	*	*	67	67				
03:00	*	*	*	*	*	*	*	51	51				
04:00	*	*	*	*	*	*	*	42	42				
05:00	*	*	*	*	*	*	*	85	85				
06:00	*	*	*	*	*	*	*	114	114				
07:00	*	*	*	*	*	*	*	160	160				
08:00	*	*	*	*	*	*	*	268	268				
09:00	*	*	*	*	*	*	*	270	270				
10:00	*	*	*	*	*	*	*	353	353				
11:00	*	*	*	*	*	*	469	362	416				
12:00 PM	*	*	*	*	*	*	520	466	493				
01:00	*	*	*	*	*	*	517	445	481				
02:00	*	*	*	*	*	*	473	420	446				
03:00	*	*	*	*	*	*	494	437	466				
04:00	*	*	*	*	*	*	453	389	421				
05:00	*	*	*	*	*	*	430	351	390				
06:00	*	*	*	*	*	*	326	278	302				
07:00	*	*	*	*	*	*	223	252	238				
08:00	*	*	*	*	*	*	232	190	211				
09:00	*	*	*	*	*	*	171	142	156				
10:00	*	*	*	*	*	*	120	166	143				
11:00	*	*	*	*	*	*	114	119	116				
Day Total	0	0	0	0	0	0	4542	5556	5818				
% Avg. WkDay	0.0%	0.0%	0.0%	0.0%	0.0%								
% Avg. Week	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	78.1%	95.5%					
AM Peak	-	-	-	-	-	-	-	11:00	11:00	-	11:00	-	-
Vol.	-	-	-	-	-	-	-	469	362	-	416	-	-
PM Peak	-	-	-	-	-	-	-	12:00	12:00	-	12:00	-	-
Vol.	-	-	-	-	-	-	-	520	466	-	493	-	-

Colliers Engineering

Project: Mid Hudson Industrial Park
 Location: Montgomery, NY
 Job No. 21000327A

400 Columbus Avenue, Suite 180 E
 Valhalla NY 10595

Customer Loyalty through Client Satisfaction

Station ID:
 SB NYS Route 208 (North of I-84 EB Ramp
 & South of I-84 WB Ramp)
 Latitude: 0' 0.0000 Undefined

Start Time	Mon 24-Jan-22	Tue 25-Jan-22	Wed 26-Jan-22	Thu 27-Jan-22	Fri 28-Jan-22	Average Day	Sat 29-Jan-22	Sun 30-Jan-22	Week Average
12:00 AM	78	271	*	*	*	174	*	*	174
01:00	73	226	*	*	*	150	*	*	150
02:00	109	211	*	*	*	160	*	*	160
03:00	169	189	*	*	*	179	*	*	179
04:00	200	284	*	*	*	242	*	*	242
05:00	355	404	*	*	*	380	*	*	380
06:00	557	623	*	*	*	590	*	*	590
07:00	746	776	*	*	*	761	*	*	761
08:00	709	720	*	*	*	714	*	*	714
09:00	614	640	*	*	*	627	*	*	627
10:00	546	531	*	*	*	538	*	*	538
11:00	630	438	*	*	*	534	*	*	534
12:00 PM	591	*	*	*	*	591	*	*	591
01:00	624	*	*	*	*	624	*	*	624
02:00	739	*	*	*	*	739	*	*	739
03:00	784	*	*	*	*	784	*	*	784
04:00	705	*	*	*	*	705	*	*	705
05:00	724	*	*	*	*	724	*	*	724
06:00	513	*	*	*	*	513	*	*	513
07:00	447	*	*	*	*	447	*	*	447
08:00	336	*	*	*	*	336	*	*	336
09:00	290	*	*	*	*	290	*	*	290
10:00	277	*	*	*	*	277	*	*	277
11:00	269	*	*	*	*	269	*	*	269
Day Total	11085	5313	0	0	0	11348	0	0	11348
% Avg. WkDay	97.7%	46.8%	0.0%	0.0%	0.0%				
% Avg. Week	97.7%	46.8%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	
AM Peak	07:00	07:00	-	-	-	07:00	-	-	07:00
Vol.	746	776	-	-	-	761	-	-	761
PM Peak	15:00	-	-	-	-	15:00	-	-	15:00
Vol.	784	-	-	-	-	784	-	-	784

Grand Total	11085	5313	0	0	0	11348	4542	5556	17166
ADT		ADT 8,674		AADT 8,674					

Colliers Engineering

Project: Mid Hudson Industrial Park
 Location: Montgomery, NY
 Job No. 21000327A

400 Columbus Avenue, Suite 180 E
 Valhalla NY 10595

Customer Loyalty through Client Satisfaction

Site Code: 21000327 1010
 Station ID:
 NB NYS Route 208 (North of I-84 EB Ramp
 & South of I-84 WB Ramp)
 Latitude: 0' 0.0000 Undefined

Start Time	Mon 17-Jan-22	Tue 18-Jan-22	Wed 19-Jan-22	Thu 20-Jan-22	Fri 21-Jan-22	Average Day	Sat 22-Jan-22	Sun 23-Jan-22	Week Average			
12:00 AM	*	*	*	*	*	*	*	47	47			
01:00	*	*	*	*	*	*	*	38	38			
02:00	*	*	*	*	*	*	*	28	28			
03:00	*	*	*	*	*	*	*	26	26			
04:00	*	*	*	*	*	*	*	32	32			
05:00	*	*	*	*	*	*	*	41	41			
06:00	*	*	*	*	*	*	*	80	80			
07:00	*	*	*	*	*	*	*	124	124			
08:00	*	*	*	*	*	*	*	219	219			
09:00	*	*	*	*	*	*	*	225	225			
10:00	*	*	*	*	*	*	*	278	278			
11:00	*	*	*	*	*	*	*	368	368			
12:00 PM	*	*	*	*	*	*	468	357	412			
01:00	*	*	*	*	*	*	421	385	403			
02:00	*	*	*	*	*	*	402	357	380			
03:00	*	*	*	*	*	*	420	374	397			
04:00	*	*	*	*	*	*	416	314	365			
05:00	*	*	*	*	*	*	322	253	288			
06:00	*	*	*	*	*	*	258	219	238			
07:00	*	*	*	*	*	*	219	177	198			
08:00	*	*	*	*	*	*	182	115	148			
09:00	*	*	*	*	*	*	140	104	122			
10:00	*	*	*	*	*	*	84	93	88			
11:00	*	*	*	*	*	*	88	57	72			
Day Total	0	0	0	0	0	0	3420	4311	4617			
% Avg. WkDay	0.0%	0.0%	0.0%	0.0%	0.0%							
% Avg. Week	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	74.1%	93.4%				
AM Peak	-	-	-	-	-	-	-	11:00	-	11:00	-	-
Vol.	-	-	-	-	-	-	-	368	-	368	-	-
PM Peak	-	-	-	-	-	-	12:00	13:00	-	12:00	-	-
Vol.	-	-	-	-	-	-	468	385	-	412	-	-

Colliers Engineering

Project: Mid Hudson Industrial Park
 Location: Montgomery, NY
 Job No. 21000327A

400 Columbus Avenue, Suite 180 E
 Valhalla NY 10595

Customer Loyalty through Client Satisfaction

Site Code: 21000327 1010
 Station ID:
 NB NYS Route 208 (North of I-84 EB Ramp
 & South of I-84 WB Ramp)
 Latitude: 0' 0.0000 Undefined

Start Time	Mon 24-Jan-22	Tue 25-Jan-22	Wed 26-Jan-22	Thu 27-Jan-22	Fri 28-Jan-22	Average Day	Sat 29-Jan-22	Sun 30-Jan-22	Week Average
12:00 AM	47	73	*	*	*	60	*	*	60
01:00	47	82	*	*	*	64	*	*	64
02:00	33	69	*	*	*	51	*	*	51
03:00	39	74	*	*	*	56	*	*	56
04:00	81	127	*	*	*	104	*	*	104
05:00	130	142	*	*	*	136	*	*	136
06:00	249	243	*	*	*	246	*	*	246
07:00	443	356	*	*	*	400	*	*	400
08:00	547	379	*	*	*	463	*	*	463
09:00	406	343	*	*	*	374	*	*	374
10:00	418	310	*	*	*	364	*	*	364
11:00	405	213	*	*	*	309	*	*	309
12:00 PM	366	*	*	*	*	366	*	*	366
01:00	314	*	*	*	*	314	*	*	314
02:00	392	*	*	*	*	392	*	*	392
03:00	426	*	*	*	*	426	*	*	426
04:00	447	*	*	*	*	447	*	*	447
05:00	455	*	*	*	*	455	*	*	455
06:00	321	*	*	*	*	321	*	*	321
07:00	227	*	*	*	*	227	*	*	227
08:00	192	*	*	*	*	192	*	*	192
09:00	145	*	*	*	*	145	*	*	145
10:00	112	*	*	*	*	112	*	*	112
11:00	89	*	*	*	*	89	*	*	89
Day Total	6331	2411	0	0	0	6113	0	0	6113
% Avg. WkDay	103.6%	39.4%	0.0%	0.0%	0.0%				
% Avg. Week	103.6%	39.4%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	
AM Peak	08:00	08:00	-	-	-	08:00	-	-	08:00
Vol.	547	379	-	-	-	463	-	-	463
PM Peak	17:00	-	-	-	-	17:00	-	-	17:00
Vol.	455	-	-	-	-	455	-	-	455

Grand Total	6331	2411	0	0	0	6113	3420	4311	10730
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ADT	ADT 5,491	AADT 5,491
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Colliers Engineering

400 Columbus Avenue, Ste 180 E
Valhalla, NY 10595

Customer Loyalty through Client Satisfaction

Project: MID HUDSON INDUSTRIAL PARK
Location: MONTGOMERY, NY
Job No. 21000327A

Site Code: 21000327 999
Station ID:
NEELYTOWN ROAD (APPROX. 1745' EAST OF
BEAVER DAM ROAD)
Latitude: 0' 0.0000 Undefined

EB, WB	Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	85th Percent	95th Percent
		15	20	25	30	35	40	45	50	55	60	65	70	75	999			
12/09/21		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00		15	0	5	3	13	34	56	72	36	16	3	0	0	0	253	52	56
12 PM		9	0	0	0	23	59	93	146	78	35	4	1	0	1	449	53	57
13:00		13	0	0	0	4	29	90	116	97	41	11	3	0	0	404	54	59
14:00		27	1	1	2	7	62	126	126	99	40	17	3	1	2	514	54	59
15:00		20	0	1	1	4	31	104	143	96	39	9	4	1	0	453	54	58
16:00		32	3	0	10	6	50	102	155	108	56	15	3	1	0	541	54	59
17:00		16	0	1	3	4	27	116	120	64	34	20	2	1	0	408	54	60
18:00		18	0	0	3	7	19	61	65	63	38	10	6	2	0	292	56	61
19:00		4	0	0	4	9	25	54	56	44	14	7	1	1	0	219	53	59
20:00		4	0	0	4	2	19	47	52	45	20	12	1	0	0	206	55	61
21:00		8	0	0	4	7	29	39	42	26	15	10	1	0	0	181	54	60
22:00		4	0	0	1	6	31	28	40	36	37	11	3	1	0	198	58	62
23:00		11	1	3	1	8	12	40	35	39	22	7	2	2	1	184	56	61
Total		181	5	11	36	100	427	956	1168	831	407	136	30	10	4	4302		
Percent		4.2%	0.1%	0.3%	0.8%	2.3%	9.9%	22.2%	27.2%	19.3%	9.5%	3.2%	0.7%	0.2%	0.1%			
AM Peak	11:00			11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00				11:00		
Vol.	15		5	3	13	34	56	72	36	16	3					253		
PM Peak	16:00	16:00	23:00	16:00	12:00	14:00	14:00	16:00	16:00	16:00	17:00	18:00	18:00	14:00	16:00			
Vol.	32	3	3	10	23	62	126	155	108	56	20	6	2	2	541			

Colliers Engineering

400 Columbus Avenue, Ste 180 E
Valhalla, NY 10595

Project: MID HUDSON INDUSTRIAL PARK
Location: MONTGOMERY, NY
Job No. 21000327A

Customer Loyalty through Client Satisfaction

Site Code: 21000327 999

Station ID:
NEELYTOWN ROAD (APPROX. 1745' EAST OF
BEAVER DAM ROAD)
Latitude: 0' 0.0000 Undefined

EB, WB	Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	85th Percent	95th Percent
12/10/21	13	0	0	0	11	22	27	37	13	16	4	1	0	0	0	144	54	59
01:00	12	0	0	2	5	20	50	26	47	9	4	3	0	0	0	178	53	58
02:00	19	1	0	3	8	23	51	32	25	8	4	1	0	0	0	175	52	57
03:00	4	0	0	3	17	23	61	44	31	20	7	0	0	0	0	210	54	59
04:00	11	0	3	4	15	36	60	69	35	36	8	6	0	0	0	283	56	59
05:00	10	3	0	2	13	34	56	46	62	35	29	11	6	0	0	307	59	65
06:00	12	0	0	0	15	25	79	80	104	51	11	4	0	0	0	381	55	59
07:00	27	0	0	2	11	51	99	125	90	54	12	5	1	1	1	478	55	59
08:00	30	0	1	6	22	75	101	141	122	56	31	1	2	1	1	589	55	60
09:00	28	0	3	3	8	49	95	92	110	47	12	3	0	0	0	450	54	59
10:00	18	0	1	2	28	36	51	76	59	33	10	4	0	0	0	318	54	59
11:00	18	1	0	1	10	36	63	107	77	38	10	4	4	1	1	370	55	59
12 PM	25	0	1	7	12	34	94	107	86	57	15	2	1	2	2	443	55	59
13:00	17	0	0	0	3	40	81	129	111	51	12	7	0	0	0	451	55	59
14:00	16	1	0	2	21	47	99	125	99	54	15	0	0	0	0	479	54	59
15:00	26	1	0	0	2	28	94	166	111	49	22	5	1	0	0	505	55	60
16:00	17	1	0	0	3	43	116	121	116	71	28	5	0	2	2	523	56	61
17:00	21	1	0	1	1	24	90	133	98	61	21	3	1	0	0	455	56	60
18:00	15	0	0	3	6	20	69	95	71	55	21	7	1	0	0	363	57	62
19:00	13	0	0	0	1	22	58	62	62	23	16	2	0	0	0	259	55	61
20:00	11	0	1	1	8	11	35	39	26	23	11	6	1	0	0	173	58	64
21:00	5	0	0	0	3	14	14	26	30	16	11	5	1	1	1	126	59	64
22:00	1	0	0	0	1	12	17	31	26	16	14	3	1	0	0	122	59	64
23:00	3	0	2	1	4	3	11	26	22	13	4	1	0	0	0	90	56	60
Total	372	9	12	43	228	728	1571	1935	1633	892	332	89	20	8	8	7872		
Percent	4.7%	0.1%	0.2%	0.5%	2.9%	9.2%	20.0%	24.6%	20.7%	11.3%	4.2%	1.1%	0.3%	0.1%				
AM Peak	08:00	05:00	04:00	08:00	10:00	08:00	08:00	08:00	08:00	08:00	08:00	05:00	05:00	07:00	08:00			
Vol.	30	3	3	6	28	75	101	141	122	56	31	11	6	1	589			
PM Peak	15:00	14:00	23:00	12:00	14:00	14:00	16:00	15:00	16:00	16:00	16:00	13:00	12:00	12:00	16:00			
Vol.	26	1	2	7	21	47	116	166	116	71	28	7	1	2	523			

Colliers Engineering

400 Columbus Avenue, Ste 180 E
Valhalla, NY 10595

Customer Loyalty through Client Satisfaction

Project: MID HUDSON INDUSTRIAL PARK
Location: MONTGOMERY, NY
Job No. 21000327A

Site Code: 21000327 999
Station ID:
NEELYTOWN ROAD (APPROX. 1745' EAST OF
BEAVER DAM ROAD)
Latitude: 0' 0.0000 Undefined

EB, WB	Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	85th Percent	95th Percent
12/11/21	3	0	0	0	0	0	5	8	17	15	9	4	4	0	0	65	59	65
01:00	2	0	0	0	2	3	14	20	11	8	4	1	0	0	0	65	57	62
02:00	3	0	0	0	3	4	16	15	13	10	5	0	0	0	0	69	57	61
03:00	5	0	0	1	0	7	16	25	27	29	8	1	2	0	0	121	58	63
04:00	4	0	0	1	4	3	17	19	10	18	4	3	1	0	0	84	58	64
05:00	1	0	0	0	6	5	10	30	38	28	15	9	0	0	0	142	60	66
06:00	3	0	0	1	2	11	31	34	28	18	6	6	3	0	0	143	58	66
07:00	7	0	0	1	0	7	22	35	46	26	10	3	0	0	0	157	57	62
08:00	10	0	0	4	6	21	49	75	74	27	9	0	1	0	0	276	54	59
09:00	18	0	0	2	10	23	80	92	56	10	3	0	0	0	0	294	52	54
10:00	10	0	1	5	14	14	45	48	50	11	1	0	0	0	0	199	53	55
11:00	11	0	0	0	7	18	46	65	44	16	5	0	1	0	0	213	53	58
12 PM	17	2	0	0	2	24	73	83	49	13	3	1	2	0	0	269	52	57
13:00	4	0	0	2	8	24	38	51	48	23	2	1	0	0	0	201	54	58
14:00	7	0	0	0	3	11	64	83	55	22	6	1	0	0	0	252	54	58
15:00	6	0	0	3	0	15	49	66	57	16	8	4	0	0	0	224	54	60
16:00	6	0	0	0	4	19	38	71	50	15	3	0	0	0	0	206	53	57
17:00	4	0	0	0	4	19	32	59	31	18	1	0	0	0	0	168	54	57
18:00	5	0	0	0	7	18	22	57	31	10	2	0	0	0	0	152	53	57
19:00	3	0	0	0	3	14	15	36	19	7	0	0	0	0	0	97	53	56
20:00	2	1	0	1	2	11	18	27	14	8	2	0	0	0	0	86	53	58
21:00	2	0	0	0	7	6	6	16	9	0	1	2	0	0	0	49	52	62
22:00	0	0	1	1	1	2	9	12	8	4	1	0	0	0	0	39	54	58
23:00	1	0	0	1	0	5	12	14	6	4	1	0	0	0	0	44	53	58
Total	134	3	2	23	95	289	730	1050	789	350	104	36	10	0	0	3615		
Percent	3.7%	0.1%	0.1%	0.6%	2.6%	8.0%	20.2%	29.0%	21.8%	9.7%	2.9%	1.0%	0.3%	0.0%				
AM Peak	09:00		10:00	10:00	10:00	09:00	09:00	09:00	08:00	03:00	05:00	05:00	06:00			09:00		
Vol.	18		1	5	14	23	80	92	74	29	15	9	3			294		
PM Peak	12:00	12:00	22:00	15:00	13:00	12:00	12:00	12:00	15:00	13:00	15:00	15:00	12:00			12:00		
Vol.	17	2	1	3	8	24	73	83	57	23	8	4	2			269		

Colliers Engineering

400 Columbus Avenue, Ste 180 E
Valhalla, NY 10595

Customer Loyalty through Client Satisfaction

Project: MID HUDSON INDUSTRIAL PARK
Location: MONTGOMERY, NY
Job No. 21000327A

Site Code: 21000327 999
Station ID:
NEELYTOWN ROAD (APPROX. 1745' EAST OF
BEAVER DAM ROAD)
Latitude: 0' 0.0000 Undefined

EB, WB	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	85th Percent	95th Percent
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999			
12/12/21	1	0	0	0	0	3	10	5	9	2	1	0	0	0	31	54	58
01:00	0	0	0	0	1	2	3	5	3	0	1	0	0	0	15	52	61
02:00	0	0	0	0	0	0	4	2	5	2	0	0	0	0	13	55	58
03:00	0	0	0	0	1	2	5	10	1	3	1	0	0	0	23	55	59
04:00	1	0	0	0	1	3	3	3	7	3	0	0	0	0	21	54	58
05:00	0	0	0	0	2	5	9	22	14	6	3	4	1	0	66	58	67
06:00	0	0	3	2	3	2	9	20	15	8	1	1	0	0	64	55	59
07:00	2	0	0	0	0	2	17	24	25	9	5	1	0	0	85	56	61
08:00	7	2	0	0	0	5	23	59	67	52	18	2	1	0	236	58	62
09:00	2	0	0	0	1	6	15	39	31	20	7	4	0	0	125	58	63
10:00	1	0	0	0	0	6	21	49	35	22	6	2	0	0	142	56	60
11:00	8	0	0	0	3	3	21	36	51	25	8	5	0	0	160	57	63
12 PM	3	0	0	0	3	2	25	48	63	18	7	1	0	0	170	55	59
13:00	7	0	0	0	0	6	35	79	59	39	8	2	1	1	237	56	59
14:00	6	0	0	0	0	12	31	60	79	34	11	1	0	0	234	56	60
15:00	2	0	0	0	1	5	32	59	55	32	11	2	0	0	199	57	61
16:00	4	0	0	0	2	8	23	62	75	25	8	1	0	0	208	55	59
17:00	6	0	0	0	2	11	55	59	49	24	8	0	0	0	214	54	59
18:00	7	0	0	0	2	13	39	56	38	15	3	0	0	0	173	53	58
19:00	1	0	0	0	3	12	21	42	28	21	8	2	0	0	138	57	61
20:00	7	0	0	0	2	16	28	40	19	20	1	1	0	0	134	55	58
21:00	9	0	0	1	8	12	31	37	32	16	3	0	2	0	151	54	59
22:00	9	0	0	3	6	11	34	26	25	11	3	2	0	0	130	54	59
23:00	9	1	0	1	3	8	19	33	18	9	0	0	1	0	102	53	57
Total	92	3	3	7	44	155	513	875	803	416	122	31	6	1	3071		
Percent	3.0%	0.1%	0.1%	0.2%	1.4%	5.0%	16.7%	28.5%	26.1%	13.5%	4.0%	1.0%	0.2%	0.0%			
AM Peak	11:00	08:00	06:00	06:00	06:00	09:00	08:00	08:00	08:00	08:00	08:00	11:00	05:00		08:00		
Vol.	8	2	3	2	3	6	23	59	67	52	18	5	1		236		
PM Peak	21:00	23:00		22:00	21:00	20:00	17:00	13:00	14:00	13:00	14:00	13:00	21:00	13:00	13:00		
Vol.	9	1		3	8	16	55	79	79	39	11	2	2	1	237		

Colliers Engineering

400 Columbus Avenue, Ste 180 E
Valhalla, NY 10595

Customer Loyalty through Client Satisfaction

Project: MID HUDSON INDUSTRIAL PARK
Location: MONTGOMERY, NY
Job No. 21000327A

Site Code: 21000327 999
Station ID:
NEELYTOWN ROAD (APPROX. 1745' EAST OF
BEAVER DAM ROAD)
Latitude: 0' 0.0000 Undefined

EB, WB	Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	85th Percent	95th Percent
12/13/21	6	0	2	0	5	8	19	21	8	8	3	0	0	0	0	80	54	59
01:00	9	0	0	0	12	16	24	23	21	4	1	1	0	0	0	111	52	55
02:00	15	1	0	4	12	27	37	23	11	7	4	1	2	0	0	144	51	59
03:00	11	0	1	4	7	5	34	45	34	18	9	3	1	0	0	172	56	62
04:00	8	0	0	0	7	10	29	58	42	22	9	3	1	1	1	190	56	61
05:00	12	0	0	1	8	36	56	78	62	34	8	3	0	0	0	298	55	59
06:00	15	1	3	5	6	22	86	124	98	21	8	1	0	1	1	391	53	57
07:00	12	1	0	1	18	52	94	119	131	40	10	0	0	0	0	478	54	58
08:00	36	0	1	6	21	63	139	185	121	32	4	1	0	0	0	609	52	56
09:00	29	0	0	3	23	48	113	117	78	24	4	0	0	0	2	441	52	56
10:00	15	0	0	1	3	21	73	106	62	34	4	1	0	0	0	320	54	58
11:00	26	0	1	3	14	41	92	131	68	21	5	0	0	1	1	403	52	56
12 PM	20	4	0	1	6	35	125	125	79	36	4	3	0	1	1	439	53	57
13:00	21	0	2	6	8	39	101	130	91	29	8	0	1	0	0	436	53	57
14:00	36	0	2	3	22	51	129	165	97	35	5	5	1	2	2	553	53	57
15:00	40	0	14	0	12	32	132	183	121	42	2	1	0	0	0	579	53	56
16:00	33	1	2	0	12	39	124	188	87	30	6	0	0	0	0	522	52	56
17:00	16	0	0	1	11	31	113	131	79	28	11	0	0	0	0	421	53	58
18:00	13	0	0	4	14	18	56	117	78	23	11	2	0	1	1	337	54	59
19:00	10	0	0	1	9	15	50	70	50	11	3	0	0	0	0	219	53	56
20:00	12	0	0	1	5	27	45	71	50	25	8	3	1	0	0	248	54	59
21:00	13	1	0	9	6	15	40	59	42	20	4	2	1	1	1	213	54	59
22:00	13	0	0	0	4	16	43	50	44	28	6	4	1	0	0	209	56	60
23:00	12	0	0	2	1	14	40	49	41	16	7	2	2	0	0	186	54	61
Total	433	9	28	56	246	681	1794	2368	1595	588	144	36	11	10	10	7999		
Percent	5.4%	0.1%	0.4%	0.7%	3.1%	8.5%	22.4%	29.6%	19.9%	7.4%	1.8%	0.5%	0.1%	0.1%				
AM Peak	08:00	02:00	06:00	08:00	09:00	08:00	08:00	08:00	07:00	07:00	07:00	03:00	02:00	09:00	08:00			
Vol.	36	1	3	6	23	63	139	185	131	40	10	3	2	2	2	609		
PM Peak	15:00	12:00	15:00	21:00	14:00	14:00	15:00	16:00	15:00	15:00	17:00	14:00	23:00	14:00	15:00			
Vol.	40	4	14	9	22	51	132	188	121	42	11	5	2	2	2	579		

Colliers Engineering

400 Columbus Avenue, Ste 180 E
Valhalla, NY 10595

Project: MID HUDSON INDUSTRIAL PARK
Location: MONTGOMERY, NY
Job No. 21000327A

Customer Loyalty through Client Satisfaction

Site Code: 21000327 999
Station ID:
NEELYTOWN ROAD (APPROX. 1745' EAST OF
BEAVER DAM ROAD)
Latitude: 0' 0.0000 Undefined

EB, WB	Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	85th Percent	95th Percent
12/14/21	4	0	0	2	10	20	14	44	17	10	65	70	2	0	0	124	53	58
01:00	15	0	0	1	6	32	48	43	25	11	3	1	0	0	185	52	57	
02:00	25	1	0	0	7	22	45	45	18	7	3	1	0	0	174	50	56	
03:00	17	2	0	0	7	16	50	43	38	21	4	5	1	0	204	55	59	
04:00	24	0	0	1	15	30	62	76	59	18	6	3	1	0	295	53	58	
05:00	20	2	0	0	18	31	57	109	86	42	12	1	1	0	379	54	59	
06:00	23	0	2	1	19	47	97	127	110	22	7	1	1	1	458	53	56	
07:00	34	1	0	4	17	52	107	123	105	42	9	1	0	2	497	53	58	
08:00	32	0	2	4	16	48	138	172	122	47	5	5	1	0	592	53	58	
09:00	34	2	2	5	27	65	99	117	88	34	4	1	0	0	478	53	57	
10:00	22	0	6	2	9	34	81	95	54	23	3	0	0	1	330	52	57	
11:00	29	0	0	1	13	39	76	139	81	32	4	0	0	0	414	53	57	
12 PM	35	2	0	4	4	42	109	150	85	29	7	0	1	0	468	53	57	
13:00	22	1	0	0	7	26	85	152	96	36	5	1	0	0	431	53	57	
14:00	32	2	0	3	8	41	92	177	141	45	11	0	2	0	554	54	58	
15:00	37	1	0	2	18	64	132	177	117	46	6	2	0	3	605	53	57	
16:00	36	2	1	7	14	91	165	167	107	35	7	2	2	2	638	52	57	
17:00	15	0	3	6	6	42	142	138	81	27	9	2	0	1	472	52	57	
18:00	15	0	0	0	9	23	67	105	80	38	5	1	0	0	343	54	58	
19:00	13	0	0	0	6	13	62	60	47	16	6	1	0	0	224	53	58	
20:00	13	0	0	0	6	9	47	61	48	16	8	2	0	0	210	54	59	
21:00	7	0	0	1	14	22	42	50	37	12	6	0	0	0	191	53	58	
22:00	15	1	0	3	11	19	48	48	38	13	6	1	0	1	204	53	58	
23:00	18	0	0	0	9	16	41	63	36	12	5	2	1	0	203	53	59	
Total	537	17	16	47	276	844	1906	2481	1716	634	142	35	11	11	8673			
Percent	6.2%	0.2%	0.2%	0.5%	3.2%	9.7%	22.0%	28.6%	19.8%	7.3%	1.6%	0.4%	0.1%	0.1%				
AM Peak	07:00	03:00	10:00	09:00	09:00	09:00	08:00	08:00	08:00	08:00	05:00	03:00	03:00	07:00	08:00			
Vol.	34	2	6	5	27	65	138	172	122	47	12	5	1	2	592			
PM Peak	15:00	12:00	17:00	16:00	15:00	16:00	16:00	14:00	14:00	15:00	14:00	15:00	14:00	15:00	16:00			
Vol.	37	2	3	7	18	91	165	177	141	46	11	2	2	3	638			

Colliers Engineering

400 Columbus Avenue, Ste 180 E
Valhalla, NY 10595

Project: MID HUDSON INDUSTRIAL PARK
Location: MONTGOMERY, NY
Job No. 21000327A

Customer Loyalty through Client Satisfaction

Site Code: 21000327 999
Station ID:
NEELYTOWN ROAD (APPROX. 1745' EAST OF
BEAVER DAM ROAD)
Latitude: 0' 0.0000 Undefined

EB, WB	Start	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	85th	95th
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Percent	Percent	
12/15/21	14	0	0	3	5	8	28	46	34	6	1	0	0	0	145	52	54
01:00	10	0	0	0	4	29	46	36	33	12	5	0	0	0	175	53	58
02:00	26	1	1	5	8	20	44	42	27	12	4	0	1	0	191	52	58
03:00	23	1	0	0	13	39	48	63	56	19	7	3	1	1	274	54	59
04:00	13	0	0	7	10	32	74	82	54	16	5	1	0	0	294	52	57
05:00	24	0	0	3	17	39	71	69	67	47	13	2	2	0	354	56	59
06:00	21	0	1	5	31	61	93	143	87	28	2	0	1	0	473	52	56
07:00	17	1	0	3	13	51	134	131	89	38	10	1	0	1	489	53	58
08:00	41	5	0	7	30	47	117	157	144	35	3	0	0	1	587	53	56
09:00	35	2	2	5	13	64	108	121	81	25	8	1	0	0	465	52	57
10:00	13	0	0	4	12	30	31	36	17	11	0	0	0	0	154	51	56
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	237	10	4	42	156	420	794	926	689	249	58	8	5	3	3601		
Percent	6.6%	0.3%	0.1%	1.2%	4.3%	11.7%	22.0%	25.7%	19.1%	6.9%	1.6%	0.2%	0.1%	0.1%			
AM Peak	08:00	08:00	09:00	04:00	06:00	09:00	07:00	08:00	08:00	05:00	05:00	03:00	05:00	03:00	08:00		
Vol.	41	5	2	7	31	64	134	157	144	47	13	3	2	1	587		
PM Peak																	
Vol.																	
Grand Total	1986	56	76	254	1145	3544	8264	10803	8056	3536	1038	265	73	37	39133		
Percent	5.1%	0.1%	0.2%	0.6%	2.9%	9.1%	21.1%	27.6%	20.6%	9.0%	2.7%	0.7%	0.2%	0.1%			

15th Percentile : 38 MPH
50th Percentile : 46 MPH
85th Percentile : 54 MPH
95th Percentile : 59 MPH

Statistics
10 MPH Pace Speed : 41-50 MPH
Number in Pace : 19067
Percent in Pace : 48.7%
Number of Vehicles > 55 MPH : 4949
Percent of Vehicles > 55 MPH : 12.6%
Mean Speed(Average) : 46 MPH

Colliers Engineering

400 Columbus Avenue, Ste 180 E
Valhalla, NY 10595

Project: MID HUDSON INDUSTRIAL PARK
Location: MONTGOMERY, NY
Job No. 21000327A

Customer Loyalty through Client Satisfaction

Site Code: 21000327 888

Station ID:
BEAVER DAM ROAD (APPROX. 745' SOUTH
OF I-84 OVERPASS)

Latitude: 0' 0.0000 Undefined

SB, NB	Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	85th Percent	95th Percent
12/09/21		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00		8	0	1	0	5	1	0	1	0	0	0	0	0	0	16	34	45
12 PM		2	0	1	3	8	10	13	6	1	0	0	0	0	0	44	45	49
13:00		1	0	0	3	8	10	7	5	1	1	0	0	0	0	36	46	51
14:00		1	0	0	1	6	15	20	8	3	2	0	0	0	0	56	47	53
15:00		1	0	0	3	22	28	20	9	2	0	0	0	0	0	85	44	48
16:00		1	0	0	0	10	26	18	12	4	1	0	1	0	0	73	47	52
17:00		1	0	0	0	7	24	15	7	1	0	0	0	0	0	55	44	48
18:00		1	0	0	0	4	14	8	4	2	0	0	0	0	0	33	46	50
19:00		0	0	0	2	3	5	4	1	1	0	0	0	0	0	16	44	50
20:00		0	0	0	1	6	5	3	4	0	0	0	0	0	0	19	46	48
21:00		0	0	0	0	0	2	6	4	0	0	0	0	0	0	12	47	49
22:00		1	0	1	1	1	2	4	1	0	3	0	0	0	0	14	56	58
23:00		0	0	0	0	0	2	3	2	0	0	0	0	0	0	7	47	49
Total		17	0	3	14	80	144	121	64	15	7	0	1	0	0	466		
Percent		3.6%	0.0%	0.6%	3.0%	17.2%	30.9%	26.0%	13.7%	3.2%	1.5%	0.0%	0.2%	0.0%	0.0%			
AM Peak		11:00		11:00		11:00	11:00		11:00							11:00		
Vol.		8		1		5	1		1							16		
PM Peak		12:00		12:00	12:00	15:00	15:00	14:00	16:00	16:00	22:00		16:00			15:00		
Vol.		2		1	3	22	28	20	12	4	3		1			85		

Colliers Engineering

400 Columbus Avenue, Ste 180 E
Valhalla, NY 10595

Project: MID HUDSON INDUSTRIAL PARK
Location: MONTGOMERY, NY
Job No. 21000327A

Customer Loyalty through Client Satisfaction

Site Code: 21000327 888

Station ID:
BEAVER DAM ROAD (APPROX. 745' SOUTH
OF I-84 OVERPASS)

Latitude: 0' 0.0000 Undefined

SB, NB	Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	85th Percent	95th Percent
12/10/21	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	3	48	49
01:00	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	4	47	48
02:00	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	2	53	54
03:00	0	0	0	0	1	1	3	1	2	0	0	0	0	0	0	7	47	49
04:00	0	0	0	1	1	2	2	2	2	1	0	0	0	0	0	9	49	52
05:00	0	0	0	0	2	2	2	0	0	0	0	0	1	0	1	6	66	68
06:00	4	0	0	3	1	6	7	9	0	0	0	0	0	0	0	30	47	49
07:00	2	0	0	1	3	8	19	3	1	2	0	0	0	0	0	39	45	55
08:00	1	0	0	3	7	14	20	3	3	0	0	0	0	0	0	51	44	50
09:00	0	0	0	1	2	8	12	9	0	1	0	0	0	0	0	33	47	49
10:00	1	0	0	2	5	12	5	2	2	0	0	0	0	0	0	29	44	51
11:00	1	0	0	2	9	8	14	5	1	1	0	0	0	0	0	41	45	49
12 PM	1	0	1	2	11	11	11	10	1	0	0	0	0	0	0	48	46	49
13:00	1	0	0	1	2	15	17	11	5	0	0	0	0	0	0	52	48	52
14:00	3	0	0	2	12	18	8	12	3	0	1	0	0	0	0	59	47	51
15:00	3	0	0	5	15	24	23	9	1	0	1	0	0	0	0	81	44	48
16:00	0	0	0	1	10	26	6	8	2	1	0	0	1	0	0	55	47	53
17:00	2	0	0	2	12	11	11	7	0	0	0	0	0	0	0	45	45	48
18:00	2	0	0	0	7	8	6	8	1	0	0	0	0	0	0	32	47	49
19:00	0	0	0	2	4	11	6	0	0	0	0	0	0	0	0	23	42	44
20:00	0	0	0	3	6	9	2	0	0	1	0	0	0	0	0	21	39	44
21:00	1	0	0	0	1	5	5	4	0	0	0	0	0	0	0	16	47	48
22:00	0	0	0	2	3	3	1	1	0	0	0	0	0	0	0	10	42	47
23:00	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	3	52	54
Total	22	0	1	34	115	209	176	108	23	6	2	1	1	1	1	699		
Percent	3.1%	0.0%	0.1%	4.9%	16.5%	29.9%	25.2%	15.5%	3.3%	0.9%	0.3%	0.1%	0.1%	0.1%				
AM Peak	06:00			06:00	11:00	08:00	08:00	06:00	08:00	07:00			05:00		05:00	08:00		
Vol.	4			3	9	14	20	9	3	2			1		1	51		
PM Peak	14:00		12:00	15:00	15:00	16:00	15:00	14:00	13:00	16:00	14:00		16:00		15:00			
Vol.	3		1	5	15	26	23	12	5	1	1		1		81			

Colliers Engineering

400 Columbus Avenue, Ste 180 E
Valhalla, NY 10595

Project: MID HUDSON INDUSTRIAL PARK
Location: MONTGOMERY, NY
Job No. 21000327A

Customer Loyalty through Client Satisfaction

Site Code: 21000327 888

Station ID:
BEAVER DAM ROAD (APPROX. 745' SOUTH
OF I-84 OVERPASS)

Latitude: 0' 0.0000 Undefined

SB, NB	Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	85th Percent	95th Percent
12/11/21	0	0	0	0	0	0	0	3	3	1	0	0	0	0	0	7	49	53
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	2	1	0	1	1	0	0	0	0	0	0	5	46	48
03:00	0	0	0	0	0	1	2	1	0	0	1	0	0	0	0	5	56	58
04:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	43	44
05:00	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2	38	39
06:00	0	0	1	1	1	1	1	2	2	0	2	0	0	0	0	10	56	58
07:00	0	0	0	0	2	2	4	4	3	0	0	0	0	0	0	15	46	48
08:00	1	0	0	0	1	4	7	10	7	0	1	0	0	0	0	31	47	49
09:00	2	0	0	3	7	16	16	18	7	0	2	0	0	0	0	71	44	48
10:00	1	0	1	2	5	8	8	9	2	0	0	0	0	0	0	36	48	50
11:00	2	1	0	0	12	15	13	8	2	1	0	0	0	0	0	54	46	50
12 PM	3	0	0	0	1	16	14	12	4	2	0	0	0	0	0	52	44	49
13:00	0	0	0	2	4	3	11	6	7	1	0	0	0	0	0	34	47	49
14:00	3	0	1	4	6	17	15	7	1	0	0	0	0	0	0	54	44	48
15:00	0	0	0	0	7	16	11	5	2	0	0	0	0	0	0	41	45	49
16:00	0	0	0	0	3	8	14	12	3	2	0	0	0	0	0	42	44	49
17:00	0	0	0	2	5	10	10	7	3	3	0	0	0	0	0	40	44	51
18:00	0	0	0	0	3	5	8	3	4	0	0	0	0	0	0	23	45	48
19:00	0	0	0	0	2	10	10	3	1	0	1	0	0	0	0	17	44	55
20:00	0	0	0	0	0	1	10	2	1	0	0	0	0	0	0	14	42	46
21:00	0	0	0	0	0	2	7	2	0	0	0	0	0	0	0	11	40	43
22:00	0	0	0	0	1	0	2	4	2	0	0	0	0	0	0	9	46	48
23:00	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	4	47	49
Total	12	1	10	37	104	173	140	78	16	8	0	0	0	0	0	579		
Percent	2.1%	0.2%	1.7%	6.4%	18.0%	29.9%	24.2%	13.5%	2.8%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	11:00	09:00	09:00	09:00	09:00	09:00	09:00	10:00	10:00	06:00					09:00		
Vol.	2	1	3	7	16	16	18	9	2	2						71		
PM Peak	12:00		13:00	17:00	12:00	14:00	14:00	13:00	17:00	19:00						14:00		
Vol.	3		2	5	16	17	15	7	3	1						54		

Colliers Engineering

400 Columbus Avenue, Ste 180 E
Valhalla, NY 10595

Project: MID HUDSON INDUSTRIAL PARK
Location: MONTGOMERY, NY
Job No. 21000327A

Customer Loyalty through Client Satisfaction

Site Code: 21000327 888
Station ID:
BEAVER DAM ROAD (APPROX. 745' SOUTH
OF I-84 OVERPASS)
Latitude: 0' 0.0000 Undefined

SB, NB	Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	85th Percent	95th Percent
12/12/21	01:00	0	0	0	0	2	4	2	0	0	1	0	0	0	0	9	44	57
	02:00	0	0	1	0	0	1	0	1	0	0	0	0	0	0	3	47	49
	03:00	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	34	34
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	05:00	0	0	0	0	2	0	1	1	0	0	0	0	0	0	4	47	48
	06:00	0	0	0	1	2	1	0	1	0	0	0	0	0	0	5	46	48
	07:00	0	0	0	0	1	2	3	0	0	0	0	0	0	0	6	43	44
	08:00	0	0	0	0	4	6	10	7	5	0	0	0	0	0	32	50	53
	09:00	1	0	0	1	1	8	12	4	0	1	0	0	0	0	28	46	49
	10:00	0	1	1	0	3	9	9	3	0	0	0	0	0	0	26	44	47
	11:00	0	0	0	1	2	15	5	11	3	0	0	0	0	0	37	48	51
	12 PM	1	0	0	2	7	9	7	5	6	1	0	0	0	0	38	51	54
	13:00	0	0	1	0	1	20	8	3	5	1	0	0	1	0	40	51	55
	14:00	2	0	0	0	3	8	6	4	0	0	0	0	0	0	23	45	48
	15:00	0	0	0	0	3	3	13	4	2	0	2	0	0	0	27	49	61
	16:00	0	2	0	0	7	13	8	2	0	0	0	0	0	0	32	43	45
	17:00	2	0	0	2	3	3	13	1	2	0	0	0	0	0	26	44	51
	18:00	0	0	0	0	2	6	4	3	0	0	0	0	0	0	15	46	48
	19:00	0	0	1	0	0	5	2	3	1	0	0	0	0	0	12	48	51
	20:00	0	0	0	1	4	4	4	4	0	0	0	0	0	0	17	46	48
	21:00	1	0	0	0	1	1	3	1	0	0	0	0	0	0	7	44	48
	22:00	0	0	0	1	1	1	3	0	1	0	0	0	0	0	7	44	53
	23:00	0	0	0	1	2	0	1	0	1	1	0	0	0	0	7	59	63
	Total	7	3	4	10	54	119	114	58	26	5	3	0	1	0	404		
	Percent	1.7%	0.7%	1.0%	2.5%	13.4%	29.5%	28.2%	14.4%	6.4%	1.2%	0.7%	0.0%	0.2%	0.0%			
AM Peak	09:00	10:00	02:00	06:00	08:00	11:00	09:00	11:00	08:00	00:00						11:00		
Vol.	1	1	1	1	4	15	12	11	5	1						37		
PM Peak	14:00	16:00	13:00	12:00	12:00	13:00	15:00	12:00	12:00	12:00	15:00		13:00			13:00		
Vol.	2	2	1	2	7	20	13	5	6	1	2		1			40		

Colliers Engineering

400 Columbus Avenue, Ste 180 E
Valhalla, NY 10595

Project: MID HUDSON INDUSTRIAL PARK
Location: MONTGOMERY, NY
Job No. 21000327A

Customer Loyalty through Client Satisfaction

Site Code: 21000327 888

Station ID:
BEAVER DAM ROAD (APPROX. 745' SOUTH
OF I-84 OVERPASS)

Latitude: 0' 0.0000 Undefined

SB, NB	Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	Total	85th Percent	95th Percent
12/13/21	01:00	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3	42	44
	02:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	49	49
	03:00	0	0	0	0	1	2	2	3	0	0	1	0	0	0	0	0	0	9	49	62
	04:00	0	0	0	0	2	1	1	2	0	0	0	0	0	0	0	0	0	6	47	49
	05:00	0	0	0	1	3	2	3	0	0	1	1	0	0	0	0	0	0	11	56	62
	06:00	1	0	1	3	1	6	10	3	4	0	0	0	0	0	0	0	0	29	49	53
	07:00	0	1	0	1	7	16	14	9	4	0	0	0	0	0	0	0	0	52	47	51
	08:00	1	0	0	1	10	19	16	5	0	0	0	0	0	0	0	0	0	52	44	47
	09:00	3	0	0	8	10	15	17	12	1	1	0	0	0	0	0	0	0	67	46	49
	10:00	5	0	0	1	8	5	8	11	1	0	1	0	0	0	0	0	0	40	48	50
	11:00	1	0	0	6	9	8	11	4	0	0	0	0	0	0	0	0	0	39	44	47
	12 PM	4	0	6	0	19	23	21	6	2	1	1	0	0	0	0	0	0	83	44	49
	13:00	1	0	1	3	14	16	13	13	1	0	0	0	0	0	0	0	0	62	46	49
	14:00	13	1	1	11	12	23	14	14	3	0	0	0	0	0	0	0	0	92	46	49
	15:00	7	0	0	12	13	29	19	18	1	0	0	0	0	0	0	0	0	99	46	48
	16:00	3	0	0	2	19	26	13	7	2	0	0	0	0	0	0	0	0	72	44	48
	17:00	3	1	3	4	14	12	7	8	0	0	0	0	0	0	0	0	0	52	45	48
	18:00	12	0	2	0	6	5	7	2	0	0	0	0	0	0	0	0	0	34	42	45
	19:00	1	0	1	0	6	5	1	0	0	0	0	0	0	0	0	0	0	14	38	41
	20:00	2	1	0	1	5	11	5	1	0	0	0	0	0	0	0	0	0	26	42	44
	21:00	0	0	0	3	4	3	3	2	0	0	0	0	0	0	0	0	0	15	44	48
	22:00	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	43	44
	23:00	3	0	1	0	5	0	1	0	0	0	0	0	0	0	0	0	0	10	34	42
	Total	60	4	16	60	169	227	188	122	19	3	4	0	0	0	0	0	0	872		
	Percent	6.9%	0.5%	1.8%	6.9%	19.4%	26.0%	21.6%	14.0%	2.2%	0.3%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
	AM Peak	10:00	07:00	06:00	09:00	08:00	08:00	09:00	09:00	06:00	05:00	03:00							09:00		
	Vol.	5	1	1	8	10	19	17	12	4	1	1							67		
	PM Peak	14:00	14:00	12:00	15:00	12:00	15:00	12:00	15:00	14:00	12:00	12:00							15:00		
	Vol.	13	1	6	12	19	29	21	18	3	1	1							99		

Colliers Engineering

400 Columbus Avenue, Ste 180 E
Valhalla, NY 10595

Project: MID HUDSON INDUSTRIAL PARK
Location: MONTGOMERY, NY
Job No. 21000327A

Customer Loyalty through Client Satisfaction

Site Code: 21000327 888

Station ID:
BEAVER DAM ROAD (APPROX. 745' SOUTH
OF I-84 OVERPASS)

Latitude: 0' 0.0000 Undefined

SB, NB	Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	85th Percent	95th Percent
12/14/21	0	0	0	0	1	1	0	2	1	0	0	0	0	0	0	5	51	53
01:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	12	14
02:00	5	0	0	0	0	1	0	0	0	0	0	0	0	0	0	6	35	38
03:00	0	0	2	1	0	3	1	0	0	0	0	0	0	0	0	7	39	43
04:00	0	0	0	0	4	3	3	1	1	0	0	0	0	0	0	12	45	51
05:00	0	0	0	0	2	3	1	3	0	0	0	0	0	0	1	10	47	49
06:00	0	0	0	2	4	3	9	5	0	0	0	0	0	0	0	23	46	48
07:00	2	1	1	1	10	13	14	5	2	0	0	0	0	0	0	49	44	49
08:00	8	0	0	3	12	15	20	12	5	0	0	0	0	0	0	75	47	51
09:00	6	0	5	3	11	17	17	6	3	1	0	0	0	0	0	69	44	50
10:00	5	0	0	2	3	9	6	3	1	1	0	0	0	0	0	30	45	52
11:00	0	0	0	3	6	12	16	4	0	2	0	0	0	0	0	43	44	49
12 PM	4	0	0	6	12	20	19	2	1	0	0	0	0	0	0	64	43	44
13:00	1	0	0	2	2	12	10	7	2	1	0	0	0	0	0	37	48	52
14:00	13	1	1	1	16	13	17	9	1	0	0	0	0	0	0	72	44	48
15:00	5	0	0	0	22	21	16	12	3	1	0	0	0	0	0	80	46	49
16:00	1	0	0	3	13	24	22	9	2	0	0	1	0	0	0	75	45	49
17:00	1	0	0	3	4	23	5	3	0	0	0	0	0	0	0	39	42	46
18:00	2	0	0	0	6	10	7	1	0	0	0	0	0	0	0	26	42	44
19:00	0	0	0	1	3	7	4	0	0	1	0	0	0	0	0	16	43	55
20:00	0	0	0	1	1	8	6	3	0	0	0	0	0	0	0	19	45	48
21:00	1	0	0	0	4	5	1	3	0	0	0	0	0	0	0	14	46	48
22:00	1	0	1	0	3	2	2	0	0	0	0	0	0	0	0	9	41	43
23:00	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	6	43	44
Total	56	2	10	32	142	225	199	90	22	7	0	1	0	1	0	787		
Percent	7.1%	0.3%	1.3%	4.1%	18.0%	28.6%	25.3%	11.4%	2.8%	0.9%	0.0%	0.1%	0.0%	0.1%				
AM Peak	08:00	07:00	09:00	08:00	08:00	09:00	08:00	08:00	08:00	11:00					05:00	08:00		
Vol.	8	1	5	3	12	17	20	12	5	2					1	75		
PM Peak	14:00	14:00	14:00	12:00	15:00	16:00	16:00	15:00	15:00	13:00			16:00			15:00		
Vol.	13	1	1	6	22	24	22	12	3	1			1			80		

Colliers Engineering

400 Columbus Avenue, Ste 180 E
Valhalla, NY 10595

Project: MID HUDSON INDUSTRIAL PARK
Location: MONTGOMERY, NY
Job No. 21000327A

Customer Loyalty through Client Satisfaction

Site Code: 21000327 888
Station ID:
BEAVER DAM ROAD (APPROX. 745' SOUTH
OF I-84 OVERPASS)
Latitude: 0' 0.0000 Undefined

SB, NB	Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	85th Percent	95th Percent
12/15/21	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	3	57	59
01:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	54	54
02:00	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	3	48	49
03:00	0	0	0	0	0	0	2	0	0	1	1	0	0	0	0	4	57	58
04:00	0	0	0	1	2	0	3	0	1	1	0	0	0	0	0	8	53	57
05:00	0	0	0	0	2	1	3	0	0	0	0	0	0	1	0	7	44	73
06:00	0	0	0	3	2	4	6	5	0	1	0	0	0	0	0	21	47	49
07:00	2	0	0	3	6	17	15	6	4	0	0	0	0	0	0	53	46	51
08:00	4	0	0	2	10	16	11	13	7	0	0	0	0	0	0	63	49	52
09:00	5	1	3	11	13	19	16	4	1	0	0	0	0	0	0	73	43	46
10:00	2	0	0	0	1	4	2	0	0	0	0	0	0	0	0	9	41	43
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	13	1	3	20	36	65	57	30	15	4	0	0	1	0	245			
Percent	5.3%	0.4%	1.2%	8.2%	14.7%	26.5%	23.3%	12.2%	6.1%	1.6%	0.0%	0.0%	0.4%	0.0%				
AM Peak	09:00	09:00	09:00	09:00	09:00	09:00	09:00	08:00	08:00	00:00			05:00		09:00			
Vol.	5	1	3	11	13	19	16	13	7	1			1		73			
PM Peak																		
Vol.																		
Grand Total	187	11	47	207	700	1162	995	550	136	40	9	3	3	2	4052			
Percent	4.6%	0.3%	1.2%	5.1%	17.3%	28.7%	24.6%	13.6%	3.4%	1.0%	0.2%	0.1%	0.1%	0.0%				

15th Percentile : 31 MPH
50th Percentile : 38 MPH
85th Percentile : 46 MPH
95th Percentile : 49 MPH

Statistics
10 MPH Pace Speed : 36-45 MPH
Number in Pace : 2157
Percent in Pace : 53.2%
Number of Vehicles > 55 MPH : 57
Percent of Vehicles > 55 MPH : 1.4%
Mean Speed(Average) : 38 MPH

838177 - CR99 NEELYTOWN RD from NY 416 to NY 208

City: Montgomery **County:** Orange

LRS section: 187261011

Functional class: 5U - Major Collector (Urban)

AADT

12,032

E: 5,957

W: 6,076

Site Data



Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022
Statistics type	Actual	Actual	Estimated	Estimated	Actual	Estimated	Estimated	Estimated	Estimated
AADT	9,579	11,453	11,388	11,323	14,041	14,035	12,011	13,025	13,390
Single-Unit Truck AADT	918	1,098	1,092	1,085	1,346	1,345	1,151	1,249	1,284
Combo-Unit Truck AADT	2,346	2,805	2,789	2,773	3,439	3,437	2,942	3,190	3,279
K-Factor	0.065	0.063	0.063	0.063	0.065	0.065	0.065	0.065	0.065
D-Factor	0.559	0.533	0.533	0.533	0.509	0.509	0.509	0.509	0.509
Future AADT	-	-	-	-	-	-	-	-	-
Speed 85th Percentile	48.2	48.2	48.2	48.2	48.2	48.2	48.2	48.2	48.2
DHV	623	722	717	713	913	912	781	847	870
DDHV	348	385	382	380	465	464	397	431	443
Truck AADT	3,264	3,903	3,881	3,858	4,785	4,782	4,093	4,439	4,563

888-AM
TIS COUNT
2/2/23



830006 - NY416 from RT 207 to RT 211 END RT 416

City: Hamptonburgh **County:** Orange

Route number: 416

LRS section: 100381011

Functional class: 5U - Major Collector (Urban)

AADT

3,814

N: 1,935

S: 1,880

Site Data



Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022
Statistics type	Estimated	Actual	Estimated	Estimated	Estimated	Actual	Estimated	Estimated	Estimated
AADT	4,165	4,266	4,242	4,218	4,060	4,033	3,451	3,742	3,847
Single-Unit Truck AADT	146	214	214	213	205	209	179	194	199
Combo-Unit Truck AADT	14	36	36	36	34	16	14	15	15
K-Factor	0.093	0.091	0.091	0.091	0.091	0.096	0.096	0.096	0.096
D-Factor	0.592	0.623	0.623	0.623	0.623	0.681	0.681	0.681	0.681
Future AADT	-	-	-	-	-	-	-	-	-
Speed 85th Percentile	-	58.6	58.6	58.6	58.6	58.8	58.8	58.8	58.8
DHV	387	388	386	384	369	387	331	359	369
DDHV	229	242	240	239	230	264	226	245	252
Truck AADT	160	250	250	249	239	225	193	209	214

411-PM
TIS COUNT
2/2/23



830526 - NY208 from RT 84I OVER to RT 17K

City: Montgomery **County:** Orange

Route number: 208

LRS section: 100156011

Functional class: 4U - Minor Arterial (Urban)

AADT

16,986

N: 8,255

S: 8,730

Site Data



Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022
Statistics type	Estimated	Estimated	Actual	Estimated	Estimated	Actual	Estimated	Estimated	Estimated
AADT	16,396	16,395	16,817	16,667	16,827	17,100	14,482	15,645	16,013
Single-Unit Truck AADT	590	572	576	560	569	853	727	786	804
Combo-Unit Truck AADT	72	68	66	63	59	365	311	336	344
K-Factor	0.081	0.081	0.080	0.080	0.080	0.083	0.083	0.083	0.083
D-Factor	0.545	0.545	0.519	0.519	0.519	0.534	0.534	0.534	0.534
Future AADT	-	-	-	-	-	-	-	-	-
Speed 85th Percentile	-	-	-	-	-	44.6	44.6	44.6	44.6
DHV	1,328	1,328	1,345	1,333	1,346	1,419	1,202	1,299	1,329
DDHV	724	724	698	692	699	758	642	693	710
Truck AADT	662	640	642	623	628	1,218	1,038	1,122	1,148

830057 - NY208 from CR 4/MAYBROOK RD to RT 84I OVER

City: Maybrook **County:** Orange

Route number: 208

LRS section: 100156011

Functional class: 3U - Principal Arterial - Other (Urban)

AADT

5,379

N: 2,687

S: 2,692

Site Data



Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022
Statistics type	Estimated	Estimated	Estimated	Actual	Estimated	Estimated	Actual	Estimated	Estimated
AADT	6,971	6,850	6,731	6,791	6,772	6,742	5,348	6,082	5,971
Single-Unit Truck AADT	314	308	303	395	399	397	229	261	256
Combo-Unit Truck AADT	67	66	65	24	24	24	28	32	32
K-Factor	0.077	0.077	0.077	0.086	0.086	0.086	0.080	0.080	0.080
D-Factor	0.505	0.505	0.505	0.503	0.503	0.503	0.535	0.535	0.535
Future AADT	-	-	-	-	-	-	-	-	-
Speed 85th Percentile	-	-	-	36.5	36.5	36.5	37.6	37.6	37.6
DHV	537	527	518	584	582	580	428	487	478
DDHV	271	266	262	294	293	292	229	260	256
Truck AADT	381	374	368	419	423	421	257	293	288



Traffic Impact Study

Appendix F | Trip Generation Rate Comparison

Table No. 1A
Trip Generation Comparison Table

	ITE Land Use 130 Industrial Park	ITE Land Use 150 Warehouse	Hudson Crossing	Home Depot Distribution Center
	HTGR (1)	HTGR (2)	HTGR (4)	HTGR (5)
Weekday AM Peak Hour	0.41	0.21	0.13	0.04
Weekday PM Peak Hour	0.40	0.23	0.14	0.12
Saturday Peak Hour	0.405 (3)	0.22 (3)	0.005	0.050

(1) THE HOURLY TRIP GENERATION RATES (HTGR) ARE BASED ON ITE LAND USE CODE - 130 - INDUSTRIAL PARK - PEAK HOUR OF GENERATOR.

(2) THE HOURLY TRIP GENERATION RATES (HTGR) ARE BASED ON ITE LAND USE CODE - 150 - WAREHOUSE - PEAK HOUR OF GENERATOR.

(3) ITE LAND USE HAS LIMITED STUDIES ON SATURDAY (2 STUDIES).

AS A RESULT THE AVERAGE OF THE WEEKDAY AM AND PM PEAK HOURS WERE USED TO DETERMINE THE SATURDAY PEAK MIDDAY HOUR

(4) BASED ON TRAFFIC COUNTS COLLECTED BY REPRESENTATIVES OF COLLIERS ENGINEERING & DESIGN
ON TUESDAY, MARCH 21, 2023 AND SATURDAY, MARCH 18, 2023
AT HUDSON CROSSING - APPROXIMATELY 1,107,500 S.F.

(5) BASED ON TRAFFIC COUNTS COLLECTED BY REPRESENTATIVES OF COLLIERS ENGINEERING & DESIGN
ON TUESDAY, MARCH 21, 2023 AND SATURDAY, MARCH 18, 2023
AT THE HOME DEPOT DISTRIBUTION CENTER - APPROXIMATELY 760,000 S.F.

Table No. 1B

Hudson Crossing Industrial Park / Home Depot Distribution Center

Weekday

		Hudson Crossing Industrial Park ~ 1,107,500 s.f.				The Home Depot Distribution Center 760,000 s.f.			
		ENTRY	EXIT	TOTAL	HTGR	ENTRY	EXIT	TOTAL	TOTAL
7:00 AM	8:00 AM	111	31	142	0.128	22	11	33	0.043
8:00 AM	9:00 AM	47	22	69	0.062	13	13	26	0.034
9:00 AM	10:00 AM	39	24	63	0.057	15	13	28	0.037
10:00 AM	11:00 AM	21	30	51	0.046	6	8	14	0.018
11:00 AM	12:00 PM	25	37	62	0.056	20	21	41	0.054
12:00 PM	1:00 PM	33	36	69	0.062	13	16	29	0.038
1:00 PM	2:00 PM	42	67	109	0.098	17	15	32	0.042
2:00 PM	3:00 PM	44	55	99	0.089	19	23	42	0.055
3:00 PM	4:00 PM	22	114	136	0.123	41	53	94	0.124
4:00 PM	5:00 PM	17	94	111	0.100	6	13	19	0.025
5:00 PM	6:00 PM	51	46	97	0.088	6	12	18	0.024
6:00 PM	7:00 PM	14	10	24	0.022	4	9	13	0.017

Saturday

		Hudson Crossing Industrial Park ~ 1,107,500 s.f.				The Home Depot Distribution Center 760,000 s.f.			
		ENTRY	EXIT	TOTAL	HTGR	ENTRY	EXIT	TOTAL	TOTAL
7:00 AM	8:00 AM	-	-	-	-	-	-	-	-
8:00 AM	9:00 AM	-	-	-	-	-	-	-	-
9:00 AM	10:00 AM	-	-	-	-	-	-	-	-
10:00 AM	11:00 AM	3	4	7	0.006	1	0	1	0.001
11:00 AM	12:00 PM	1	3	4	0.004	2	4	6	0.008
12:00 PM	1:00 PM	1	0	1	0.001	4	4	8	0.011
1:00 PM	2:00 PM	1	4	5	0.005	0	3	3	0.004
2:00 PM	3:00 PM	4	1	5	0.005	1	2	3	0.004
3:00 PM	4:00 PM	1	0	1	0.001	2	7	9	0.012
4:00 PM	5:00 PM	1	1	2	0.002	4	36	40	0.053
5:00 PM	6:00 PM	0	2	2	0.002	0	6	6	0.008
6:00 PM	7:00 PM	2	3	5	0.005	0	0	0	0.000

BASED ON TRAFFIC COUNTS COLLECTED BY REPRESENTATIVES OF COLLIERS ENGINEERING & DESIGN
ON TUESDAY, MARCH 21, 2023 AND SATURDAY, MARCH 18, 2023

Colliers Engineering & Design

400 Columbus Avenue - Suite 180E

Valhalla, New York 10595

Accelerating Success

File Name : 1-Neelytown_Road_(CR_99)_and_Hudson_CrossingDrive_Home_Depot_Distribution_Center_1049602_03-21-2023

Site Code :

Start Date : 3/21/2023

Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

Start Time	HOME DEPOT DRIVEWAY From North					NEELYTOWN RD From East					HUDSON CROSSING From South					NEELYTOWN RD From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	1	0	1	5	33	7	0	45	2	0	2	0	4	13	35	0	0	48	98
07:15 AM	0	0	2	0	2	5	20	18	0	43	2	0	0	0	2	36	40	2	0	78	125
07:30 AM	1	0	4	0	5	4	33	16	0	53	12	0	5	0	17	7	41	1	0	49	124
07:45 AM	0	0	3	0	3	3	46	6	0	55	3	0	5	0	8	8	36	2	0	46	112
Total	1	0	10	0	11	17	132	47	0	196	19	0	12	0	31	64	152	5	0	221	459
08:00 AM	0	0	4	0	4	3	56	4	0	63	3	0	3	0	6	7	42	0	0	49	122
08:15 AM	2	0	3	0	5	1	48	4	0	53	6	0	2	0	8	4	31	2	0	37	103
08:30 AM	0	0	3	0	3	1	52	7	0	60	2	0	2	0	4	6	39	0	0	45	112
08:45 AM	0	0	1	0	1	5	47	7	0	59	3	0	1	0	4	8	45	1	0	54	118
Total	2	0	11	0	13	10	203	22	0	235	14	0	8	0	22	25	157	3	0	185	455
09:00 AM	0	0	2	0	2	4	38	6	0	48	3	0	1	0	4	2	43	1	0	46	100
09:15 AM	1	0	2	0	3	4	33	6	0	43	2	0	3	0	5	3	36	2	0	41	92
09:30 AM	2	0	4	0	6	0	37	7	0	44	6	0	2	0	8	6	30	1	0	37	95
09:45 AM	1	0	1	0	2	2	35	6	0	43	2	0	5	0	7	3	32	1	0	36	88
Total	4	0	9	0	13	10	143	25	0	178	13	0	11	0	24	14	141	5	0	160	375
10:00 AM	2	0	1	0	3	1	37	2	0	40	3	0	5	0	8	2	23	1	0	26	77
10:15 AM	0	0	1	0	1	0	27	3	0	30	3	0	3	0	6	1	17	0	0	18	55
10:30 AM	0	0	2	0	2	1	19	5	0	25	7	0	3	0	10	2	26	0	0	28	65
10:45 AM	0	0	2	0	2	3	28	5	0	36	1	0	5	0	6	1	32	0	0	33	77
Total	2	0	6	0	8	5	111	15	0	131	14	0	16	0	30	6	98	1	0	105	274
11:00 AM	3	0	3	0	6	5	32	4	0	41	5	0	5	0	10	2	25	1	0	28	85
11:15 AM	0	0	3	0	3	4	17	5	0	26	3	0	2	0	5	2	27	0	0	29	63
11:30 AM	4	0	4	0	8	2	22	3	0	27	6	0	3	0	9	1	28	0	0	29	73
11:45 AM	2	0	2	0	4	6	27	7	0	40	9	0	4	0	13	1	28	2	0	31	88
Total	9	0	12	0	21	17	98	19	0	134	23	0	14	0	37	6	108	3	0	117	309
12:00 PM	3	0	2	0	5	0	28	7	0	35	15	0	2	0	17	2	48	0	0	50	107
12:15 PM	0	0	1	0	1	9	37	11	0	57	5	0	0	0	5	4	34	1	0	39	102
12:30 PM	1	0	5	0	6	0	29	1	0	30	5	0	4	0	9	0	27	0	0	27	72
12:45 PM	0	0	4	0	4	3	21	8	0	32	4	0	1	0	5	0	23	0	0	23	64
Total	4	0	12	0	16	12	115	27	0	154	29	0	7	0	36	6	132	1	0	139	345
01:00 PM	0	0	4	0	4	4	28	8	0	40	12	0	4	0	16	3	28	0	0	31	91
01:15 PM	0	0	0	0	0	4	27	7	0	38	9	0	3	0	12	1	25	0	0	26	76
01:30 PM	1	0	3	0	4	2	49	6	0	57	13	0	4	0	17	5	30	2	0	37	115
01:45 PM	3	0	4	0	7	4	36	9	0	49	13	0	9	0	22	3	33	1	0	37	115
Total	4	0	11	0	15	14	140	30	0	184	47	0	20	0	67	12	116	3	0	131	397

Colliers Engineering & Design

400 Columbus Avenue - Suite 180E

Valhalla, New York 10595

Accelerating Success

File Name : 1-Neelytown_Road_(CR_99)_and_Hudson_CrossingDrive_Home_Depot_Distribution_Center_1049602_03-21-2023

Site Code :

Start Date : 3/21/2023

Page No : 2

Groups Printed- Lights - Buses - Trucks - Pedestrians

Start Time	HOME DEPOT DRIVEWAY From North					NEELYTOWN RD From East					HUDSON CROSSING From South					NEELYTOWN RD From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:00 PM	3	0	5	0	8	2	28	7	0	37	12	0	9	0	21	3	45	0	0	48	114
02:15 PM	0	0	4	0	4	1	37	8	0	46	11	0	4	0	15	5	36	1	0	42	107
02:30 PM	1	0	2	0	3	6	49	8	0	63	7	0	5	0	12	4	48	3	0	55	133
02:45 PM	3	0	5	0	8	5	44	5	0	54	4	0	3	0	7	4	41	1	0	46	115
Total	7	0	16	0	23	14	158	28	0	200	34	0	21	0	55	16	170	5	0	191	469
03:00 PM	3	0	2	0	5	3	44	6	0	53	10	0	5	0	15	1	39	1	0	41	114
03:15 PM	0	0	5	0	5	5	49	1	0	55	26	0	23	0	49	1	42	2	0	45	154
03:30 PM	15	0	22	0	37	9	56	6	0	71	28	0	9	0	37	0	48	6	0	54	199
03:45 PM	1	0	5	0	6	14	51	4	0	69	12	0	1	0	13	3	42	1	0	46	134
Total	19	0	34	0	53	31	200	17	0	248	76	0	38	0	114	5	171	10	0	186	601
04:00 PM	1	0	3	0	4	1	43	4	0	48	17	0	8	0	25	2	35	0	0	37	114
04:15 PM	1	0	3	0	4	3	45	3	0	51	12	0	21	0	33	1	55	0	0	56	144
04:30 PM	1	0	4	0	5	1	55	1	0	57	10	0	14	0	24	1	44	1	0	46	132
04:45 PM	0	0	0	0	0	0	36	3	0	39	7	0	5	0	12	2	38	0	0	40	91
Total	3	0	10	0	13	5	179	11	0	195	46	0	48	0	94	6	172	1	0	179	481
05:00 PM	1	0	5	0	6	2	42	10	0	54	5	0	8	0	13	6	34	2	0	42	115
05:15 PM	0	0	4	0	4	1	51	15	0	67	4	0	5	0	9	9	54	0	0	63	143
05:30 PM	1	0	1	0	2	0	41	1	0	42	7	0	5	0	12	1	41	1	0	43	99
05:45 PM	0	0	0	0	0	0	40	6	0	46	6	0	6	0	12	3	32	0	0	35	93
Total	2	0	10	0	12	3	174	32	0	209	22	0	24	0	46	19	161	3	0	183	450
06:00 PM	1	0	0	0	1	1	24	1	0	26	4	0	1	0	5	1	27	1	0	29	61
06:15 PM	0	0	1	0	1	0	26	9	0	35	1	0	0	0	1	2	21	0	0	23	60
06:30 PM	1	0	3	0	4	0	24	1	0	25	3	0	1	0	4	0	20	0	0	20	53
06:45 PM	1	0	2	0	3	2	24	0	0	26	0	0	0	0	0	0	28	0	0	28	57
Total	3	0	6	0	9	3	98	11	0	112	8	0	2	0	10	3	96	1	0	100	231
Grand Total	60	0	147	0	207	141	1751	284	0	2176	345	0	221	0	566	182	1674	41	0	1897	4846
Apprch %	29	0	71	0		6.5	80.5	13.1	0		61	0	39	0		9.6	88.2	2.2	0		
Total %	1.2	0	3	0	4.3	2.9	36.1	5.9	0	44.9	7.1	0	4.6	0	11.7	3.8	34.5	0.8	0	39.1	
Lights	48	0	92	0	140	77	1348	210	0	1635	287	0	181	0	468	152	1413	36	0	1601	3844
% Lights	80	0	62.6	0	67.6	54.6	77	73.9	0	75.1	83.2	0	81.9	0	82.7	83.5	84.4	87.8	0	84.4	79.3
Buses	0	0	0	0	0	0	5	2	0	7	0	0	0	0	0	0	8	0	0	8	15
% Buses	0	0	0	0	0	0	0.3	0.7	0	0.3	0	0	0	0	0	0	0.5	0	0	0.4	0.3
Trucks	12	0	55	0	67	64	398	72	0	534	58	0	40	0	98	30	253	5	0	288	987
% Trucks	20	0	37.4	0	32.4	45.4	22.7	25.4	0	24.5	16.8	0	18.1	0	17.3	16.5	15.1	12.2	0	15.2	20.4
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Colliers Engineering & Design

400 Columbus Avenue - Suite 180E

Valhalla, New York 10595

Accelerating Success

File Name : 1-Neelytown_Road_(CR_99)_and_Hudson_CrossingDrive_Home_Depot_Distribution_Center-SAT_1049598_03-18-2023

Site Code :

Start Date : 3/18/2023

Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

Start Time	HOME DEPOT DRIVEWAY From North					NEELYTOWN RD From East					HUDSON CROSSING From South					NEELYTOWN RD From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
09:30 AM	0	0	1	0	1	0	22	0	0	22	1	0	0	0	1	0	15	0	0	15	39
09:45 AM	0	0	0	0	0	0	34	0	0	34	0	0	0	0	0	0	22	0	0	22	56
Total	0	0	1	0	1	0	56	0	0	56	1	0	0	0	1	0	37	0	0	37	95
10:00 AM	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	0	17	0	0	17	38
10:15 AM	0	0	0	0	0	0	24	2	0	26	0	0	2	0	2	0	12	0	0	12	40
10:30 AM	0	0	0	0	0	0	16	1	0	17	1	0	1	0	2	0	22	0	0	22	41
10:45 AM	0	0	0	0	0	1	19	0	0	20	0	0	0	0	0	0	22	0	0	22	42
Total	0	0	0	0	0	1	80	3	0	84	1	0	3	0	4	0	73	0	0	73	161
11:00 AM	0	0	1	0	1	1	14	0	0	15	1	0	0	0	1	0	19	0	0	19	36
11:15 AM	0	0	1	0	1	0	26	1	0	27	0	0	0	0	0	0	26	0	0	26	54
11:30 AM	1	0	0	0	1	0	19	0	0	19	1	0	1	0	2	0	18	0	0	18	40
11:45 AM	0	0	1	0	1	0	22	0	0	22	0	0	0	0	0	0	22	1	0	23	46
Total	1	0	3	0	4	1	81	1	0	83	2	0	1	0	3	0	85	1	0	86	176
12:00 PM	2	0	2	0	4	0	32	0	0	32	0	0	0	0	0	0	19	0	0	19	55
12:15 PM	0	0	0	0	0	1	22	0	0	23	0	0	0	0	0	0	22	0	0	22	45
12:30 PM	0	0	0	0	0	1	20	0	0	21	0	0	0	0	0	0	25	1	0	26	47
12:45 PM	0	0	0	0	0	1	23	0	0	24	0	0	0	0	0	1	81	0	0	82	106
Total	2	0	2	0	4	3	97	0	0	100	0	0	0	0	0	1	147	1	0	149	253
01:00 PM	0	0	1	0	1	0	32	0	0	32	2	0	0	0	2	0	73	0	0	73	108
01:15 PM	1	0	0	0	1	0	30	0	0	30	0	0	0	0	0	0	55	0	0	55	86
01:30 PM	0	0	1	0	1	0	22	0	0	22	1	0	0	0	1	0	48	0	0	48	72
01:45 PM	0	0	0	0	0	0	33	1	0	34	1	0	0	0	1	0	19	0	0	19	54
Total	1	0	2	0	3	0	117	1	0	118	4	0	0	0	4	0	195	0	0	195	320
02:00 PM	0	0	1	0	1	1	21	0	0	22	1	0	0	0	1	0	23	0	0	23	47
02:15 PM	0	0	0	0	0	0	21	1	0	22	0	0	0	0	0	3	34	0	0	37	59
02:30 PM	0	0	0	0	0	0	24	0	0	24	0	0	0	0	0	0	25	0	0	25	49
02:45 PM	0	0	1	0	1	0	26	0	0	26	0	0	0	0	0	0	21	0	0	21	48
Total	0	0	2	0	2	1	92	1	0	94	1	0	0	0	1	3	103	0	0	106	203
03:00 PM	0	0	2	0	2	1	20	0	0	21	0	0	0	0	0	0	29	0	0	29	52
03:15 PM	1	0	1	0	2	0	15	0	0	15	0	0	0	0	0	0	24	0	0	24	41
03:30 PM	1	0	1	0	2	0	21	0	0	21	0	0	0	0	0	0	16	0	0	16	39
03:45 PM	0	0	1	0	1	1	18	1	0	20	0	0	0	0	0	0	21	0	0	21	42
Total	2	0	5	0	7	2	74	1	0	77	0	0	0	0	0	0	90	0	0	90	174

Traffic Impact Study

Appendix G | Accident Rates

Table 4-A
Summary of Accident Rates and Comparison to State Wide Averages
NYS Route 208 between I-84 Exit 28 Ramps
January 1, 2017 through December 31, 2021

Roadway Intersection/Segment	Analysis Period (Years)	Intersection AADT (VPD)	Segment Length (Miles)	No. of Accidents	Segment Accident Rate (ACC/MEV)	State-Wide Average Accident Rate (ACC/MEV)
NYS Route 208 & I-84 WB Ramp	5	25,963	---	54	1.14	0.26
NYS Route 208 & I-84 EB Ramp/Neelytown Road						

Notes:

- 1) State-Wide Average Accident Rates based on "Average Accident Rates for State Highways By Facility Type" published by the New York State Department of Transportation for the period September 1, 2017 through August 31, 2019.

Table 4-B
Intersection AADT Table

Intersection	Peak Hour	Total Intersection Volume
NYS Route 208 & I-84 WB Ramp	AM	1834
NYS Route 208 & I-84 EB Ramp/Neelytown Road	AM	1884
	Average	1,859

Intersection	Peak Hour	Total Intersection Volume
NYS Route 208 & I-84 WB Ramp	PM	2018
NYS Route 208 & I-84 EB Ramp/Neelytown Road	PM	1995
	Average	2,007

Intersection	Peak Hour	Total Average Intersection Volume	Peak Hour % of AADT	AADT
NYS Route 208 & I-84 WB Ramp	AM	1859	6.7%	27,746
NYS Route 208 & I-84 EB Ramp/Neelytown Road	PM	2007	8.3%	24,181
	Average			25,963

(1) - Peak Hour Traffic Volumes - Figures No. 2 & 3
(2) Based on NYSDOT 2019 Projections

Station 830526
NY208

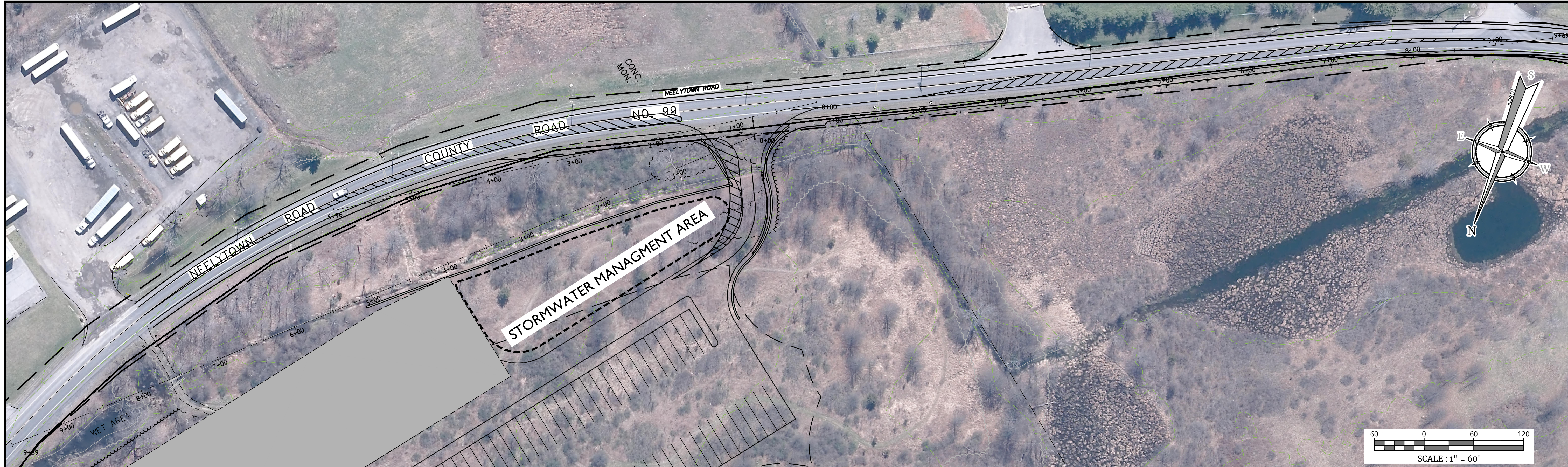
from RT 84I OVER to RT 17K

Direction:	Combined Total
Calculation Year:	2019
AADT Type:	Actual
AADT:	17100
Truck AADT Type:	Actual
Truck AADT:	1226
Truck Percentage:	7
NHS:	
Functional Class:	16
Route_ID	100156011
Average Speed (mph):	38
DHV:	1413
DDHV:	754
Morning Peak:	1147
Afternoon Peak:	1085
Evening Peak:	1413

Traffic Impact Study

Appendix H |

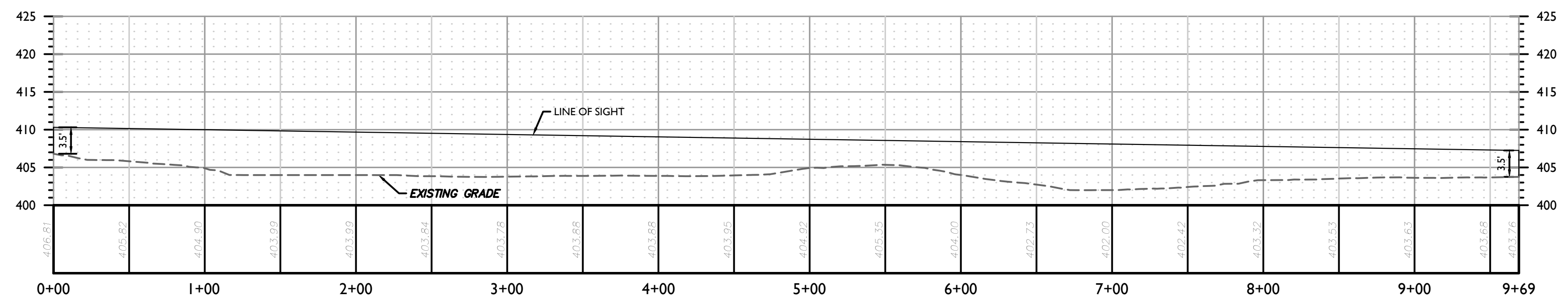
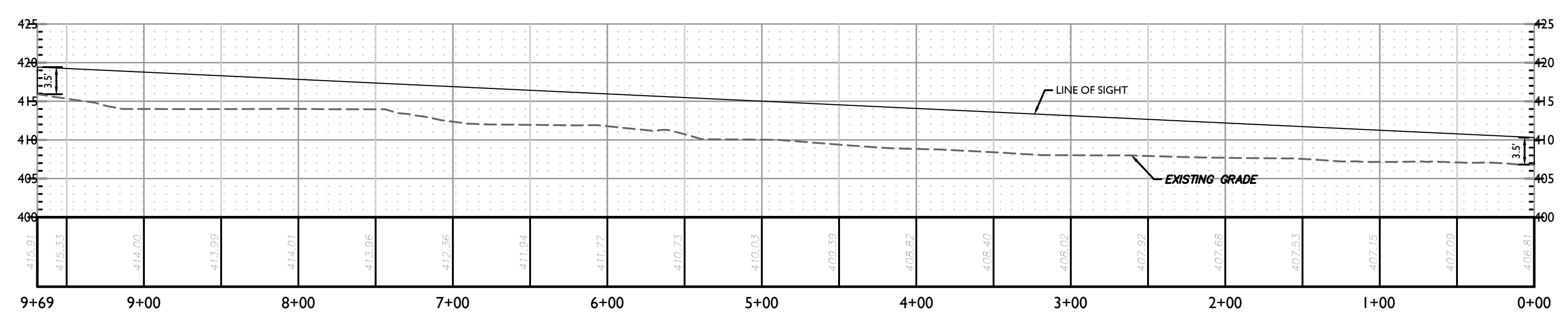
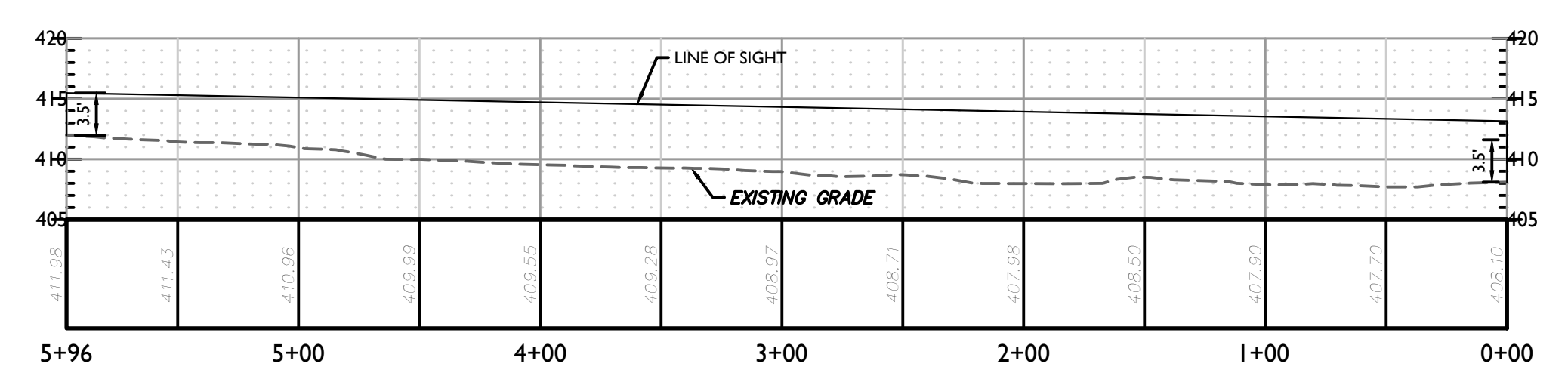
Sight Distance Plans/Turning Templates



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Know what's below.
Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM



SIGHT DISTANCE SUMMARY TABLE - PASSENGER CARS					
85TH PERCENTILE SPEED 54 MPH		AVAILABLE SIGHT DISTANCE (FT)		AASHTO SIGHT DISTANCES	
		EXISTING	PROPOSED	STOPPING SIGHT DISTANCE (FT)	INTERSECTION SIGHT DISTANCE (FT)
	LOOKING RIGHT	635+	635+	471	635
LEFT TURN FROM MAJOR ROAD	LEFT TURN ENTRY	471+	471+	471	437

SIGHT DISTANCE SUMMARY TABLE - COMBINATION TRUCKS					
85TH PERCENTILE SPEED 54 MPH		AVAILABLE SIGHT DISTANCE (FT)		AASHTO SIGHT DISTANCES	
		EXISTING	PROPOSED	STOPPING SIGHT DISTANCE (FT)	INTERSECTION SIGHT DISTANCE (FT)
	LOOKING RIGHT	969+	969+	471	969
LEFT TURN FROM MAJOR ROAD	LEFT TURN ENTRY	596+	596+	471	596

- NOTES:
- BASED ON THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO), 7TH EDITION 2018.
 - AASHTO SIGHT DISTANCES ARE BASED ON 54 MPH OPERATING SPEED ALONG THE ROADWAY IN THE VICINITY OF THE SITE ACCESS LOCATION FOR PASSENGER CARS AND COMBINATION TRUCKS ADJUSTED FOR PROPOSED LEFT TURN LANE.
 - AVAILABLE SIGHT DISTANCES SHOWN ARE FOR EXISTING CONDITIONS AND FOR FUTURE CONDITIONS AFTER COMPLETION OF ANY IMPROVEMENTS SUCH AS VEGETATIVE PRUNING/CLEARING.

REV.	DATE	DRAWN BY	DESCRIPTION

Philip John Grealy
NEW YORK LICENSED PROFESSIONAL ENGINEER
LICENSE NUMBER: 059858-1
COLLIERS ENGINEERING & DESIGN CT, P.C.
N.Y. C.O.A. #: 0077609

SIGHT DISTANCE ANALYSIS
FOR
RDM GROUP, LLC
TAX LOT: 36-1-33
TAX LOT: 33-1-91
TOWN OF MONTGOMERY
ORANGE COUNTY
NEW YORK

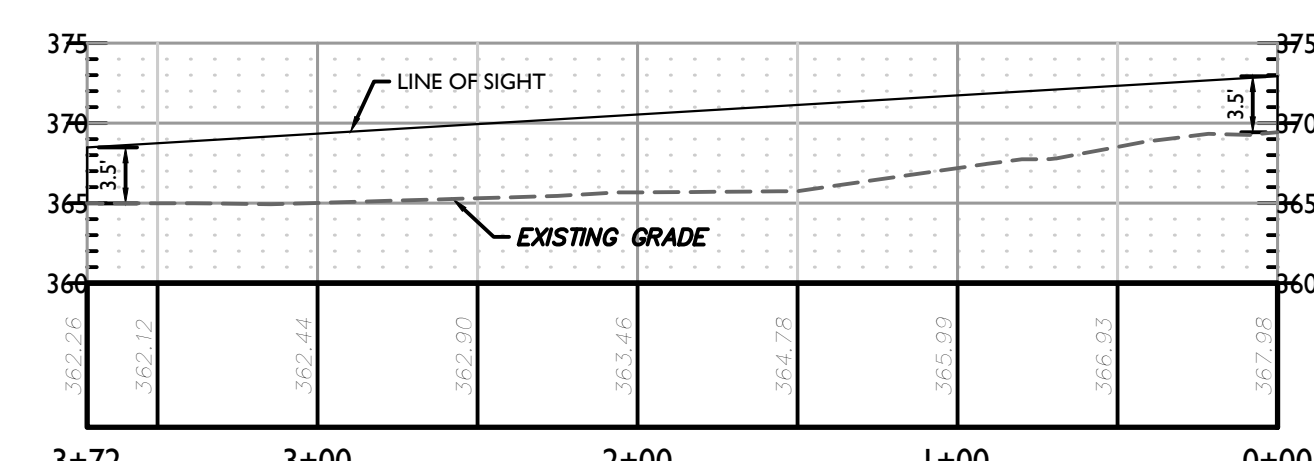
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SCALE: AS SHOWN DATE: 7/15/24 DRAWN BY: P.W.G. CHECKED BY: A.P.R.
PROJECT NUMBER: 21000327A DRAWING NAME: R-EXBT-SGHT

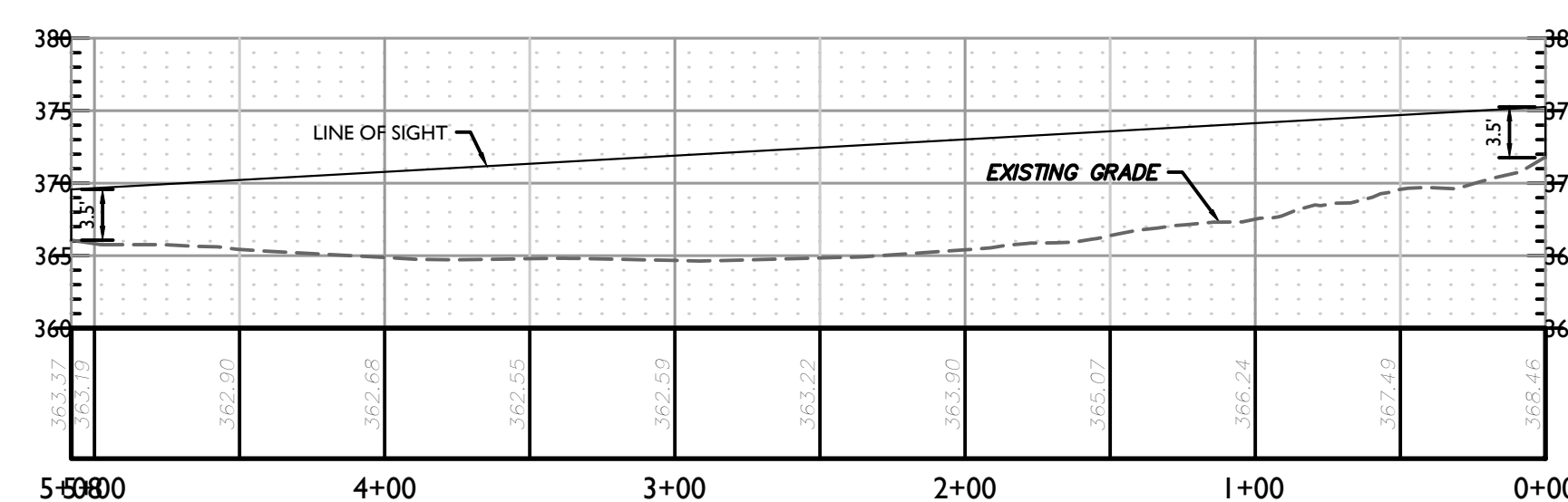
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SHEET NUMBER: SD-01

30113100327A Transportation Site Distance Review 8/08/24 1:54:47 AM by: PJO/TH/ELP

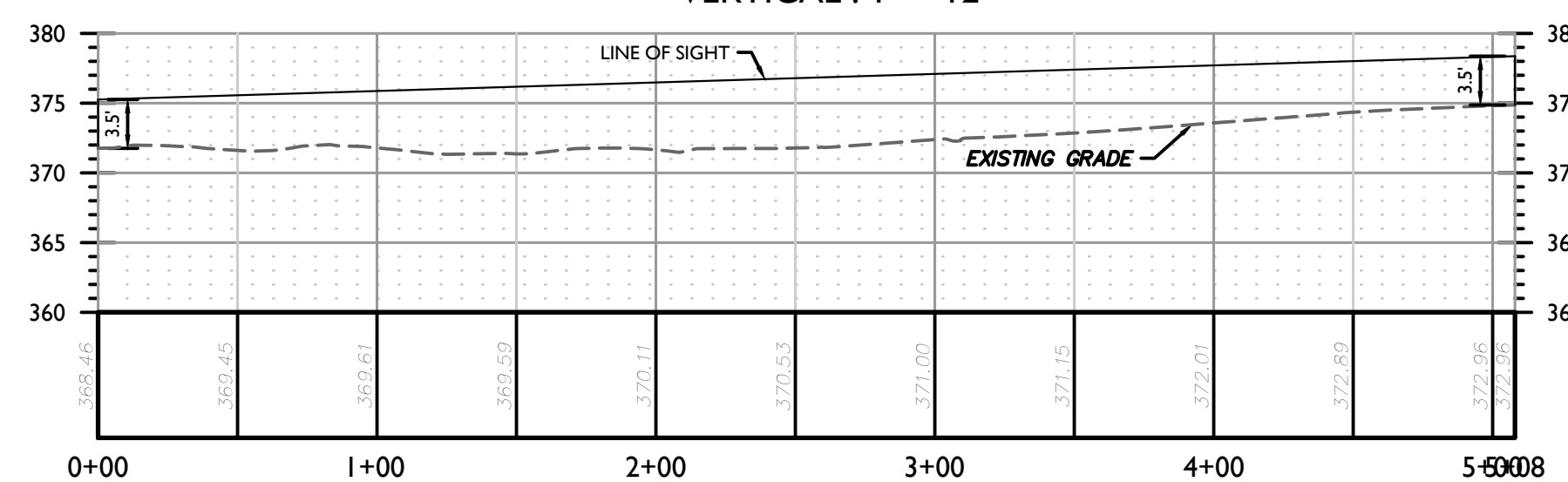
NOTE: DO NOT SCALE DRAWINGS FOR CONSTRUCTION.



PROFILE OF DRIVEWAY 2 LEFT TURN ENTRY
HORIZONTAL : 1" = 60'
VERTICAL : 1" = 12'



PROFILE OF DRIVEWAY 2 ISD LOOKING LEFT
HORIZONTAL : 1" = 60'
VERTICAL : 1" = 12'



PROFILE OF DRIVEWAY 2 ISD LOOKING RIGHT
HORIZONTAL : 1" = 60'
VERTICAL : 1" = 12'

SIGHT DISTANCE SUMMARY TABLE - PASSENGER CARS					
85TH PERCENTILE SPEED <u>46 MPH</u>		AVAILABLE SIGHT DISTANCE (FT)		AASHTO SIGHT DISTANCES	
		EXISTING	PROPOSED	STOPPING SIGHT DISTANCE (FT)	INTERSECTION SIGHT DISTANCE (FT)
LEFT TURN FROM SITE ACCESS	LOOKING LEFT	508+	508+	372	508
	LOOKING RIGHT	508+	508+	372	508
LEFT TURN FROM MAJOR ROAD	LEFT TURN ENTRY	372+	372+	372	372

- NOTES:
- BASED ON THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO), 7TH EDITION 2018.
 - AASHTO SIGHT DISTANCES ARE BASED ON 46 MPH OPERATING SPEED ALONG THE ROADWAY IN THE VICINITY OF THE SITE ACCESS LOCATION FOR PASSENGER CARS.
 - AVAILABLE SIGHT DISTANCES SHOWN ARE FOR EXISTING CONDITIONS AND FOR FUTURE CONDITIONS AFTER COMPLETION OF ANY IMPROVEMENTS SUCH AS VEGETATIVE PRUNING/CLEARING.

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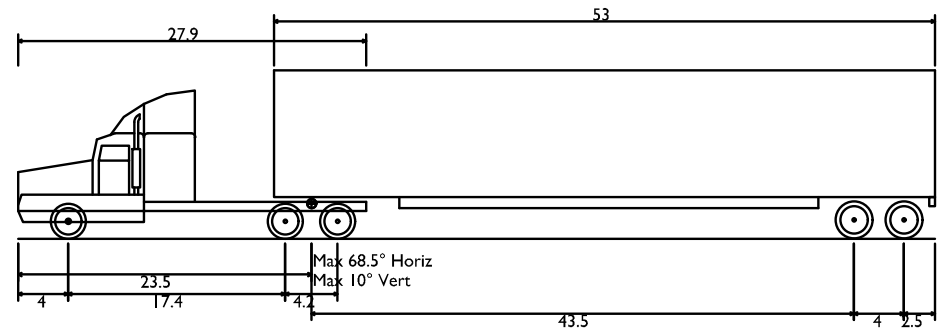
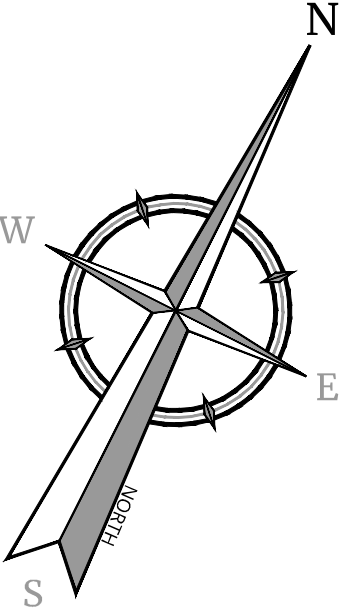
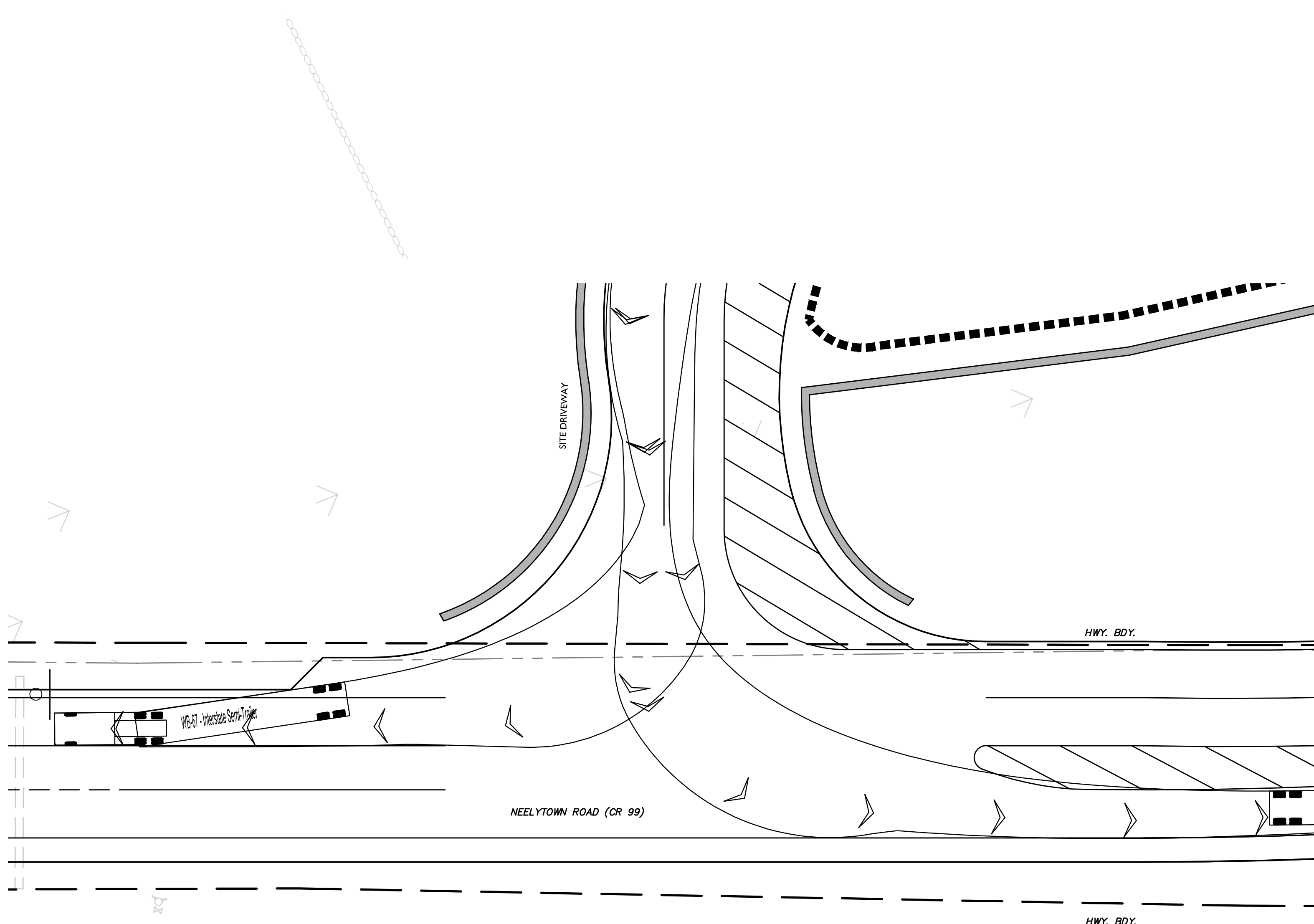
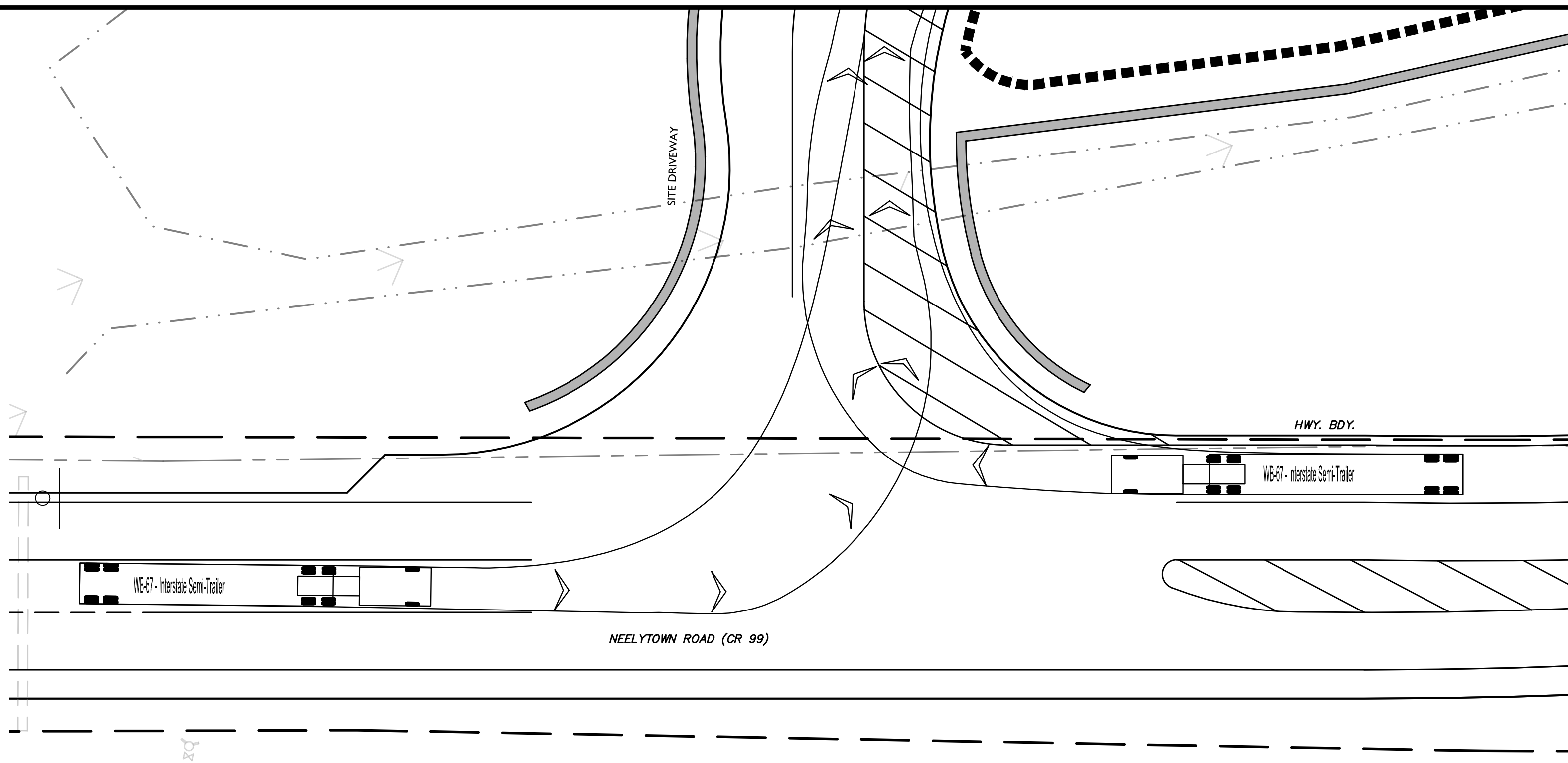
SIGHT DISTANCE ANALYSIS
FOR
RDM GROUP, LLC

TAX LOT: 36-1-33
TAX LOT: 33-1-91

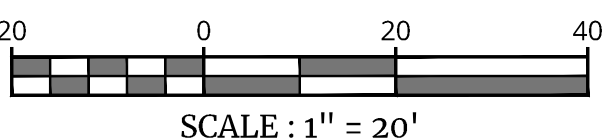
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PROJECT NUMBER: 21000327A	DRAWING NAME: R-EXBT-SIGHT	SHEET TITLE: DRIVEWAY 2 (BEAVER DAM ROAD) SIGHT LINES	
SHEET NUMBER: SD-02			



WB-67 - Interstate Semi-Trailer	73.501ft
Overall Length	8.500ft
Overall Width	13.344ft
Overall Body Height	8.500ft
Min Body Ground Clearance	6.00s
Max Track Width	28.40°
Lock-to-lock time	
Max Steering Angle (Virtual)	



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VEHICLE TURNING TRACKS

FOR
RDM GROUP, LLC

TAX LOT: 36-1-33
TAX LOT: 33-1-91

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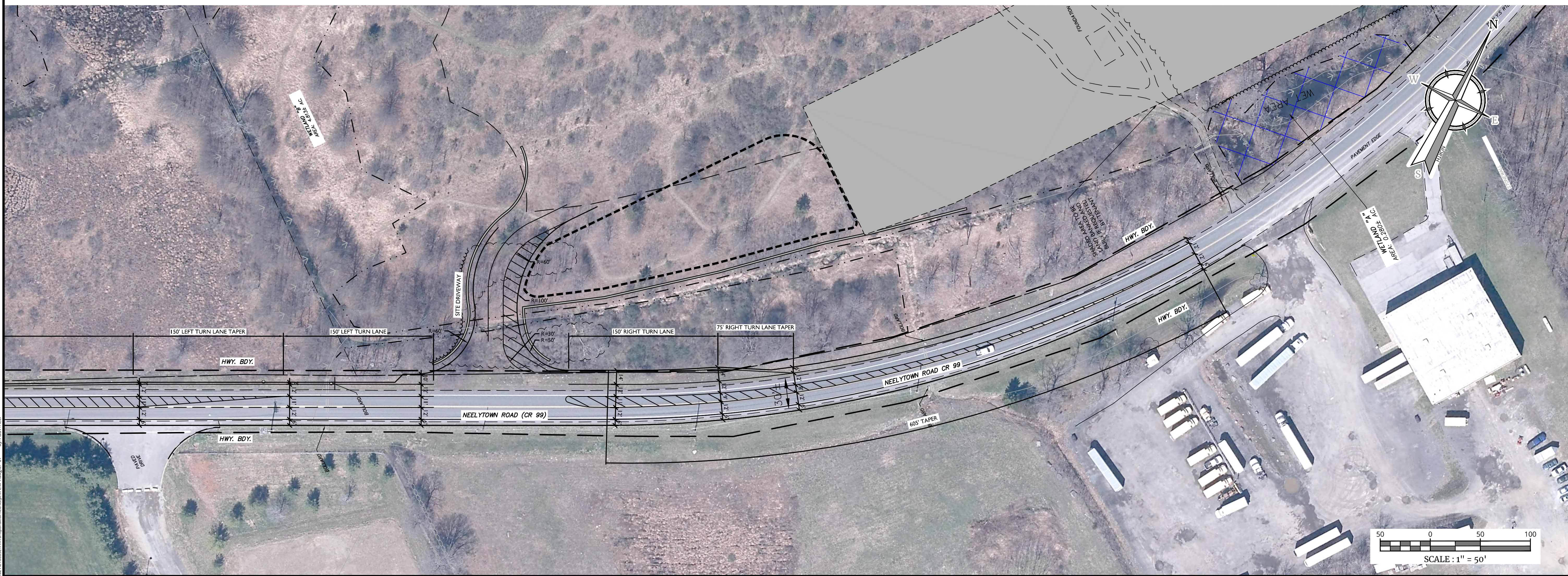
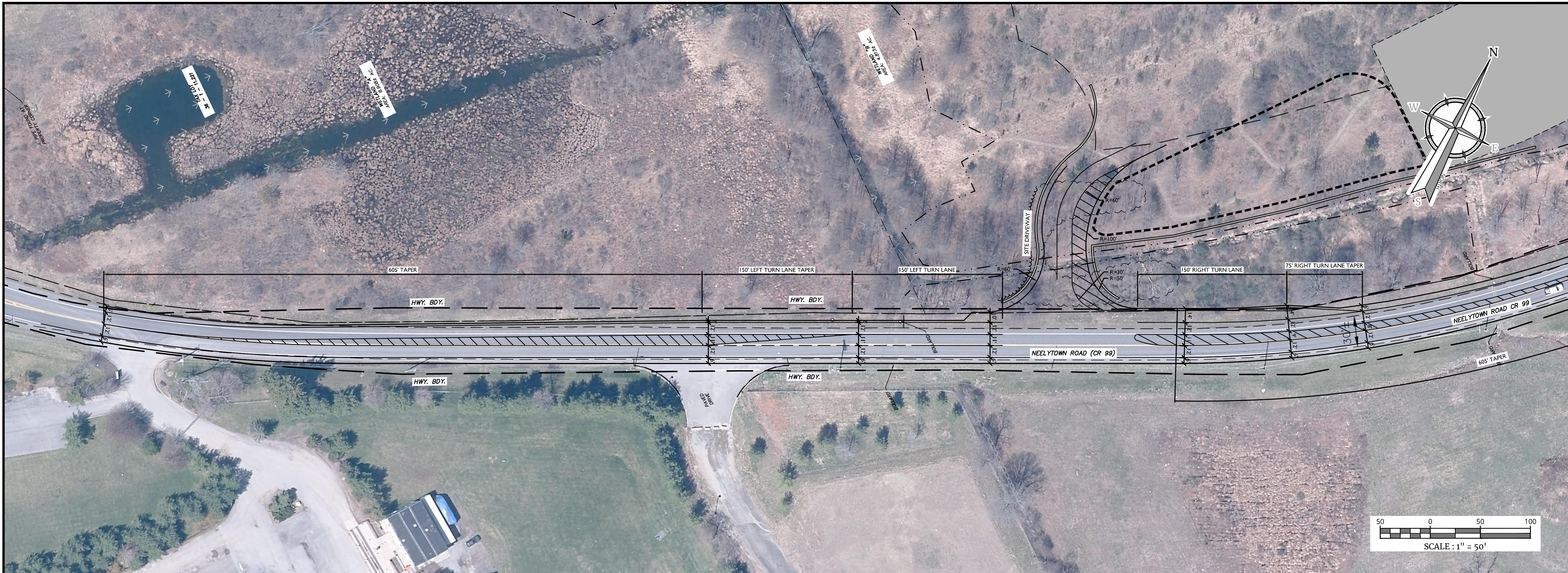
SHEET TITLE:
WB-67 TURNING TRACKS TRUCK ACCESS

SHEET NUMBER:
TT-01

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Traffic Impact Study

Appendix I | Conceptual Improvement Plans



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CONCEPTUAL IMPROVEMENT PLAN FOR RDM GROUP, LLC

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TAX LOT: 33-1-91

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CONCEPTUAL ROADWAY IMPROVEMENT PLAN

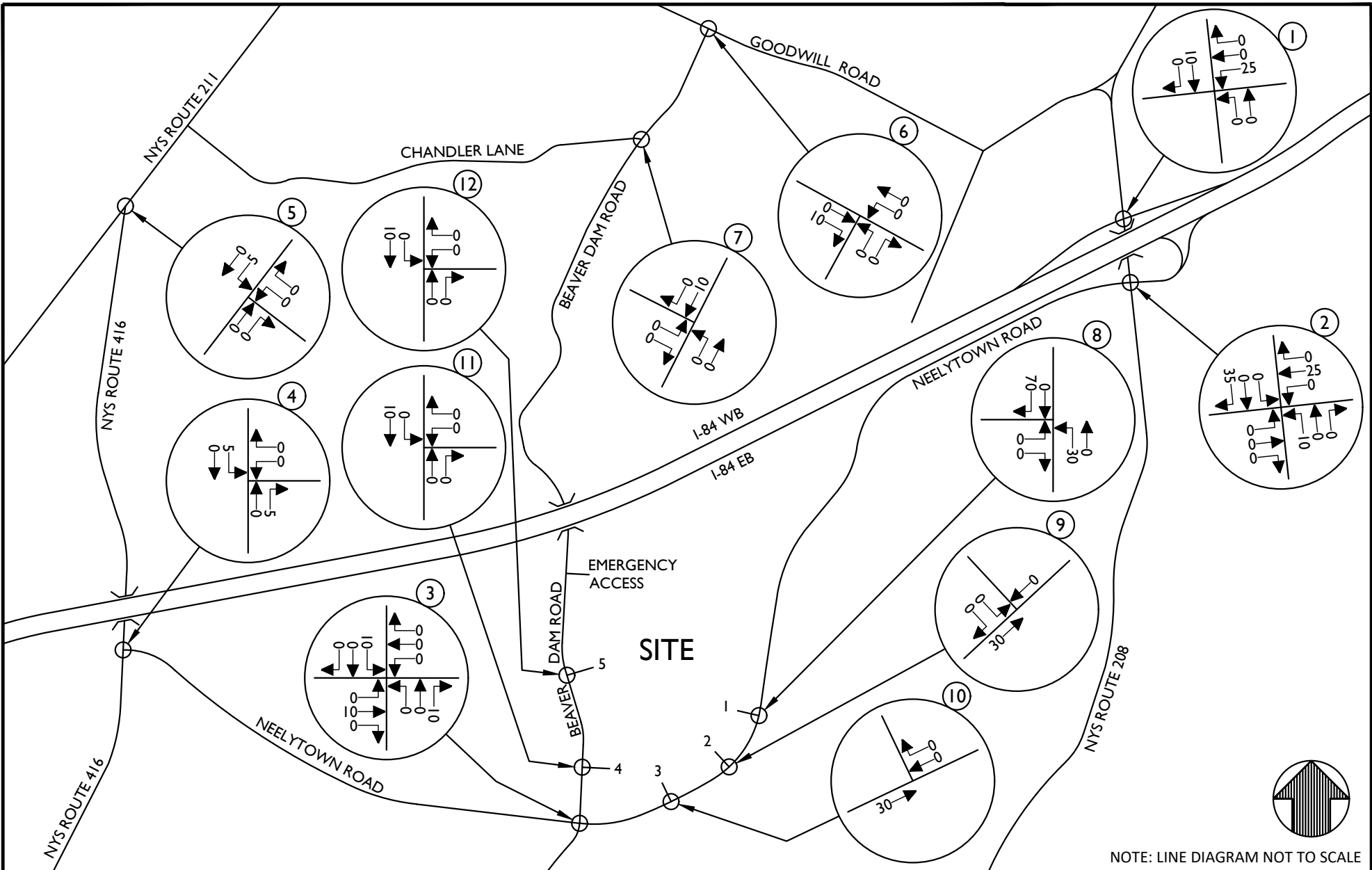
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Traffic Impact Study

Appendix J | Alternative Site Access Layouts

0327A Reports\Traffic\Figures\240322PWG_Figure (1-41).dwg\14 By: PGOITHELF



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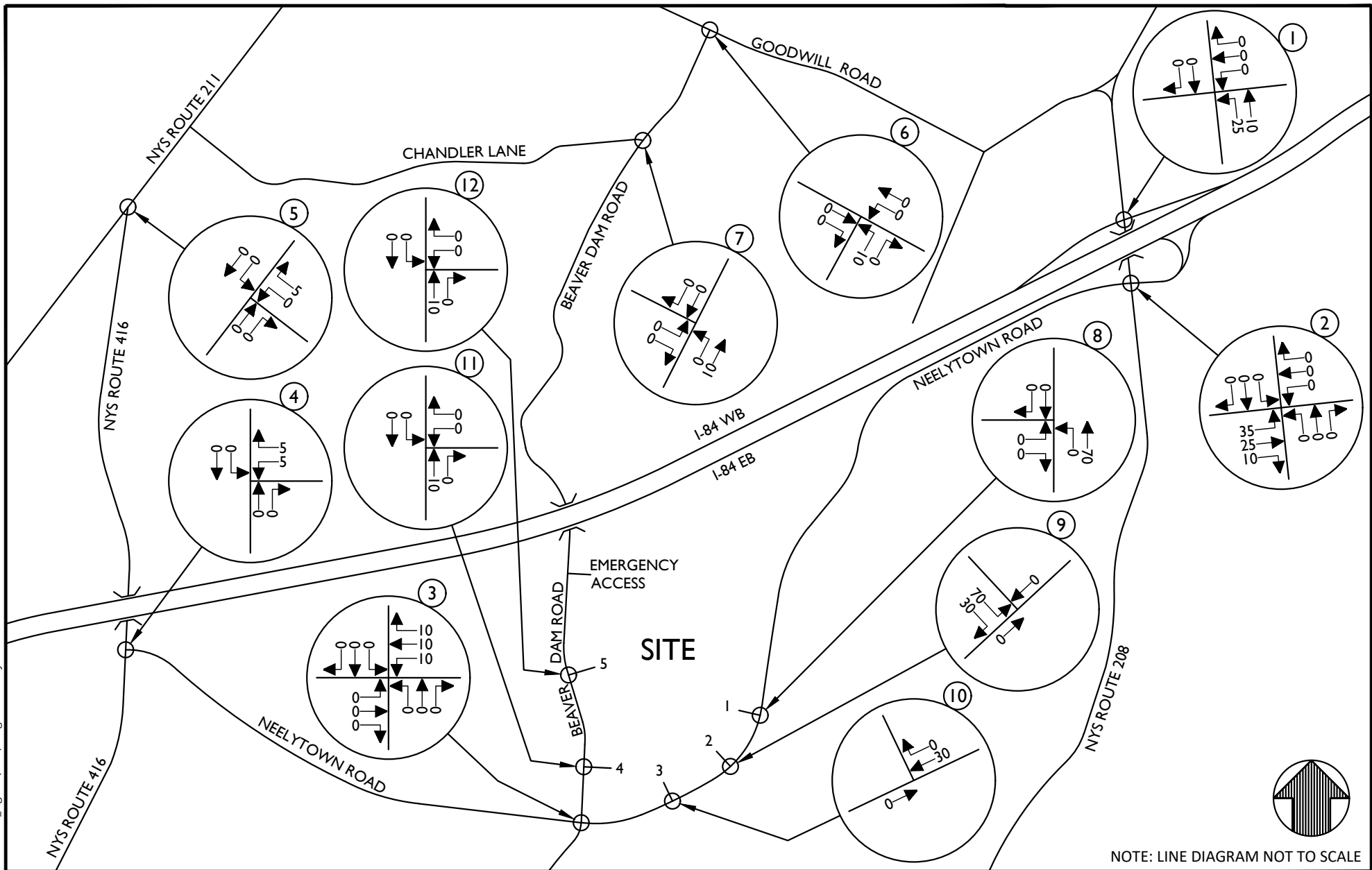
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PROJECT NUMBER:	DRAWING NAME:		
21000327A	240322PWG_FIGURE (1-41)		

SHEET TITLE:
ARRIVAL DISTRIBUTION
PASSENGER CARS
BUILDING 1 - 214,000 SF

SHEET NUMBER:
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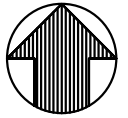
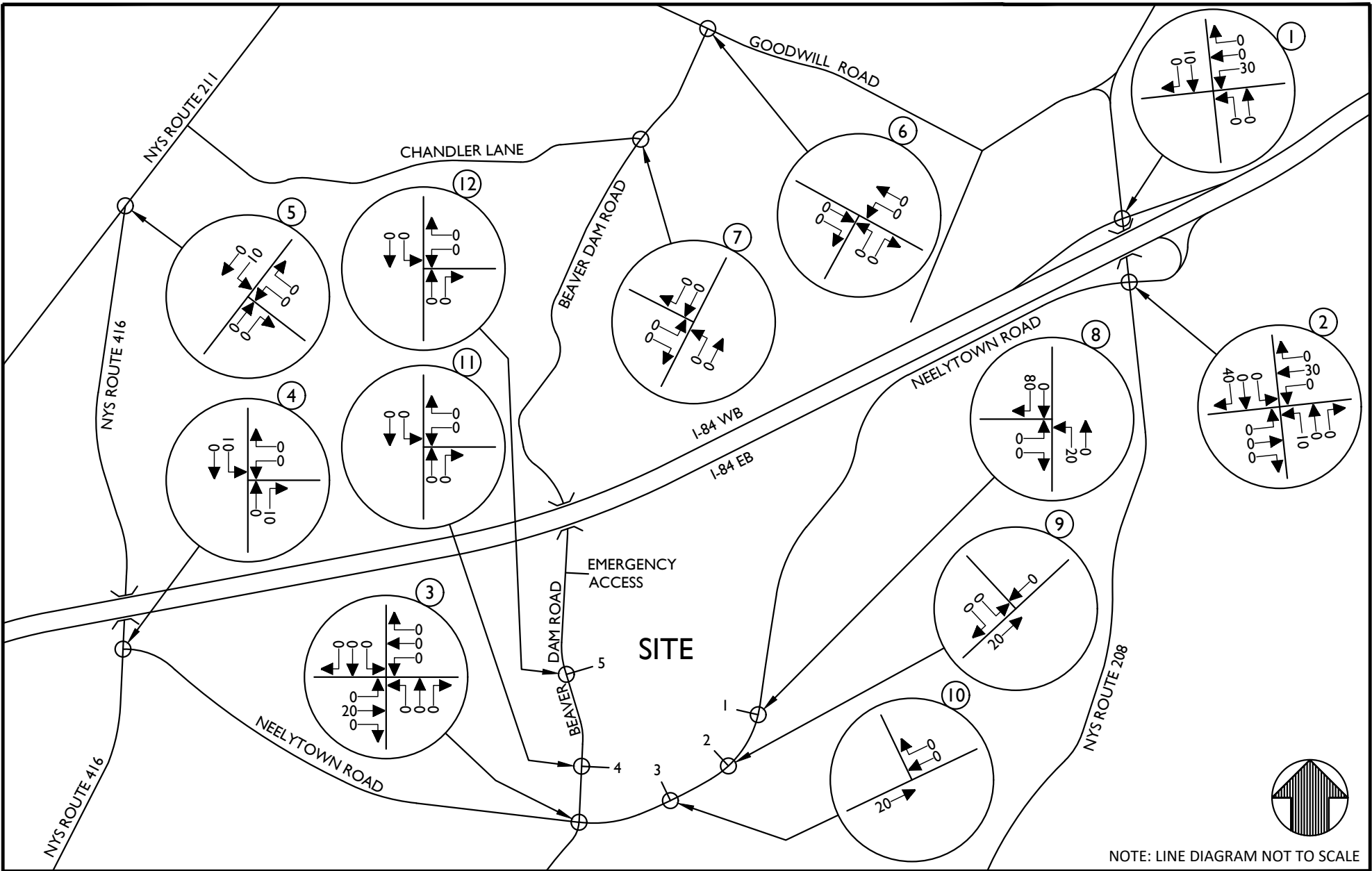
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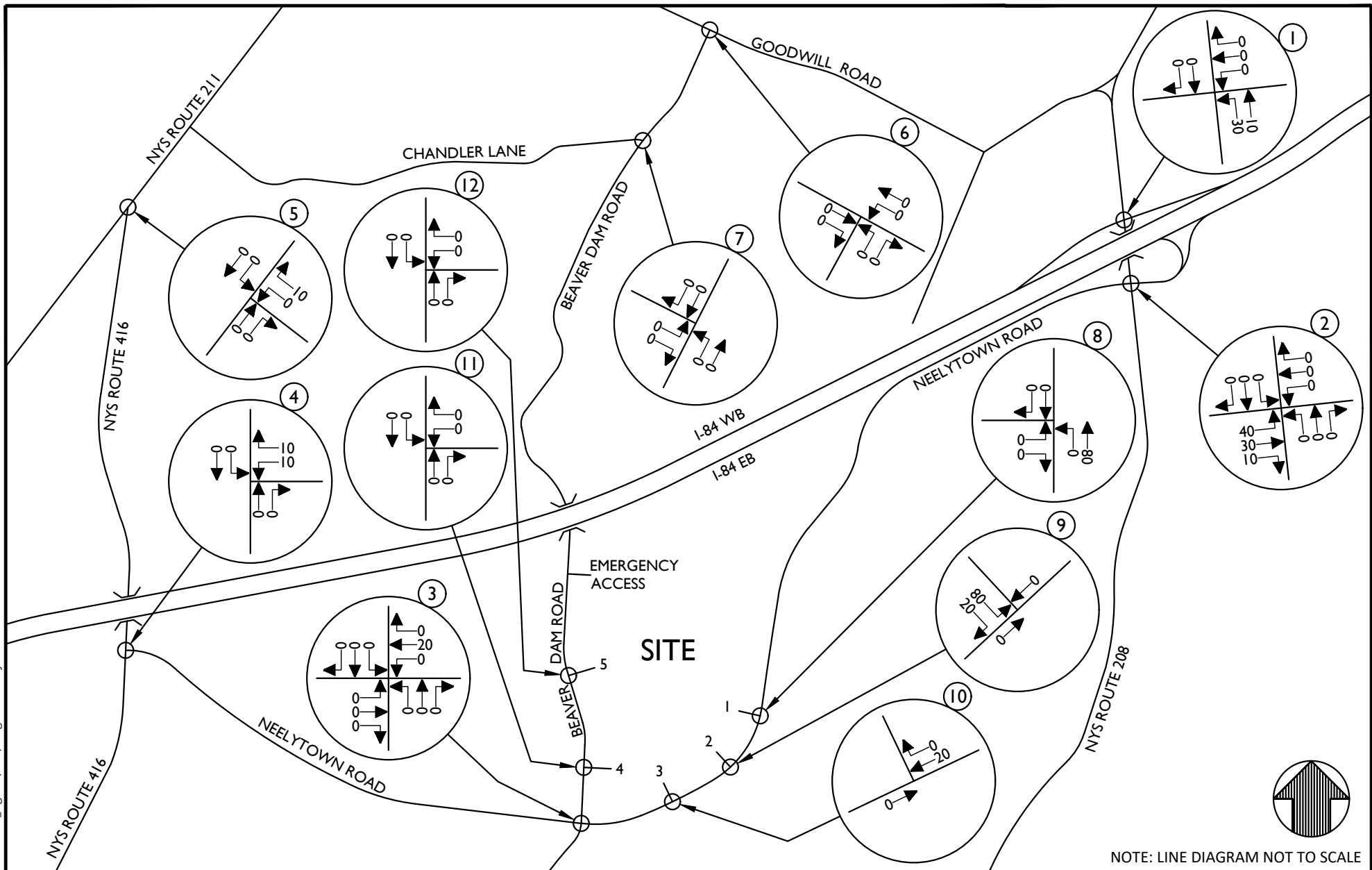
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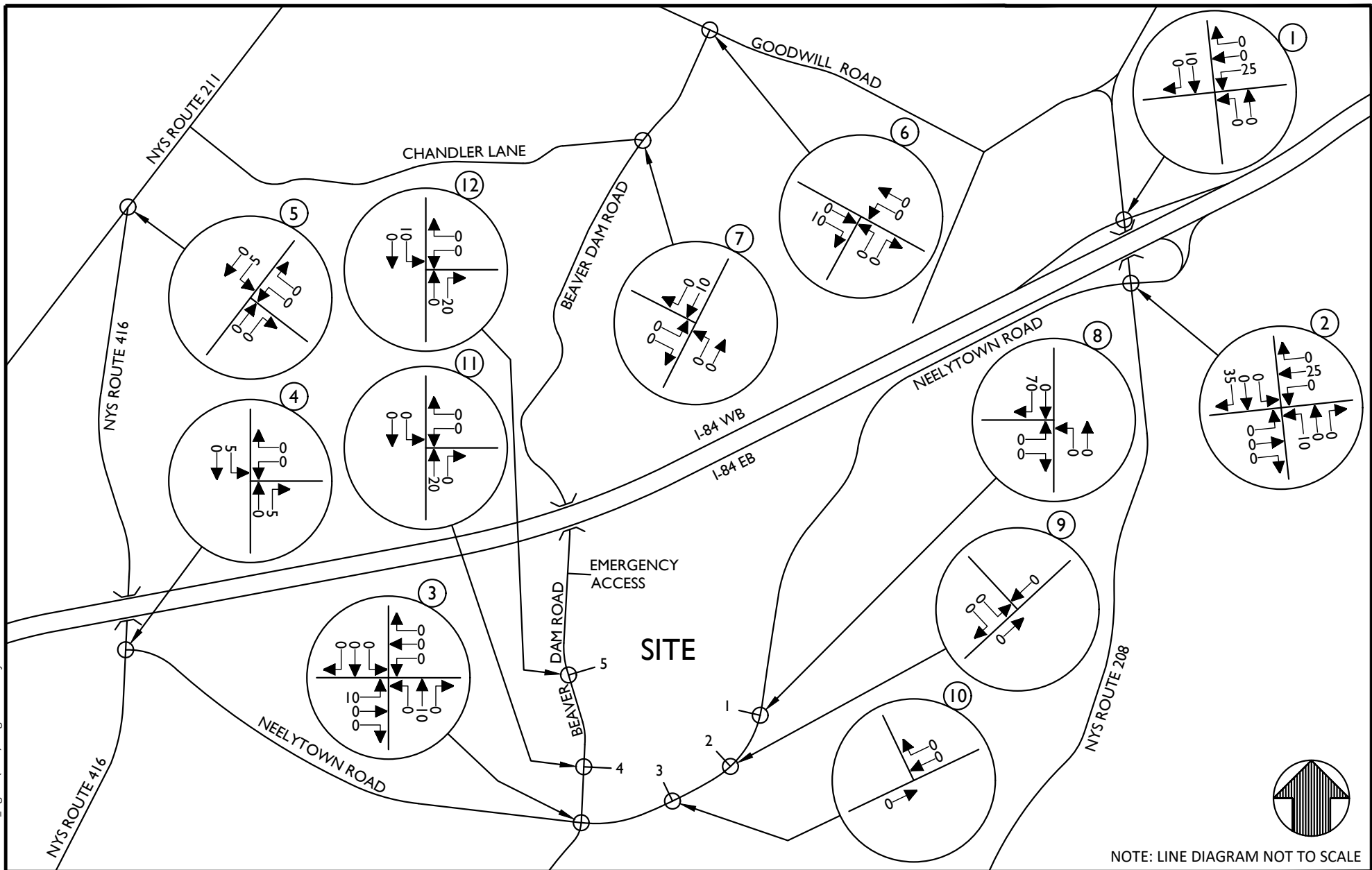
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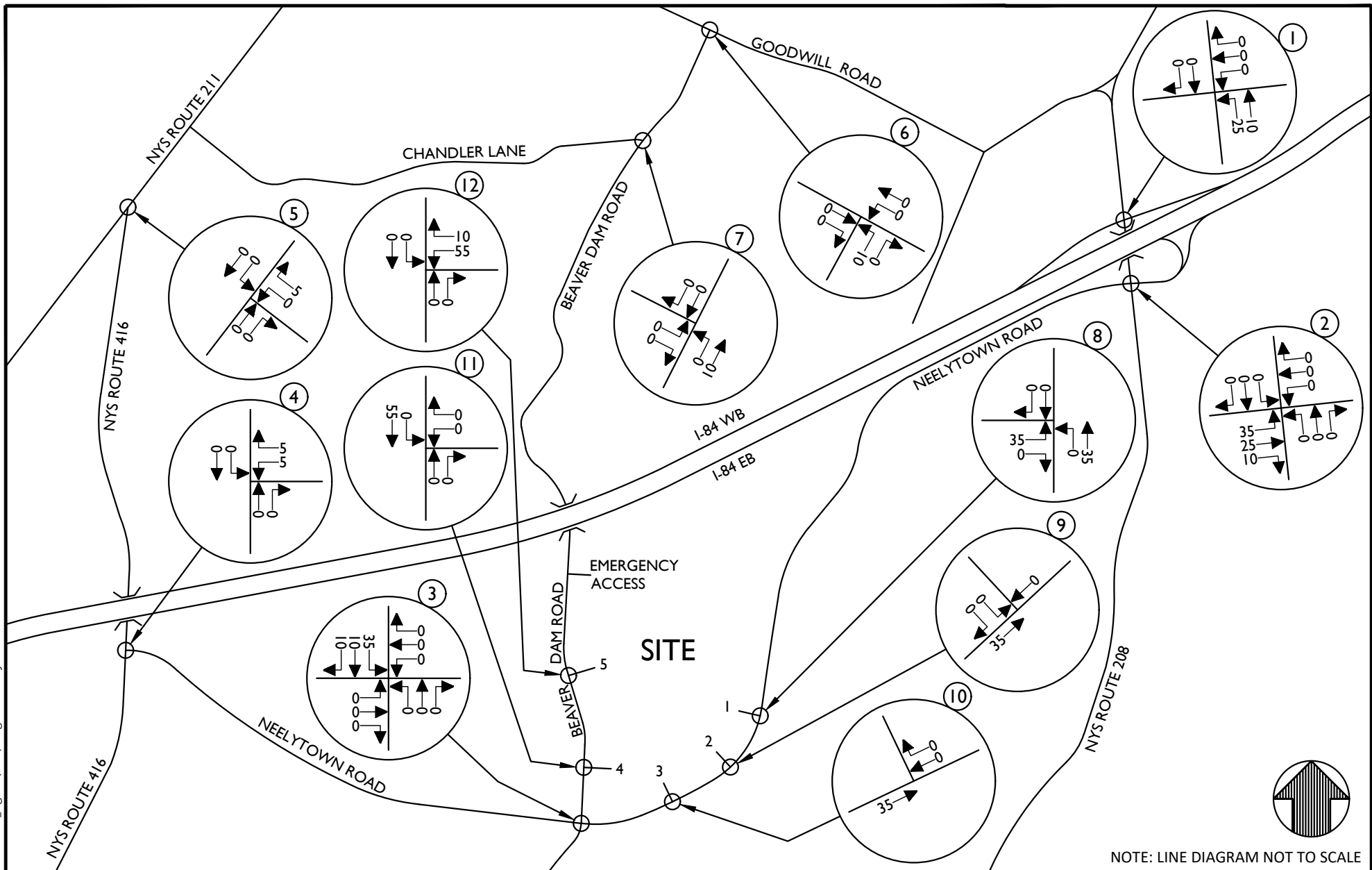
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PROJECT NUMBER: 21000327A		DRAWING NAME: 240322PWG_FIGURE (1-41)	
SHEET TITLE: ARRIVAL DISTRIBUTION PASSENGER CARS BUILDING 2 - 664,200 SF			
SHEET NUMBER: 18-ALT			

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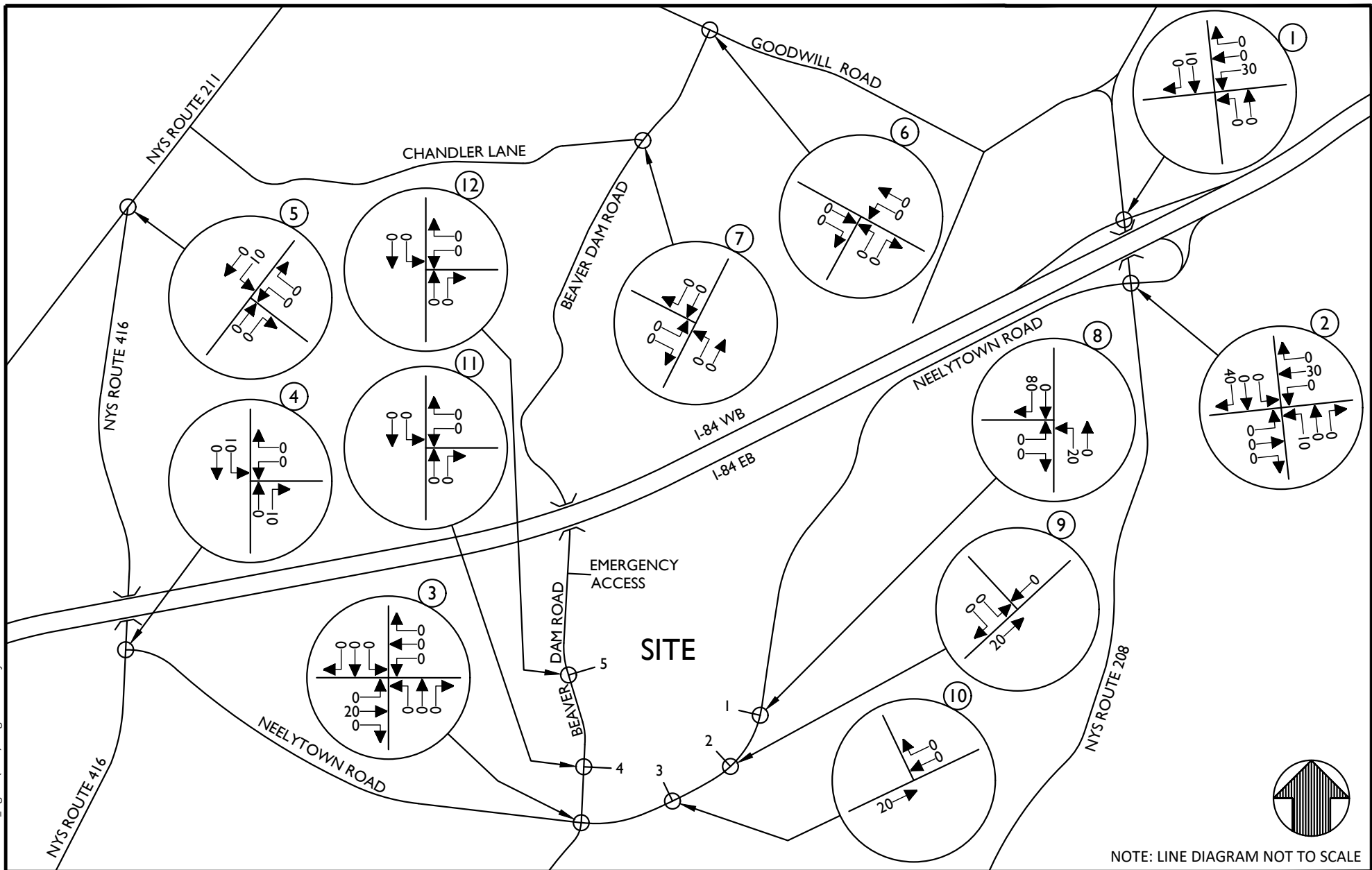


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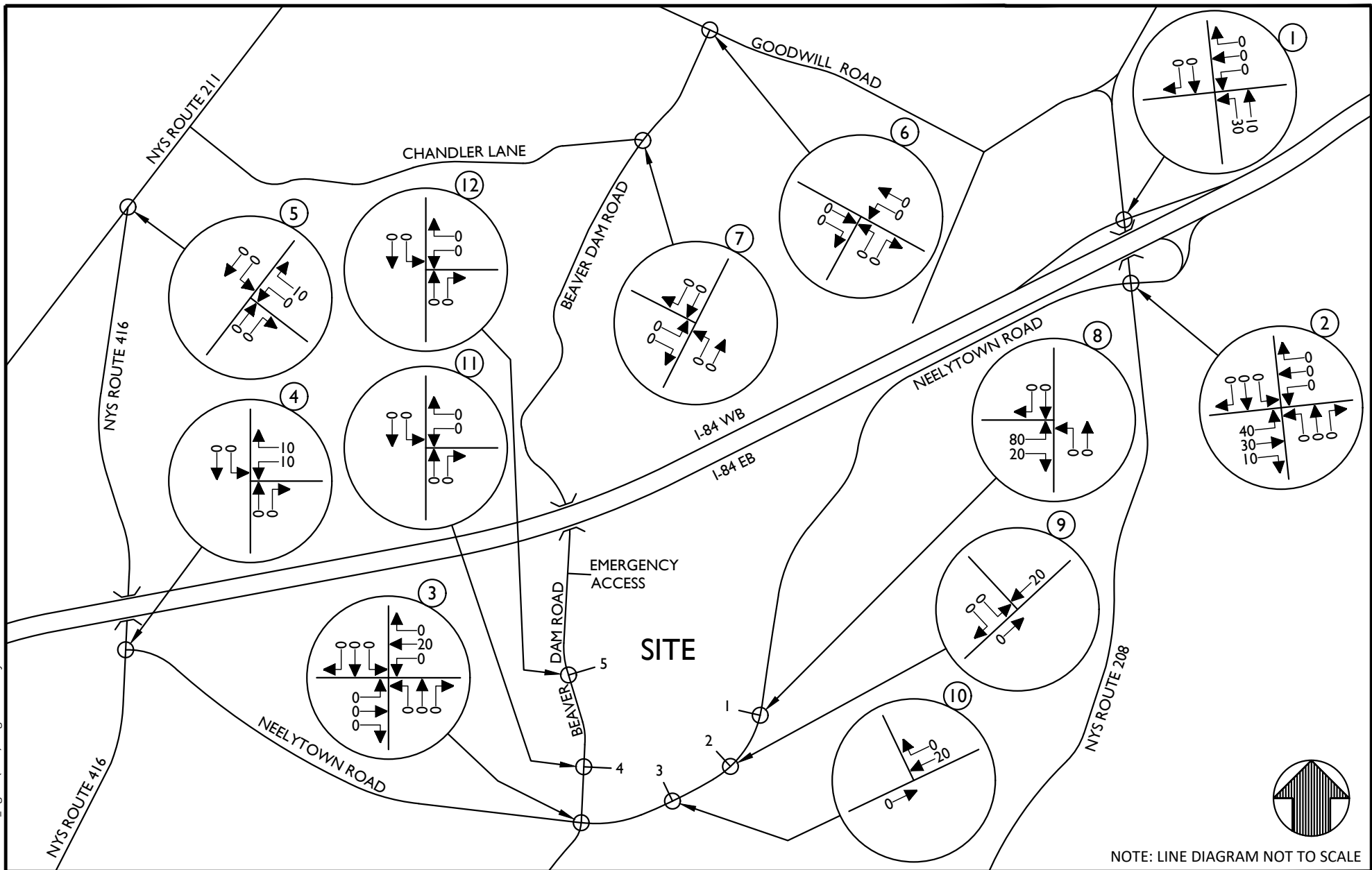
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PROJECT NUMBER: 21000327A	DRAWING NAME: 240322PWG_FIGURE (1-41)		
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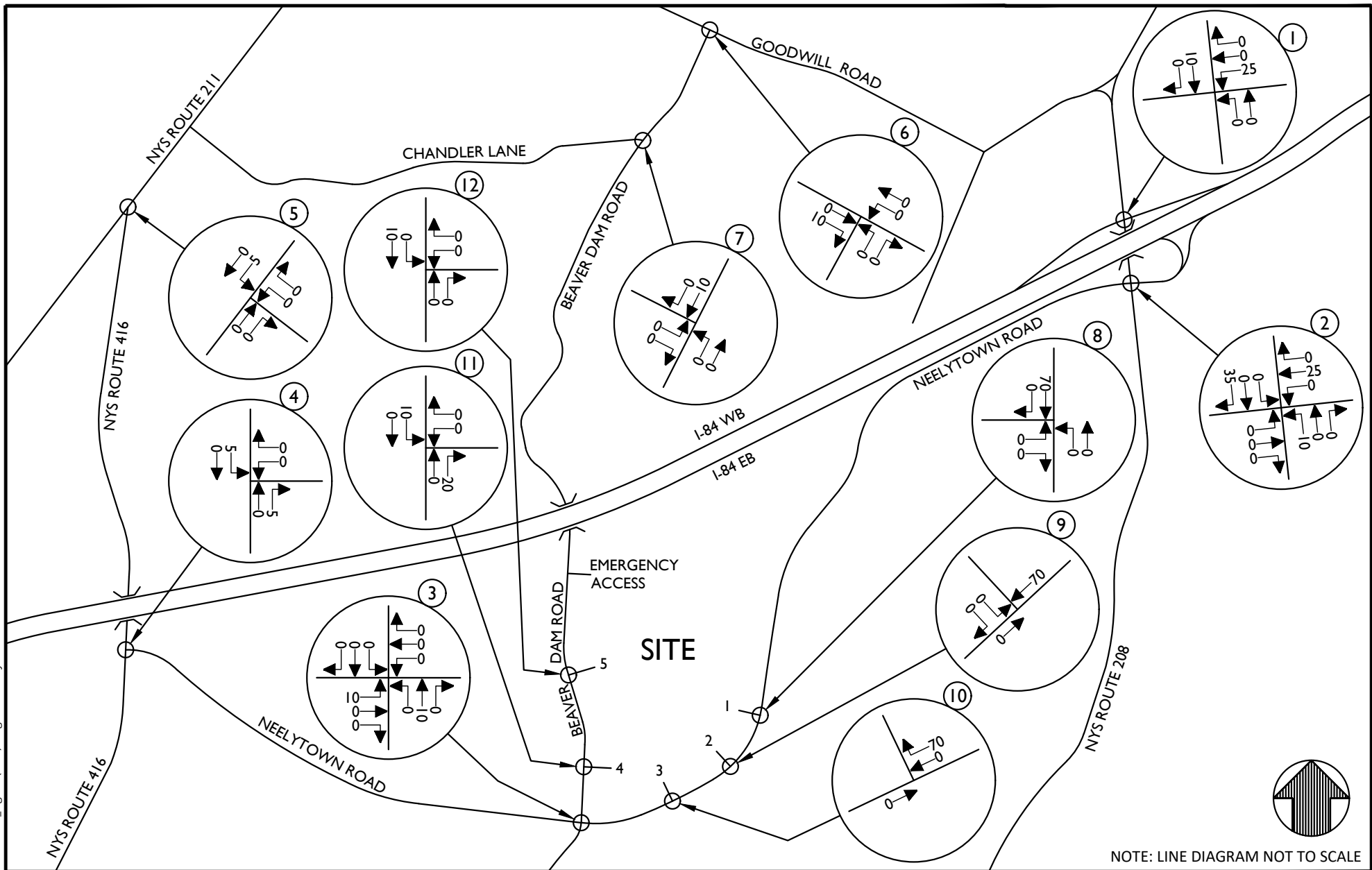
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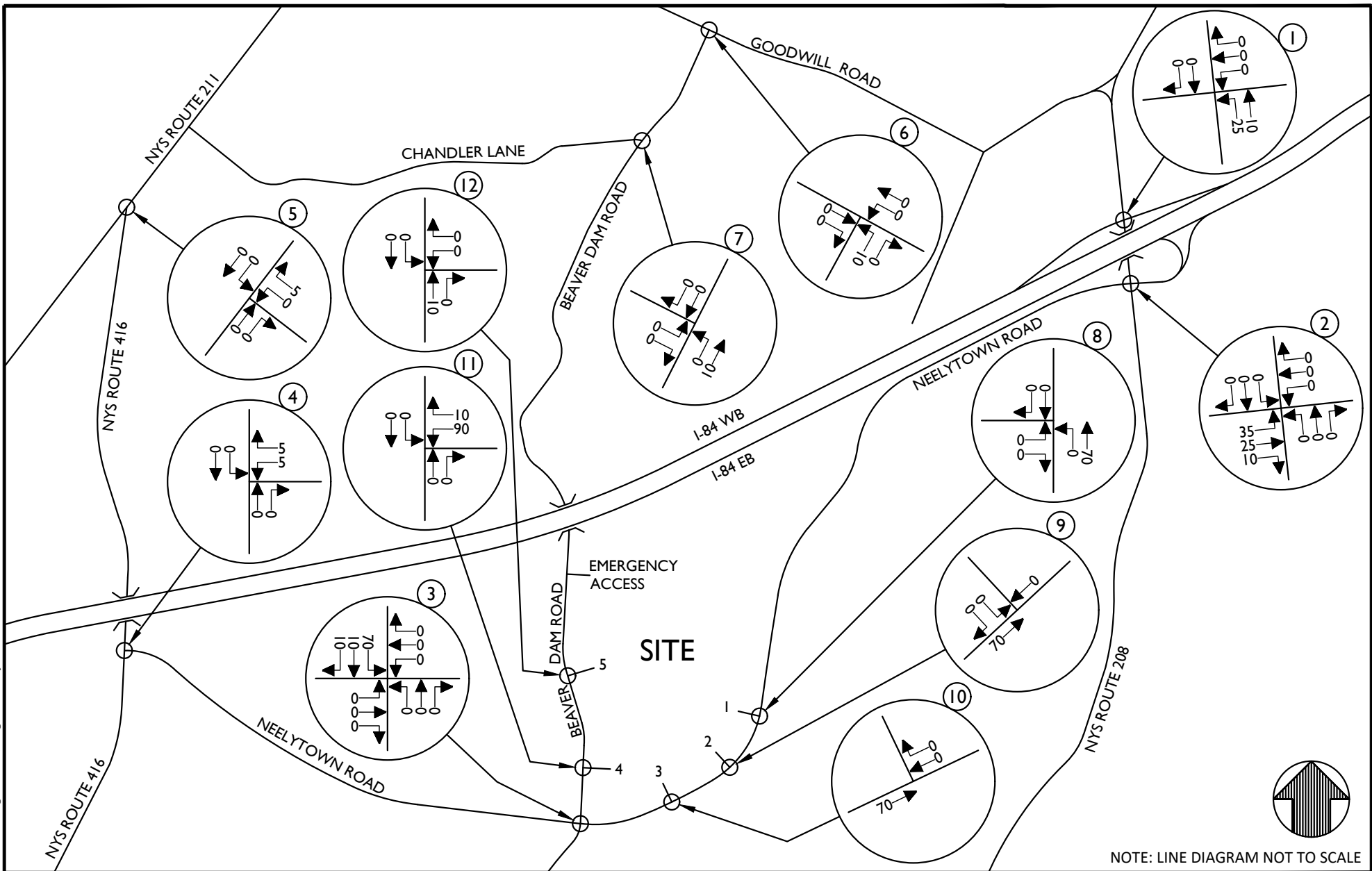
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SCALE: AS SHOWN	DATE: 3/22/24	DRAWN BY: P.W.G.	CHECKED BY: R.R.
PROJECT NUMBER: 21000327A		DRAWING NAME: 240322PWG_FIGURE (1-41)	
SHEET TITLE: ARRIVAL DISTRIBUTION PASSENGER CARS BUILDING 3 - 250,070 SF			
SHEET NUMBER: 22-ALT			



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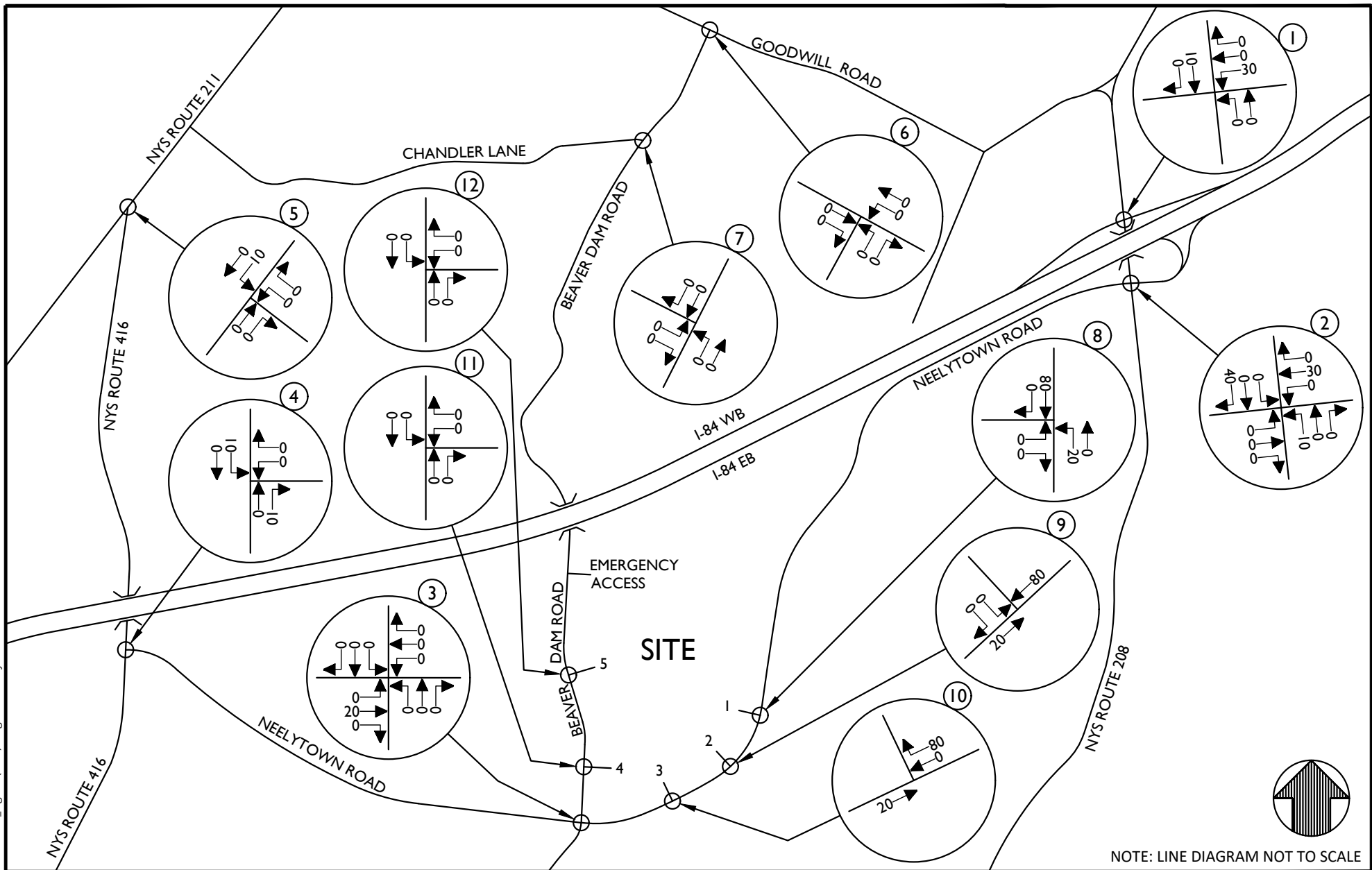
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PROJECT NUMBER:	DRAWING NAME:		
21000327A	240322PWG_FIGURE (1-41)		
SHEET TITLE:			
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SHEET NUMBER:			
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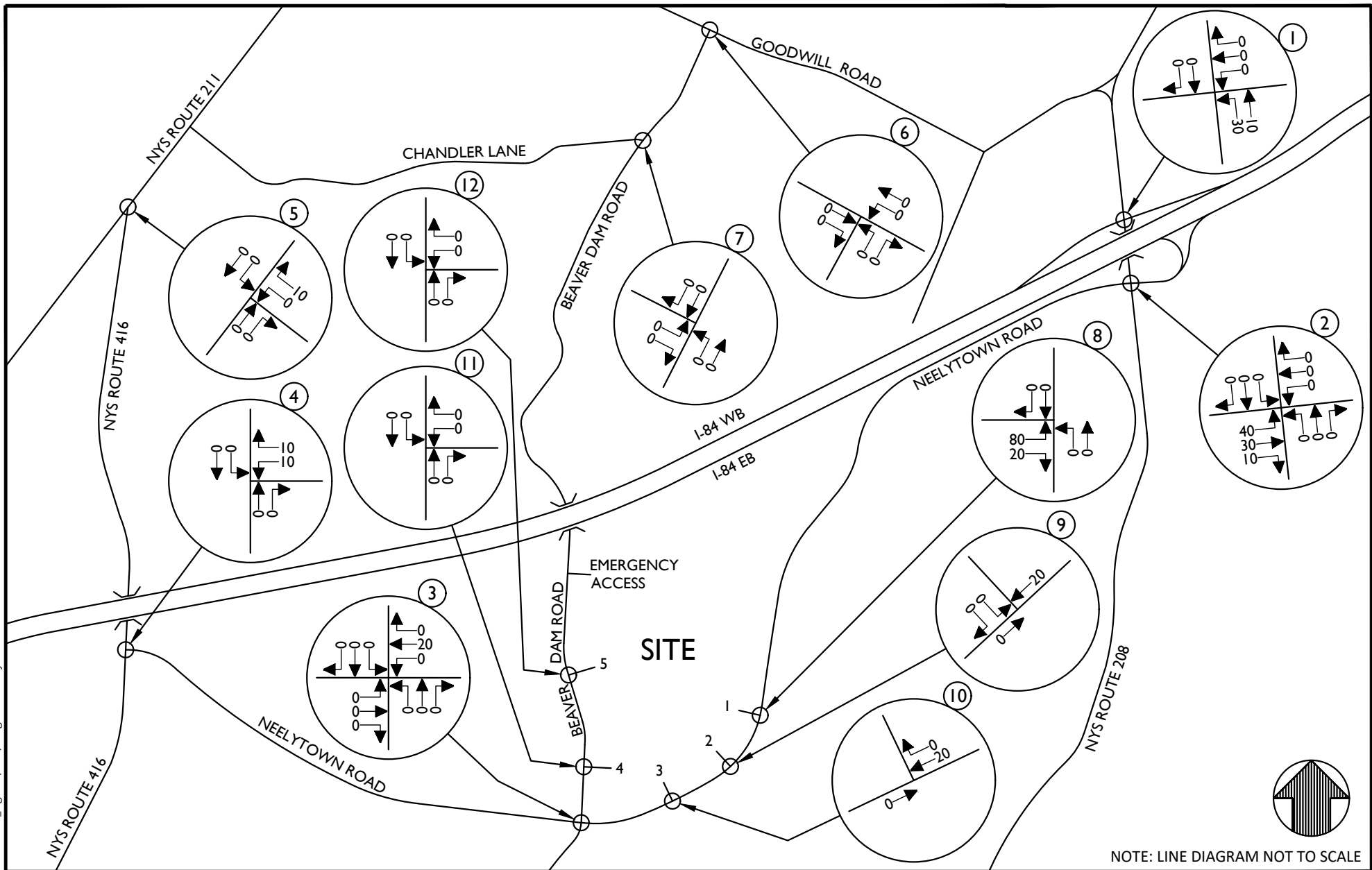
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PROJECT NUMBER: 21000327A		DRAWING NAME: 240322PWG_FIGURE (1-41)	
SHEET TITLE: ARRIVAL DISTRIBUTION TRUCKS BUILDING 3 - 250,070 SF			
SHEET NUMBER: 24-ALT			



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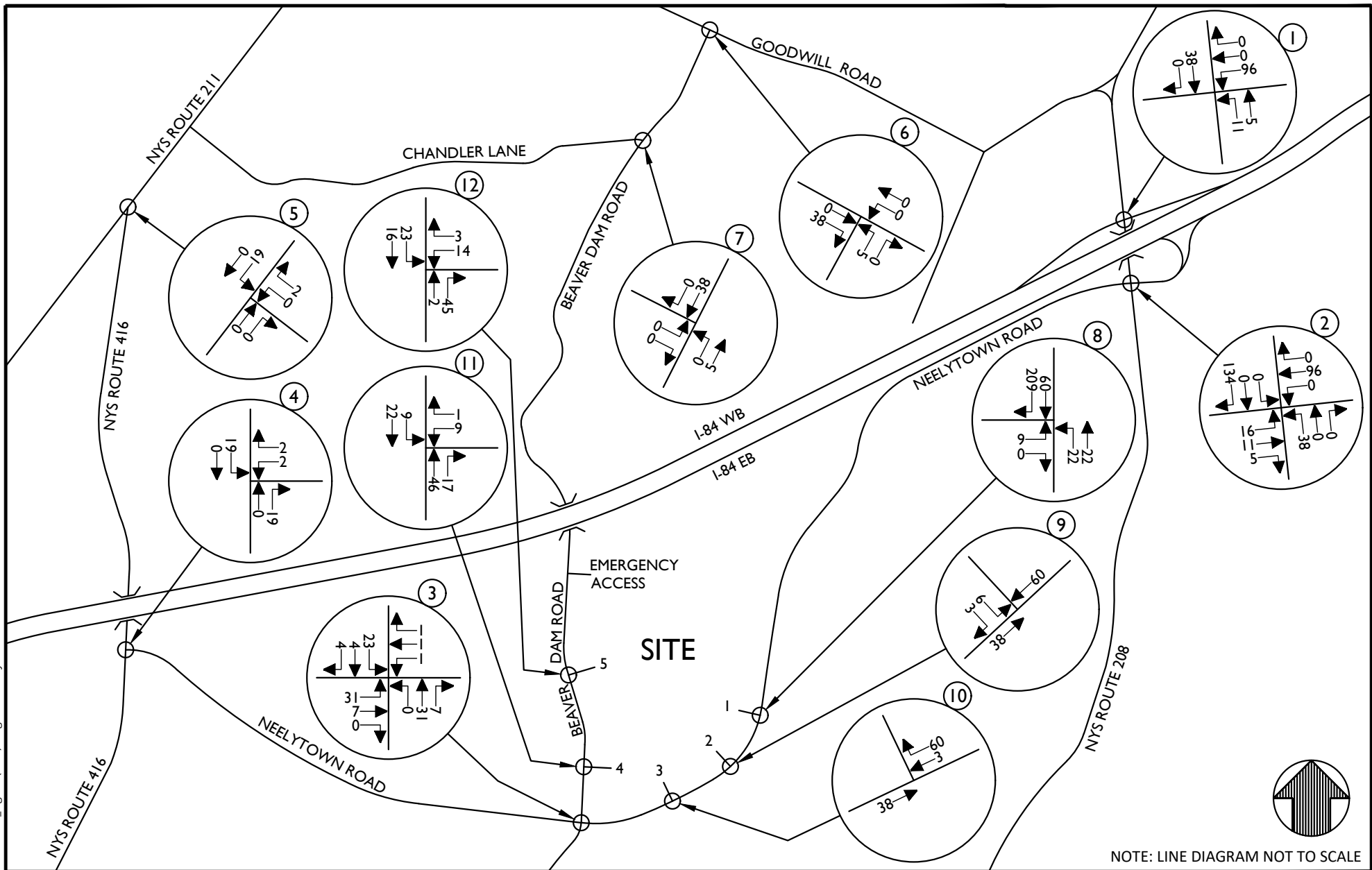
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SHEET TITLE:			
DEPARTURE DISTRIBUTION TRUCKS BUILDING 3 - 250,070 SF			
SHEET NUMBER:			
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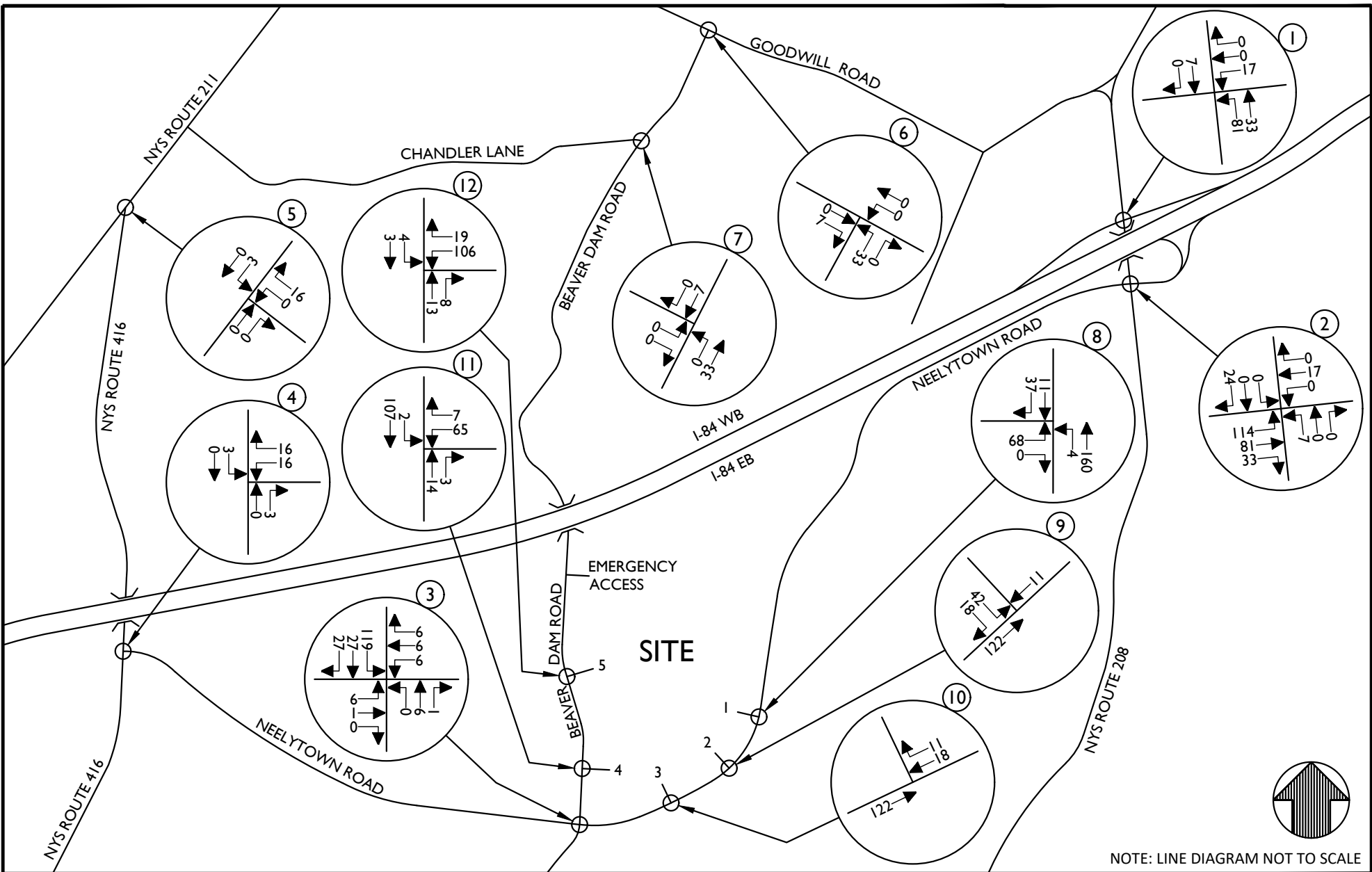
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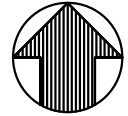
SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
PASSENGER CARS
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
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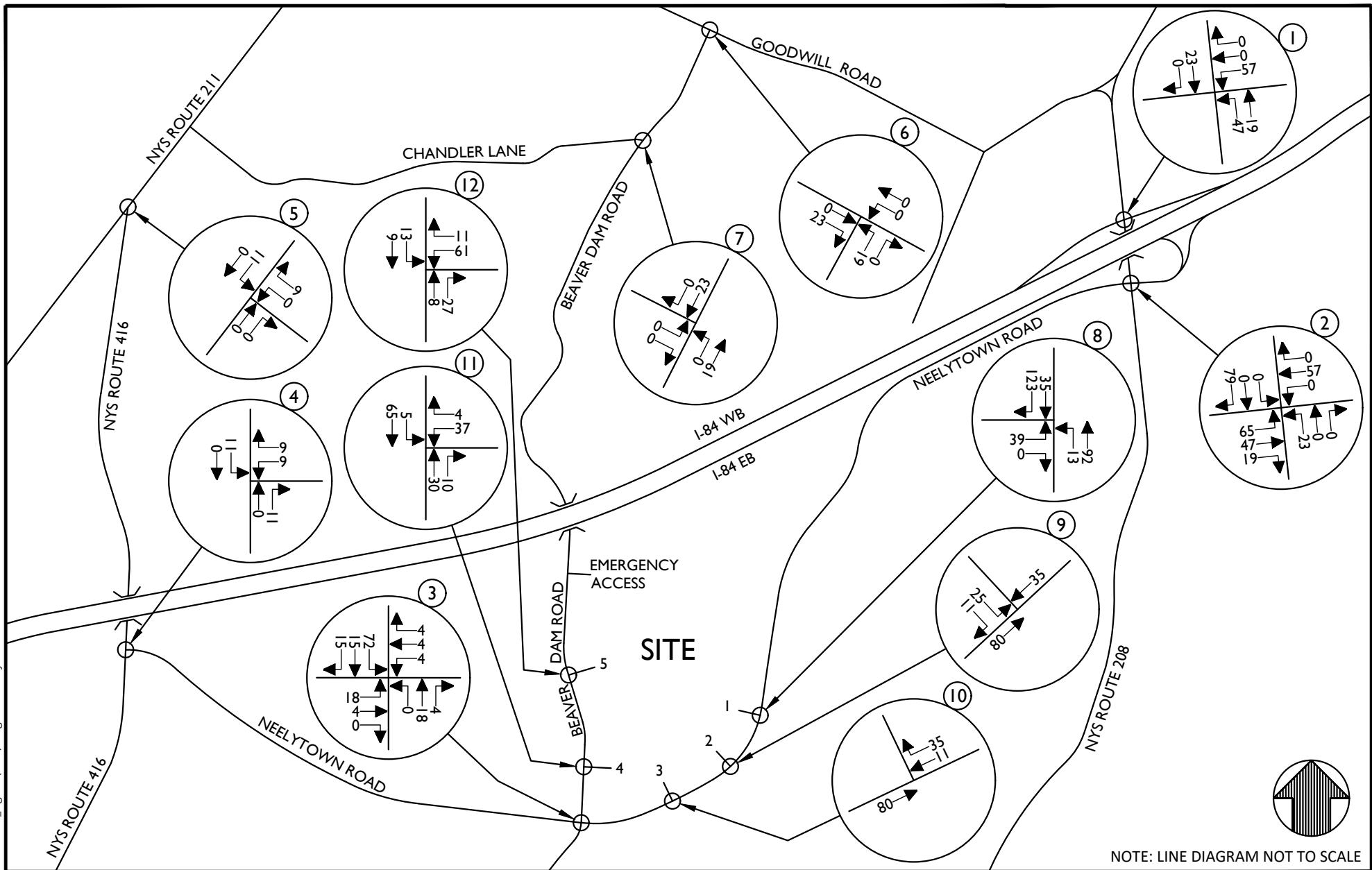
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PROJECT NUMBER:	DRAWING NAME:		
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SHEET TITLE:
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PASSENGER CARS
WEEKDAY PEAK PM HOUR

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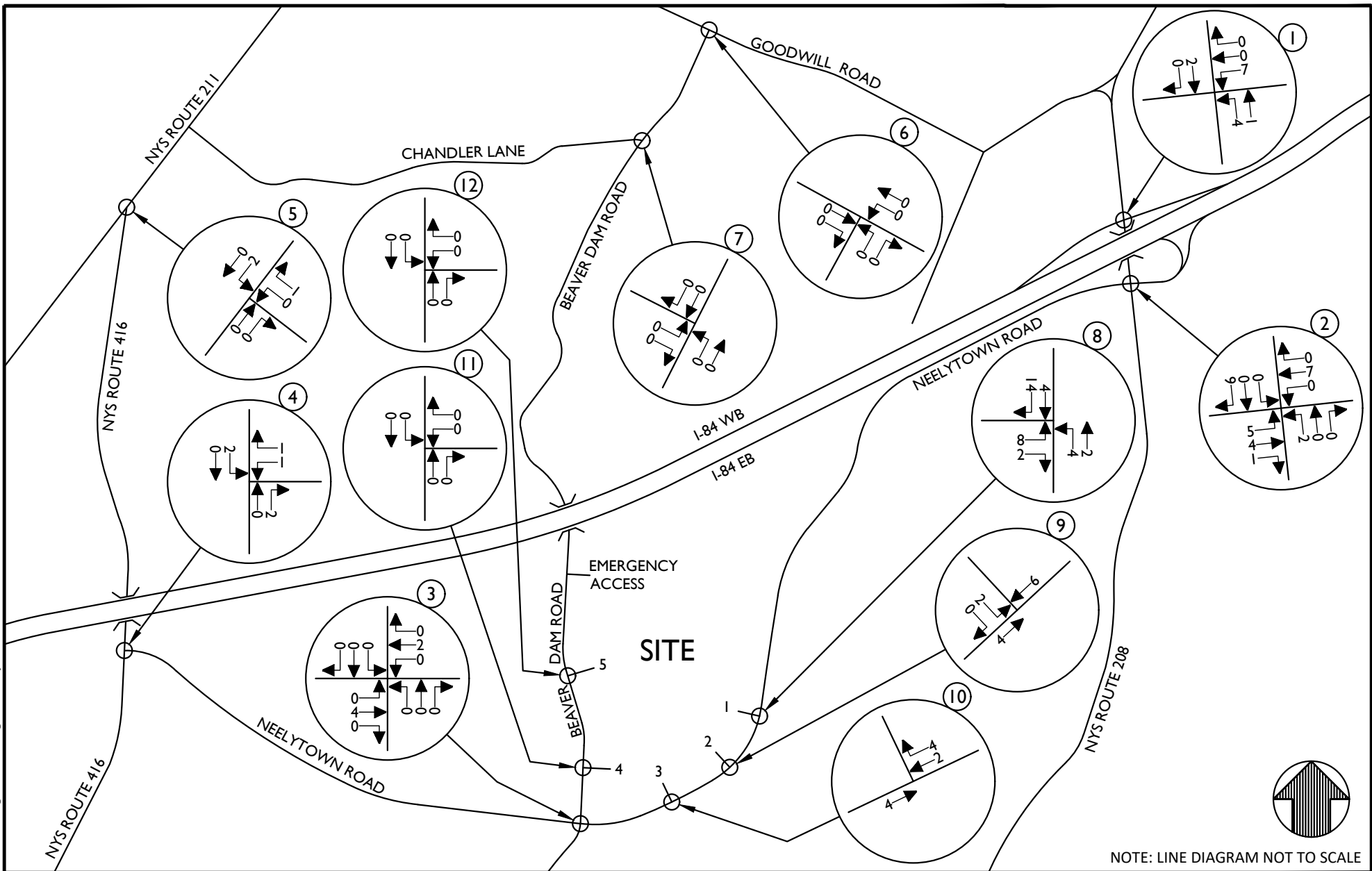
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PROJECT NUMBER:	DRAWING NAME:		
21000327A	240322PWG_FIGURE (1-41)		
SHEET TITLE:			
SITE GENERATED TRAFFIC VOLUMES PASSENGER CARS SATURDAY PEAK HOUR			
SHEET NUMBER:			
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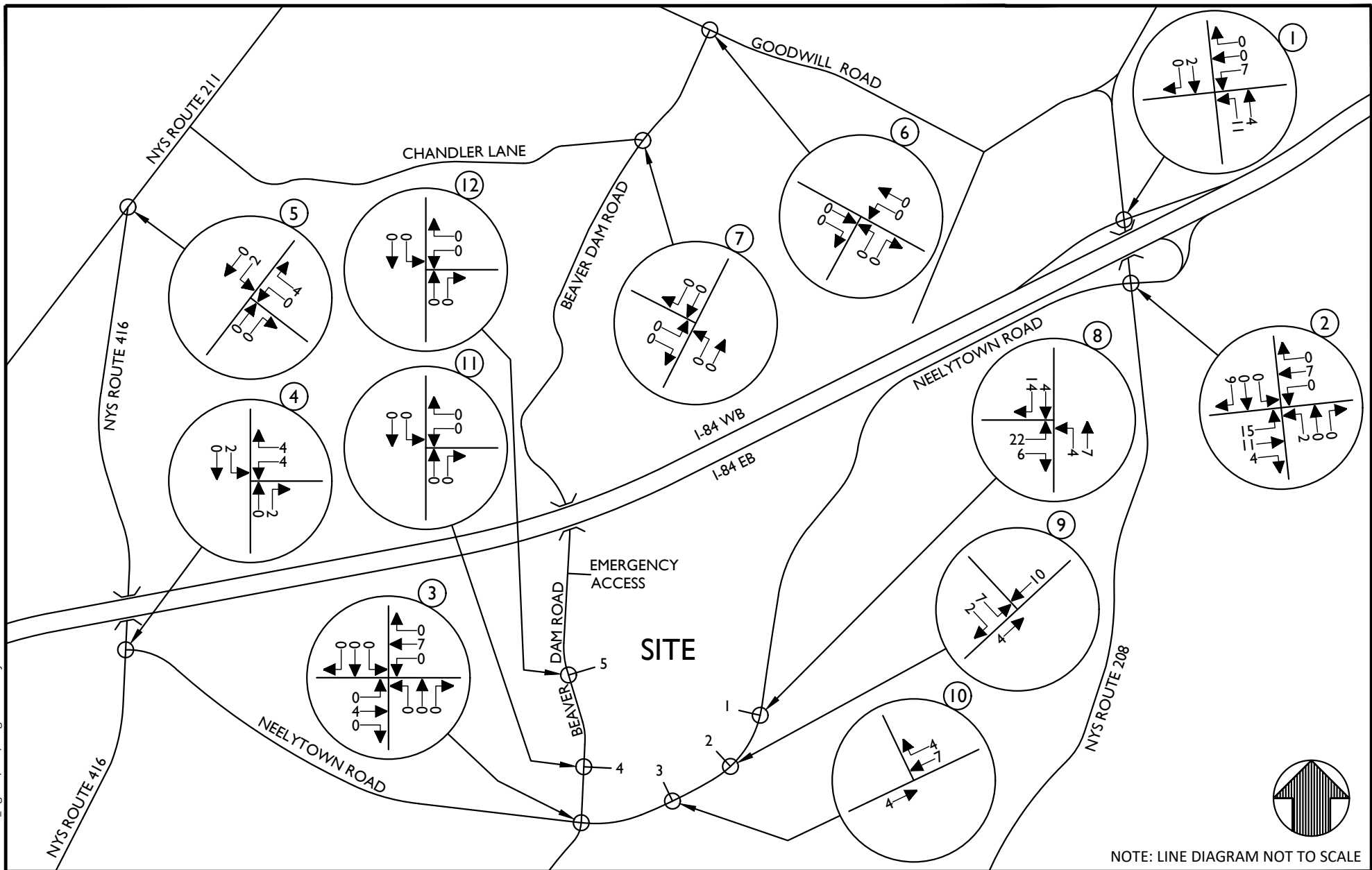
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PROJECT NUMBER: 21000327A	DRAWING NAME: 240322PWG_FIGURE (1-41)		
SHEET TITLE: SITE GENERATED TRUCK VOLUMES TRUCKS WEEKDAY PEAK AM HOUR			
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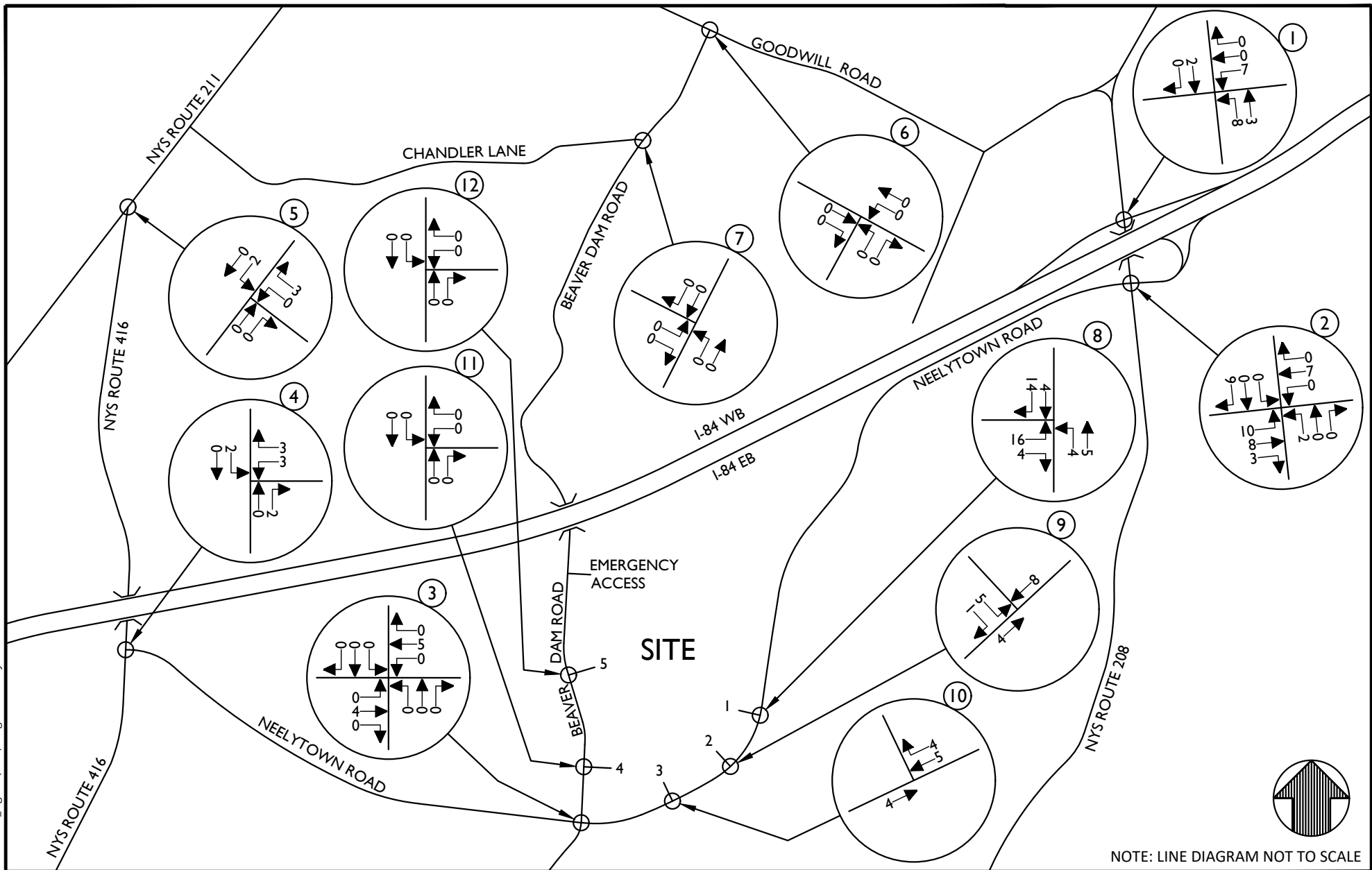
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PROJECT NUMBER: 21000327A	DRAWING NAME: 240322PWG_FIGURE (1-41)		
SHEET TITLE: SITE GENERATED TRUCKS VOLUMES TRUCKS WEEKDAY PEAK PM HOUR			
SHEET NUMBER:			30-ALT



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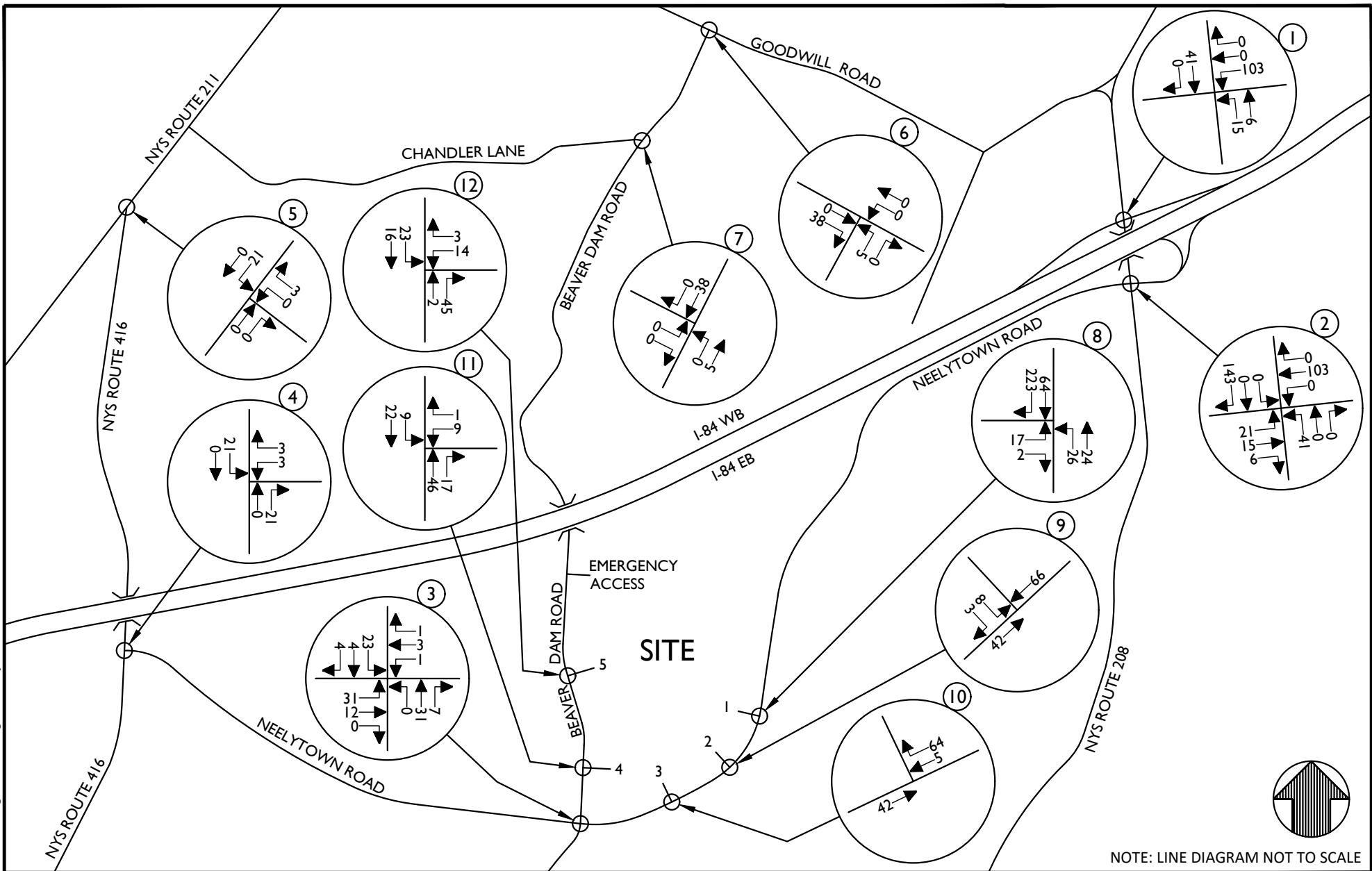
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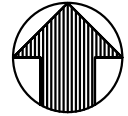
SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
TRUCKS
SATURDAY PEAK HOUR

SHEET NUMBER:
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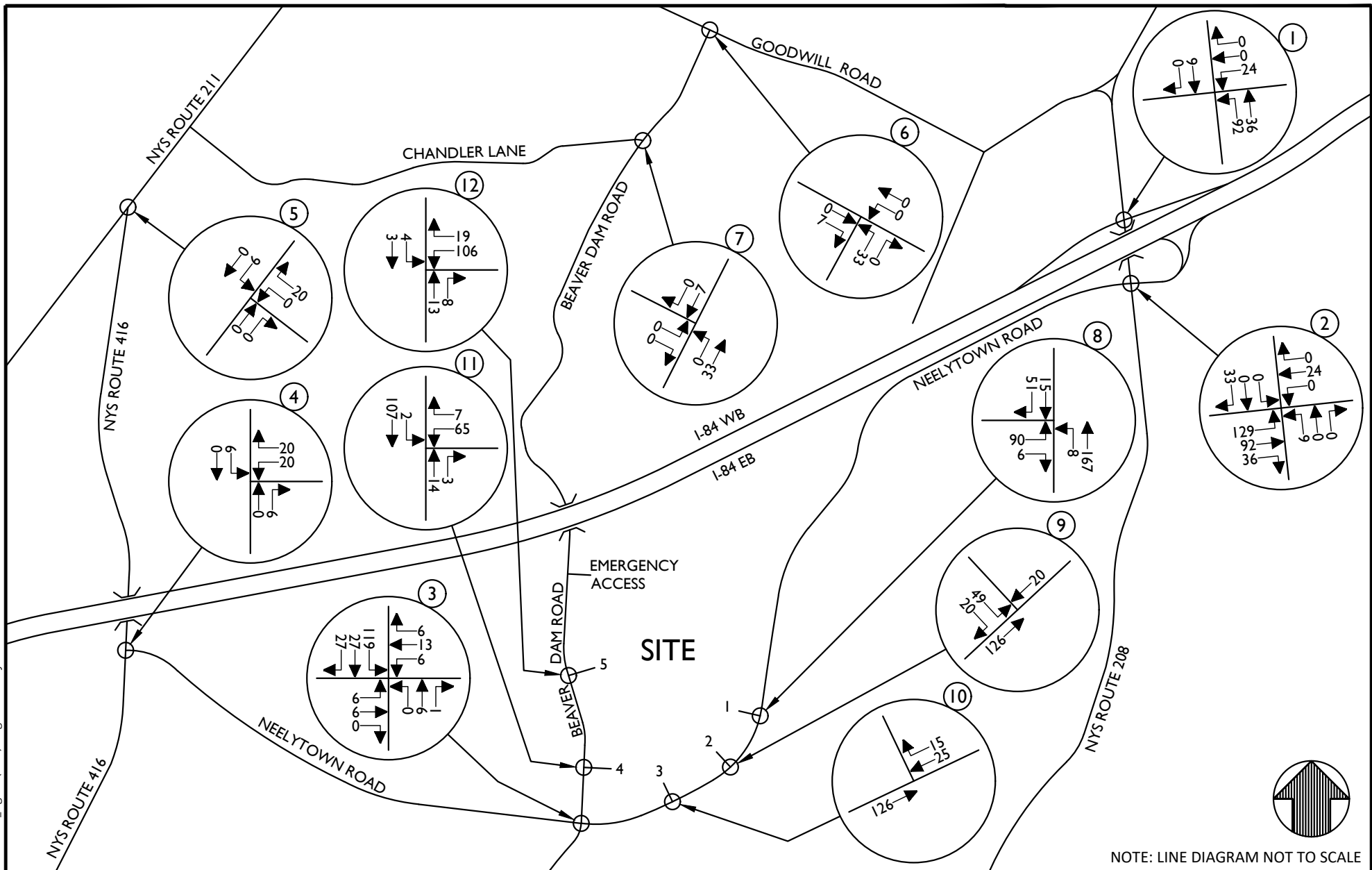
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PROJECT NUMBER:	DRAWING NAME:		
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SHEET TITLE:
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WEEKDAY PEAK AM HOUR

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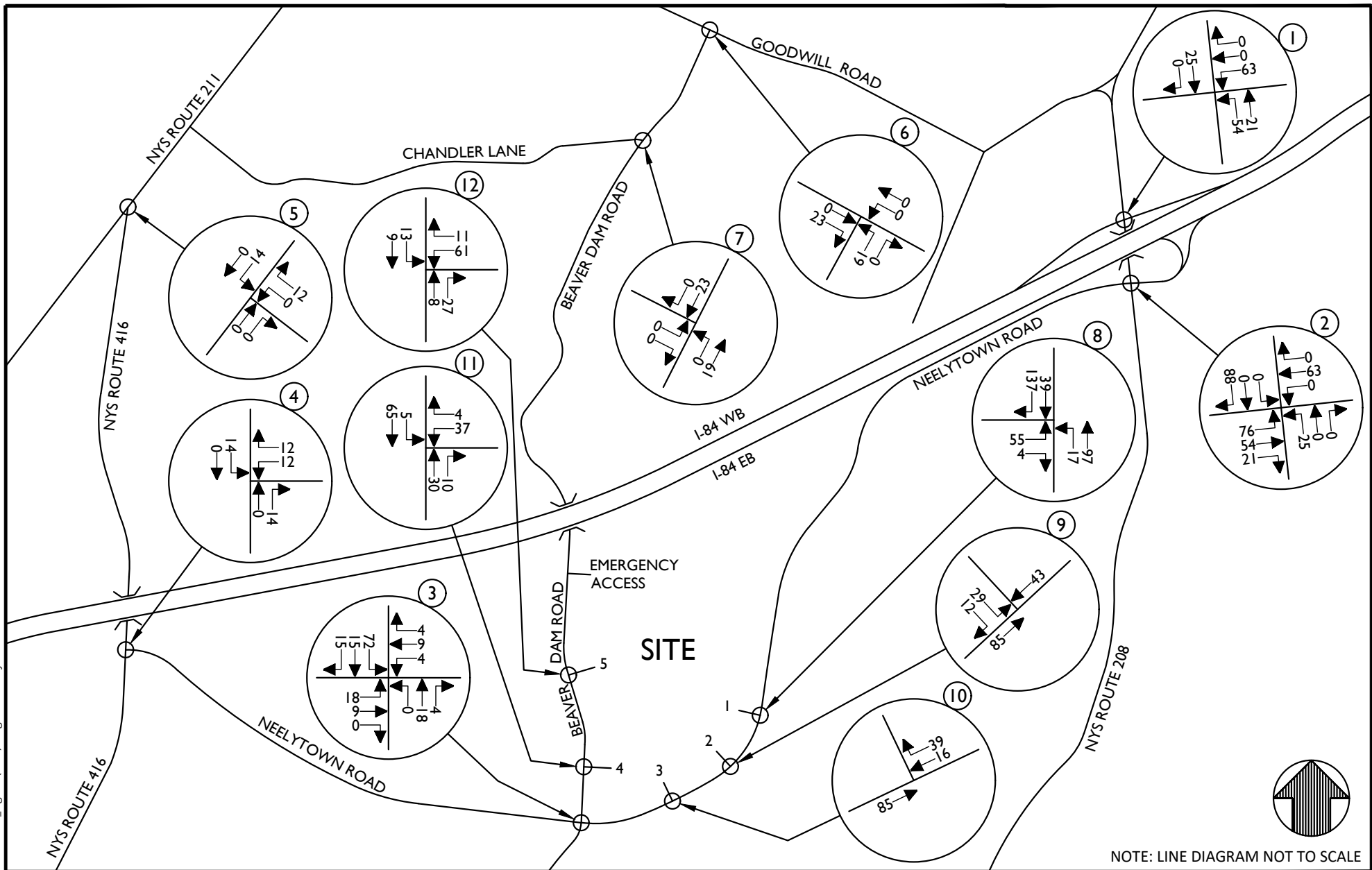
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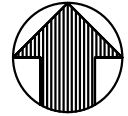
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PROJECT NUMBER: 21000327A	DRAWING NAME: 240322PWG_FIGURE (1-41)		
SHEET TITLE: TOTAL SITE GENERATED TRAFFIC VOLUMES WEEKDAY PEAK PM HOUR			
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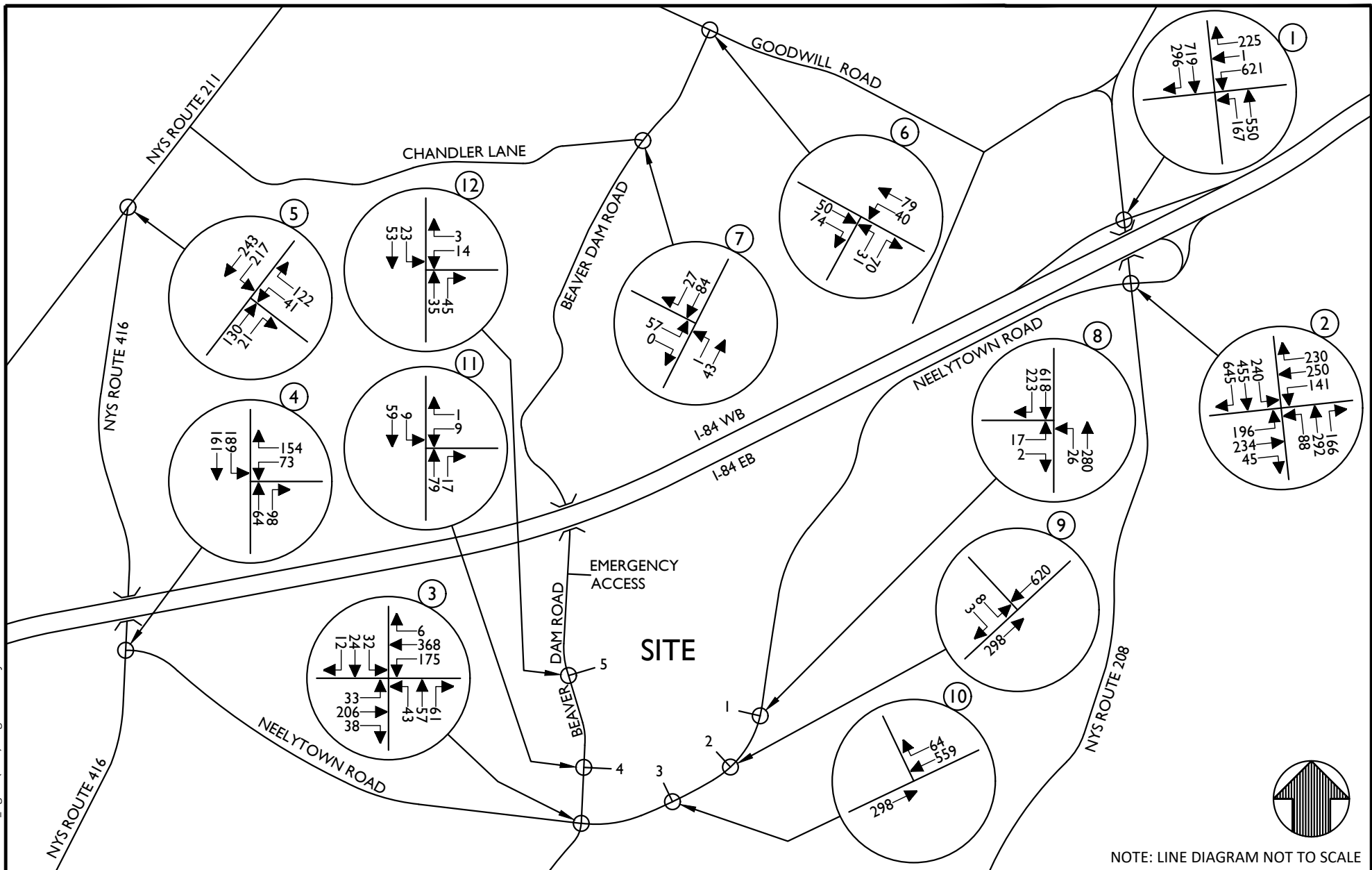
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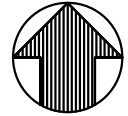
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SITE GENERATED TRAFFIC VOLUMES
SATURDAY PEAK HOUR

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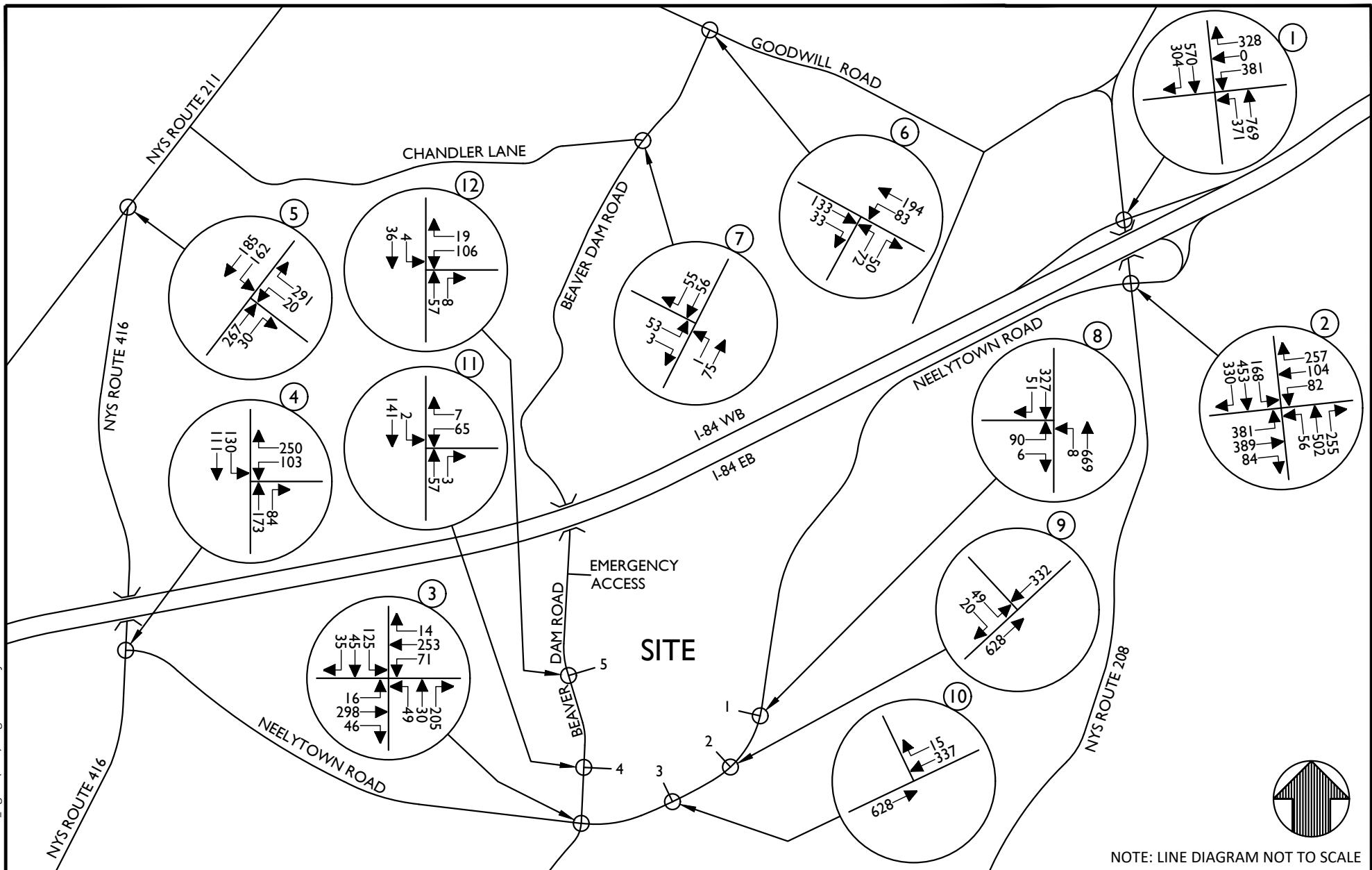
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PROJECT NUMBER:	DRAWING NAME:		
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SHEET TITLE:			
2027 BUILD TRAFFIC VOLUMES WEEKDAY PEAK AM HOUR			
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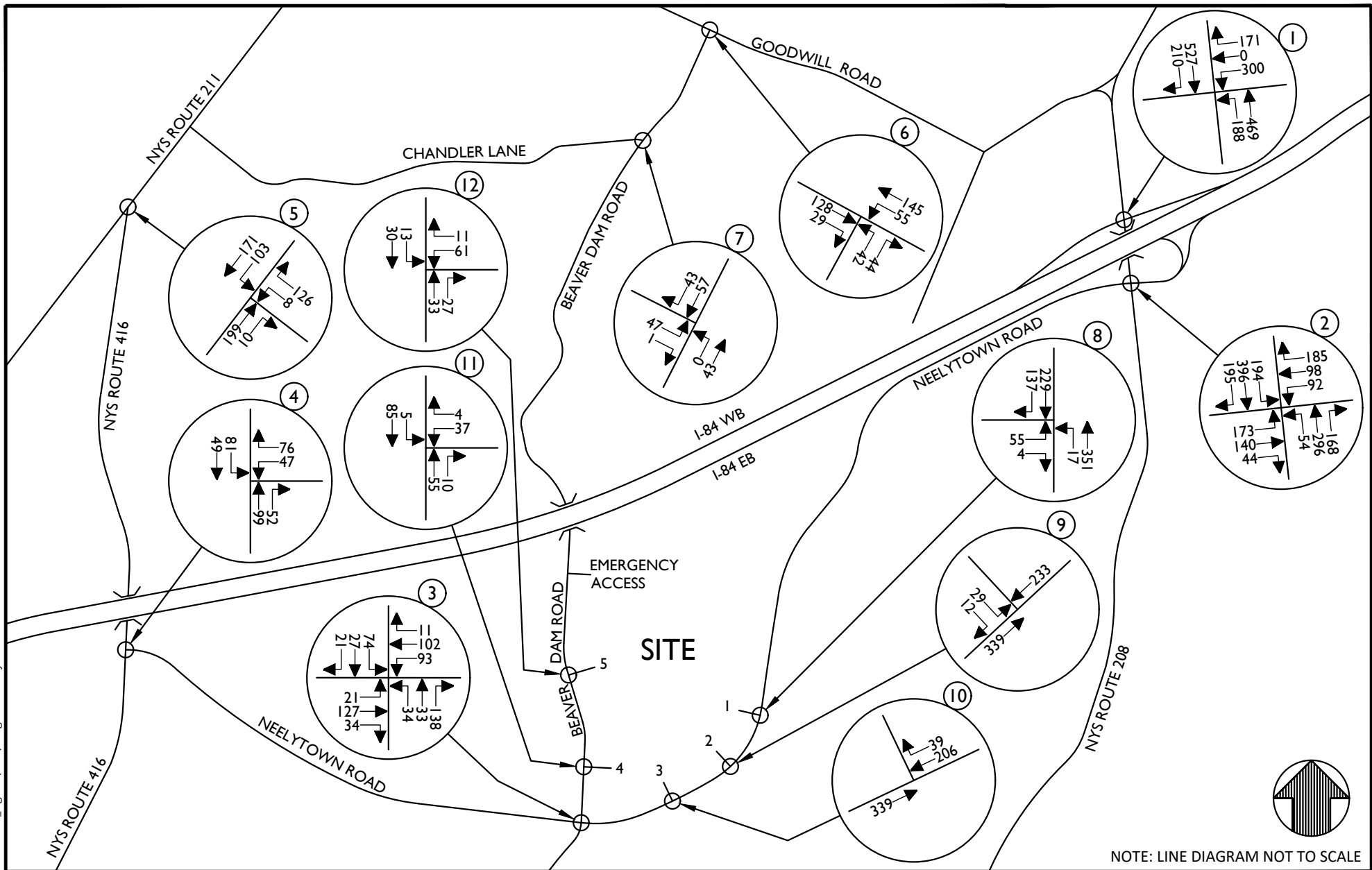
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SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	3/22/24	P.W.G.	R.R.
PROJECT NUMBER:	DRAWING NAME:		
21000327A	240322PWG_FIGURE (1-41)		
SHEET TITLE:			
2027 BUILD TRAFFIC VOLUMES WEEKDAY PEAK PM HOUR			
SHEET NUMBER:			
36-ALT			



NOTE: LINE DIAGRAM NOT TO SCALE

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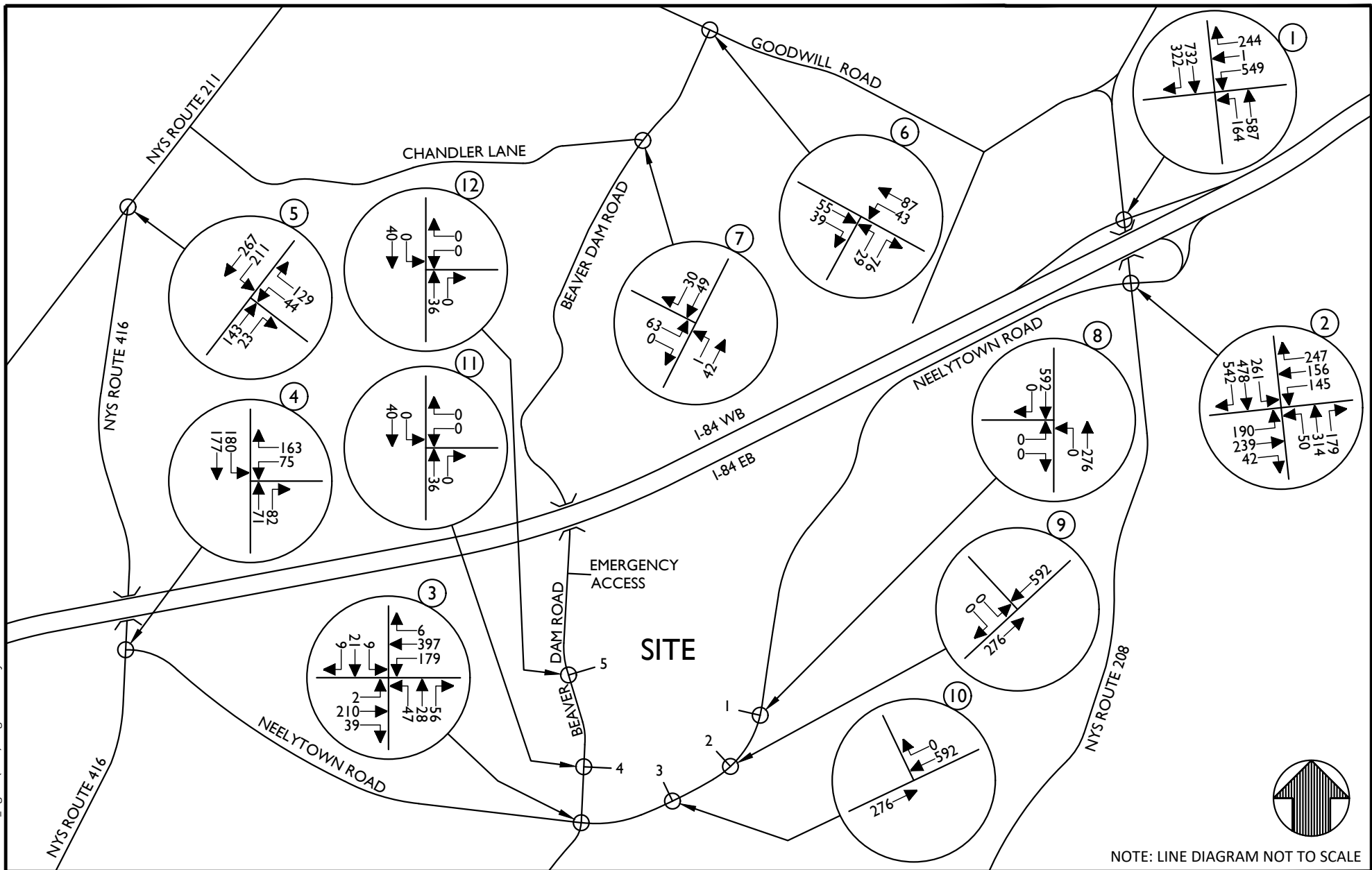
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PROJECT NUMBER: 21000327A	DRAWING NAME: 240322PWG_FIGURE (1-41)		
SHEET TITLE: 2027 BUILD TRAFFIC VOLUMES SATURDAY PEAK HOUR			
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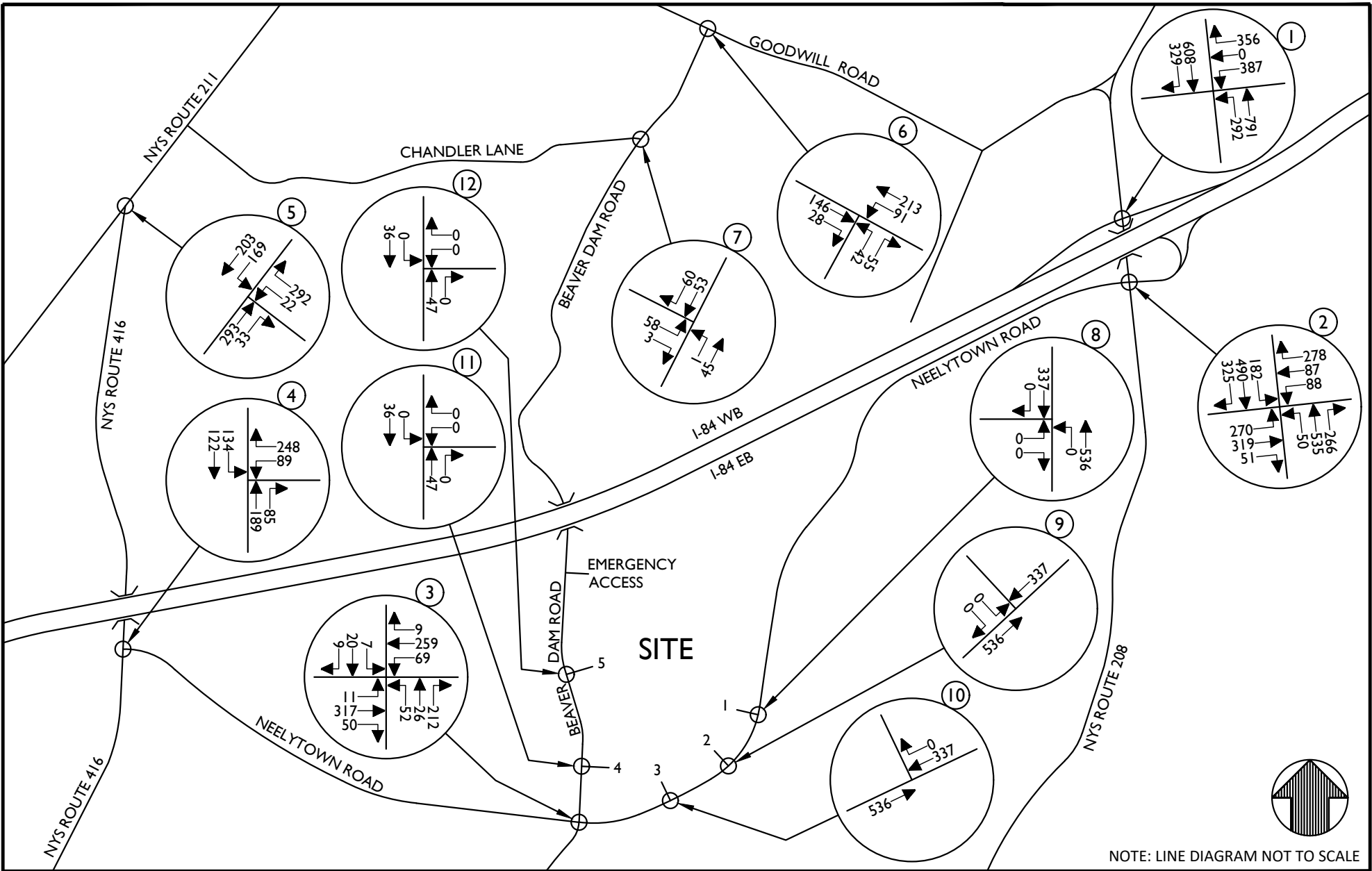
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SHEET TITLE: 2037 NO-BUILD TRAFFIC VOLUMES WEEKDAY PEAK AM HOUR			
SHEET NUMBER: 38-ALT			

0327A Reports\Traffic\Figures\240322PWG_Figure (1-41).dwg'39 By: PGOITHEL



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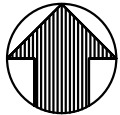
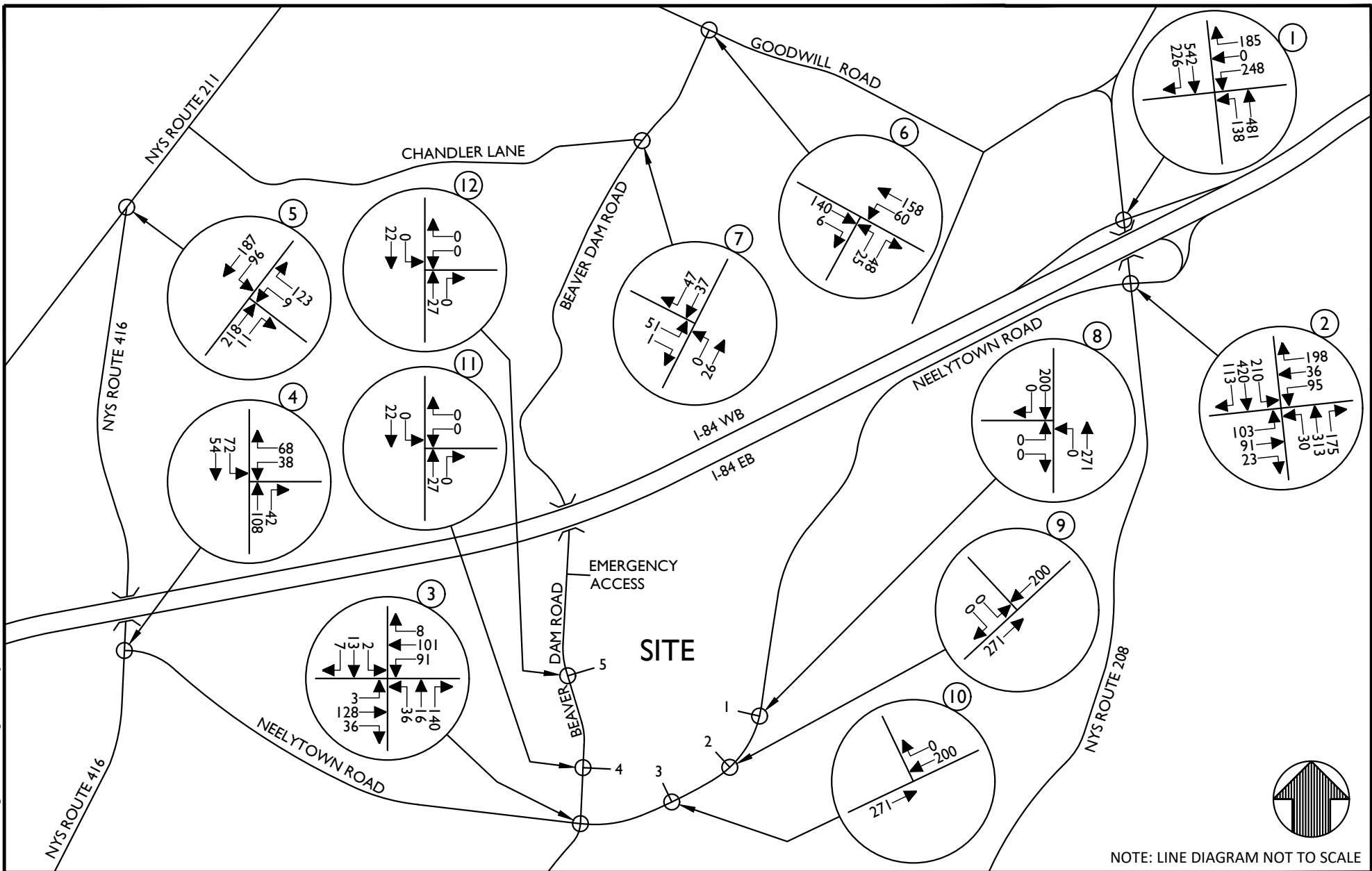
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PROJECT NUMBER: 21000327A	DRAWING NAME: 240322PWG_FIGURE (1-41)		
SHEET TITLE: 2037 NO-BUILD TRAFFIC VOLUMES WEEKDAY PEAK PM HOUR			
SHEET NUMBER: 39-ALT			



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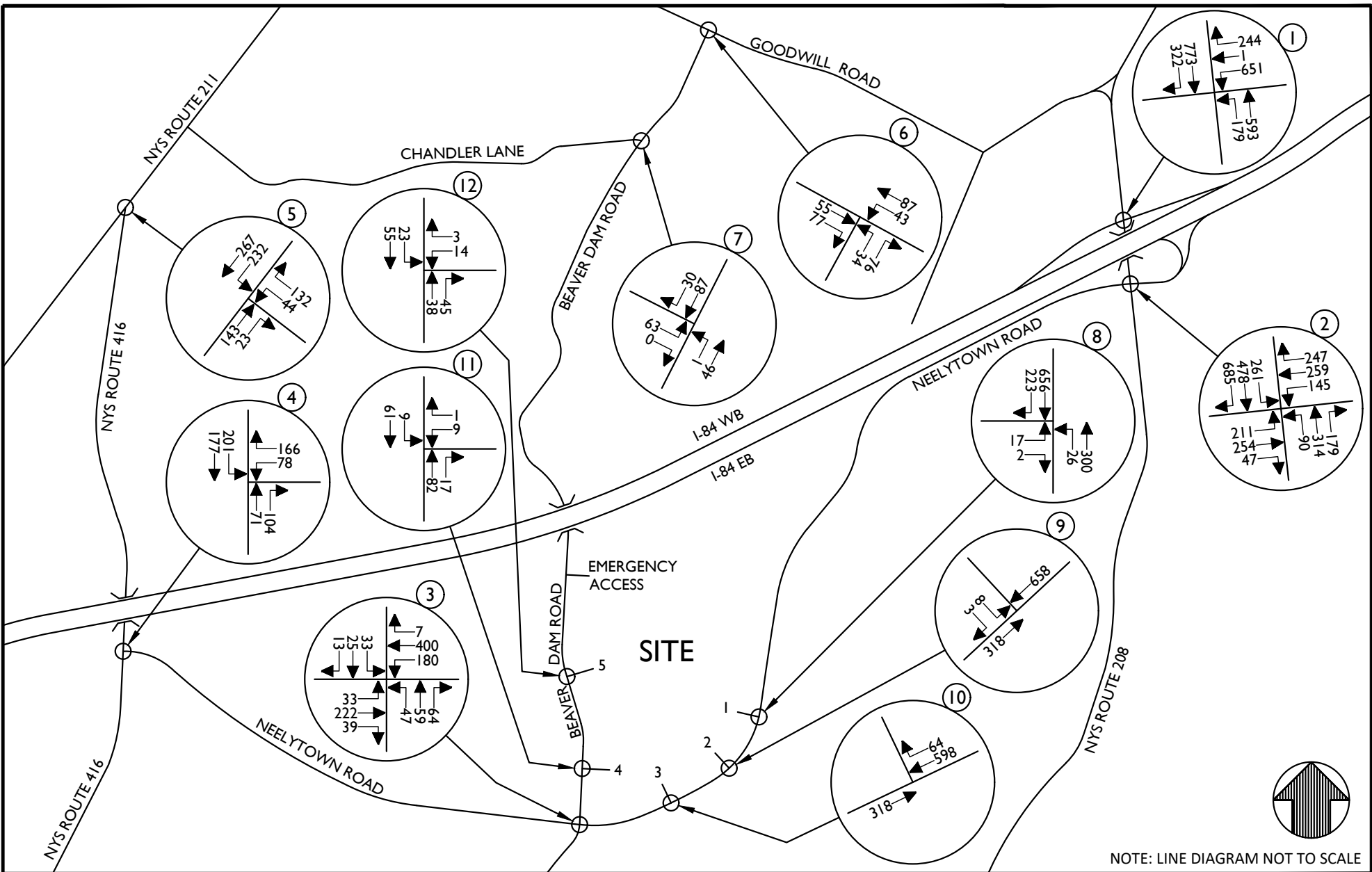
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PROJECT NUMBER:	DRAWING NAME:		
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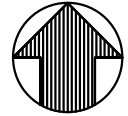
SHEET TITLE:
2037 NO-BUILD TRAFFIC VOLUMES
SATURDAY PEAK HOUR

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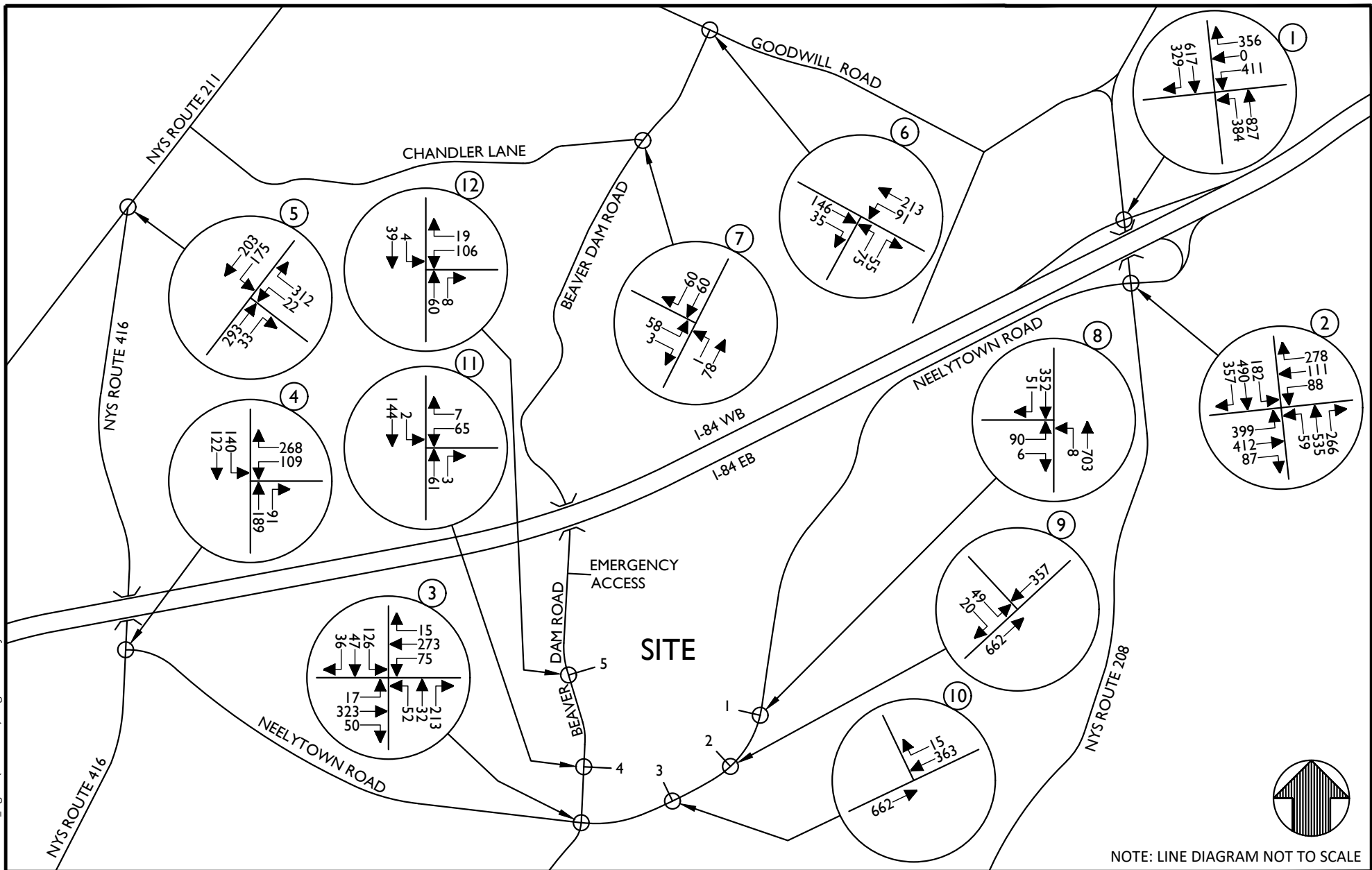
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PROJECT NUMBER:		DRAWING NAME:	
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SHEET TITLE:			
2037 BUILD TRAFFIC VOLUMES WEEKDAY PEAK AM HOUR			
SHEET NUMBER:			
41-ALT			

0327A Reports\Traffic\Figures\240322PWG_Figure (42-43 OD).dwg\42 By: PGOTTHELF



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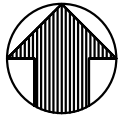
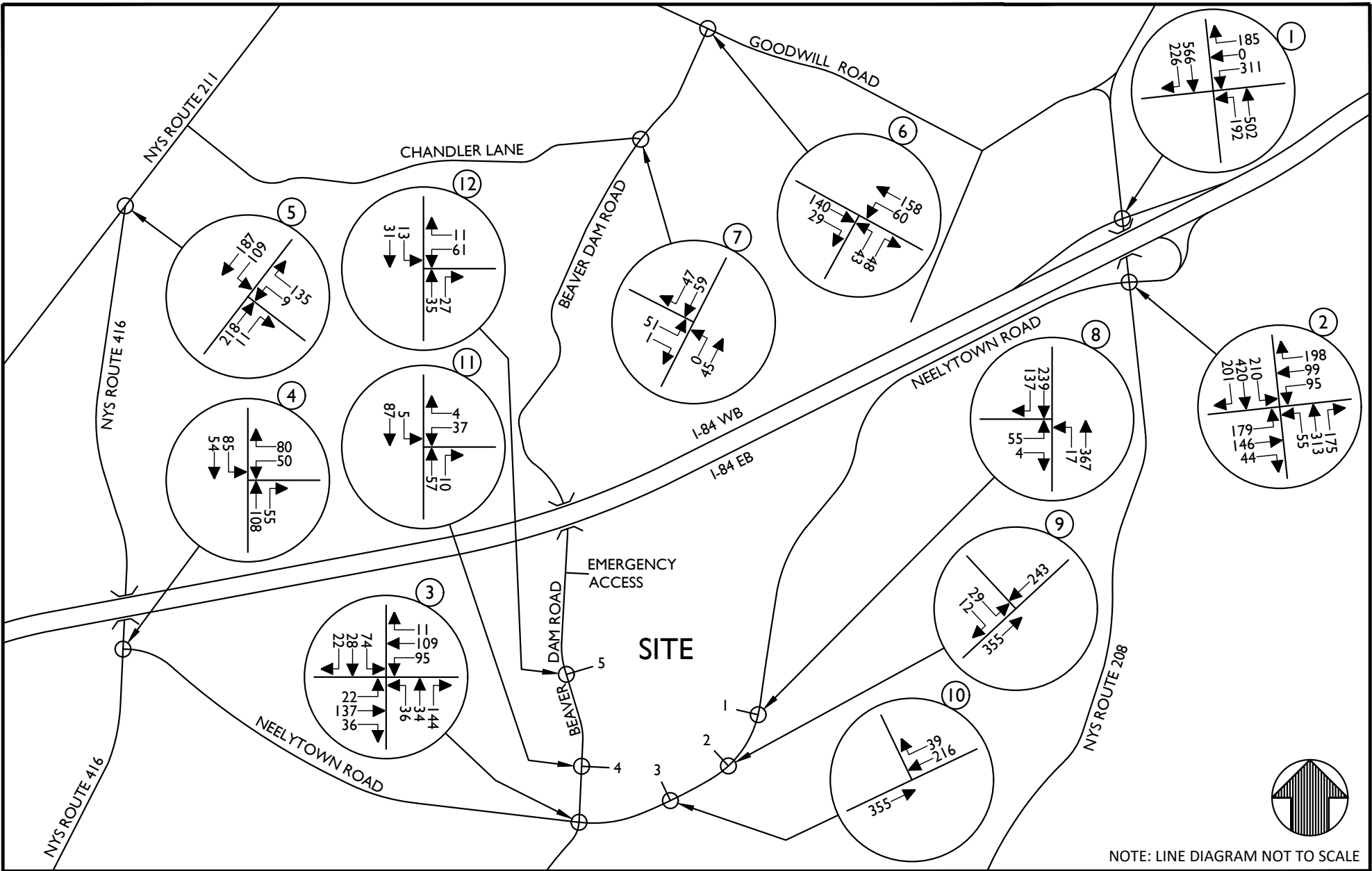
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PROJECT NUMBER: 21000327A	DRAWING NAME: 240322PWG_FIGURE (42-43 OD)		
SHEET TITLE: 2037 BUILD TRAFFIC VOLUMES WEEKDAY PEAK PM HOUR			
SHEET NUMBER: 42-ALT			

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PROJECT NUMBER: 21000327A	DRAWING NAME: 240322PWG_FIGURE (42-43 OD)		

SHEET TITLE:
2037 BUILD TRAFFIC VOLUMES SATURDAY PEAK HOUR

SHEET NUMBER:
43-ALT

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

	2022 Existing			2027 No-Build			2027 Build			Change in Delay No-Build to Build			
	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay				
1	NYS Route 208 & I-84 WB On-Off Ramps		Signalized										
	I-84 WB Off-Ramp	WB	LT	0.92	E	71.9	1.39	F	239.0	1.67	F	359.6	120.6
			R	0.70	D	51.5	0.73	D	52.4	0.72	D	51.9	-0.5
			WB Overall	-	E	64.0	-	F	182.5	-	F	277.8	95.3
	NYS Route 208	NB	L	0.90	E	76.9	0.93	F	86.8	0.93	F	81.4	-5.4
			TT	0.21	A	0.0	0.27	A	0.0	0.27	A	0.0	0.0
			NB Overall	-	B	16.2	-	B	19.1	-	B	19.0	-0.1
	NYS Route 208	SB	T	0.52	C	21.8	0.72	C	33.1	0.74	C	33.3	0.2
			TR	0.52	C	21.9	0.73	C	33.4	0.74	C	33.7	0.3
			SB Overall	-	C	21.9	-	C	33.3	-	C	33.5	0.2
			Overall	-	C	31.6	-	E	75.1	-	F	109.7	34.6
	W/ Signal Timing Changes												
	I-84 WB Off-Ramp	WB	LT	-	-	-	-	-	-	1.16	F	133.4	-105.6
			R	-	-	-	-	-	-	0.50	C	34.8	-17.6
			WB Overall	-	-	-	-	-	-	-	F	107.2	-75.3
	NYS Route 208	NB	L	-	-	-	-	-	-	1.07	F	131.2	44.4
			TT	-	-	-	-	-	-	0.32	A	0.0	0.0
			NB Overall	-	-	-	-	-	-	-	C	30.6	11.5
	NYS Route 208	SB	T	-	-	-	-	-	-	0.88	D	52.3	19.2
			TR	-	-	-	-	-	-	0.89	D	53.3	19.9
			SB Overall	-	-	-	-	-	-	-	D	52.8	19.5
			Overall	-	-	-	-	-	-	-	E	64.5	-10.6

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

			2022 Existing			2027 No-Build			2027 Build			Change in Delay No-Build to Build
			v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	
2	NYS Route 208 & I-84 EB On-Off Ramps / Neelytown Road	Signalized										
	Neelytown Road	EB	0.90	F	93.1	0.96	F	109.5	1.01	F	120.7	11.2
		T	0.42	D	42.4	0.54	D	46.4	0.53	D	45.0	-1.4
		TR	0.42	D	42.5	0.56	D	46.7	0.54	D	45.2	-1.5
		EB Overall	-	E	63.0	-	E	71.9	-	E	76.3	4.4
	I-84 WB On-Off Ramps	WB	0.78	F	82.2	0.84	E	70.7	0.83	E	68.9	-1.8
		T	0.39	D	52.4	0.52	D	50.4	0.82	E	56.3	5.9
		R	0.54	D	46.5	0.59	D	43.0	0.57	D	41.9	-1.1
		WB Overall	-	D	53.1	-	D	52.6	-	D	53.8	1.2
	NYS Route 208	NB	0.79	F	94.6	0.83	F	85.6	0.81	E	71.9	-13.7
		T	0.25	C	22.1	0.38	C	29.1	0.37	C	29.7	0.6
		TR	0.26	C	22.4	0.39	C	29.5	0.39	C	30.1	0.6
		NB Overall	-	C	27.3	-	C	34.6	-	D	36.7	2.1
	NYS Route 208	SB	0.78	E	67.0	0.81	E	67.8	0.81	E	67.5	-0.3
		TT	0.14	C	29.3	0.33	D	37.6	0.34	D	39.8	2.2
		R	-	A	-	-	A	-	-	A	-	-
		SB Overall	-	D	47.1	-	D	48.1	-	D	49.3	1.2
		Overall	-	D	47.3	-	D	50.8	-	D	53.1	2.3
	W/ Signal Timing Changes											
	Neelytown Road	EB	-	-	-	-	-	-	0.89	E	74.1	-35.4
		T	-	-	-	-	-	-	0.50	D	43.0	-3.4
		TR	-	-	-	-	-	-	0.51	D	43.2	-3.5
		EB Overall	-	-	-	-	-	-	-	E	55.9	-16.0
	I-84 WB On-Off Ramps	WB	-	-	-	-	-	-	0.84	E	73.0	2.3
		T	-	-	-	-	-	-	0.84	E	63.7	13.3
		R	-	-	-	-	-	-	0.58	D	42.6	-0.4
		WB Overall	-	-	-	-	-	-	-	E	58.0	5.4
	NYS Route 208	NB	-	-	-	-	-	-	0.81	E	73.2	-12.4
		T	-	-	-	-	-	-	0.39	C	31.3	2.2
		TR	-	-	-	-	-	-	0.40	C	31.7	2.2
		NB Overall	-	-	-	-	-	-	-	D	38.3	3.7
	NYS Route 208	SB	-	-	-	-	-	-	0.80	E	64.3	-3.5
		TT	-	-	-	-	-	-	0.35	D	40.8	3.2
		R	-	-	-	-	-	-	-	A	-	-
		SB Overall	-	-	-	-	-	-	-	D	48.9	0.8
		Overall	-	-	-	-	-	-	-	D	50.2	-0.6

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

			2022 Existing			2027 No-Build			2027 Build			Change in Delay No-Build to Build		
			v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay			
3	Neelytown Road & Beaver Dam Road / Neelytown Road North		Signalized											
		Neelytown Road	EB	L	0.00	B	10.3	0.00	B	10.8	0.08	B	11.4	0.6
				TR	0.21	A	8.7	0.28	A	9.4	0.28	A	9.5	0.1
				EB Overall	-	A	8.7	-	A	9.4	-	A	9.7	0.3
		Neelytown Road	WB	L	0.08	B	10.8	0.32	B	14.2	0.31	B	16.0	1.8
				TR	0.46	B	15.3	0.53	B	16.6	0.58	C	20.3	3.7
				WB Overall	-	B	14.7	-	B	15.8	-	B	18.9	3.1
		Neelytown Road North	NB	LT	0.14	C	25.7	0.16	C	26.0	0.21	C	26.6	0.6
				R	0.09	C	25.3	0.15	C	26.1	0.16	C	26.1	0.0
				NB Overall	-	C	25.6	-	C	26.0	-	C	26.4	0.4
		Beaver Dam Road	SB	LTR	0.06	C	24.8	0.08	C	25.0	0.16	C	26.2	1.2
				Overall	-	B	15.0	-	B	15.9	-	B	18.1	2.2
4	Neelytown Road & NYS Route 416		Signalized											
		Neelytown Road	WB	LR	0.71	B	12.4	0.71	B	13.2	0.72	B	14.0	0.8
		NYS Route 416	NB	TR	0.26	A	6.5	0.27	A	6.8	0.29	A	6.9	0.1
		NYS Route 416	SB	LT	0.45	A	7.5	0.53	A	8.7	0.57	A	9.3	0.6
				Overall	-	A	8.9	-	A	9.8	-	B	10.2	0.4
5	NYS Route 211 & NYS Route 416		Unsignalized											
		NYS Route 416	WB	L	0.19	C	23.7	0.26	D	31.2	0.26	D	31.4	0.2
				R	0.13	A	9.8	0.16	B	10.0	0.16	B	10.0	0.0
		NYS Route 211	SB	LT	0.12	A	7.9	0.16	A	8.1	0.16	A	8.1	0.0
6	Goodwill Road & Beaver Dam Road		Unsignalized											
		Goodwill Road	WB	LT	0.03	A	7.5	0.03	A	7.5	0.03	A	7.6	0.1
		Beaver Dam Road	NB	LR	0.10	A	9.4	0.11	A	9.5	0.12	A	9.7	0.2
7	Chandler Lane & Beaver Dam Road		Unsignalized											
		Chandler Lane	EB	LR	0.07	A	9.3	0.07	A	9.4	0.08	A	9.8	0.4
		Beaver Dam Road	NB	LT	0.00	A	8.3	0.00	A	8.4	0.00	A	8.5	0.1

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

			2022 Existing			2027 No-Build			2027 Build			Change in Delay No-Build to Build
			v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	
8	Neelytown Road & Site Driveway 1	Unsignalized										
	Site Driveway 1	EB LR	-	-	-	-	-	-	0.10	C	23.5	-
	Neelytown Road	NB L	-	-	-	-	-	-	0.04	B	10.4	-
	W/ Traffic Signal											
	Site Driveway 1	EB LR	-	-	-	-	-	-	0.71	D	47.4	-
	Neelytown Road	NB L	-	-	-	-	-	-	0.09	A	6.7	-
		T	-	-	-	-	-	-	0.27	A	2.7	-
		NB Overall	-	-	-	-	-	-	-	A	3.0	-
	Neelytown Road	SB T	-	-	-	-	-	-	0.78	A	9.9	-
		R	-	-	-	-	-	-	0.30	A	6.1	-
		SB Overall	-	-	-	-	-	-	-	A	8.9	-
		Overall	-	-	-	-	-	-	-	A	8.0	-
9	Neelytown Road & Site Driveway 2	Unsignalized										
	Site Driveway 2	SB LR	-	-	-	-	-	-	0.04	C	18.1	-
10	Neelytown Road & Site Driveway 3	Unsignalized										
	Site Driveway 3*		-	-	-	-	-	-	0.00	A	0.0	-
	*LOS is not defined for major street right turn movement											
11	Beaver Dam Road & Site Driveway 4	Unsignalized										
	Site Driveway 4	WB LR	-	-	-	-	-	-	0.01	A	9.4	-
	Beaver Dam Road	SB LT	-	-	-	-	-	-	0.01	A	7.4	-
12	Beaver Dam Road & Site Driveway 5	Unsignalized										
	Site Driveway 5	WB LR	-	-	-	-	-	-	0.02	A	9.4	-
	Beaver Dam Road	SB LT	-	-	-	-	-	-	0.02	A	7.4	-

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 - ALT
Level of Service Summary Table
Weekday Peak PM Hour

			2022 Existing			2027 No-Build			2027 Build			Change in Delay No-Build to Build
			v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	
1	NYS Route 208 & I-84 WB On-Off Ramps	Signalized										
	I-84 WB Off-Ramp	WB	0.80	E	56.7	0.89	E	67.5	0.95	E	79.0	11.5
		R	0.92	E	75.9	0.96	F	86.1	0.96	F	86.1	0.0
		WB Overall	-	E	66.2	-	E	76.4	-	F	82.3	5.9
	NYS Route 208	NB	0.87	E	64.0	1.29	F	194.6	1.52	F	284.6	90.0
		TT	0.25	A	0.0	0.32	A	0.0	0.34	A	0.0	0.0
		NB Overall	-	B	11.3	-	D	53.8	-	F	92.6	38.8
	NYS Route 208	SB	0.42	B	18.7	0.58	C	27.6	0.58	C	27.8	0.2
		TR	0.42	B	18.9	0.58	C	27.8	0.58	C	28.0	0.2
		SB Overall	-	B	18.8	-	C	27.7	-	C	27.9	0.2
		Overall	-	C	29.9	-	D	51.1	-	E	69.1	18.0
	W/ Signal Timing Changes											
	I-84 WB Off-Ramp	WB	-	-	-	-	-	-	0.89	E	59.0	-8.5
		R	-	-	-	-	-	-	0.90	E	62.9	-23.2
		WB Overall	-	-	-	-	-	-	-	E	60.8	-15.6
	NYS Route 208	NB	-	-	-	-	-	-	0.96	D	54.7	-139.9
		TT	-	-	-	-	-	-	0.35	A	0.0	0.0
		NB Overall	-	-	-	-	-	-	-	B	17.8	-36.0
	NYS Route 208	SB	-	-	-	-	-	-	0.75	D	43.5	15.9
		TR	-	-	-	-	-	-	0.75	D	44.1	16.3
		SB Overall	-	-	-	-	-	-	-	D	43.8	16.1
		Overall	-	-	-	-	-	-	-	D	37.3	-13.8

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

			2022 Existing			2027 No-Build			2027 Build			Change in Delay No-Build to Build	
			v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay		
2	NYS Route 208 & I-84 EB On-Off Ramps / Neelytown Road	Signalized											
	Neelytown Road	EB	L	0.90	F	86.9	1.19	F	176.5	1.67	F	373.7	197.2
			T	0.35	D	39.6	0.44	D	39.0	0.57	D	41.2	2.2
			TR	0.36	D	39.7	0.44	D	39.1	0.58	D	41.4	2.3
			EB Overall	-	E	58.5	-	F	97.3	-	F	189.6	92.3
	I-84 WB On-Off Ramps	WB	L	0.78	E	76.4	0.80	E	71.3	0.79	E	71.1	-0.2
			T	0.55	D	53.2	0.59	D	51.2	0.54	D	49.3	-1.9
			R	0.65	D	47.4	0.68	D	44.6	0.67	D	44.5	-0.1
			WB Overall	-	D	53.3	-	D	51.1	-	D	50.5	-0.6
	NYS Route 208	NB	L	0.80	F	95.8	0.83	F	84.8	0.80	E	78.0	-6.8
			T	0.30	C	23.8	0.61	C	35.0	0.61	C	34.8	-0.2
			TR	0.31	C	24.0	0.61	D	35.3	0.61	D	35.2	-0.1
			NB Overall	-	C	27.8	-	D	38.0	-	D	38.0	0.0
	NYS Route 208	SB	LL	0.72	E	66.1	0.75	E	65.5	0.75	E	65.4	-0.1
			TT	0.23	C	33.3	0.33	D	39.1	0.33	D	39.4	0.3
			R	-	A	-	-	A	-	-	A	-	-
			SB Overall	-	D	42.4	-	D	46.2	-	D	46.5	0.3
			Overall	-	D	44.7	-	E	56.8	-	F	89.3	32.5
	W/ Signal Timing Changes												
	Neelytown Road	EB	L	-	-	-	-	-	-	0.93	E	67.7	-108.8
			T	-	-	-	-	-	-	0.46	C	32.7	-6.3
			TR	-	-	-	-	-	-	0.46	C	32.8	-6.3
			EB Overall	-	-	-	-	-	-	-	D	48.3	-49.0
	I-84 WB On-Off Ramps	WB	L	-	-	-	-	-	-	0.80	E	73.7	2.4
			T	-	-	-	-	-	-	0.75	E	71.5	20.3
			R	-	-	-	-	-	-	0.85	E	68.0	23.4
			WB Overall	-	-	-	-	-	-	-	E	69.9	18.8
	NYS Route 208	NB	L	-	-	-	-	-	-	0.81	E	78.5	-6.3
			T	-	-	-	-	-	-	0.74	D	46.6	11.6
			TR	-	-	-	-	-	-	0.74	D	47.3	12.0
			NB Overall	-	-	-	-	-	-	-	D	49.1	11.1
	NYS Route 208	SB	LL	-	-	-	-	-	-	0.78	E	68.3	2.8
			TT	-	-	-	-	-	-	0.40	D	44.8	5.7
			R	-	-	-	-	-	-	-	A	-	-
			SB Overall	-	-	-	-	-	-	-	D	51.2	5.0
			Overall	-	-	-	-	-	-	-	D	52.7	-4.1

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

			2022 Existing			2027 No-Build			2027 Build			Change in Delay No-Build to Build			
			v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay				
3	Neelytown Road & Beaver Dam Road / Neelytown Road North	Signalized													
			Neelytown Road	EB	L	0.02	A	9.7	0.02	A	9.9	0.04	B	10.2	0.3
					TR	0.35	B	10.1	0.42	B	10.8	0.42	B	10.9	0.1
					EB Overall	-	B	10.0	-	B	10.8	-	B	10.9	0.1
			Neelytown Road	WB	L	0.09	B	12.5	0.16	B	14.6	0.17	B	15.0	0.4
					TR	0.33	B	14.2	0.39	B	15.0	0.43	B	16.2	1.2
					WB Overall	-	B	13.9	-	B	14.9	-	B	15.9	1.0
			Neelytown Road North	NB	LT	0.11	C	25.4	0.20	C	26.5	0.23	C	27.0	0.5
					R	0.25	C	27.2	0.58	C	34.0	0.57	C	33.7	-0.3
					NB Overall	-	C	26.6	-	C	32.0	-	C	31.8	-0.2
			Beaver Dam Road	SB	LTR	0.09	C	25.2	0.10	C	25.3	0.74	D	46.8	21.5
					Overall	-	B	15.1	-	B	18.7	-	C	23.5	4.8
4	Neelytown Road & NYS Route 416	Signalized													
			Neelytown Road	WB	LR	0.69	B	11.1	0.71	B	11.8	0.74	B	12.4	0.6
			NYS Route 416	NB	TR	0.48	A	8.1	0.48	A	9.1	0.48	A	9.8	0.7
			NYS Route 416	SB	LT	0.39	A	8.2	0.46	A	9.9	0.49	B	11.2	1.3
					Overall	-	A	9.2	-	B	10.4	-	B	11.3	0.9
5	NYS Route 211 & NYS Route 416	Unsignalized													
			NYS Route 416	WB	L	0.08	C	21.0	0.10	C	23.9	0.11	C	24.3	0.4
					R	0.32	B	12.1	0.41	B	13.3	0.43	B	13.7	0.4
			NYS Route 211	SB	LT	0.12	A	8.3	0.14	A	8.4	0.15	A	8.5	0.1
6	Goodwill Road & Beaver Dam Road	Unsignalized													
			Goodwill Road	WB	LT	0.06	A	7.7	0.06	A	7.8	0.06	A	7.8	0.0
			Beaver Dam Road	NB	LR	0.12	B	10.9	0.14	B	11.4	0.21	B	12.5	1.1
7	Chandler Lane & Beaver Dam Road	Unsignalized													
			Chandler Lane	EB	LR	0.06	A	9.3	0.07	A	9.4	0.07	A	9.7	0.3
			Beaver Dam Road	NB	LT	0.00	A	7.4	0.00	A	7.4	0.00	A	7.4	0.0

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

			2022 Existing			2027 No-Build			2027 Build			Change in Delay No-Build to Build
			v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	
8	Neelytown Road & Site Driveway 1	Unsignalized										
	Site Driveway 1	EB LR	-	-	-	-	-	-	0.72	F	67.4	-
	Neelytown Road	NB L	-	-	-	-	-	-	0.01	A	9.2	-
	W/ Traffic Signal											
	Site Driveway 1	EB LR	-	-	-	-	-	-	0.81	C	27.2	-
	Neelytown Road	NB L	-	-	-	-	-	-	0.03	A	6.2	-
		T	-	-	-	-	-	-	0.83	A	8.2	-
		NB Overall	-	-	-	-	-	-	-	A	8.2	-
	Neelytown Road	SB T	-	-	-	-	-	-	0.55	A	9.1	-
		R	-	-	-	-	-	-	0.11	A	6.9	-
		SB Overall	-	-	-	-	-	-	-	A	8.8	-
		Overall	-	-	-	-	-	-	-	A	10.0	-
9	Neelytown Road & Site Driveway 2	Unsignalized										
	Site Driveway 2	SB LR	-	-	-	-	-	-	0.37	D	29.0	-
10	Neelytown Road & Site Driveway 3	Unsignalized										
	Site Driveway 3*		-	-	-	-	-	-	0.00	A	0.0	-
	*LOS is not defined for major street right turn movement											
11	Beaver Dam Road & Site Driveway 4	Unsignalized										
	Site Driveway 4	WB LR	-	-	-	-	-	-	0.12	B	10.4	-
	Beaver Dam Road	SB LT	-	-	-	-	-	-	0.00	A	7.3	-
12	Beaver Dam Road & Site Driveway 5	Unsignalized										
	Site Driveway 5	WB LR	-	-	-	-	-	-	0.18	B	10.0	-
	Beaver Dam Road	SB LT	-	-	-	-	-	-	0.00	A	7.4	-

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 - ALT
Level of Service Summary Table
Weekday Peak SAT Hour

			2022 Existing			2027 No-Build			2027 Build			Change in Delay No-Build to Build
			v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	
1	NYS Route 208 & I-84 WB On-Off Ramps	Signalized										
	I-84 WB Off-Ramp	WB	0.60	E	55.0	0.88	E	64.0	0.91	E	71.5	7.5
		R	0.84	E	59.4	0.71	D	52.5	0.59	D	47.2	-5.3
		WB Overall	-	E	57.4	-	E	59.2	-	E	62.7	3.5
	NYS Route 208	NB	0.79	E	66.3	0.87	E	62.9	0.91	E	72.7	9.8
		TT	0.13	A	0.0	0.19	A	0.0	0.21	A	0.0	0.0
		NB Overall	-	A	8.3	-	B	14.4	-	C	20.8	6.4
	NYS Route 208	SB	0.26	A	7.5	0.40	B	15.3	0.46	C	21.3	6.0
		TR	0.26	A	7.6	0.40	B	15.4	0.47	C	21.4	6.0
		SB Overall	-	A	7.5	-	B	15.4	-	C	21.3	5.9
		Overall	-	B	18.4	-	C	25.5	-	C	31.6	6.1
	W/ Signal Timing Changes											
	I-84 WB Off-Ramp	WB	-	-	-	-	-	-	0.89	E	57.8	-6.2
		R	-	-	-	-	-	-	0.57	D	46.4	-6.1
		WB Overall	-	-	-	-	-	-	-	D	53.7	-5.5
	NYS Route 208	NB	-	-	-	-	-	-	0.90	E	59.7	-3.2
		TT	-	-	-	-	-	-	0.21	A	0.0	0.0
		NB Overall	-	-	-	-	-	-	-	B	17.1	2.7
	NYS Route 208	SB	-	-	-	-	-	-	0.47	C	21.8	6.5
		TR	-	-	-	-	-	-	0.47	C	21.9	6.5
		SB Overall	-	-	-	-	-	-	-	C	21.9	6.5
		Overall	-	-	-	-	-	-	-	C	28.2	2.7

**Table No. 2 - ALT
Level of Service Summary Table
Weekday Peak SAT Hour**

	2022 Existing			2027 No-Build			2027 Build			Change in Delay No-Build to Build			
	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay				
2	NYS Route 208 & I-84 EB On-Off Ramps / Neelytown Road			Signalized									
	Neelytown Road	EB	L	0.76	E	79.0	0.80	E	72.4	0.87	E	79.4	7.0
			T	0.15	D	50.0	0.25	D	49.5	0.30	D	44.5	-5.0
			TR	0.15	D	50.0	0.26	D	49.6	0.32	D	44.7	-4.9
			EB Overall	-	E	64.0	-	E	60.4	-	E	61.5	1.1
	I-84 WB On-Off Ramps	WB	L	0.71	F	80.5	0.80	E	69.8	0.79	E	69.4	-0.4
			T	0.06	D	51.6	0.27	D	50.3	0.43	D	51.7	1.4
			R	0.54	D	49.7	0.58	D	46.4	0.57	D	46.1	-0.3
			WB Overall	-	D	54.9	-	D	53.8	-	D	53.3	-0.5
	NYS Route 208	NB	L	0.69	F	104.7	0.90	F	110.9	0.79	E	77.5	-33.4
			T	0.13	B	12.2	0.28	B	18.5	0.32	C	22.8	4.3
			TR	0.14	B	12.2	0.29	B	18.7	0.32	C	23.0	4.3
			NB Overall	-	B	15.7	-	C	24.0	-	C	28.5	4.5
	NYS Route 208	SB	LL	0.76	E	59.3	0.77	E	66.4	0.77	E	66.3	-0.1
			TT	0.11	A	0.0	0.21	C	28.1	0.24	C	32.9	4.8
			R	-	A	-	-	A	-	-	A	-	-
			SB Overall	-	C	24.1	-	D	40.7	-	D	43.8	3.1
			Overall	-	C	32.3	-	D	40.7	-	D	44.9	4.2
	W/ Signal Timing Changes												
	Neelytown Road	EB	L	-	-	-	-	-	-	0.85	E	66.3	-6.1
			T	-	-	-	-	-	-	0.31	D	44.8	-4.7
			TR	-	-	-	-	-	-	0.32	D	45.0	-4.6
			EB Overall	-	-	-	-	-	-	-	E	55.3	-5.1
	I-84 WB On-Off Ramps	WB	L	-	-	-	-	-	-	0.80	E	69.7	-0.1
			T	-	-	-	-	-	-	0.46	D	52.7	2.4
			R	-	-	-	-	-	-	0.59	D	47.0	0.6
			WB Overall	-	-	-	-	-	-	-	D	54.1	0.3
	NYS Route 208	NB	L	-	-	-	-	-	-	0.79	E	77.7	-33.2
			T	-	-	-	-	-	-	0.31	C	22.6	4.1
			TR	-	-	-	-	-	-	0.32	C	22.8	4.1
			NB Overall	-	-	-	-	-	-	-	C	28.4	4.4
	NYS Route 208	SB	LL	-	-	-	-	-	-	0.76	E	65.1	-1.3
			TT	-	-	-	-	-	-	0.24	C	32.6	4.5
			R	-	-	-	-	-	-	-	A	-	-
			SB Overall	-	-	-	-	-	-	-	D	43.3	2.6
			Overall	-	-	-	-	-	-	-	D	43.6	2.9

**Table No. 2 - ALT
Level of Service Summary Table
Weekday Peak SAT Hour**

			2022 Existing			2027 No-Build			2027 Build			Change in Delay No-Build to Build			
			v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay				
3	Neelytown Road & Beaver Dam Road / Neelytown Road North	Signalized													
			Neelytown Road	EB	L	0.01	A	9.1	0.01	A	9.1	0.04	A	9.3	0.2
					TR	0.15	A	8.2	0.19	A	8.6	0.21	A	8.7	0.1
					EB Overall	-	A	8.2	-	A	8.6	-	A	8.8	0.2
			Neelytown Road	WB	L	0.03	B	10.4	0.17	B	11.8	0.19	B	13.8	2.0
					TR	0.13	B	11.2	0.16	B	11.4	0.19	B	13.6	2.2
					WB Overall	-	B	11.1	-	B	11.6	-	B	13.7	2.1
			Neelytown Road North	NB	LT	0.08	C	25.0	0.13	C	25.6	0.18	C	26.2	0.6
					R	0.19	C	26.4	0.40	C	29.7	0.40	C	29.7	0.0
					NB Overall	-	C	26.0	-	C	28.7	-	C	28.6	-0.1
			Beaver Dam Road	SB	LTR	0.04	C	24.6	0.05	C	24.8	0.41	C	31.7	6.9
					Overall	-	B	14.9	-	B	16.9	-	B	19.8	2.9
4	Neelytown Road & NYS Route 416	Signalized													
			Neelytown Road	WB	LR	0.51	B	11.0	0.56	B	10.7	0.62	B	11.1	0.4
			NYS Route 416	NB	TR	0.26	A	5.6	0.31	A	6.0	0.34	A	6.4	0.4
			NYS Route 416	SB	LT	0.13	A	5.3	0.17	A	5.7	0.21	A	6.0	0.3
					Overall	-	A	6.8	-	A	7.2	-	A	7.7	0.5
5	NYS Route 211 & NYS Route 416	Unsignalized													
			NYS Route 416	WB	L	0.02	B	13.4	0.02	B	14.5	0.02	C	15.1	0.6
					R	0.12	A	9.9	0.15	B	10.2	0.17	B	10.3	0.1
			NYS Route 211	SB	LT	0.06	A	7.9	0.08	A	8.0	0.09	A	8.0	0.0
6	Goodwill Road & Beaver Dam Road	Unsignalized													
			Goodwill Road	WB	LT	0.04	A	7.5	0.04	A	7.6	0.04	A	7.6	0.0
			Beaver Dam Road	NB	LR	0.08	A	9.8	0.09	B	10.0	0.12	B	10.6	0.6
7	Chandler Lane & Beaver Dam Road	Unsignalized													
			Chandler Lane	EB	LR	0.05	A	9.1	0.06	A	9.2	0.06	A	9.4	0.2
			Beaver Dam Road	NB	LT	0.00	A	0.0	0.00	A	0.0	0.00	A	0.0	0.0

**Table No. 2 - ALT
Level of Service Summary Table
Weekday Peak SAT Hour**

			2022 Existing			2027 No-Build			2027 Build			Change in Delay No-Build to Build
			v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	
8	Neelytown Road & Site Driveway 1	Unsignalized										
	Site Driveway 1	EB LR	-	-	-	-	-	-	0.25	C	20.3	-
	Neelytown Road	NB L	-	-	-	-	-	-	0.02	A	8.8	-
	W/ Traffic Signal											
	Site Driveway 1	EB LR	-	-	-	-	-	-	0.71	C	21.4	-
	Neelytown Road	NB L	-	-	-	-	-	-	0.06	A	6.5	-
		T	-	-	-	-	-	-	0.49	A	5.0	-
		NB Overall	-	-	-	-	-	-	-	A	5.1	-
	Neelytown Road	SB T	-	-	-	-	-	-	0.56	A	9.9	-
		R	-	-	-	-	-	-	0.41	A	9.2	-
		SB Overall	-	-	-	-	-	-	-	A	9.6	-
		Overall	-	-	-	-	-	-	-	A	8.4	-
9	Neelytown Road & Site Driveway 2	Unsignalized										
	Site Driveway 2	SB LR	-	-	-	-	-	-	0.13	C	15.0	-
10	Neelytown Road & Site Driveway 3	Unsignalized										
	Site Driveway 3*		-	-	-	-	-	-	0.00	A	0.0	-
	*LOS is not defined for major street right turn movement											
11	Beaver Dam Road & Site Driveway 4	Unsignalized										
	Site Driveway 4	WB LR	-	-	-	-	-	-	0.07	A	9.8	-
	Beaver Dam Road	SB LT	-	-	-	-	-	-	0.00	A	7.4	-
12	Beaver Dam Road & Site Driveway 5	Unsignalized										
	Site Driveway 5	WB LR	-	-	-	-	-	-	0.11	A	9.6	-
	Beaver Dam Road	SB LT	-	-	-	-	-	-	0.01	A	7.4	-

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. 3 - ALT
Level of Service Summary Table
Weekday Peak AM Hour**

				2037 No-Build			2037 Build			Change in Delay No-Build to Build
	v/c	LOS	Delay	v/c	LOS	Delay				
1	NYS Route 208 & I-84 WB On-Off Ramps			Signalized						
	I-84 WB Off-Ramp	WB	LT	1.47	F	275.0	1.74	F	394.4	119.4
			R	0.79	E	57.3	0.78	E	56.6	-0.7
		WB Overall		-	F	208.1	-	F	302.4	94.3
	NYS Route 208	NB	L	1.00	F	104.4	0.98	F	92.7	-11.7
			TT	0.29	A	0.0	0.29	A	0.0	0.0
		NB Overall		-	C	22.8	-	C	21.5	-1.3
	NYS Route 208	SB	T	0.78	D	36.1	0.80	D	37.0	0.9
			TR	0.79	D	36.8	0.80	D	37.7	0.9
		SB Overall		-	D	36.5	-	D	37.3	0.8
		Overall		-	F	84.9	-	F	118.8	33.9
	W/ Signal Timing Changes									
	I-84 WB Off-Ramp	WB	LT	-	-	-	1.28	F	181.6	-93.4
			R	-	-	-	0.57	D	37.8	-19.5
		WB Overall		-	-	-	-	F	142.4	-65.7
	NYS Route 208	NB	L	-	-	-	1.22	F	183.7	79.3
			TT	-	-	-	0.33	A	0.0	0.0
		NB Overall		-	-	-	-	D	42.6	19.8
	NYS Route 208	SB	T	-	-	-	0.90	D	51.9	15.8
			TR	-	-	-	0.91	D	53.4	16.6
		SB Overall		-	-	-	-	D	52.6	16.1
		Overall		-	-	-	-	E	78.9	-6.0

**Table No. 3 - ALT
Level of Service Summary Table
Weekday Peak AM Hour**

2	NYS Route 208 & I-84 EB On-Off Ramps / Neelytown Road	Signalized	2037 No-Build			2037 Build			Change in Delay No-Build to Build	
			v/c	LOS	Delay	v/c	LOS	Delay		
	Neelytown Road	EB	L	1.05	F	133.7	1.09	F	144.0	10.3
			T	0.57	D	46.3	0.56	D	45.2	-1.1
			TR	0.59	D	46.6	0.58	D	45.5	-1.1
			EB Overall	-	F	81.6	-	F	86.0	4.4
	I-84 WB On-Off Ramps	WB	L	0.84	E	71.4	0.84	E	69.7	-1.7
			T	0.52	D	49.5	0.82	E	55.7	6.2
			R	0.60	D	41.8	0.58	D	41.0	-0.8
			WB Overall	-	D	51.8	-	D	53.2	1.4
	NYS Route 208	NB	L	0.83	F	84.0	0.81	E	71.7	-12.3
			T	0.42	C	31.4	0.42	C	31.8	0.4
			TR	0.43	C	31.8	0.43	C	32.2	0.4
			NB Overall	-	D	36.4	-	D	38.1	1.7
	NYS Route 208	SB	LL	0.82	E	68.1	0.82	E	67.5	-0.6
			TT	0.36	D	38.9	0.36	D	40.7	1.8
			R	-	A	-	-	A	-	-
			SB Overall	-	D	49.2	-	D	50.2	1.0
			Overall	-	D	53.5	-	E	55.5	2.0
	W/ Signal Timing Changes									
	Neelytown Road	EB	L	-	-	-	0.90	E	75.6	-58.1
			T	-	-	-	0.51	D	41.9	-4.4
			TR	-	-	-	0.52	D	42.1	-4.5
			EB Overall	-	-	-	-	E	55.8	-25.8
	I-84 WB On-Off Ramps	WB	L	-	-	-	0.84	E	71.6	0.2
			T	-	-	-	0.86	E	65.8	16.3
			R	-	-	-	0.60	D	42.2	0.4
			WB Overall	-	-	-	-	E	58.1	6.3
	NYS Route 208	NB	L	-	-	-	0.82	E	77.2	-6.8
			T	-	-	-	0.45	C	34.6	3.2
			TR	-	-	-	0.46	D	35.1	3.3
			NB Overall	-	-	-	-	D	41.4	5.0
	NYS Route 208	SB	LL	-	-	-	0.82	E	65.3	-2.8
			TT	-	-	-	0.39	D	42.5	3.6
			R	-	-	-	-	A	-	-
			SB Overall	-	-	-	-	D	50.6	1.4
			Overall	-	-	-	-	D	51.5	-2.0

**Table No. 3 - ALT
Level of Service Summary Table
Weekday Peak AM Hour**

				2037 No-Build			2037 Build			Change in Delay No-Build to Build
				v/c	LOS	Delay	v/c	LOS	Delay	
3	Neelytown Road & Beaver Dam Road / Neelytown Road North									
		Neelytown Road	EB L	0.01	B	11.3	0.08	B	12.0	0.7
			TR	0.30	A	9.6	0.30	A	9.7	0.1
			EB Overall	-	A	9.6	-	A	9.9	0.3
		Neelytown Road	WB L	0.34	B	14.9	0.33	B	16.4	1.5
			TR	0.58	B	17.6	0.63	C	21.7	4.1
			WB Overall	-	B	16.8	-	C	20.1	3.3
		Neelytown Road North	NB LT	0.17	C	26.2	0.22	C	26.7	0.5
			R	0.16	C	26.2	0.17	C	26.2	0.0
			NB Overall	-	C	26.2	-	C	26.5	0.3
		Beaver Dam Road	SB LTR	0.09	C	25.1	0.17	C	26.4	1.3
			Overall	-	B	16.6	-	B	18.8	2.2
4	Neelytown Road & NYS Route 416									
		Neelytown Road	WB LR	0.72	B	13.9	0.73	B	15.0	1.1
		NYS Route 416	NB TR	0.27	A	7.1	0.29	A	7.1	0.0
		NYS Route 416	SB LT	0.58	A	9.5	0.61	B	10.2	0.7
			Overall	-	B	10.4	-	B	11.0	0.6
5	NYS Route 211 & NYS Route 416									
		NYS Route 416	WB L	0.32	E	38.2	0.35	E	43.4	5.2
			R	0.18	B	10.2	0.18	B	10.3	0.1
		NYS Route 211	SB LT	0.18	A	8.2	0.20	A	8.3	0.1
6	Goodwill Road & Beaver Dam Road									
		Goodwill Road	WB LT	0.03	A	7.5	0.03	A	7.6	0.1
		Beaver Dam Road	NB LR	0.12	A	9.6	0.13	A	9.8	0.2
7	Chandler Lane & Beaver Dam Road									
		Chandler Lane	EB LR	0.08	A	9.6	0.09	A	9.9	0.3
		Beaver Dam Road	NB LT	0.00	A	8.4	0.00	A	8.5	0.1

**Table No. 3 - ALT
Level of Service Summary Table
Weekday Peak AM Hour**

			2037 No-Build			2037 Build			Change in Delay No-Build to Build			
			v/c	LOS	Delay	v/c	LOS	Delay				
8	Neelytown Road & Site Driveway 1	Unsignalized										
			Site Driveway 1	EB	LR	-	-	-	0.10	D	25.3	-
		Neelytown Road	NB	L	-	-	-	0.04	B	10.6	-	
		W/ Traffic Signal										
		Site Driveway 1	EB	LR	-	-	-	0.72	D	49.0	-	
		Neelytown Road	NB	L	-	-	-	0.09	A	7.1	-	
				T	-	-	-	0.28	A	2.6	-	
			NB Overall		-	-	-	-	A	2.9	-	
		Neelytown Road	SB	T	-	-	-	0.80	B	10.1	-	
				R	-	-	-	0.28	A	5.9	-	
		SB Overall		-	-	-	-	A	9.0	-		
		Overall		-	-	-	-	A	8.1	-		
9	Neelytown Road & Site Driveway 2	Unsignalized										
			Site Driveway 2	SB	LR	-	-	-	0.05	C	19.2	-
10	Neelytown Road & Site Driveway 3	Unsignalized										
			Site Driveway 3*			-	-	-	0.00	A	0.0	-
			*LOS is not defined for major street right turn movement									
11	Beaver Dam Road & Site Driveway 4	Unsignalized										
			Site Driveway 4	WB	LR	-	-	-	0.01	A	9.5	-
			Beaver Dam Road	SB	LT	-	-	-	0.01	A	7.4	-
12	Beaver Dam Road & Site Driveway 5	Unsignalized										
			Site Driveway 5	WB	LR	-	-	-	0.02	A	9.4	-
			Beaver Dam Road	SB	LT	-	-	-	0.02	A	7.4	-

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. 3 - ALT
Level of Service Summary Table
Weekday Peak PM Hour**

				2037 No-Build			2037 Build			Change in Delay No-Build to Build
	v/c	LOS	Delay	v/c	LOS	Delay				
1	NYS Route 208 & I-84 WB On-Off Ramps			Signalized						
	I-84 WB Off-Ramp	WB	LT	0.96	F	82.5	1.02	F	98.7	16.2
			R	1.04	F	108.8	1.04	F	108.8	0.0
		WB Overall		-	F	95.1	-	F	103.4	8.3
	NYS Route 208	NB	L	1.35	F	216.8	1.57	F	306.8	90.0
			TT	0.35	A	0.0	0.37	A	0.0	0.0
		NB Overall		-	E	58.4	-	F	97.3	38.9
	NYS Route 208	SB	T	0.62	C	29.1	0.63	C	29.2	0.1
			TR	0.62	C	29.3	0.63	C	29.5	0.2
		SB Overall		-	C	29.2	-	C	29.4	0.2
		Overall		-	E	58.4	-	E	76.9	18.5
	W/ Signal Timing Changes									
	I-84 WB Off-Ramp	WB	LT	-	-	-	0.91	E	65.3	-17.2
			R	-	-	-	0.93	E	71.9	-36.9
		WB Overall		-	-	-	-	E	68.4	-26.7
	NYS Route 208	NB	L	-	-	-	0.97	D	54.7	-162.1
			TT	-	-	-	0.38	A	0.0	0.0
		NB Overall		-	-	-	-	B	17.4	-41.0
	NYS Route 208	SB	T	-	-	-	0.86	D	53.9	24.8
			TR	-	-	-	0.86	D	54.8	25.5
		SB Overall		-	-	-	-	D	54.3	25.1
		Overall		-	-	-	-	D	42.7	-15.7

**Table No. 3 - ALT
Level of Service Summary Table
Weekday Peak PM Hour**

2	NYS Route 208 & I-84 EB On-Off Ramps / Neelytown Road	Signalized	2037 No-Build			2037 Build			Change in Delay No-Build to Build	
			v/c	LOS	Delay	v/c	LOS	Delay		
	Neelytown Road	EB	L	1.27	F	206.7	1.75	F	409.0	202.3
			T	0.46	D	38.5	0.59	D	41.0	2.5
			TR	0.46	D	38.7	0.60	D	41.2	2.5
			EB Overall	-	F	109.5	-	F	204.5	95.0
	I-84 WB On-Off Ramps	WB	L	0.80	E	70.6	0.80	E	70.4	-0.2
			T	0.59	D	50.0	0.55	D	48.2	-1.8
			R	0.69	D	43.3	0.68	D	43.1	-0.2
			WB Overall	-	D	49.9	-	D	49.4	-0.5
	NYS Route 208	NB	L	0.83	F	83.3	0.80	E	77.2	-6.1
			T	0.68	D	38.9	0.67	D	38.8	-0.1
			TR	0.68	D	39.3	0.67	D	39.1	-0.2
			NB Overall	-	D	41.6	-	D	41.6	0.0
	NYS Route 208	SB	LL	0.76	E	65.3	0.76	E	65.2	-0.1
			TT	0.37	D	40.9	0.38	D	41.2	0.3
			R	-	A	-	-	A	-	-
			SB Overall	-	D	47.5	-	D	47.7	0.2
			Overall	-	E	61.1	-	F	94.6	33.5
	W/ Signal Timing Changes									
	Neelytown Road	EB	L	-	-	-	0.96	E	76.6	-130.1
			T	-	-	-	0.47	C	32.3	-6.2
			TR	-	-	-	0.48	C	32.4	-6.3
			EB Overall	-	-	-	-	D	52.0	-57.5
	I-84 WB On-Off Ramps	WB	L	-	-	-	0.81	E	79.7	9.1
			T	-	-	-	0.77	E	73.0	23.0
			R	-	-	-	0.88	E	71.9	28.6
			WB Overall	-	-	-	-	E	73.6	23.7
	NYS Route 208	NB	L	-	-	-	0.81	E	77.7	-5.6
			T	-	-	-	0.81	D	53.0	14.1
			TR	-	-	-	0.81	D	53.8	14.5
			NB Overall	-	-	-	-	E	55.0	13.4
	NYS Route 208	SB	LL	-	-	-	0.84	E	71.6	6.3
			TT	-	-	-	0.46	D	46.6	5.7
			R	-	-	-	-	A	-	-
			SB Overall	-	-	-	-	D	53.4	5.9
			Overall	-	-	-	-	E	56.8	-4.3

**Table No. 3 - ALT
Level of Service Summary Table
Weekday Peak PM Hour**

				2037 No-Build			2037 Build			Change in Delay No-Build to Build
				v/c	LOS	Delay	v/c	LOS	Delay	
3	Neelytown Road & Beaver Dam Road / Neelytown Road North									
		Neelytown Road	EB L	0.03	B	10.1	0.04	B	10.5	0.4
			TR	0.45	B	11.3	0.46	B	11.4	0.1
			EB Overall	-	B	11.2	-	B	11.3	0.1
		Neelytown Road	WB L	0.18	B	15.7	0.19	B	16.2	0.5
			TR	0.43	B	15.6	0.47	B	17.0	1.4
			WB Overall	-	B	15.6	-	B	16.8	1.2
		Neelytown Road North	NB LT	0.21	C	26.6	0.24	C	27.2	0.6
			R	0.60	C	34.8	0.59	C	34.4	-0.4
			NB Overall	-	C	32.6	-	C	32.4	-0.2
		Beaver Dam Road	SB LTR	0.11	C	25.4	0.78	D	49.9	24.5
		Overall	-	B	19.1	-	C	24.3	5.2	
4	Neelytown Road & NYS Route 416									
		Neelytown Road	WB LR	0.73	B	12.7	0.76	B	13.7	1.0
		NYS Route 416	NB TR	0.48	A	9.5	0.48	B	10.3	0.8
		NYS Route 416	SB LT	0.51	B	11.0	0.54	B	12.5	1.5
			Overall	-	B	11.2	-	B	12.3	1.1
5	NYS Route 211 & NYS Route 416									
		NYS Route 416	WB L	0.13	D	27.3	0.13	D	27.9	0.6
			R	0.45	B	14.3	0.48	B	14.9	0.6
		NYS Route 211	SB LT	0.16	A	8.6	0.16	A	8.6	0.0
6	Goodwill Road & Beaver Dam Road									
		Goodwill Road	WB LT	0.07	A	7.8	0.07	A	7.8	0.0
		Beaver Dam Road	NB LR	0.16	B	11.9	0.24	B	13.2	1.3
7	Chandler Lane & Beaver Dam Road									
		Chandler Lane	EB LR	0.08	A	9.5	0.08	A	9.8	0.3
		Beaver Dam Road	NB LT	0.00	A	7.4	0.00	A	7.5	0.1

**Table No. 3 - ALT
Level of Service Summary Table
Weekday Peak PM Hour**

			2037 No-Build			2037 Build			Change in Delay No-Build to Build			
			v/c	LOS	Delay	v/c	LOS	Delay				
8	Neelytown Road & Site Driveway 1	Unsignalized										
			Site Driveway 1	EB	LR	-	-	-	0.81	F	87.7	-
		Neelytown Road	NB	L	-	-	-	0.01	A	9.3	-	
		W/ Traffic Signal										
		Site Driveway 1	EB	LR	-	-	-	0.81	C	28.4	-	
		Neelytown Road	NB	L	-	-	-	0.03	A	6.1	-	
				T	-	-	-	0.84	A	8.5	-	
			NB Overall		-	-	-	-	A	8.5	-	
		Neelytown Road	SB	T	-	-	-	0.55	A	8.9	-	
				R	-	-	-	0.11	A	6.6	-	
		SB Overall		-	-	-	-	A	8.6	-		
		Overall		-	-	-	-	B	10.1	-		
9	Neelytown Road & Site Driveway 2	Unsignalized										
			Site Driveway 2	SB	LR	-	-	-	0.41	D	33.2	-
10	Neelytown Road & Site Driveway 3	Unsignalized										
			Site Driveway 3*			-	-	-	0.00	A	0.0	-
			*LOS is not defined for major street right turn movement									
11	Beaver Dam Road & Site Driveway 4	Unsignalized										
			Site Driveway 4	WB	LR	-	-	-	0.12	B	10.5	-
			Beaver Dam Road	SB	LT	-	-	-	0.00	A	7.4	-
12	Beaver Dam Road & Site Driveway 5	Unsignalized										
			Site Driveway 5	WB	LR	-	-	-	0.18	B	10.0	-
			Beaver Dam Road	SB	LT	-	-	-	0.00	A	7.4	-

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. 3 - ALT
Level of Service Summary Table
Weekday Peak SAT Hour**

			2037 No-Build			2037 Build			Change in Delay No-Build to Build
			v/c	LOS	Delay	v/c	LOS	Delay	
1	NYS Route 208 & I-84 WB On-Off Ramps	Signalized							
	I-84 WB Off-Ramp	WB	0.88	E	65.2	0.92	E	72.7	7.5
		R	0.74	D	53.7	0.62	D	47.8	-5.9
		WB Overall	-	E	60.3	-	E	63.4	3.1
	NYS Route 208	NB	0.87	E	64.3	0.91	E	73.0	8.7
		TT	0.21	A	0.0	0.23	A	0.0	0.0
		NB Overall	-	B	14.3	-	C	20.2	5.9
	NYS Route 208	SB	0.44	B	16.7	0.51	C	22.9	6.2
		TR	0.44	B	16.8	0.51	C	23.0	6.2
		SB Overall	-	B	16.7	-	C	22.9	6.2
		Overall	-	C	26.3	-	C	32.1	5.8
	W/ Signal Timing Changes								
	I-84 WB Off-Ramp	WB	-	-	-	0.90	E	58.4	-6.8
		R	-	-	-	0.60	D	46.2	-7.5
		WB Overall	-	-	-	-	D	53.8	-6.5
	NYS Route 208	NB	-	-	-	0.90	E	58.5	-5.8
		TT	-	-	-	0.23	A	0.0	0.0
		NB Overall	-	-	-	-	B	16.2	1.9
	NYS Route 208	SB	-	-	-	0.52	C	23.6	6.9
		TR	-	-	-	0.52	C	23.7	6.9
		SB Overall	-	-	-	-	C	23.6	6.9
		Overall	-	-	-	-	C	28.6	2.3

**Table No. 3 - ALT
Level of Service Summary Table
Weekday Peak SAT Hour**

2	NYS Route 208 & I-84 EB On-Off Ramps / Neelytown Road	Signalized	2037 No-Build			2037 Build			Change in Delay No-Build to Build	
			v/c	LOS	Delay	v/c	LOS	Delay		
	Neelytown Road	EB	L	0.80	E	72.0	0.88	F	80.4	8.4
			T	0.24	D	48.4	0.30	D	43.4	-5.0
			TR	0.25	D	48.5	0.31	D	43.6	-4.9
			EB Overall	-	E	59.6	-	E	61.5	1.9
	I-84 WB On-Off Ramps	WB	L	0.80	E	69.6	0.80	E	69.2	-0.4
			T	0.26	D	49.4	0.41	D	50.6	1.2
			R	0.59	D	45.3	0.58	D	45.0	-0.3
			WB Overall	-	D	52.7	-	D	52.2	-0.5
	NYS Route 208	NB	L	0.90	F	108.9	0.79	E	77.4	-31.5
			T	0.31	C	20.0	0.34	C	24.6	4.6
			TR	0.32	C	20.2	0.35	C	24.8	4.6
			NB Overall	-	C	25.3	-	C	30.0	4.7
	NYS Route 208	SB	LL	0.78	E	67.5	0.78	E	67.2	-0.3
			TT	0.23	C	29.3	0.27	C	34.1	4.8
			R	-	A	-	-	A	-	-
			SB Overall	-	D	42.1	-	D	45.2	3.1
			Overall	-	D	41.3	-	D	45.5	4.2
	W/ Signal Timing Changes									
	Neelytown Road	EB	L	-	-	-	0.85	E	65.8	-6.2
			T	-	-	-	0.30	D	43.8	-4.6
			TR	-	-	-	0.31	D	44.0	-4.5
			EB Overall	-	-	-	-	D	54.6	-5.0
	I-84 WB On-Off Ramps	WB	L	-	-	-	0.80	E	69.3	-0.3
			T	-	-	-	0.44	D	51.7	2.3
			R	-	-	-	0.60	D	46.3	1.0
			WB Overall	-	-	-	-	D	53.2	0.5
	NYS Route 208	NB	L	-	-	-	0.79	E	77.6	-31.3
			T	-	-	-	0.34	C	24.4	4.4
			TR	-	-	-	0.35	C	24.6	4.4
			NB Overall	-	-	-	-	C	29.9	4.6
	NYS Route 208	SB	LL	-	-	-	0.77	E	64.7	-2.8
			TT	-	-	-	0.27	C	33.9	4.6
			R	-	-	-	-	A	-	-
			SB Overall	-	-	-	-	D	44.2	2.1
			Overall	-	-	-	-	D	44.0	2.7

**Table No. 3 - ALT
Level of Service Summary Table
Weekday Peak SAT Hour**

				2037 No-Build			2037 Build			Change in Delay
				v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build
3	Neelytown Road & Beaver Dam Road / Neelytown Road North		Signalized							
	Neelytown Road	EB	L	0.01	A	9.1	0.04	A	9.4	0.3
			TR	0.21	A	8.7	0.22	A	8.8	0.1
			EB Overall	-	A	8.7	-	A	8.9	0.2
	Neelytown Road	WB	L	0.17	B	11.9	0.20	B	14.0	2.1
			TR	0.17	B	11.6	0.21	B	13.7	2.1
			WB Overall	-	B	11.7	-	B	13.8	2.1
	Neelytown Road North	NB	LT	0.14	C	25.7	0.19	C	26.3	0.6
			R	0.42	C	30.1	0.42	C	30.1	0.0
			NB Overall	-	C	28.9	-	C	28.9	0.0
	Beaver Dam Road	SB	LTR	0.06	C	24.8	0.42	C	32.0	7.2
		Overall	-	B	17.0	-	B	19.9	2.9	
4	Neelytown Road & NYS Route 416		Signalized							
	Neelytown Road	WB	LR	0.57	B	10.6	0.63	B	11.1	0.5
	NYS Route 416	NB	TR	0.33	A	6.2	0.37	A	6.5	0.3
	NYS Route 416	SB	LT	0.19	A	5.8	0.23	A	6.3	0.5
			Overall	-	A	7.3	-	A	7.8	0.5
5	NYS Route 211 & NYS Route 416		Unsignalized							
	NYS Route 416	WB	L	0.03	C	15.4	0.03	C	16.0	0.6
			R	0.17	B	10.4	0.19	B	10.6	0.2
	NYS Route 211	SB	LT	0.08	A	8.1	0.09	A	8.1	0.0
6	Goodwill Road & Beaver Dam Road		Unsignalized							
	Goodwill Road	WB	LT	0.04	A	7.6	0.04	A	7.7	0.1
	Beaver Dam Road	NB	LR	0.10	B	10.3	0.13	B	10.9	0.6
7	Chandler Lane & Beaver Dam Road		Unsignalized							
	Chandler Lane	EB	LR	0.06	A	9.2	0.06	A	9.5	0.3
	Beaver Dam Road	NB	LT	0.00	A	0.0	0.00	A	0.0	0.0

**Table No. 3 - ALT
Level of Service Summary Table
Weekday Peak SAT Hour**

			2037 No-Build			2037 Build			Change in Delay No-Build to Build			
			v/c	LOS	Delay	v/c	LOS	Delay				
8	Neelytown Road & Site Driveway 1	Unsignalized										
			Site Driveway 1	EB	LR	-	-	-	0.26	C	21.4	-
		Neelytown Road	NB	L	-	-	-	0.02	A	8.9	-	
		W/ Traffic Signal										
		Site Driveway 1	EB	LR	-	-	-	0.71	C	21.6	-	
		Neelytown Road	NB	L	-	-	-	0.06	A	6.4	-	
				T	-	-	-	0.51	A	5.1	-	
			NB Overall		-	-	-	-	A	5.2	-	
		Neelytown Road	SB	T	-	-	-	0.57	A	10.0	-	
				R	-	-	-	0.40	A	9.0	-	
		SB Overall		-	-	-	-	A	9.6	-		
		Overall		-	-	-	-	A	8.4	-		
9	Neelytown Road & Site Driveway 2	Unsignalized										
			Site Driveway 2	SB	LR	-	-	-	0.14	C	15.5	-
10	Neelytown Road & Site Driveway 3	Unsignalized										
			Site Driveway 3*			-	-	-	0.00	A	0.0	-
			*LOS is not defined for major street right turn movement									
11	Beaver Dam Road & Site Driveway 4	Unsignalized										
			Site Driveway 4	WB	LR	-	-	-	0.07	A	9.9	-
			Beaver Dam Road	SB	LT	-	-	-	0.00	A	7.4	-
12	Beaver Dam Road & Site Driveway 5	Unsignalized										
			Site Driveway 5	WB	LR	-	-	-	0.11	A	9.7	-
			Beaver Dam Road	SB	LT	-	-	-	0.01	A	7.4	-

NOTES:

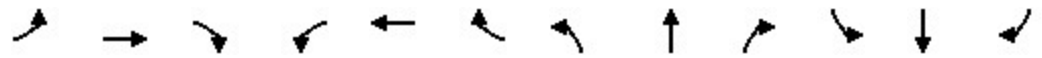
- 1) THE ABOVE REPRESENTS THE LEVEL OF SERVICE AND VEHICLE DELAY IN SECONDS, C [16.2], FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.

2027 Build Traffic Volumes

Peak AM Hour

1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

3/22/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↗	↘	↑↑			↑↔	
Traffic Volume (vph)	0	0	0	621	1	225	167	550	0	0	719	296
Future Volume (vph)	0	0	0	621	1	225	167	550	0	0	719	296
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			2%	
Storage Length (ft)	0		0	0		360	145		0	245		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Fr _t						0.850					0.956	
Fl _t Protected					0.952		0.950					
Satd. Flow (prot)	0	0	0	0	1607	1488	1347	3343	0	0	3189	0
Fl _t Permitted					0.952		0.950					
Satd. Flow (perm)	0	0	0	0	1607	1488	1347	3343	0	0	3189	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						203						66
Link Speed (mph)		30			40			45				45
Link Distance (ft)		287			1203			796				861
Travel Time (s)		6.5			20.5			12.1				13.0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	12%	0%	8%	34%	8%	0%	0%	8%	5%
Adj. Flow (vph)	0	0	0	698	1	253	188	618	0	0	808	333
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	699	253	188	618	0	0	1141	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
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	1.01	1.01	1.01	1.00	1.00	1.00	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				2	2	2	2	2				2
Detector Template				Left	Thru	Right	Left	Thru				Thru
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				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
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				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)				0.0	0.0	0.0	0.0	0.0				0.0
Turn Type				Perm	NA	Perm	Prot	NA				NA

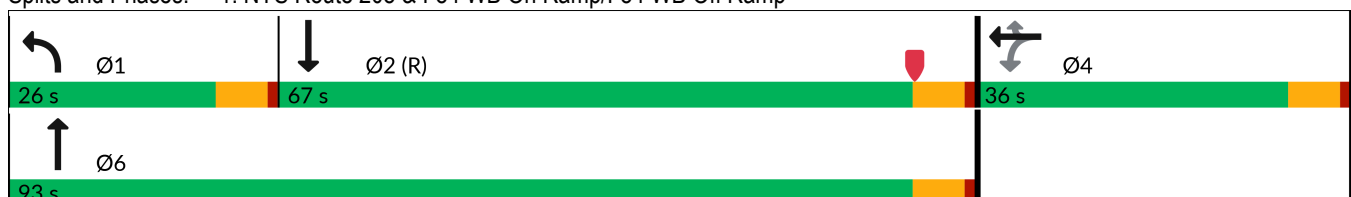


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases					4		1	6				2
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6				2
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	10.0				10.0
Minimum Split (s)				24.0	24.0	24.0	11.0	24.0				24.0
Total Split (s)				36.0	36.0	36.0	26.0	93.0				67.0
Total Split (%)				27.9%	27.9%	27.9%	20.2%	72.1%				51.9%
Maximum Green (s)				30.0	30.0	30.0	20.0	87.0				61.0
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
Total Lost Time (s)					6.0	6.0	6.0	6.0				6.0
Lead/Lag							Lead					Lag
Lead-Lag Optimize?							Yes					Yes
Vehicle Extension (s)				2.0	2.0	2.0	2.0	2.0				2.0
Recall Mode				None	None	None	None	None				C-Max
v/c Ratio					1.87	0.50	0.93	0.27				0.73
Control Delay (s/veh)					432.4	13.8	94.4	10.2				28.9
Queue Delay					0.0	0.0	0.0	0.0				0.0
Total Delay (s/veh)					432.4	13.8	94.4	10.2				28.9
Queue Length 50th (ft)					~890	33	164	133				376
Queue Length 95th (ft)					#1112	111	m#262	m150				455
Internal Link Dist (ft)		207			1123			716				781
Turn Bay Length (ft)						360	145					
Base Capacity (vph)					373	501	208	2254				1558
Starvation Cap Reductn					0	0	0	0				0
Spillback Cap Reductn					0	0	0	0				0
Storage Cap Reductn					0	0	0	0				0
Reduced v/c Ratio					1.87	0.50	0.90	0.27				0.73

Intersection Summary

Area Type: Other
 Cycle Length: 129
 Actuated Cycle Length: 129
 Offset: 0 (0%), Referenced to phase 2:SBT, Start of Yellow
 Natural Cycle: 140
 Control Type: Actuated-Coordinated
 ~ 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.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

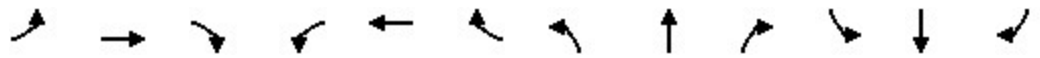


2027 Build Traffic Volumes

Peak AM Hour

1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

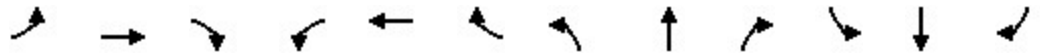
3/22/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↗	↘	↑↑			↑↔	
Traffic Volume (veh/h)	0	0	0	621	1	225	167	550	0	0	719	296
Future Volume (veh/h)	0	0	0	621	1	225	167	550	0	0	719	296
Initial Q (Qb), veh				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
Parking Bus, Adj				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		
Adj Sat Flow, veh/h/ln				1716	1894	1776	1396	1781	0	0	1758	1802
Adj Flow Rate, veh/h				698	1	253	188	618	0	0	808	333
Peak Hour Factor				0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %				12	0	8	34	8	0	0	8	5
Cap, veh/h				419	1	350	203	2283	0	0	1097	451
Arrive On Green				0.23	0.23	0.23	0.30	1.00	0.00	0.00	0.48	0.48
Sat Flow, veh/h				1801	3	1505	1330	3474	0	0	2396	949
Grp Volume(v), veh/h				699	0	253	188	618	0	0	584	557
Grp Sat Flow(s),veh/h/ln				1804	0	1505	1330	1692	0	0	1670	1587
Q Serve(g_s), s				30.0	0.0	20.0	17.7	0.0	0.0	0.0	36.4	36.6
Cycle Q Clear(g_c), s				30.0	0.0	20.0	17.7	0.0	0.0	0.0	36.4	36.6
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.60
Lane Grp Cap(c), veh/h				420	0	350	203	2283	0	0	794	755
V/C Ratio(X)				1.67	0.00	0.72	0.93	0.27	0.00	0.00	0.74	0.74
Avail Cap(c_a), veh/h				420	0	350	206	2283	0	0	794	755
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.84	0.84	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				49.5	0.0	45.7	44.1	0.0	0.0	0.0	27.3	27.3
Incr Delay (d2), s/veh				310.1	0.0	6.3	37.3	0.0	0.0	0.0	6.0	6.4
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				49.3	0.0	7.9	6.8	0.0	0.0	0.0	15.0	14.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				359.6	0.0	51.9	81.4	0.0	0.0	0.0	33.3	33.7
LnGrp LOS				F		D	F	A			C	C
Approach Vol, veh/h					952			806			1141	
Approach Delay, s/veh					277.8			19.0			33.5	
Approach LOS					F			B			C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	25.7	67.3		36.0		93.0						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	20.0	61.0		30.0		87.0						
Max Q Clear Time (g_c+I1), s	19.7	38.6		32.0		2.0						
Green Ext Time (p_c), s	0.0	3.9		0.0		2.2						
Intersection Summary												
HCM 6th Ctrl Delay, s/veh				109.7								
HCM 6th LOS				F								

2027 Build Traffic Volumes
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

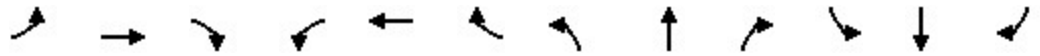
Peak AM Hour
 3/22/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	196	234	45	141	250	230	88	292	166	240	455	645
Future Volume (vph)	196	234	45	141	250	230	88	292	166	240	455	645
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			1%			1%	
Storage Length (ft)	400		400	220		220	145		145	330		280
Storage Lanes	2		0	1		1	1		1	2		1
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.976				0.850		0.946				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1327	2528	0	1770	1792	1568	1618	3117	0	3287	3326	1410
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1327	2528	0	1770	1792	1568	1618	3117	0	3287	3326	1410
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18				195		81				672
Link Speed (mph)		45			25			45				45
Link Distance (ft)		639			871			1257				796
Travel Time (s)		9.7			23.8			19.0				12.1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	36%	45%	10%	2%	6%	3%	11%	9%	9%	6%	8%	14%
Adj. Flow (vph)	204	244	47	147	260	240	92	304	173	250	474	672
Shared Lane Traffic (%)												
Lane Group Flow (vph)	204	291	0	147	260	240	92	477	0	250	474	672
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			24			24	
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	1.00	1.00	1.00	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	2		2	2	2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	83	83		83	83	83	83	83		83	83	83
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	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	43
Detector 2 Size(ft)	40	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	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	0.0
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	Free

2027 Build Traffic Volumes
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak AM Hour
 3/22/2024

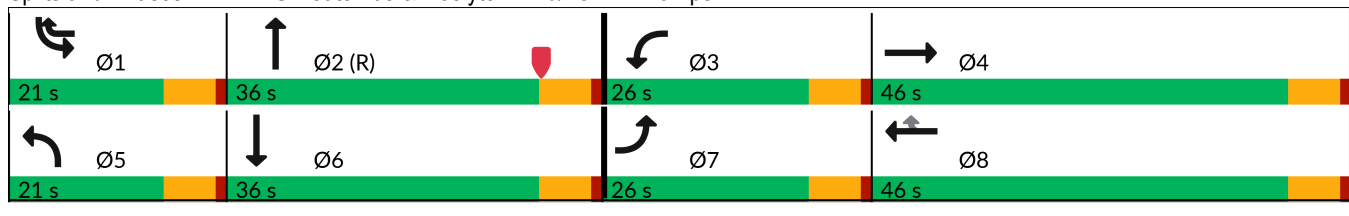


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases						8						Free
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.0	24.0		11.0	24.0	11.0	11.0	24.0		11.0	24.0	
Total Split (s)	26.0	46.0		26.0	46.0	21.0	21.0	36.0		21.0	36.0	
Total Split (%)	20.2%	35.7%		20.2%	35.7%	16.3%	16.3%	27.9%		16.3%	27.9%	
Maximum Green (s)	20.0	40.0		20.0	40.0	15.0	15.0	30.0		15.0	30.0	
Yellow Time (s)	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	
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		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	None	
v/c Ratio	0.99	0.50		0.68	0.77	0.35	0.58	0.41		0.62	0.38	0.47
Control Delay (s/veh)	116.0	44.2		70.2	64.7	6.9	69.6	29.4		61.8	32.0	0.5
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)	116.0	44.2		70.2	64.7	6.9	69.6	29.4		61.8	32.0	0.5
Queue Length 50th (ft)	173	106		119	208	25	75	131		115	134	0
Queue Length 95th (ft)	#334	147		186	284	71	128	211		m101	m148	m0
Internal Link Dist (ft)		559			791			1177			716	
Turn Bay Length (ft)	400			220		220	145			330		280
Base Capacity (vph)	205	796		274	555	697	194	1138		431	1241	1410
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	1.00	0.37		0.54	0.47	0.34	0.47	0.42		0.58	0.38	0.48

Intersection Summary

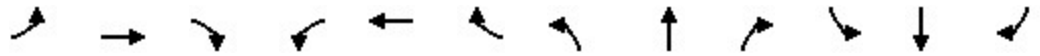
Area Type: Other
 Cycle Length: 129
 Actuated Cycle Length: 129
 Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps



2027 Build Traffic Volumes
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak AM Hour
 3/22/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↗	↖	↗		↗	↗	↗
Traffic Volume (veh/h)	196	234	45	141	250	230	88	292	166	240	455	645
Future Volume (veh/h)	196	234	45	141	250	230	88	292	166	240	455	645
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	1366	1233	1752	1870	1811	1856	1731	1761	1761	1805	1776	1687
Adj Flow Rate, veh/h	204	244	47	147	260	240	92	304	173	250	474	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	36	45	10	2	6	3	11	9	9	6	8	14
Cap, veh/h	202	456	86	176	319	423	114	809	449	310	1397	
Arrive On Green	0.16	0.23	0.23	0.10	0.18	0.18	0.07	0.39	0.39	0.03	0.14	0.00
Sat Flow, veh/h	1301	1965	372	1781	1811	1572	1649	2075	1152	3335	3374	1429
Grp Volume(v), veh/h	204	144	147	147	260	240	92	244	233	250	474	0
Grp Sat Flow(s),veh/h/ln	1301	1171	1166	1781	1811	1572	1649	1673	1553	1668	1687	1429
Q Serve(g_s), s	20.0	13.9	14.3	10.5	17.8	17.0	7.1	13.4	13.9	9.6	16.4	0.0
Cycle Q Clear(g_c), s	20.0	13.9	14.3	10.5	17.8	17.0	7.1	13.4	13.9	9.6	16.4	0.0
Prop In Lane	1.00		0.32	1.00		1.00	1.00		0.74	1.00		1.00
Lane Grp Cap(c), veh/h	202	272	271	176	319	423	114	652	606	310	1397	
V/C Ratio(X)	1.01	0.53	0.54	0.83	0.82	0.57	0.81	0.37	0.39	0.81	0.34	
Avail Cap(c_a), veh/h	202	363	362	276	562	634	192	652	606	388	1397	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.61	0.61	0.00
Uniform Delay (d), s/veh	54.5	43.4	43.5	57.1	51.1	40.7	59.2	28.1	28.2	61.4	39.7	0.0
Incr Delay (d2), s/veh	66.2	1.6	1.7	11.9	5.1	1.2	12.7	1.6	1.8	6.1	0.1	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	10.1	4.0	4.2	5.3	8.6	6.8	3.3	5.5	5.3	4.5	7.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	120.7	45.0	45.2	68.9	56.3	41.9	71.9	29.7	30.1	67.5	39.8	0.0
LnGrp LOS	F	D	D	E	E	D	E	C	C	E	D	
Approach Vol, veh/h		495			647			569			724	
Approach Delay, s/veh		76.3			53.8			36.7			49.3	
Approach LOS		E			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.0	56.3	18.8	35.9	14.9	59.4	26.0	28.7				
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	30.0	20.0	40.0	15.0	30.0	20.0	40.0				
Max Q Clear Time (g_c+I1), s	11.6	15.9	12.5	16.3	9.1	18.4	22.0	19.8				
Green Ext Time (p_c), s	0.4	2.0	0.4	1.4	0.1	2.0	0.0	2.9				

Intersection Summary

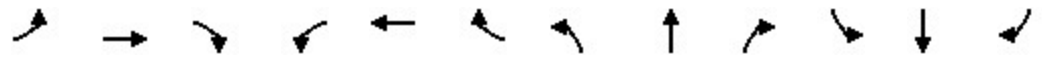
HCM 6th Ctrl Delay, s/veh	53.1
HCM 6th LOS	D

Notes

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

2027 Build Traffic Volumes
 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd

Peak AM Hour
 3/22/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	206	38	175	368	6	43	57	61	32	24	12
Future Volume (vph)	33	206	38	175	368	6	43	57	61	32	24	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	16	12	12	12
Grade (%)		1%			2%			-2%				0%
Storage Length (ft)	70		0	220		0	0		150	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.977			0.998				0.850		0.976	
Flt Protected	0.950			0.950				0.979			0.977	
Satd. Flow (prot)	1796	1552	0	1702	1449	0	0	1784	1622	0	1787	0
Flt Permitted	0.388			0.597				0.850			0.840	
Satd. Flow (perm)	734	1552	0	1069	1449	0	0	1549	1622	0	1536	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18			1				109			12
Link Speed (mph)		45			45			35				35
Link Distance (ft)		2146			540			620				646
Travel Time (s)		32.5			8.2			12.1				12.6
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	21%	8%	5%	29%	68%	7%	4%	14%	3%	0%	0%
Adj. Flow (vph)	35	222	41	188	396	6	46	61	66	34	26	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	35	263	0	188	402	0	0	107	66	0	73	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)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	0.99	0.99	0.84	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2	2	2	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	83	83		83	83		83	83	83	83	83	
Trailing Detector (ft)	-5	-5		-5	-5		-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5		-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	40		40	40		40	40	40	40	40	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
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	

2027 Build Traffic Volumes
 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd

Peak AM Hour
 3/22/2024

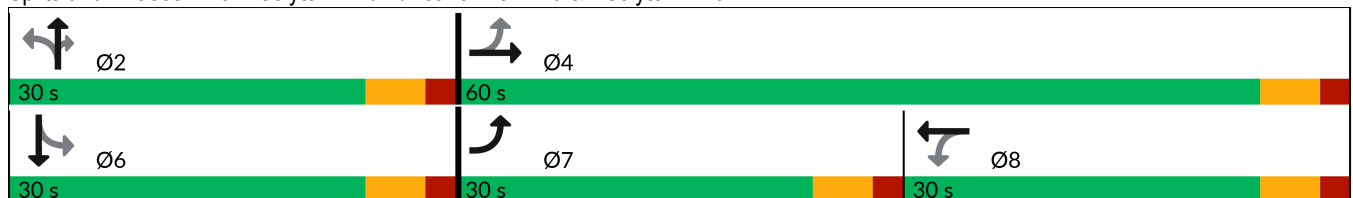


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	7	4			8			2				6
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		8	8		2	2	2	6		6
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		8.0	8.0	8.0	8.0		8.0
Minimum Split (s)	14.0	14.0		14.0	14.0		14.0	14.0	14.0	14.0		14.0
Total Split (s)	30.0	60.0		30.0	30.0		30.0	30.0	30.0	30.0		30.0
Total Split (%)	33.3%	66.7%		33.3%	33.3%		33.3%	33.3%	33.3%	33.3%		33.3%
Maximum Green (s)	24.0	54.0		24.0	24.0		24.0	24.0	24.0	24.0		24.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0		4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0		2.0
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							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0		3.0
Recall Mode	None	Max		Max	Max		Max	Max	Max	Max		Max
v/c Ratio	0.06	0.28		0.34	0.54			0.25	0.12			0.17
Control Delay (s/veh)	7.6	8.9		17.5	20.4			28.0	2.2			23.0
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Delay (s/veh)	7.6	8.9		17.5	20.4			28.0	2.2			23.0
Queue Length 50th (ft)	7	61		70	170			48	0			26
Queue Length 95th (ft)	19	102		126	270			93	11			61
Internal Link Dist (ft)		2066			460			540				566
Turn Bay Length (ft)	70			220					150			
Base Capacity (vph)	723	938		541	734			413	512			418
Starvation Cap Reductn	0	0		0	0			0	0			0
Spillback Cap Reductn	0	0		0	0			0	0			0
Storage Cap Reductn	0	0		0	0			0	0			0
Reduced v/c Ratio	0.05	0.28		0.35	0.55			0.26	0.13			0.17

Intersection Summary

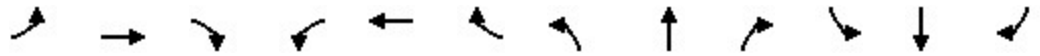
Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Natural Cycle: 60
 Control Type: Semi Act-Uncoord

Splits and Phases: 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd



2027 Build Traffic Volumes
 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd










Peak AM Hour
 3/22/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	206	38	175	368	6	43	57	61	32	24	12
Future Volume (veh/h)	33	206	38	175	368	6	43	57	61	32	24	12
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	1894	1583	1776	1802	1447	869	1874	1919	1839	1856	1900	1900
Adj Flow Rate, veh/h	35	222	41	188	396	6	46	61	66	34	26	13
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	21	8	5	29	68	7	4	14	3	0	0
Cap, veh/h	453	780	144	598	684	10	228	283	416	216	159	68
Arrive On Green	0.05	0.60	0.60	0.48	0.48	0.48	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1804	1300	240	1076	1421	22	641	1062	1559	589	595	257
Grp Volume(v), veh/h	35	0	263	188	0	402	107	0	66	73	0	0
Grp Sat Flow(s),veh/h/ln	1804	0	1540	1076	0	1443	1704	0	1559	1441	0	0
Q Serve(g_s), s	0.8	0.0	7.4	9.9	0.0	18.0	0.0	0.0	2.9	0.6	0.0	0.0
Cycle Q Clear(g_c), s	0.8	0.0	7.4	9.9	0.0	18.0	3.9	0.0	2.9	4.5	0.0	0.0
Prop In Lane	1.00		0.16	1.00		0.01	0.43		1.00	0.47		0.18
Lane Grp Cap(c), veh/h	453	0	924	598	0	695	511	0	416	443	0	0
V/C Ratio(X)	0.08	0.00	0.28	0.31	0.00	0.58	0.21	0.00	0.16	0.16	0.00	0.00
Avail Cap(c_a), veh/h	841	0	924	598	0	695	511	0	416	443	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.4	0.0	8.7	14.7	0.0	16.8	25.6	0.0	25.3	25.4	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.8	1.4	0.0	3.5	0.9	0.0	0.8	0.8	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	2.2	2.4	0.0	5.9	1.9	0.0	1.1	1.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.4	0.0	9.5	16.0	0.0	20.3	26.6	0.0	26.1	26.2	0.0	0.0
LnGrp LOS	B		A	B		C	C		C	C		
Approach Vol, veh/h		298			590			173			73	
Approach Delay, s/veh		9.7			18.9			26.4			26.2	
Approach LOS		A			B			C			C	
Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		30.0		60.0		30.0	10.7	49.3				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		24.0		54.0		24.0	24.0	24.0				
Max Q Clear Time (g_c+I1), s		5.9		9.4		6.5	2.8	20.0				
Green Ext Time (p_c), s		0.7		1.3		0.2	0.1	1.2				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh				18.1								
HCM 6th LOS				B								

2027 Build Traffic Volumes
4: NYS Route 416 & Neelytown Rd

Peak AM Hour
3/22/2024

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	73	154	64	98	189	161
Future Volume (vph)	73	154	64	98	189	161
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	0.908		0.918			
Flt Protected	0.984					0.974
Satd. Flow (prot)	1363	0	1648	0	0	1687
Flt Permitted	0.984					0.735
Satd. Flow (perm)	1363	0	1648	0	0	1273
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	169		110			
Link Speed (mph)	45		55			55
Link Distance (ft)	2393		959			1086
Travel Time (s)	36.3		11.9			13.5
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	11%	31%	10%	4%	12%	7%
Adj. Flow (vph)	82	173	72	110	212	181
Shared Lane Traffic (%)						
Lane Group Flow (vph)	255	0	182	0	0	393
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	0.99	0.99	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2		1	2
Detector Template					Left	
Leading Detector (ft)	83		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Detector 1 Position(ft)	-5		-5		0	-5
Detector 1 Size(ft)	40		40		20	40
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 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)	40		40			40
Detector 2 Size(ft)	43		43			43
Detector 2 Type	Cl+Ex		Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6

2027 Build Traffic Volumes
 4: NYS Route 416 & Neelytown Rd

Peak AM Hour
 3/22/2024

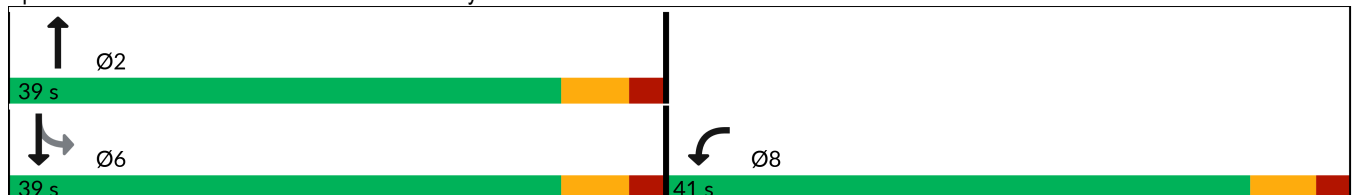


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	24.0		24.0		24.0	24.0
Total Split (s)	41.0		39.0		39.0	39.0
Total Split (%)	51.3%		48.8%		48.8%	48.8%
Maximum Green (s)	35.0		33.0		33.0	33.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	6.0		6.0			6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		Min		Min	Min
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	0.58		0.21			0.64
Control Delay (s/veh)	12.1		4.0			14.9
Queue Delay	0.0		0.0			0.0
Total Delay (s/veh)	12.1		4.0			14.9
Queue Length 50th (ft)	15		8			59
Queue Length 95th (ft)	76		37			165
Internal Link Dist (ft)	2313		879			1006
Turn Bay Length (ft)						
Base Capacity (vph)	1183		1359			1034
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.22		0.13			0.38

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 42.1
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated

Splits and Phases: 4: NYS Route 416 & Neelytown Rd



2027 Build Traffic Volumes
4: NYS Route 416 & Neelytown Rd

Peak AM Hour
3/22/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	73	154	64	98	189	161
Future Volume (veh/h)	73	154	64	98	189	161
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	1737	1441	1789	1879	1722	1796
Adj Flow Rate, veh/h	82	173	72	110	212	181
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	11	31	10	4	12	7
Cap, veh/h	114	240	249	381	408	282
Arrive On Green	0.23	0.23	0.39	0.39	0.39	0.39
Sat Flow, veh/h	489	1032	638	975	598	722
Grp Volume(v), veh/h	256	0	0	182	393	0
Grp Sat Flow(s),veh/h/ln	1527	0	0	1614	1320	0
Q Serve(g_s), s	4.9	0.0	0.0	2.5	6.0	0.0
Cycle Q Clear(g_c), s	4.9	0.0	0.0	2.5	8.5	0.0
Prop In Lane	0.32	0.68		0.60	0.54	
Lane Grp Cap(c), veh/h	355	0	0	631	690	0
V/C Ratio(X)	0.72	0.00	0.00	0.29	0.57	0.00
Avail Cap(c_a), veh/h	1678	0	0	1672	1582	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	11.3	0.0	0.0	6.7	8.6	0.0
Incr Delay (d2), s/veh	2.8	0.0	0.0	0.2	0.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	0.3	1.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	14.0	0.0	0.0	6.9	9.3	0.0
LnGrp LOS	B			A	A	
Approach Vol, veh/h	256		182			393
Approach Delay, s/veh	14.0		6.9			9.3
Approach LOS	B		A			A
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		18.4			18.4	13.4
Change Period (Y+Rc), s		6.0			6.0	6.0
Max Green Setting (Gmax), s		33.0			33.0	35.0
Max Q Clear Time (g_c+I1), s		4.5			10.5	6.9
Green Ext Time (p_c), s		0.8			2.0	1.3
Intersection Summary						
HCM 6th Ctrl Delay, s/veh			10.2			
HCM 6th LOS			B			

2027 Build Traffic Volumes
5: NYS Route 211 & NYS Route 416

Peak AM Hour
3/22/2024



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	41	122	130	21	197	243
Future Volume (vph)	41	122	130	21	197	243
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	12	12	12	12
Storage Length (ft)	0	50		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.981			
Flt Protected	0.950					0.978
Satd. Flow (prot)	1073	1572	1533	0	0	1760
Flt Permitted	0.950					0.978
Satd. Flow (perm)	1073	1572	1533	0	0	1760
Link Speed (mph)	30		30			30
Link Distance (ft)	561		726			643
Travel Time (s)	12.8		16.5			14.6
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	85%	13%	13%	75%	5%	6%
Adj. Flow (vph)	47	140	149	24	226	279
Shared Lane Traffic (%)						
Lane Group Flow (vph)	47	140	173	0	0	505
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	15		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.88	0.88	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

Control Type: Unsignalized

Intersection						
Int Delay, s/veh	5.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	41	122	130	21	197	243
Future Vol, veh/h	41	122	130	21	197	243
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	50	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	85	13	13	75	5	6
Mvmt Flow	47	140	149	24	226	279

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	892	161	0	0	173
Stage 1	161	-	-	-	-
Stage 2	731	-	-	-	-
Critical Hdwy	7.25	6.33	-	-	4.15
Critical Hdwy Stg 1	6.25	-	-	-	-
Critical Hdwy Stg 2	6.25	-	-	-	-
Follow-up Hdwy	4.265	3.417	-	-	2.245
Pot Cap-1 Maneuver	227	856	-	-	1386
Stage 1	701	-	-	-	-
Stage 2	355	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	183	856	-	-	1386
Mov Cap-2 Maneuver	183	-	-	-	-
Stage 1	701	-	-	-	-
Stage 2	286	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	15.4	0	3.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	183	856	1386	-
HCM Lane V/C Ratio	-	-	0.258	0.164	0.163	-
HCM Control Delay (s/veh)	-	-	31.4	10	8.1	0
HCM Lane LOS	-	-	D	B	A	A
HCM 95th %tile Q (veh)	-	-	1	0.6	0.6	-

2027 Build Traffic Volumes
6: Beaver Dam Rd & Goodwill Rd

Peak AM Hour
3/22/2024



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	50	74	40	79	31	70
Future Volume (vph)	50	74	40	79	31	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	11	11
Grade (%)	4%			4%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.920				0.907	
Flt Protected				0.983	0.985	
Satd. Flow (prot)	1549	0	0	1572	1574	0
Flt Permitted				0.983	0.985	
Satd. Flow (perm)	1549	0	0	1572	1574	0
Link Speed (mph)	30			30	35	
Link Distance (ft)	853			580	1607	
Travel Time (s)	19.4			13.2	31.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	4%	8%	9%	6%	5%
Adj. Flow (vph)	52	76	41	81	32	72
Shared Lane Traffic (%)						
Lane Group Flow (vph)	128	0	0	122	104	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.12	1.12	1.12	1.12	1.03	1.03
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2027 Build Traffic Volumes
6: Beaver Dam Rd & Goodwill Rd

Peak AM Hour
3/22/2024

Intersection						
Int Delay, s/veh	3.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	50	74	40	79	31	70
Future Vol, veh/h	50	74	40	79	31	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	4	-	-	4	-2	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	4	8	9	6	5
Mvmt Flow	52	76	41	81	32	72

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	128	0	253
Stage 1	-	-	-	-	90
Stage 2	-	-	-	-	163
Critical Hdwy	-	-	4.18	-	6.06
Critical Hdwy Stg 1	-	-	-	-	5.06
Critical Hdwy Stg 2	-	-	-	-	5.06
Follow-up Hdwy	-	-	2.272	-	3.554
Pot Cap-1 Maneuver	-	-	1422	-	748
Stage 1	-	-	-	-	933
Stage 2	-	-	-	-	872
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1422	-	726
Mov Cap-2 Maneuver	-	-	-	-	726
Stage 1	-	-	-	-	933
Stage 2	-	-	-	-	846

Approach	EB	WB	NB
HCM Control Delay, s/v	0	2.6	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	876	-	-	1422	-
HCM Lane V/C Ratio	0.119	-	-	0.029	-
HCM Control Delay (s/veh)	9.7	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q (veh)	0.4	-	-	0.1	-

2027 Build Traffic Volumes
7: Beaver Dam Rd & Chandler Ln

Peak AM Hour
3/22/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	57	0	1	43	84	27
Future Volume (vph)	57	0	1	43	84	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	10	10
Grade (%)	0%			1%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.967	
Fl _t Protected	0.950			0.999		
Satd. Flow (prot)	1589	0	0	1719	1622	0
Fl _t Permitted	0.950			0.999		
Satd. Flow (perm)	1589	0	0	1719	1622	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	777			545	1607	
Travel Time (s)	17.7			10.6	31.3	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	6%	0%	100%	8%	5%	8%
Adj. Flow (vph)	65	0	1	49	95	31
Shared Lane Traffic (%)						
Lane Group Flow (vph)	65	0	0	50	126	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	1.09	1.09	1.01	1.01	1.09	1.09
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	2.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	57	0	1	43	84	27
Future Vol, veh/h	57	0	1	43	84	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	1	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	6	0	100	8	5	8
Mvmt Flow	65	0	1	49	95	31

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	162	111	126	0	0
Stage 1	111	-	-	-	-
Stage 2	51	-	-	-	-
Critical Hdwy	6.46	6.2	5.1	-	-
Critical Hdwy Stg 1	5.46	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-
Follow-up Hdwy	3.554	3.3	3.1	-	-
Pot Cap-1 Maneuver	820	948	1025	-	-
Stage 1	904	-	-	-	-
Stage 2	961	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	819	948	1025	-	-
Mov Cap-2 Maneuver	819	-	-	-	-
Stage 1	903	-	-	-	-
Stage 2	961	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.8	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1025	-	819	-	-
HCM Lane V/C Ratio	0.001	-	0.079	-	-
HCM Control Delay (s/veh)	8.5	0	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0.3	-	-

2027 Build Traffic Volumes
8: Neelytown Rd & Site Driveway 1

Peak AM Hour
3/22/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	17	2	26	280	618	223
Future Volume (vph)	17	2	26	280	618	223
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			1%	-2%	
Storage Length (ft)	0	0	170			150
Storage Lanes	1	0	1			1
Taper Length (ft)	86		86			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.986					0.850
Flt Protected	0.957		0.950			
Satd. Flow (prot)	1177	0	1535	1602	1599	1539
Flt Permitted	0.957		0.950			
Satd. Flow (perm)	1177	0	1535	1602	1599	1539
Link Speed (mph)	30			45	45	
Link Distance (ft)	639			1138	2657	
Travel Time (s)	14.5			17.2	40.3	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	47%	100%	17%	18%	20%	6%
Adj. Flow (vph)	18	2	28	301	665	240
Shared Lane Traffic (%)						
Lane Group Flow (vph)	20	0	28	301	665	240
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	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2027 Build Traffic Volumes
8: Neelytown Rd & Site Driveway 1

Peak AM Hour
3/22/2024

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘		↘	↑	↑	↘
Traffic Vol, veh/h	17	2	26	280	618	223
Future Vol, veh/h	17	2	26	280	618	223
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	-	170	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	1	-2	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	47	100	17	18	20	6
Mvmt Flow	18	2	28	301	665	240

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1022	665	905	0	-	0
Stage 1	665	-	-	-	-	-
Stage 2	357	-	-	-	-	-
Critical Hdwy	6.87	7.2	4.27	-	-	-
Critical Hdwy Stg 1	5.87	-	-	-	-	-
Critical Hdwy Stg 2	5.87	-	-	-	-	-
Follow-up Hdwy	3.923	4.2	2.353	-	-	-
Pot Cap-1 Maneuver	216	326	693	-	-	-
Stage 1	436	-	-	-	-	-
Stage 2	619	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	207	326	693	-	-	-
Mov Cap-2 Maneuver	207	-	-	-	-	-
Stage 1	419	-	-	-	-	-
Stage 2	619	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	23.5	0.9	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	693	-	215	-	-
HCM Lane V/C Ratio	0.04	-	0.095	-	-
HCM Control Delay (s/veh)	10.4	-	23.5	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q (veh)	0.1	-	0.3	-	-

2027 Build Traffic Volumes
 9: Neelytown Rd & Site Driveway 2

Peak AM Hour
 3/22/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↔	
Traffic Volume (vph)	0	298	620	0	8	3
Future Volume (vph)	0	298	620	0	8	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.966	
Flt Protected					0.964	
Satd. Flow (prot)	0	1624	1583	0	1496	0
Flt Permitted					0.964	
Satd. Flow (perm)	0	1624	1583	0	1496	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		532	1138		660	
Travel Time (s)		8.1	17.2		15.0	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	17%	20%	0%	20%	13%
Adj. Flow (vph)	0	320	667	0	9	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	320	667	0	12	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	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2027 Build Traffic Volumes
 9: Neelytown Rd & Site Driveway 2

Peak AM Hour
 3/22/2024

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	
Traffic Vol, veh/h	0	298	620	0	8	3
Future Vol, veh/h	0	298	620	0	8	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, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	17	20	0	20	13
Mvmt Flow	0	320	667	0	9	3

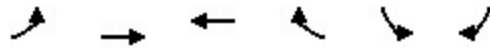
Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	987 667
Stage 1	-	-	-	-	667 -
Stage 2	-	-	-	-	320 -
Critical Hdwy	-	-	-	-	6.6 6.33
Critical Hdwy Stg 1	-	-	-	-	5.6 -
Critical Hdwy Stg 2	-	-	-	-	5.6 -
Follow-up Hdwy	-	-	-	-	3.68 3.417
Pot Cap-1 Maneuver	0	-	-	0	254 440
Stage 1	0	-	-	0	478 -
Stage 2	0	-	-	0	697 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	254 440
Mov Cap-2 Maneuver	-	-	-	-	254 -
Stage 1	-	-	-	-	478 -
Stage 2	-	-	-	-	697 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	18.1
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	287
HCM Lane V/C Ratio	-	-	0.041
HCM Control Delay (s/veh)	-	-	18.1
HCM Lane LOS	-	-	C
HCM 95th %tile Q (veh)	-	-	0.1

2027 Build Traffic Volumes
 10: Neelytown Rd & Site Driveway 3

Peak AM Hour
 3/22/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			
Traffic Volume (vph)	0	298	559	64	0	0
Future Volume (vph)	0	298	559	64	0	0
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		0.986				
Flt Protected						
Satd. Flow (prot)	0	1624	1557	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	1624	1557	0	0	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		336	532		567	
Travel Time (s)		5.1	8.1		12.9	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	17%	22%	6%	0%	100%
Adj. Flow (vph)	0	320	601	69	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	320	670	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	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	1.00	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

2027 Build Traffic Volumes
 11: Beaver Dam Rd & Site Driveway 4

Peak AM Hour
 3/22/2024



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	9	1	79	17	9	59
Future Volume (vph)	9	1	79	17	9	59
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	0.988		0.976			
Flt Protected	0.957					0.993
Satd. Flow (prot)	1796	0	1767	0	0	1855
Flt Permitted	0.957					0.993
Satd. Flow (perm)	1796	0	1767	0	0	1855
Link Speed (mph)	30		35			30
Link Distance (ft)	504		646			1081
Travel Time (s)	11.5		12.6			24.6
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	6%	0%	0%	2%
Adj. Flow (vph)	10	1	85	18	10	63
Shared Lane Traffic (%)						
Lane Group Flow (vph)	11	0	103	0	0	73
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60	60	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

2027 Build Traffic Volumes
 11: Beaver Dam Rd & Site Driveway 4

Peak AM Hour
 3/22/2024

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	1	79	17	9	59
Future Vol, veh/h	9	1	79	17	9	59
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	6	0	0	2
Mvmt Flow	10	1	85	18	10	63

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	177	94	0	0	103
Stage 1	94	-	-	-	-
Stage 2	83	-	-	-	-
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	817	968	-	-	1502
Stage 1	935	-	-	-	-
Stage 2	945	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	811	968	-	-	1502
Mov Cap-2 Maneuver	811	-	-	-	-
Stage 1	935	-	-	-	-
Stage 2	938	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.4	0	1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	824	1502
HCM Lane V/C Ratio	-	-	0.013	0.006
HCM Control Delay (s/veh)	-	-	9.4	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q (veh)	-	-	0	0

2027 Build Traffic Volumes
 12: Beaver Dam Rd & Site Driveway 5

Peak AM Hour
 3/22/2024



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	14	3	35	45	23	53
Future Volume (vph)	14	3	35	45	23	53
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		0.925			
Flt Protected	0.960					0.985
Satd. Flow (prot)	1782	0	1662	0	0	1846
Flt Permitted	0.960					0.985
Satd. Flow (perm)	1782	0	1662	0	0	1846
Link Speed (mph)	30		35			35
Link Distance (ft)	515		1081			1606
Travel Time (s)	11.7		21.1			31.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	13%	0%	0%	2%
Adj. Flow (vph)	15	3	38	48	25	57
Shared Lane Traffic (%)						
Lane Group Flow (vph)	18	0	86	0	0	82
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2027 Build Traffic Volumes
 12: Beaver Dam Rd & Site Driveway 5

Peak AM Hour
 3/22/2024

Intersection						
Int Delay, s/veh	1.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	14	3	35	45	23	53
Future Vol, veh/h	14	3	35	45	23	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	13	0	0	2
Mvmt Flow	15	3	38	48	25	57

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	169	62	0	0	86
Stage 1	62	-	-	-	-
Stage 2	107	-	-	-	-
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	826	1009	-	-	1523
Stage 1	966	-	-	-	-
Stage 2	922	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	812	1009	-	-	1523
Mov Cap-2 Maneuver	812	-	-	-	-
Stage 1	966	-	-	-	-
Stage 2	906	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.4	0	2.2
HCM LOS	A		

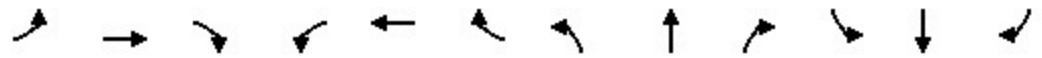
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	841	1523
HCM Lane V/C Ratio	-	-	0.022	0.016
HCM Control Delay (s/veh)	-	-	9.4	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q (veh)	-	-	0.1	0.1

2027 Build Traffic Volumes

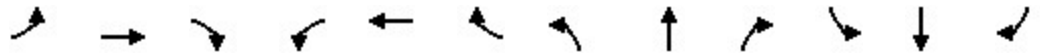
Peak PM Hour

1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

3/22/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↗	↘	↑↑			↑↔	
Traffic Volume (vph)	0	0	0	381	0	328	371	769	0	0	570	304
Future Volume (vph)	0	0	0	381	0	328	371	769	0	0	570	304
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			2%	
Storage Length (ft)	0		0	0		360	145		0	245		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Fr _t						0.850					0.948	
Fl _t Protected					0.950		0.950					
Satd. Flow (prot)	0	0	0	0	1382	1516	1612	3471	0	0	3270	0
Fl _t Permitted					0.950		0.950					
Satd. Flow (perm)	0	0	0	0	1382	1516	1612	3471	0	0	3270	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						231					104	
Link Speed (mph)		30			40			45			45	
Link Distance (ft)		287			1203			796			861	
Travel Time (s)		6.5			20.5			12.1			13.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	30%	0%	6%	12%	4%	0%	0%	5%	1%
Adj. Flow (vph)	0	0	0	397	0	342	386	801	0	0	594	317
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	397	342	386	801	0	0	911	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
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	1.01	1.01	1.01	1.00	1.00	1.00	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				2	2	2	2	2			2	
Detector Template				Left	Thru	Right	Left	Thru			Thru	
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				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	
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			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Turn Type				Perm	NA	Perm	Prot	NA			NA	

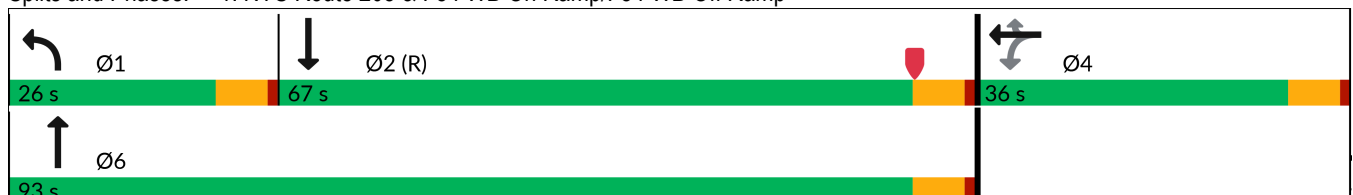


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases					4		1	6				2
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6				2
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	10.0				10.0
Minimum Split (s)				24.0	24.0	24.0	11.0	24.0				24.0
Total Split (s)				36.0	36.0	36.0	26.0	93.0				67.0
Total Split (%)				27.9%	27.9%	27.9%	20.2%	72.1%				51.9%
Maximum Green (s)				30.0	30.0	30.0	20.0	87.0				61.0
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
Total Lost Time (s)					6.0	6.0	6.0	6.0				6.0
Lead/Lag							Lead					Lag
Lead-Lag Optimize?							Yes					Yes
Vehicle Extension (s)				2.0	2.0	2.0	2.0	2.0				2.0
Recall Mode				None	None	None	None	None				C-Max
v/c Ratio					1.23	0.64	1.55	0.34				0.56
Control Delay (s/veh)					172.0	20.6	287.4	11.4				23.0
Queue Delay					0.0	0.0	0.0	0.0				0.0
Total Delay (s/veh)					172.0	20.6	287.4	11.4				23.0
Queue Length 50th (ft)					~410	80	~465	175				250
Queue Length 95th (ft)					#612	191	m#502	m203				315
Internal Link Dist (ft)		207			1123			716				781
Turn Bay Length (ft)						360	145					
Base Capacity (vph)					321	529	249	2340				1601
Starvation Cap Reductn					0	0	0	0				0
Spillback Cap Reductn					0	0	0	0				0
Storage Cap Reductn					0	0	0	0				0
Reduced v/c Ratio					1.24	0.65	1.55	0.34				0.57

Intersection Summary

Area Type: Other
 Cycle Length: 129
 Actuated Cycle Length: 129
 Offset: 0 (0%), Referenced to phase 2:SBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 ~ 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.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

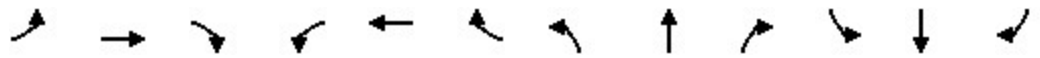


2027 Build Traffic Volumes

Peak PM Hour

1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

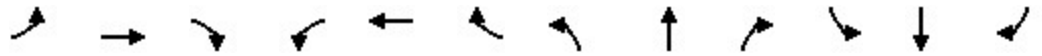
3/22/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↶	↷	↶	↶↶			↷↷	
Traffic Volume (veh/h)	0	0	0	381	0	328	371	769	0	0	570	304
Future Volume (veh/h)	0	0	0	381	0	328	371	769	0	0	570	304
Initial Q (Qb), veh				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
Parking Bus, Adj				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		No
Adj Sat Flow, veh/h/ln				1450	1894	1805	1722	1841	0	0	1802	1862
Adj Flow Rate, veh/h				397	0	342	386	801	0	0	594	317
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %				30	0	6	12	4	0	0	5	1
Cap, veh/h				420	0	356	254	2359	0	0	1020	544
Arrive On Green				0.23	0.00	0.23	0.31	1.00	0.00	0.00	0.47	0.47
Sat Flow, veh/h				1804	0	1530	1640	3589	0	0	2247	1151
Grp Volume(v), veh/h				397	0	342	386	801	0	0	472	439
Grp Sat Flow(s),veh/h/ln				1804	0	1530	1640	1749	0	0	1712	1595
Q Serve(g_s), s				27.9	0.0	28.5	20.0	0.0	0.0	0.0	25.8	25.9
Cycle Q Clear(g_c), s				27.9	0.0	28.5	20.0	0.0	0.0	0.0	25.8	25.9
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.72
Lane Grp Cap(c), veh/h				420	0	356	254	2359	0	0	810	754
V/C Ratio(X)				0.95	0.00	0.96	1.52	0.34	0.00	0.00	0.58	0.58
Avail Cap(c_a), veh/h				420	0	356	254	2359	0	0	810	754
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.35	0.35	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				48.7	0.0	48.9	44.5	0.0	0.0	0.0	24.7	24.7
Incr Delay (d2), s/veh				30.3	0.0	37.2	240.1	0.0	0.0	0.0	3.1	3.3
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				15.8	0.0	14.3	23.4	0.0	0.0	0.0	10.7	10.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				79.0	0.0	86.1	284.6	0.0	0.0	0.0	27.8	28.0
LnGrp LOS				E		F	F	A			C	C
Approach Vol, veh/h					739			1187			911	
Approach Delay, s/veh					82.3			92.6			27.9	
Approach LOS					F			F			C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	26.0	67.0		36.0		93.0						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	20.0	61.0		30.0		87.0						
Max Q Clear Time (g_c+I1), s	22.0	27.9		30.5		2.0						
Green Ext Time (p_c), s	0.0	3.0		0.0		3.0						
Intersection Summary												
HCM 6th Ctrl Delay, s/veh				69.1								
HCM 6th LOS				E								

2027 Build Traffic Volumes
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak PM Hour
 3/22/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	381	389	84	82	104	257	56	502	255	168	453	330
Future Volume (vph)	381	389	84	82	104	257	56	502	255	168	453	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			1%			1%	
Storage Length (ft)	400		400	220		220	145		145	330		280
Storage Lanes	2		0	1		1	1		1	2		1
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.973				0.850		0.950				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1570	3092	0	1671	1226	1568	1535	3345	0	3383	3487	1190
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1570	3092	0	1671	1226	1568	1535	3345	0	3383	3487	1190
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20				76		65				359
Link Speed (mph)		45			25			45				45
Link Distance (ft)		639			871			1257				796
Travel Time (s)		9.7			23.8			19.0				12.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	15%	15%	7%	8%	55%	3%	17%	2%	2%	3%	3%	35%
Adj. Flow (vph)	414	423	91	89	113	279	61	546	277	183	492	359
Shared Lane Traffic (%)												
Lane Group Flow (vph)	414	514	0	89	113	279	61	823	0	183	492	359
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			24			24	
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	1.00	1.00	1.00	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	2		2	2	2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	83	83		83	83	83	83	83		83	83	83
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	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	43
Detector 2 Size(ft)	40	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	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	0.0
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	Free

2027 Build Traffic Volumes
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak PM Hour
 3/22/2024

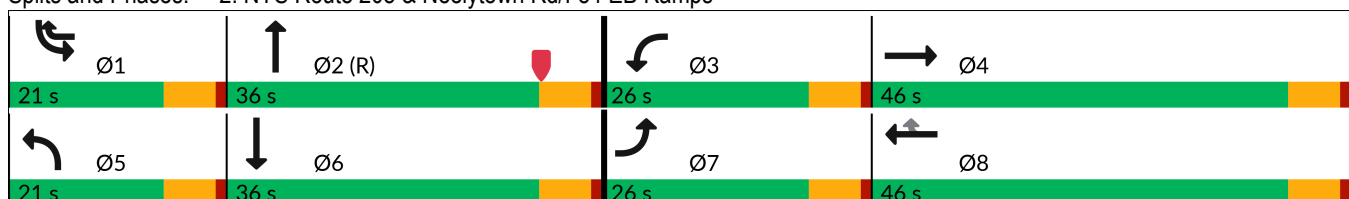


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases						8						Free
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.0	24.0		11.0	24.0	11.0	11.0	24.0		11.0	24.0	
Total Split (s)	26.0	46.0		26.0	46.0	21.0	21.0	36.0		21.0	36.0	
Total Split (%)	20.2%	35.7%		20.2%	35.7%	16.3%	16.3%	27.9%		16.3%	27.9%	
Maximum Green (s)	20.0	40.0		20.0	40.0	15.0	15.0	30.0		15.0	30.0	
Yellow Time (s)	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	
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		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	None	
v/c Ratio	1.70	0.77		0.56	0.62	0.53	0.49	0.58		0.53	0.31	0.30
Control Delay (s/veh)	366.9	54.5		68.6	64.4	29.2	69.0	31.2		64.9	25.4	0.3
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)	366.9	54.5		68.6	64.4	29.2	69.0	31.2		64.9	25.4	0.3
Queue Length 50th (ft)	~508	208		72	90	142	50	254		84	114	0
Queue Length 95th (ft)	#713	255		125	140	190	94	395		m94	m182	m0
Internal Link Dist (ft)		559			791			1177			716	
Turn Bay Length (ft)	400			220		220	145			330		280
Base Capacity (vph)	243	972		259	380	547	178	1404		407	1559	1190
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	1.70	0.53		0.34	0.30	0.51	0.34	0.59		0.45	0.32	0.30

Intersection Summary

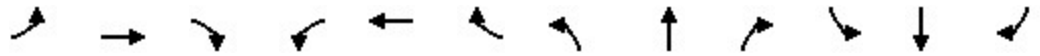
Area Type: Other
 Cycle Length: 129
 Actuated Cycle Length: 129
 Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps



2027 Build Traffic Volumes
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak PM Hour
 3/22/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕	↖	↖	↕		↖	↕	↖
Traffic Volume (veh/h)	381	389	84	82	104	257	56	502	255	168	453	330
Future Volume (veh/h)	381	389	84	82	104	257	56	502	255	168	453	330
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	1678	1678	1796	1781	1085	1856	1642	1864	1864	1850	1850	1375
Adj Flow Rate, veh/h	414	423	91	89	113	279	61	546	277	183	492	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	15	15	7	8	55	3	17	2	2	3	3	35
Cap, veh/h	248	732	156	112	208	414	76	901	456	245	1472	
Arrive On Green	0.16	0.28	0.28	0.07	0.19	0.19	0.05	0.40	0.40	0.02	0.14	0.00
Sat Flow, veh/h	1598	2613	558	1697	1085	1572	1564	2276	1152	3417	3514	1166
Grp Volume(v), veh/h	414	257	257	89	113	279	61	425	398	183	492	0
Grp Sat Flow(s),veh/h/ln	1598	1594	1577	1697	1085	1572	1564	1771	1657	1709	1757	1166
Q Serve(g_s), s	20.0	17.8	18.1	6.7	12.1	20.5	5.0	24.6	24.7	6.9	16.3	0.0
Cycle Q Clear(g_c), s	20.0	17.8	18.1	6.7	12.1	20.5	5.0	24.6	24.7	6.9	16.3	0.0
Prop In Lane	1.00		0.35	1.00		1.00	1.00		0.70	1.00		1.00
Lane Grp Cap(c), veh/h	248	447	442	112	208	414	76	701	656	245	1472	
V/C Ratio(X)	1.67	0.57	0.58	0.79	0.54	0.67	0.80	0.61	0.61	0.75	0.33	
Avail Cap(c_a), veh/h	248	494	489	263	336	600	182	701	656	397	1472	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	0.80	0.00
Uniform Delay (d), s/veh	54.5	39.8	39.9	59.4	47.1	42.6	60.7	31.0	31.0	61.8	39.3	0.0
Incr Delay (d2), s/veh	319.2	1.3	1.4	11.7	2.2	1.9	17.3	3.9	4.2	3.6	0.1	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	29.8	7.0	7.0	3.3	3.4	8.3	2.3	10.8	10.2	3.2	7.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	373.7	41.2	41.4	71.1	49.3	44.5	78.0	34.8	35.2	65.4	39.4	0.0
LnGrp LOS	F	D	D	E	D	D	E	C	D	E	D	
Approach Vol, veh/h		928			481			884			675	
Approach Delay, s/veh		189.6			50.5			38.0			46.5	
Approach LOS		F			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.3	57.0	14.5	42.1	12.3	60.0	26.0	30.7				
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	30.0	20.0	40.0	15.0	30.0	20.0	40.0				
Max Q Clear Time (g_c+I1), s	8.9	26.7	8.7	20.1	7.0	18.3	22.0	22.5				
Green Ext Time (p_c), s	0.4	1.4	0.2	2.4	0.1	2.1	0.0	2.2				

Intersection Summary

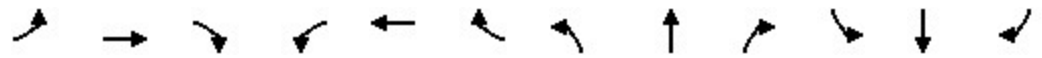
HCM 6th Ctrl Delay, s/veh	89.3
HCM 6th LOS	F

Notes

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

2027 Build Traffic Volumes
 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd

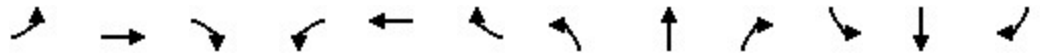
Peak PM Hour
 3/22/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	298	46	71	253	14	49	30	205	125	45	35
Future Volume (vph)	16	298	46	71	253	14	49	30	205	125	45	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	16	12	12	12
Grade (%)		1%			2%			-2%			0%	
Storage Length (ft)	70		0	220		0	0		150	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.980			0.992				0.850		0.977	
Flt Protected	0.950			0.950				0.970			0.970	
Satd. Flow (prot)	1796	1710	0	1752	1563	0	0	1790	1795	0	1763	0
Flt Permitted	0.450			0.510				0.709			0.756	
Satd. Flow (perm)	851	1710	0	940	1563	0	0	1308	1795	0	1374	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			3				259		11	
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		2146			540			620			646	
Travel Time (s)		32.5			8.2			12.1			12.6	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	0%	9%	4%	2%	20%	8%	4%	4%	3%	1%	7%	0%
Adj. Flow (vph)	20	377	58	90	320	18	62	38	259	158	57	44
Shared Lane Traffic (%)												
Lane Group Flow (vph)	20	435	0	90	338	0	0	100	259	0	259	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)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	0.99	0.99	0.84	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2	2	2	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	83	83		83	83		83	83	83	83	83	
Trailing Detector (ft)	-5	-5		-5	-5		-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5		-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	40		40	40		40	40	40	40	40	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
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	

2027 Build Traffic Volumes
 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd

Peak PM Hour
 3/22/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	7	4			8			2				6
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		8	8		2	2	2	6		6
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		8.0	8.0	8.0	8.0		8.0
Minimum Split (s)	14.0	14.0		14.0	14.0		14.0	14.0	14.0	14.0		14.0
Total Split (s)	30.0	60.0		30.0	30.0		30.0	30.0	30.0	30.0		30.0
Total Split (%)	33.3%	66.7%		33.3%	33.3%		33.3%	33.3%	33.3%	33.3%		33.3%
Maximum Green (s)	24.0	54.0		24.0	24.0		24.0	24.0	24.0	24.0		24.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0		4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0		2.0
Lost Time Adjust (s)	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
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
Recall Mode	None	Max		Max	Max		Max	Max	Max	Max		Max
v/c Ratio	0.03	0.42		0.17	0.40			0.28	0.38			0.69
Control Delay (s/veh)	7.5	10.8		14.1	15.6			28.9	5.3			39.5
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Delay (s/veh)	7.5	10.8		14.1	15.6			28.9	5.3			39.5
Queue Length 50th (ft)	4	117		21	89			45	0			127
Queue Length 95th (ft)	11	148		54	173			77	34			180
Internal Link Dist (ft)		2066			460			540				566
Turn Bay Length (ft)	70			220					150			
Base Capacity (vph)	762	1032		505	842			348	668			374
Starvation Cap Reductn	0	0		0	0			0	0			0
Spillback Cap Reductn	0	0		0	0			0	0			0
Storage Cap Reductn	0	0		0	0			0	0			0
Reduced v/c Ratio	0.03	0.42		0.18	0.40			0.29	0.39			0.69

Intersection Summary

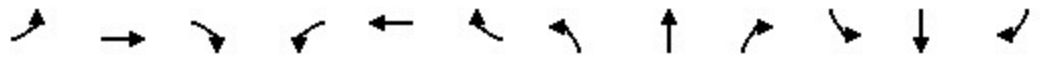
Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Natural Cycle: 60
 Control Type: Semi Act-Uncoord

Splits and Phases: 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd



2027 Build Traffic Volumes
 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd










Peak PM Hour
 3/22/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	298	46	71	253	14	49	30	205	125	45	35
Future Volume (veh/h)	16	298	46	71	253	14	49	30	205	125	45	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1894	1761	1835	1847	1580	1758	1919	1919	2011	1885	1796	1900
Adj Flow Rate, veh/h	20	377	58	90	320	18	62	38	259	158	57	44
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	0	9	4	2	20	8	4	4	3	1	7	0
Cap, veh/h	523	894	138	517	738	42	283	160	454	224	76	48
Arrive On Green	0.03	0.60	0.60	0.50	0.50	0.50	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1804	1490	229	942	1482	83	819	600	1704	599	284	181
Grp Volume(v), veh/h	20	0	435	90	0	338	100	0	259	259	0	0
Grp Sat Flow(s),veh/h/ln	1804	0	1719	942	0	1565	1418	0	1704	1064	0	0
Q Serve(g_s), s	0.4	0.0	12.2	5.1	0.0	12.4	0.0	0.0	11.8	17.0	0.0	0.0
Cycle Q Clear(g_c), s	0.4	0.0	12.2	8.1	0.0	12.4	4.6	0.0	11.8	21.7	0.0	0.0
Prop In Lane	1.00		0.13	1.00		0.05	0.62		1.00	0.61		0.17
Lane Grp Cap(c), veh/h	523	0	1032	517	0	780	443	0	454	348	0	0
V/C Ratio(X)	0.04	0.00	0.42	0.17	0.00	0.43	0.23	0.00	0.57	0.74	0.00	0.00
Avail Cap(c_a), veh/h	941	0	1032	517	0	780	443	0	454	348	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.2	0.0	9.6	14.3	0.0	14.4	25.8	0.0	28.5	33.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	1.3	0.7	0.0	1.8	1.2	0.0	5.1	13.5	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	4.1	1.1	0.0	4.3	1.8	0.0	5.3	6.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.2	0.0	10.9	15.0	0.0	16.2	27.0	0.0	33.7	46.8	0.0	0.0
LnGrp LOS	B		B	B		B	C		C	D		
Approach Vol, veh/h		455			428			359			259	
Approach Delay, s/veh		10.9			15.9			31.8			46.8	
Approach LOS		B			B			C			D	
Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		30.0		60.0		30.0	9.1	50.9				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		24.0		54.0		24.0	24.0	24.0				
Max Q Clear Time (g_c+I1), s		13.8		14.2		23.7	2.4	14.4				
Green Ext Time (p_c), s		1.4		2.4		0.0	0.0	1.6				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh				23.5								
HCM 6th LOS				C								

2027 Build Traffic Volumes
4: NYS Route 416 & Neelytown Rd

Peak PM Hour
3/22/2024

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	103	250	173	84	130	111
Future Volume (vph)	103	250	173	84	130	111
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	0.904		0.956			
Flt Protected	0.986					0.974
Satd. Flow (prot)	1552	0	1739	0	0	1636
Flt Permitted	0.986					0.691
Satd. Flow (perm)	1552	0	1739	0	0	1161
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	193		37			
Link Speed (mph)	45		55			55
Link Distance (ft)	2393		959			1086
Travel Time (s)	36.3		11.9			13.5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	7%	10%	5%	5%	20%	5%
Adj. Flow (vph)	110	266	184	89	138	118
Shared Lane Traffic (%)						
Lane Group Flow (vph)	376	0	273	0	0	256
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	0.99	0.99	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2		1	2
Detector Template					Left	
Leading Detector (ft)	83		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Detector 1 Position(ft)	-5		-5		0	-5
Detector 1 Size(ft)	40		40		20	40
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 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)	40		40			40
Detector 2 Size(ft)	43		43			43
Detector 2 Type	Cl+Ex		Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6

2027 Build Traffic Volumes
 4: NYS Route 416 & Neelytown Rd

Peak PM Hour
 3/22/2024

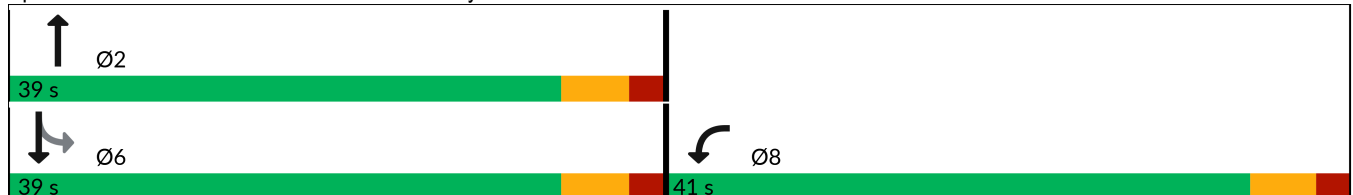


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	24.0		24.0		24.0	24.0
Total Split (s)	41.0		39.0		39.0	39.0
Total Split (%)	51.3%		48.8%		48.8%	48.8%
Maximum Green (s)	35.0		33.0		33.0	33.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	6.0		6.0			6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		Min		Min	Min
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	0.63		0.40			0.58
Control Delay (s/veh)	11.9		10.2			16.7
Queue Delay	0.0		0.0			0.0
Total Delay (s/veh)	11.9		10.2			16.7
Queue Length 50th (ft)	29		32			39
Queue Length 95th (ft)	118		101			124
Internal Link Dist (ft)	2313		879			1006
Turn Bay Length (ft)						
Base Capacity (vph)	1363		1457			969
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.28		0.19			0.26

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 39.9
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated

Splits and Phases: 4: NYS Route 416 & Neelytown Rd



2027 Build Traffic Volumes
4: NYS Route 416 & Neelytown Rd

Peak PM Hour
3/22/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	103	250	173	84	130	111
Future Volume (veh/h)	103	250	173	84	130	111
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	1796	1752	1864	1864	1604	1826
Adj Flow Rate, veh/h	110	266	184	89	138	118
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	7	10	5	5	20	5
Cap, veh/h	148	359	386	187	307	214
Arrive On Green	0.32	0.32	0.33	0.33	0.33	0.33
Sat Flow, veh/h	459	1110	1187	574	444	657
Grp Volume(v), veh/h	377	0	0	273	256	0
Grp Sat Flow(s),veh/h/ln	1573	0	0	1761	1101	0
Q Serve(g_s), s	7.3	0.0	0.0	4.2	3.6	0.0
Cycle Q Clear(g_c), s	7.3	0.0	0.0	4.2	7.9	0.0
Prop In Lane	0.29	0.71		0.33	0.54	
Lane Grp Cap(c), veh/h	509	0	0	573	520	0
V/C Ratio(X)	0.74	0.00	0.00	0.48	0.49	0.00
Avail Cap(c_a), veh/h	1613	0	0	1702	1374	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	10.3	0.0	0.0	9.2	10.5	0.0
Incr Delay (d2), s/veh	2.1	0.0	0.0	0.6	0.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.0	0.9	0.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	12.4	0.0	0.0	9.8	11.2	0.0
LnGrp LOS	B			A	B	
Approach Vol, veh/h	377		273		256	
Approach Delay, s/veh	12.4		9.8		11.2	
Approach LOS	B		A		B	
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		17.1			17.1	17.0
Change Period (Y+Rc), s		6.0			6.0	6.0
Max Green Setting (Gmax), s		33.0			33.0	35.0
Max Q Clear Time (g_c+I1), s		6.2			9.9	9.3
Green Ext Time (p_c), s		1.2			1.2	2.1
Intersection Summary						
HCM 6th Ctrl Delay, s/veh			11.3			
HCM 6th LOS			B			

2027 Build Traffic Volumes
 5: NYS Route 211 & NYS Route 416

Peak PM Hour
 3/22/2024



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	20	291	267	30	162	185
Future Volume (vph)	20	291	267	30	162	185
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	12	12	12	12
Storage Length (ft)	0	50		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.986			
Flt Protected	0.950					0.977
Satd. Flow (prot)	1141	1708	1689	0	0	1787
Flt Permitted	0.950					0.977
Satd. Flow (perm)	1141	1708	1689	0	0	1787
Link Speed (mph)	30		30			30
Link Distance (ft)	561		726			643
Travel Time (s)	12.8		16.5			14.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	74%	4%	4%	72%	6%	2%
Adj. Flow (vph)	22	316	290	33	176	201
Shared Lane Traffic (%)						
Lane Group Flow (vph)	22	316	323	0	0	377
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	15		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.88	0.88	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
 Control Type: Unsignalized

2027 Build Traffic Volumes
 5: NYS Route 211 & NYS Route 416

Peak PM Hour
 3/22/2024

Intersection						
Int Delay, s/veh	6.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	291	267	30	162	185
Future Vol, veh/h	20	291	267	30	162	185
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	50	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	74	4	4	72	6	2
Mvmt Flow	22	316	290	33	176	201

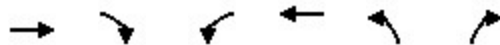
Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	860	307	0	0	323
Stage 1	307	-	-	-	-
Stage 2	553	-	-	-	-
Critical Hdwy	7.14	6.24	-	-	4.16
Critical Hdwy Stg 1	6.14	-	-	-	-
Critical Hdwy Stg 2	6.14	-	-	-	-
Follow-up Hdwy	4.166	3.336	-	-	2.254
Pot Cap-1 Maneuver	248	728	-	-	1215
Stage 1	608	-	-	-	-
Stage 2	456	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	208	728	-	-	1215
Mov Cap-2 Maneuver	208	-	-	-	-
Stage 1	608	-	-	-	-
Stage 2	382	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	14.4	0	4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	208	728	1215	-
HCM Lane V/C Ratio	-	-	0.105	0.434	0.145	-
HCM Control Delay (s/veh)	-	-	24.3	13.7	8.5	0
HCM Lane LOS	-	-	C	B	A	A
HCM 95th %tile Q (veh)	-	-	0.3	2.2	0.5	-

2027 Build Traffic Volumes
6: Beaver Dam Rd & Goodwill Rd

Peak PM Hour
3/22/2024



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	133	33	83	194	72	50
Future Volume (vph)	133	33	83	194	72	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	11	11
Grade (%)	4%			4%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.973			0.945		
Flt Protected				0.985	0.971	
Satd. Flow (prot)	1655	0	0	1664	1635	0
Flt Permitted				0.985	0.971	
Satd. Flow (perm)	1655	0	0	1664	1635	0
Link Speed (mph)	30			30	35	
Link Distance (ft)	853			580	1607	
Travel Time (s)	19.4			13.2	31.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	7%	5%	2%	7%	0%
Adj. Flow (vph)	139	34	86	202	75	52
Shared Lane Traffic (%)						
Lane Group Flow (vph)	173	0	0	288	127	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.12	1.12	1.12	1.12	1.03	1.03
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2027 Build Traffic Volumes
6: Beaver Dam Rd & Goodwill Rd

Peak PM Hour
3/22/2024

Intersection						
Int Delay, s/veh	3.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	133	33	83	194	72	50
Future Vol, veh/h	133	33	83	194	72	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	4	-	-	4	-2	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	7	5	2	7	0
Mvmt Flow	139	34	86	202	75	52

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	173	0	530
Stage 1	-	-	-	-	156
Stage 2	-	-	-	-	374
Critical Hdwy	-	-	4.15	-	6.07
Critical Hdwy Stg 1	-	-	-	-	5.07
Critical Hdwy Stg 2	-	-	-	-	5.07
Follow-up Hdwy	-	-	2.245	-	3.563
Pot Cap-1 Maneuver	-	-	1386	-	531
Stage 1	-	-	-	-	875
Stage 2	-	-	-	-	714
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1386	-	494
Mov Cap-2 Maneuver	-	-	-	-	494
Stage 1	-	-	-	-	875
Stage 2	-	-	-	-	664

Approach	EB	WB	NB
HCM Control Delay, s/v	0	2.3	12.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	607	-	-	1386	-
HCM Lane V/C Ratio	0.209	-	-	0.062	-
HCM Control Delay (s/veh)	12.5	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q (veh)	0.8	-	-	0.2	-

2027 Build Traffic Volumes
7: Beaver Dam Rd & Chandler Ln

Peak PM Hour
3/22/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	53	3	1	75	56	55
Future Volume (vph)	53	3	1	75	56	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	10	10
Grade (%)	0%			1%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.993				0.933	
Flt Protected	0.955			0.999		
Satd. Flow (prot)	1682	0	0	1889	1638	0
Flt Permitted	0.955			0.999		
Satd. Flow (perm)	1682	0	0	1889	1638	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	777			545	1607	
Travel Time (s)	17.7			10.6	31.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	0%	2%	0%
Adj. Flow (vph)	56	3	1	80	60	59
Shared Lane Traffic (%)						
Lane Group Flow (vph)	59	0	0	81	119	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	1.09	1.09	1.01	1.01	1.09	1.09
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	2.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	53	3	1	75	56	55
Future Vol, veh/h	53	3	1	75	56	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	1	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	2	0
Mvmt Flow	56	3	1	80	60	59

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	172	90	119	0	0
Stage 1	90	-	-	-	-
Stage 2	82	-	-	-	-
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	823	973	1482	-	-
Stage 1	939	-	-	-	-
Stage 2	946	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	822	973	1482	-	-
Mov Cap-2 Maneuver	822	-	-	-	-
Stage 1	938	-	-	-	-
Stage 2	946	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.7	0.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1482	-	829	-	-
HCM Lane V/C Ratio	0.001	-	0.072	-	-
HCM Control Delay (s/veh)	7.4	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0.2	-	-

2027 Build Traffic Volumes
8: Neelytown Rd & Site Driveway 1

Peak PM Hour
3/22/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	90	6	8	669	327	51
Future Volume (vph)	90	6	8	669	327	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			1%	-2%	
Storage Length (ft)	0	0	170			150
Storage Lanes	1	0	1			1
Taper Length (ft)	86		86			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.991					0.850
Flt Protected	0.955		0.950			
Satd. Flow (prot)	1384	0	1174	1703	1669	1284
Flt Permitted	0.955		0.950			
Satd. Flow (perm)	1384	0	1174	1703	1669	1284
Link Speed (mph)	30			45	45	
Link Distance (ft)	639			1138	2657	
Travel Time (s)	14.5			17.2	40.3	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	25%	100%	53%	11%	15%	27%
Adj. Flow (vph)	114	8	10	847	414	65
Shared Lane Traffic (%)						
Lane Group Flow (vph)	122	0	10	847	414	65
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	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2027 Build Traffic Volumes
 8: Neelytown Rd & Site Driveway 1

Peak PM Hour
 3/22/2024

Intersection						
Int Delay, s/veh	5.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	90	6	8	669	327	51
Future Vol, veh/h	90	6	8	669	327	51
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	-	170	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	1	-2	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	25	100	53	11	15	27
Mvmt Flow	114	8	10	847	414	65

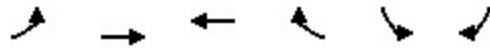
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1281	414	479	0	-	0
Stage 1	414	-	-	-	-	-
Stage 2	867	-	-	-	-	-
Critical Hdwy	6.65	7.2	4.63	-	-	-
Critical Hdwy Stg 1	5.65	-	-	-	-	-
Critical Hdwy Stg 2	5.65	-	-	-	-	-
Follow-up Hdwy	3.725	4.2	2.677	-	-	-
Pot Cap-1 Maneuver	164	472	863	-	-	-
Stage 1	620	-	-	-	-	-
Stage 2	375	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	162	472	863	-	-	-
Mov Cap-2 Maneuver	162	-	-	-	-	-
Stage 1	613	-	-	-	-	-
Stage 2	375	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	67.4	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	863	-	169	-	-
HCM Lane V/C Ratio	0.012	-	0.719	-	-
HCM Control Delay (s/veh)	9.2	-	67.4	-	-
HCM Lane LOS	A	-	F	-	-
HCM 95th %tile Q (veh)	0	-	4.4	-	-

2027 Build Traffic Volumes
 9: Neelytown Rd & Site Driveway 2

Peak PM Hour
 3/22/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↘	↘
Traffic Volume (vph)	0	628	332	0	49	20
Future Volume (vph)	0	628	332	0	49	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.961	
Flt Protected					0.966	
Satd. Flow (prot)	0	1712	1638	0	1557	0
Flt Permitted					0.966	
Satd. Flow (perm)	0	1712	1638	0	1557	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		532	1138		660	
Travel Time (s)		8.1	17.2		15.0	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	0%	11%	16%	0%	15%	9%
Adj. Flow (vph)	0	795	420	0	62	25
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	795	420	0	87	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	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2027 Build Traffic Volumes
9: Neelytown Rd & Site Driveway 2

Peak PM Hour
3/22/2024

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	
Traffic Vol, veh/h	0	628	332	0	49	20
Future Vol, veh/h	0	628	332	0	49	20
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, %	-	0	0	-	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	0	11	16	0	15	9
Mvmt Flow	0	795	420	0	62	25

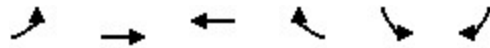
Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	1215 420
Stage 1	-	-	-	-	420 -
Stage 2	-	-	-	-	795 -
Critical Hdwy	-	-	-	-	6.55 6.29
Critical Hdwy Stg 1	-	-	-	-	5.55 -
Critical Hdwy Stg 2	-	-	-	-	5.55 -
Follow-up Hdwy	-	-	-	-	3.635 3.381
Pot Cap-1 Maneuver	0	-	-	0	188 619
Stage 1	0	-	-	0	636 -
Stage 2	0	-	-	0	423 -
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	-	-	-	-	188 619
Mov Cap-2 Maneuver	-	-	-	-	188 -
Stage 1	-	-	-	-	636 -
Stage 2	-	-	-	-	423 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	29
HCM LOS			D

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	236
HCM Lane V/C Ratio	-	-	0.37
HCM Control Delay (s/veh)	-	-	29
HCM Lane LOS	-	-	D
HCM 95th %tile Q (veh)	-	-	1.6

2027 Build Traffic Volumes
 10: Neelytown Rd & Site Driveway 3

Peak PM Hour
 3/22/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↗			
Traffic Volume (vph)	0	628	337	15	0	0
Future Volume (vph)	0	628	337	15	0	0
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			0.994			
Flt Protected						
Satd. Flow (prot)	0	1712	1634	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	1712	1634	0	0	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		336	532		567	
Travel Time (s)		5.1	8.1		12.9	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	0%	11%	15%	28%	0%	100%
Adj. Flow (vph)	0	795	427	19	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	795	446	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	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	1.00	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

2027 Build Traffic Volumes
 11: Beaver Dam Rd & Site Driveway 4

Peak PM Hour
 3/22/2024



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	65	7	57	3	2	141
Future Volume (vph)	65	7	57	3	2	141
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	0.987		0.993			
Flt Protected	0.957					0.999
Satd. Flow (prot)	1795	0	1754	0	0	1844
Flt Permitted	0.957					0.999
Satd. Flow (perm)	1795	0	1754	0	0	1844
Link Speed (mph)	30		35			30
Link Distance (ft)	504		646			1081
Travel Time (s)	11.5		12.6			24.6
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	0%	0%	8%	0%	0%	3%
Adj. Flow (vph)	82	9	72	4	3	178
Shared Lane Traffic (%)						
Lane Group Flow (vph)	91	0	76	0	0	181
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60	60	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

2027 Build Traffic Volumes
 11: Beaver Dam Rd & Site Driveway 4

Peak PM Hour
 3/22/2024

Intersection						
Int Delay, s/veh	2.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	65	7	57	3	2	141
Future Vol, veh/h	65	7	57	3	2	141
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	0	0	8	0	0	3
Mvmt Flow	82	9	72	4	3	178

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	258	74	0	0	76
Stage 1	74	-	-	-	-
Stage 2	184	-	-	-	-
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	735	993	-	-	1536
Stage 1	954	-	-	-	-
Stage 2	852	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	734	993	-	-	1536
Mov Cap-2 Maneuver	734	-	-	-	-
Stage 1	954	-	-	-	-
Stage 2	850	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10.4	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	753	1536
HCM Lane V/C Ratio	-	-	0.121	0.002
HCM Control Delay (s/veh)	-	-	10.4	7.3
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q (veh)	-	-	0.4	0

2027 Build Traffic Volumes
 12: Beaver Dam Rd & Site Driveway 5

Peak PM Hour
 3/22/2024



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	106	19	57	8	4	36
Future Volume (vph)	106	19	57	8	4	36
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	0.979		0.984			
Flt Protected	0.959					0.995
Satd. Flow (prot)	1784	0	1747	0	0	1720
Flt Permitted	0.959					0.995
Satd. Flow (perm)	1784	0	1747	0	0	1720
Link Speed (mph)	30		35			35
Link Distance (ft)	515		1081			1606
Travel Time (s)	11.7		21.1			31.3
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	0%	0%	8%	0%	0%	11%
Adj. Flow (vph)	134	24	72	10	5	46
Shared Lane Traffic (%)						
Lane Group Flow (vph)	158	0	82	0	0	51
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2027 Build Traffic Volumes
 12: Beaver Dam Rd & Site Driveway 5

Peak PM Hour
 3/22/2024

Intersection						
Int Delay, s/veh	5.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	106	19	57	8	4	36
Future Vol, veh/h	106	19	57	8	4	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	0	0	8	0	0	11
Mvmt Flow	134	24	72	10	5	46

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	133	77	0	0	82
Stage 1	77	-	-	-	-
Stage 2	56	-	-	-	-
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	866	990	-	-	1528
Stage 1	951	-	-	-	-
Stage 2	972	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	863	990	-	-	1528
Mov Cap-2 Maneuver	863	-	-	-	-
Stage 1	951	-	-	-	-
Stage 2	969	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10	0	0.7
HCM LOS	B		

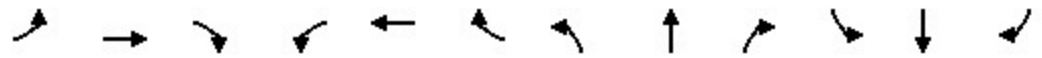
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	880	1528
HCM Lane V/C Ratio	-	-	0.18	0.003
HCM Control Delay (s/veh)	-	-	10	7.4
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q (veh)	-	-	0.7	0

2027 Build Traffic Volumes

Peak SAT Hour

1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

3/22/2024



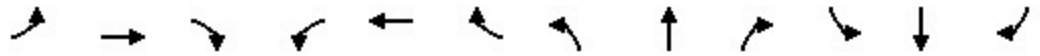
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↗	↘	↑↑			↑↔	
Traffic Volume (vph)	0	0	0	300	0	171	188	469	0	0	527	210
Future Volume (vph)	0	0	0	300	0	171	188	469	0	0	527	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			2%	
Storage Length (ft)	0		0	0		360	145		0	245		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Fr _t						0.850					0.957	
Fl _t Protected					0.950		0.950					
Satd. Flow (prot)	0	0	0	0	1648	1607	1687	3574	0	0	3363	0
Fl _t Permitted					0.950		0.950					
Satd. Flow (perm)	0	0	0	0	1648	1607	1687	3574	0	0	3363	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						192						62
Link Speed (mph)		30			40			45			45	
Link Distance (ft)		287			1203			796			861	
Travel Time (s)		6.5			20.5			12.1			13.0	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	9%	0%	0%	7%	1%	0%	0%	2%	1%
Adj. Flow (vph)	0	0	0	337	0	192	211	527	0	0	592	236
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	337	192	211	527	0	0	828	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
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	1.01	1.01	1.01	1.00	1.00	1.00	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				2	2	2	2	2				2
Detector Template				Left	Thru	Right	Left	Thru				Thru
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				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
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				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)				0.0	0.0	0.0	0.0	0.0				0.0
Turn Type				Perm	NA	Perm	Prot	NA				NA

2027 Build Traffic Volumes

Peak SAT Hour

1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

3/22/2024

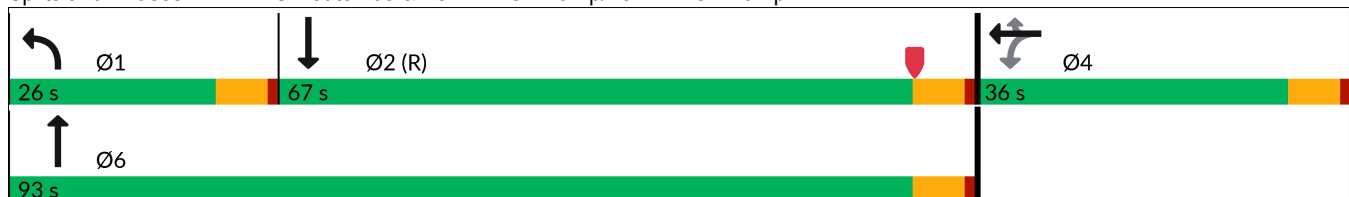


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases					4		1	6				2
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6				2
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	10.0				10.0
Minimum Split (s)				24.0	24.0	24.0	11.0	24.0				24.0
Total Split (s)				36.0	36.0	36.0	26.0	93.0				67.0
Total Split (%)				27.9%	27.9%	27.9%	20.2%	72.1%				51.9%
Maximum Green (s)				30.0	30.0	30.0	20.0	87.0				61.0
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
Total Lost Time (s)					6.0	6.0	6.0	6.0				6.0
Lead/Lag							Lead					Lag
Lead-Lag Optimize?							Yes					Yes
Vehicle Extension (s)				2.0	2.0	2.0	2.0	2.0				2.0
Recall Mode				None	None	None	None	None				C-Max
v/c Ratio					0.92	0.38	0.87	0.21				0.48
Control Delay (s/veh)					81.6	7.7	85.0	9.2				21.5
Queue Delay					0.0	0.0	0.0	0.0				0.0
Total Delay (s/veh)					81.6	7.7	85.0	9.2				21.5
Queue Length 50th (ft)					274	0	184	103				228
Queue Length 95th (ft)					#435	59	m#297	121				282
Internal Link Dist (ft)		207			1123			716				781
Turn Bay Length (ft)						360	145					
Base Capacity (vph)					383	521	261	2454				1702
Starvation Cap Reductn					0	0	0	0				0
Spillback Cap Reductn					0	0	0	0				0
Storage Cap Reductn					0	0	0	0				0
Reduced v/c Ratio					0.88	0.37	0.81	0.21				0.49

Intersection Summary

Area Type: Other
 Cycle Length: 129
 Actuated Cycle Length: 129
 Offset: 0 (0%), Referenced to phase 2:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

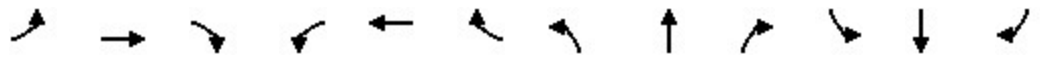


2027 Build Traffic Volumes

Peak SAT Hour

1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp























3/22/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↗	↘	↑↑			↑↔	
Traffic Volume (veh/h)	0	0	0	300	0	171	188	469	0	0	527	210
Future Volume (veh/h)	0	0	0	300	0	171	188	469	0	0	527	210
Initial Q (Qb), veh				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
Parking Bus, Adj				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		
Adj Sat Flow, veh/h/ln				1761	1894	1894	1796	1885	0	0	1847	1862
Adj Flow Rate, veh/h				337	0	192	211	527	0	0	592	236
Peak Hour Factor				0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %				9	0	0	7	1	0	0	2	1
Cap, veh/h				369	0	328	232	2516	0	0	1275	507
Arrive On Green				0.20	0.00	0.20	0.27	1.00	0.00	0.00	0.52	0.52
Sat Flow, veh/h				1804	0	1605	1711	3676	0	0	2543	975
Grp Volume(v), veh/h				337	0	192	211	527	0	0	424	404
Grp Sat Flow(s),veh/h/ln				1804	0	1605	1711	1791	0	0	1754	1671
Q Serve(g_s), s				23.6	0.0	13.9	15.4	0.0	0.0	0.0	19.7	19.8
Cycle Q Clear(g_c), s				23.6	0.0	13.9	15.4	0.0	0.0	0.0	19.7	19.8
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.58
Lane Grp Cap(c), veh/h				369	0	328	232	2516	0	0	913	869
V/C Ratio(X)				0.91	0.00	0.59	0.91	0.21	0.00	0.00	0.46	0.47
Avail Cap(c_a), veh/h				420	0	373	265	2516	0	0	913	869
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.91	0.91	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				50.2	0.0	46.4	46.2	0.0	0.0	0.0	19.6	19.6
Incr Delay (d2), s/veh				21.3	0.0	0.8	26.5	0.0	0.0	0.0	1.7	1.8
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				12.6	0.0	5.6	7.1	0.0	0.0	0.0	8.0	7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				71.5	0.0	47.2	72.7	0.0	0.0	0.0	21.3	21.4
LnGrp LOS				E		D	E	A			C	C
Approach Vol, veh/h					529			738			828	
Approach Delay, s/veh					62.7			20.8			21.3	
Approach LOS					E			C			C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	23.5	73.1		32.4		96.6						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	20.0	61.0		30.0		87.0						
Max Q Clear Time (g_c+I1), s	17.4	21.8		25.6		2.0						
Green Ext Time (p_c), s	0.1	2.7		0.8		1.8						
Intersection Summary												
HCM 6th Ctrl Delay, s/veh											31.6	
HCM 6th LOS											C	

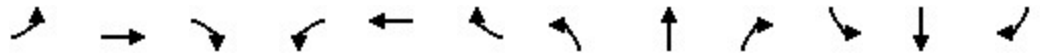
2027 Build Traffic Volumes
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak SAT Hour
 3/22/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	173	140	44	92	98	185	54	296	168	194	396	195
Future Volume (vph)	173	140	44	92	98	185	54	296	168	194	396	195
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			1%			1%	
Storage Length (ft)	400		400	220		220	145		145	330		280
Storage Lanes	2		0	1		1	1		1	2		1
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.964				0.850		0.946				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1687	3191	0	1770	1712	1583	1618	3376	0	3450	3556	1397
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1687	3191	0	1770	1712	1583	1618	3376	0	3450	3556	1397
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33				192		81				214
Link Speed (mph)		45			25			45				45
Link Distance (ft)		639			871			1257				796
Travel Time (s)		9.7			23.8			19.0				12.1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	7%	10%	6%	2%	11%	2%	11%	1%	0%	1%	1%	15%
Adj. Flow (vph)	190	154	48	101	108	203	59	325	185	213	435	214
Shared Lane Traffic (%)												
Lane Group Flow (vph)	190	202	0	101	108	203	59	510	0	213	435	214
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			24			24	
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	1.00	1.00	1.00	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	2		2	2	2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	83	83		83	83	83	83	83		83	83	83
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	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	43
Detector 2 Size(ft)	40	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	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	0.0
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	Free

2027 Build Traffic Volumes
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak SAT Hour
 3/22/2024

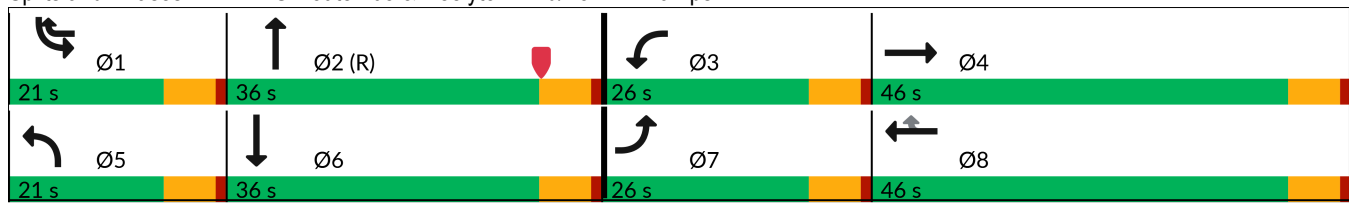


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases						8						Free
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.0	24.0		11.0	24.0	11.0	11.0	24.0		11.0	24.0	
Total Split (s)	26.0	46.0		26.0	46.0	21.0	21.0	36.0		21.0	36.0	
Total Split (%)	20.2%	35.7%		20.2%	35.7%	16.3%	16.3%	27.9%		16.3%	27.9%	
Maximum Green (s)	20.0	40.0		20.0	40.0	15.0	15.0	30.0		15.0	30.0	
Yellow Time (s)	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	
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		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	None	
v/c Ratio	0.78	0.40		0.57	0.60	0.36	0.46	0.31		0.58	0.24	0.15
Control Delay (s/veh)	75.9	43.2		67.8	68.1	7.2	68.1	20.4		67.5	18.9	0.1
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)	75.9	43.2		67.8	68.1	7.2	68.1	20.4		67.5	18.9	0.1
Queue Length 50th (ft)	153	66		82	88	7	48	117		97	91	0
Queue Length 95th (ft)	#257	105		137	144	61	92	184		m130	m111	m0
Internal Link Dist (ft)		559			791			1177			716	
Turn Bay Length (ft)	400			220		220	145			330		280
Base Capacity (vph)	261	1012		274	530	573	188	1594		420	1798	1397
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	0.73	0.20		0.37	0.20	0.35	0.31	0.32		0.51	0.24	0.15

Intersection Summary

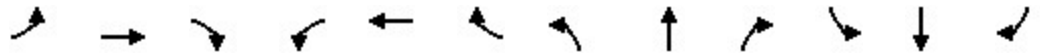
Area Type: Other
 Cycle Length: 129
 Actuated Cycle Length: 129
 Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps



2027 Build Traffic Volumes
2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak SAT Hour
3/22/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	173	140	44	92	98	185	54	296	168	194	396	195
Future Volume (veh/h)	173	140	44	92	98	185	54	296	168	194	396	195
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	1796	1752	1811	1870	1737	1870	1731	1879	1894	1879	1879	1672
Adj Flow Rate, veh/h	190	154	48	101	108	203	59	325	185	213	435	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	7	10	6	2	11	2	11	1	0	1	1	15
Cap, veh/h	218	502	151	127	249	354	75	1025	571	277	1777	
Arrive On Green	0.13	0.20	0.20	0.07	0.14	0.14	0.05	0.46	0.46	0.03	0.16	0.00
Sat Flow, veh/h	1711	2519	760	1781	1737	1585	1649	2211	1232	3472	3571	1417
Grp Volume(v), veh/h	190	100	102	101	108	203	59	261	249	213	435	0
Grp Sat Flow(s),veh/h/ln	1711	1664	1615	1781	1737	1585	1649	1785	1658	1736	1785	1417
Q Serve(g_s), s	14.1	6.6	7.0	7.2	7.3	14.7	4.6	11.9	12.2	7.9	13.7	0.0
Cycle Q Clear(g_c), s	14.1	6.6	7.0	7.2	7.3	14.7	4.6	11.9	12.2	7.9	13.7	0.0
Prop In Lane	1.00		0.47	1.00		1.00	1.00		0.74	1.00		1.00
Lane Grp Cap(c), veh/h	218	332	322	127	249	354	75	827	768	277	1777	
V/C Ratio(X)	0.87	0.30	0.32	0.79	0.43	0.57	0.79	0.32	0.32	0.77	0.24	
Avail Cap(c_a), veh/h	265	516	501	276	539	618	192	827	768	404	1777	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	0.87	0.00
Uniform Delay (d), s/veh	55.3	44.0	44.1	58.9	50.5	44.6	61.0	21.8	21.9	61.6	32.8	0.0
Incr Delay (d2), s/veh	24.1	0.5	0.6	10.5	1.2	1.5	16.5	1.0	1.1	4.7	0.1	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	7.4	2.7	2.8	3.6	3.3	6.0	2.2	5.0	4.8	3.7	6.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	79.4	44.5	44.7	69.4	51.7	46.1	77.5	22.8	23.0	66.3	32.9	0.0
LnGrp LOS	E	D	D	E	D	D	E	C	C	E	C	
Approach Vol, veh/h		392			412			569			648	
Approach Delay, s/veh		61.5			53.3			28.5			43.8	
Approach LOS		E			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.3	65.8	15.2	31.7	11.9	70.2	22.4	24.5				
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	30.0	20.0	40.0	15.0	30.0	20.0	40.0				
Max Q Clear Time (g_c+I1), s	9.9	14.2	9.2	9.0	6.6	15.7	16.1	16.7				
Green Ext Time (p_c), s	0.4	2.2	0.3	0.9	0.1	2.0	0.4	1.8				

Intersection Summary

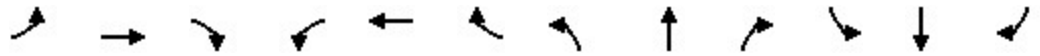
HCM 6th Ctrl Delay, s/veh	44.9
HCM 6th LOS	D

Notes

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

2027 Build Traffic Volumes
 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd

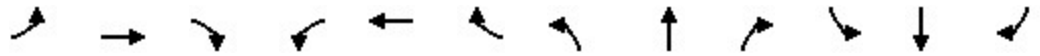
Peak SAT Hour
 3/22/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	127	34	93	102	11	34	33	138	74	27	21
Future Volume (vph)	21	127	34	93	102	11	34	33	138	74	27	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	16	12	12	12
Grade (%)		1%			2%			-2%			0%	
Storage Length (ft)	70		0	220		0	0		150	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.968			0.985				0.850		0.977	
Flt Protected	0.950			0.950				0.975			0.971	
Satd. Flow (prot)	1710	1721	0	1787	1607	0	0	1871	1812	0	1787	0
Flt Permitted	0.588			0.624				0.811			0.763	
Satd. Flow (perm)	1059	1721	0	1174	1607	0	0	1556	1812	0	1404	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27			6				184		11	
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		2146			540			620			646	
Travel Time (s)		32.5			8.2			12.1			12.6	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	5%	8%	0%	0%	17%	0%	0%	0%	2%	0%	0%	5%
Adj. Flow (vph)	28	169	45	124	136	15	45	44	184	99	36	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	28	214	0	124	151	0	0	89	184	0	163	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)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	0.99	0.99	0.84	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2	2	2	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	83	83		83	83		83	83	83	83	83	
Trailing Detector (ft)	-5	-5		-5	-5		-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5		-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	40		40	40		40	40	40	40	40	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
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	

2027 Build Traffic Volumes
 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd

Peak SAT Hour
 3/22/2024

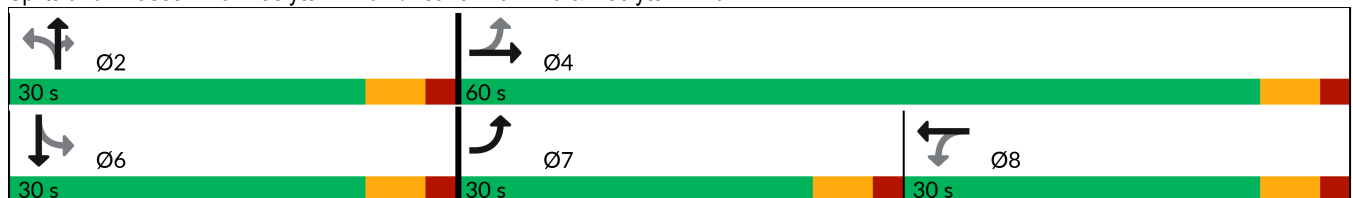


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	7	4			8			2				6
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		8	8		2	2	2	6		6
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		8.0	8.0	8.0	8.0		8.0
Minimum Split (s)	14.0	14.0		14.0	14.0		14.0	14.0	14.0	14.0		14.0
Total Split (s)	30.0	60.0		30.0	30.0		30.0	30.0	30.0	30.0		30.0
Total Split (%)	33.3%	66.7%		33.3%	33.3%		33.3%	33.3%	33.3%	33.3%		33.3%
Maximum Green (s)	24.0	54.0		24.0	24.0		24.0	24.0	24.0	24.0		24.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0		4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0		2.0
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
Recall Mode	None	Max		Max	Max		Max	Max	Max	Max		Max
v/c Ratio	0.04	0.20		0.19	0.17			0.21	0.29			0.42
Control Delay (s/veh)	7.5	7.7		13.8	12.6			27.4	5.5			29.5
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Delay (s/veh)	7.5	7.7		13.8	12.6			27.4	5.5			29.5
Queue Length 50th (ft)	6	44		29	33			39	0			71
Queue Length 95th (ft)	13	60		65	71			64	26			104
Internal Link Dist (ft)		2066			460			540				566
Turn Bay Length (ft)	70			220					150			
Base Capacity (vph)	809	1043		631	866			414	618			382
Starvation Cap Reductn	0	0		0	0			0	0			0
Spillback Cap Reductn	0	0		0	0			0	0			0
Storage Cap Reductn	0	0		0	0			0	0			0
Reduced v/c Ratio	0.03	0.21		0.20	0.17			0.21	0.30			0.43

Intersection Summary

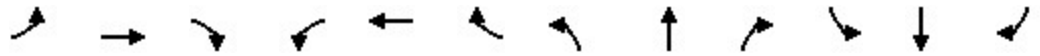
Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Natural Cycle: 45
 Control Type: Semi Act-Uncoord

Splits and Phases: 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd



2027 Build Traffic Volumes
 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd










Peak SAT Hour
 3/22/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	127	34	93	102	11	34	33	138	74	27	21
Future Volume (veh/h)	21	127	34	93	102	11	34	33	138	74	27	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1820	1776	1894	1876	1625	1876	1979	1979	2027	1900	1900	1826
Adj Flow Rate, veh/h	28	169	45	124	136	15	45	44	184	99	36	28
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Percent Heavy Veh, %	5	8	0	0	17	0	0	0	2	0	0	5
Cap, veh/h	681	811	216	652	702	77	261	240	458	252	90	58
Arrive On Green	0.04	0.60	0.60	0.49	0.49	0.49	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1733	1351	360	1171	1437	159	754	898	1717	703	338	216
Grp Volume(v), veh/h	28	0	214	124	0	151	89	0	184	163	0	0
Grp Sat Flow(s),veh/h/ln	1733	0	1711	1171	0	1596	1652	0	1717	1256	0	0
Q Serve(g_s), s	0.7	0.0	5.1	5.5	0.0	4.8	0.0	0.0	7.9	7.5	0.0	0.0
Cycle Q Clear(g_c), s	0.7	0.0	5.1	5.5	0.0	4.8	3.4	0.0	7.9	10.9	0.0	0.0
Prop In Lane	1.00		0.21	1.00		0.10	0.51		1.00	0.61		0.17
Lane Grp Cap(c), veh/h	681	0	1026	652	0	780	501	0	458	399	0	0
V/C Ratio(X)	0.04	0.00	0.21	0.19	0.00	0.19	0.18	0.00	0.40	0.41	0.00	0.00
Avail Cap(c_a), veh/h	1066	0	1026	652	0	780	501	0	458	399	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.3	0.0	8.2	13.2	0.0	13.0	25.4	0.0	27.1	28.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.5	0.6	0.0	0.6	0.8	0.0	2.6	3.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	1.7	1.4	0.0	1.7	1.5	0.0	3.5	3.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.3	0.0	8.7	13.8	0.0	13.6	26.2	0.0	29.7	31.7	0.0	0.0
LnGrp LOS	A		A	B		B	C		C	C		
Approach Vol, veh/h		242			275			273			163	
Approach Delay, s/veh		8.8			13.7			28.6			31.7	
Approach LOS		A			B			C			C	
Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		30.0		60.0		30.0	10.0	50.0				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		24.0		54.0		24.0	24.0	24.0				
Max Q Clear Time (g_c+I1), s		9.9		7.1		12.9	2.7	7.5				
Green Ext Time (p_c), s		1.2		1.1		0.6	0.1	1.2				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh				19.8								
HCM 6th LOS				B								

2027 Build Traffic Volumes
4: NYS Route 416 & Neelytown Rd

Peak SAT Hour
3/22/2024

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	47	76	99	52	81	49
Future Volume (vph)	47	76	99	52	81	49
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	0.917		0.954			
Flt Protected	0.981					0.970
Satd. Flow (prot)	1622	0	1728	0	0	1743
Flt Permitted	0.981					0.750
Satd. Flow (perm)	1622	0	1728	0	0	1348
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	79		40			
Link Speed (mph)	45		55			55
Link Distance (ft)	2393		959			1086
Travel Time (s)	36.3		11.9			13.5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	6%	5%	3%	10%	8%	2%
Adj. Flow (vph)	49	79	103	54	84	51
Shared Lane Traffic (%)						
Lane Group Flow (vph)	128	0	157	0	0	135
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	0.99	0.99	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2		1	2
Detector Template					Left	
Leading Detector (ft)	83		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Detector 1 Position(ft)	-5		-5		0	-5
Detector 1 Size(ft)	40		40		20	40
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 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)	40		40			40
Detector 2 Size(ft)	43		43			43
Detector 2 Type	Cl+Ex		Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6

2027 Build Traffic Volumes
 4: NYS Route 416 & Neelytown Rd

Peak SAT Hour
 3/22/2024

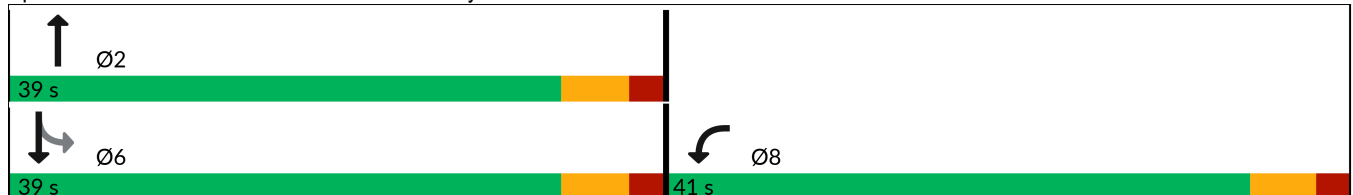


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	24.0		24.0		24.0	24.0
Total Split (s)	41.0		39.0		39.0	39.0
Total Split (%)	51.3%		48.8%		48.8%	48.8%
Maximum Green (s)	35.0		33.0		33.0	33.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	6.0		6.0			6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		Min		Min	Min
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	0.31		0.16			0.18
Control Delay (s/veh)	7.1		5.7			7.5
Queue Delay	0.0		0.0			0.0
Total Delay (s/veh)	7.1		5.7			7.5
Queue Length 50th (ft)	7		11			13
Queue Length 95th (ft)	26		34			36
Internal Link Dist (ft)	2313		879			1006
Turn Bay Length (ft)						
Base Capacity (vph)	1585		1664			1297
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.08		0.09			0.10

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 32.5
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated

Splits and Phases: 4: NYS Route 416 & Neelytown Rd



2027 Build Traffic Volumes
4: NYS Route 416 & Neelytown Rd

Peak SAT Hour
3/22/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	47	76	99	52	81	49
Future Volume (veh/h)	47	76	99	52	81	49
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	1811	1826	1894	1789	1781	1870
Adj Flow Rate, veh/h	49	79	103	54	84	51
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	6	5	3	10	8	2
Cap, veh/h	79	127	300	157	461	190
Arrive On Green	0.13	0.13	0.26	0.26	0.26	0.26
Sat Flow, veh/h	609	982	1170	614	633	743
Grp Volume(v), veh/h	129	0	0	157	135	0
Grp Sat Flow(s),veh/h/ln	1604	0	0	1784	1376	0
Q Serve(g_s), s	1.5	0.0	0.0	1.4	0.3	0.0
Cycle Q Clear(g_c), s	1.5	0.0	0.0	1.4	1.7	0.0
Prop In Lane	0.38	0.61		0.34	0.62	
Lane Grp Cap(c), veh/h	207	0	0	457	652	0
V/C Ratio(X)	0.62	0.00	0.00	0.34	0.21	0.00
Avail Cap(c_a), veh/h	2876	0	0	3016	2678	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	8.1	0.0	0.0	5.9	5.9	0.0
Incr Delay (d2), s/veh	3.1	0.0	0.0	0.4	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	11.1	0.0	0.0	6.4	6.0	0.0
LnGrp LOS	B			A	A	
Approach Vol, veh/h	129		157			135
Approach Delay, s/veh	11.1		6.4			6.0
Approach LOS	B		A			A
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		11.0			11.0	8.5
Change Period (Y+Rc), s		6.0			6.0	6.0
Max Green Setting (Gmax), s		33.0			33.0	35.0
Max Q Clear Time (g_c+I1), s		3.4			3.7	3.5
Green Ext Time (p_c), s		0.7			0.6	0.6
Intersection Summary						
HCM 6th Ctrl Delay, s/veh			7.7			
HCM 6th LOS			A			

2027 Build Traffic Volumes
5: NYS Route 211 & NYS Route 416

Peak SAT Hour
3/22/2024



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	8	126	199	10	103	171
Future Volume (vph)	8	126	199	10	103	171
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	12	12	12	12
Storage Length (ft)	0	50		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.994			
Flt Protected	0.950					0.982
Satd. Flow (prot)	1588	1742	1862	0	0	1794
Flt Permitted	0.950					0.982
Satd. Flow (perm)	1588	1742	1862	0	0	1794
Link Speed (mph)	30		30			30
Link Distance (ft)	561		726			643
Travel Time (s)	12.8		16.5			14.6
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	25%	2%	1%	10%	9%	1%
Adj. Flow (vph)	9	138	219	11	113	188
Shared Lane Traffic (%)						
Lane Group Flow (vph)	9	138	230	0	0	301
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	15		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.88	0.88	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

Control Type: Unsignalized

2027 Build Traffic Volumes
 5: NYS Route 211 & NYS Route 416

Peak SAT Hour
 3/22/2024

Intersection						
Int Delay, s/veh	3.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	126	199	10	103	171
Future Vol, veh/h	8	126	199	10	103	171
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	50	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	25	2	1	10	9	1
Mvmt Flow	9	138	219	11	113	188

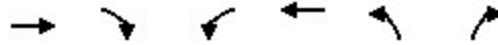
Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	639	225	0	0	230
Stage 1	225	-	-	-	-
Stage 2	414	-	-	-	-
Critical Hdwy	6.65	6.22	-	-	4.19
Critical Hdwy Stg 1	5.65	-	-	-	-
Critical Hdwy Stg 2	5.65	-	-	-	-
Follow-up Hdwy	3.725	3.318	-	-	2.281
Pot Cap-1 Maneuver	406	814	-	-	1298
Stage 1	761	-	-	-	-
Stage 2	620	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	367	814	-	-	1298
Mov Cap-2 Maneuver	367	-	-	-	-
Stage 1	761	-	-	-	-
Stage 2	560	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10.6	0	3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	367	814	1298	-
HCM Lane V/C Ratio	-	-	0.024	0.17	0.087	-
HCM Control Delay (s/veh)	-	-	15.1	10.3	8	0
HCM Lane LOS	-	-	C	B	A	A
HCM 95th %tile Q (veh)	-	-	0.1	0.6	0.3	-

2027 Build Traffic Volumes
6: Beaver Dam Rd & Goodwill Rd

Peak SAT Hour
3/22/2024



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	128	29	55	145	42	44
Future Volume (vph)	128	29	55	145	42	44
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	11	11
Grade (%)	4%			4%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.975				0.931	
Flt Protected				0.986	0.976	
Satd. Flow (prot)	1694	0	0	1701	1686	0
Flt Permitted				0.986	0.976	
Satd. Flow (perm)	1694	0	0	1701	1686	0
Link Speed (mph)	30			30	35	
Link Distance (ft)	853			580	1607	
Travel Time (s)	19.4			13.2	31.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	133	30	57	151	44	46
Shared Lane Traffic (%)						
Lane Group Flow (vph)	163	0	0	208	90	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.12	1.12	1.12	1.12	1.03	1.03
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

2027 Build Traffic Volumes
6: Beaver Dam Rd & Goodwill Rd

Peak SAT Hour
3/22/2024

Intersection						
Int Delay, s/veh	3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	128	29	55	145	42	44
Future Vol, veh/h	128	29	55	145	42	44
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, %	4	-	-	4	-2	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	133	30	57	151	44	46
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	163	0	413	148
Stage 1	-	-	-	-	148	-
Stage 2	-	-	-	-	265	-
Critical Hdwy	-	-	4.1	-	6	6
Critical Hdwy Stg 1	-	-	-	-	5	-
Critical Hdwy Stg 2	-	-	-	-	5	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1428	-	627	912
Stage 1	-	-	-	-	899	-
Stage 2	-	-	-	-	807	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1428	-	599	912
Mov Cap-2 Maneuver	-	-	-	-	599	-
Stage 1	-	-	-	-	899	-
Stage 2	-	-	-	-	771	-
Approach	EB	WB	NB			
HCM Control Delay, s/v	0	2.1	10.6			
HCM LOS			B			
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	727	-	-	1428	-	
HCM Lane V/C Ratio	0.123	-	-	0.04	-	
HCM Control Delay (s/veh)	10.6	-	-	7.6	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q (veh)	0.4	-	-	0.1	-	

2027 Build Traffic Volumes
7: Beaver Dam Rd & Chandler Ln

Peak SAT Hour
3/22/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	47	1	0	43	57	43
Future Volume (vph)	47	1	0	43	57	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	10	10
Grade (%)	0%			1%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.997				0.942	
Flt Protected	0.953					
Satd. Flow (prot)	1653	0	0	1890	1652	0
Flt Permitted	0.953					
Satd. Flow (perm)	1653	0	0	1890	1652	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	777			545	1607	
Travel Time (s)	17.7			10.6	31.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	0%	0%	0%	2%	0%
Adj. Flow (vph)	50	1	0	46	61	46
Shared Lane Traffic (%)						
Lane Group Flow (vph)	51	0	0	46	107	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	1.09	1.09	1.01	1.01	1.09	1.09
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	2.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	47	1	0	43	57	43
Future Vol, veh/h	47	1	0	43	57	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	1	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	0	0	0	2	0
Mvmt Flow	50	1	0	46	61	46

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	130	84	107	0	0
Stage 1	84	-	-	-	-
Stage 2	46	-	-	-	-
Critical Hdwy	6.42	6.2	4.1	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.3	2.2	-	-
Pot Cap-1 Maneuver	864	981	1497	-	-
Stage 1	939	-	-	-	-
Stage 2	976	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	864	981	1497	-	-
Mov Cap-2 Maneuver	864	-	-	-	-
Stage 1	939	-	-	-	-
Stage 2	976	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.4	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1497	-	866	-	-
HCM Lane V/C Ratio	-	-	0.059	-	-
HCM Control Delay (s/veh)	0	-	9.4	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q (veh)	0	-	0.2	-	-

2027 Build Traffic Volumes
8: Neelytown Rd & Site Driveway 1

Peak SAT Hour
3/22/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	55	4	17	351	229	137
Future Volume (vph)	55	4	17	351	229	137
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			1%	-2%	
Storage Length (ft)	0	0	170			150
Storage Lanes	1	0	1			1
Taper Length (ft)	86		86			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.991					0.850
Flt Protected	0.955		0.950			
Satd. Flow (prot)	1346	0	1437	1818	1793	1483
Flt Permitted	0.955		0.950			
Satd. Flow (perm)	1346	0	1437	1818	1793	1483
Link Speed (mph)	30			45	45	
Link Distance (ft)	639			1138	2657	
Travel Time (s)	14.5			17.2	40.3	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	29%	100%	25%	4%	7%	10%
Adj. Flow (vph)	73	5	23	468	305	183
Shared Lane Traffic (%)						
Lane Group Flow (vph)	78	0	23	468	305	183
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	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

2027 Build Traffic Volumes
8: Neelytown Rd & Site Driveway 1

Peak SAT Hour
3/22/2024

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘		↘	↑	↑	↘
Traffic Vol, veh/h	55	4	17	351	229	137
Future Vol, veh/h	55	4	17	351	229	137
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	-	170	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	1	-2	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	29	100	25	4	7	10
Mvmt Flow	73	5	23	468	305	183

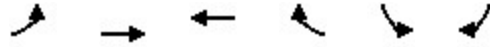
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	819	305	488	0	-	0
Stage 1	305	-	-	-	-	-
Stage 2	514	-	-	-	-	-
Critical Hdwy	6.69	7.2	4.35	-	-	-
Critical Hdwy Stg 1	5.69	-	-	-	-	-
Critical Hdwy Stg 2	5.69	-	-	-	-	-
Follow-up Hdwy	3.761	4.2	2.425	-	-	-
Pot Cap-1 Maneuver	311	553	966	-	-	-
Stage 1	690	-	-	-	-	-
Stage 2	549	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	304	553	966	-	-	-
Mov Cap-2 Maneuver	304	-	-	-	-	-
Stage 1	673	-	-	-	-	-
Stage 2	549	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	20.3	0.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	966	-	314	-	-
HCM Lane V/C Ratio	0.023	-	0.251	-	-
HCM Control Delay (s/veh)	8.8	-	20.3	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q (veh)	0.1	-	1	-	-

2027 Build Traffic Volumes
 9: Neelytown Rd & Site Driveway 2

Peak SAT Hour
 3/22/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↔	
Traffic Volume (vph)	0	339	233	0	29	12
Future Volume (vph)	0	339	233	0	29	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.961	
Flt Protected					0.966	
Satd. Flow (prot)	0	1827	1759	0	1544	0
Flt Permitted					0.966	
Satd. Flow (perm)	0	1827	1759	0	1544	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		532	1138		660	
Travel Time (s)		8.1	17.2		15.0	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	0%	4%	8%	0%	16%	10%
Adj. Flow (vph)	0	452	311	0	39	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	452	311	0	55	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	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	339	233	0	29	12
Future Vol, veh/h	0	339	233	0	29	12
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, %	-	0	0	-	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	4	8	0	16	10
Mvmt Flow	0	452	311	0	39	16

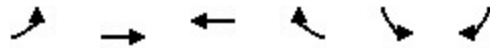
Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	763
Stage 1	-	-	-	-	311
Stage 2	-	-	-	-	452
Critical Hdwy	-	-	-	-	6.56
Critical Hdwy Stg 1	-	-	-	-	5.56
Critical Hdwy Stg 2	-	-	-	-	5.56
Follow-up Hdwy	-	-	-	-	3.644
Pot Cap-1 Maneuver	0	-	-	0	353
Stage 1	0	-	-	0	712
Stage 2	0	-	-	0	613
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	353
Mov Cap-2 Maneuver	-	-	-	-	353
Stage 1	-	-	-	-	712
Stage 2	-	-	-	-	613

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	15
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	414
HCM Lane V/C Ratio	-	-	0.132
HCM Control Delay (s/veh)	-	-	15
HCM Lane LOS	-	-	C
HCM 95th %tile Q (veh)	-	-	0.5

2027 Build Traffic Volumes
 10: Neelytown Rd & Site Driveway 3

Peak SAT Hour
 3/22/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			
Traffic Volume (vph)	0	339	206	39	0	0
Future Volume (vph)	0	339	206	39	0	0
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			0.979			
Flt Protected						
Satd. Flow (prot)	0	1827	1731	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	1827	1731	0	0	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		336	532		567	
Travel Time (s)		5.1	8.1		12.9	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	0%	4%	7%	10%	0%	100%
Adj. Flow (vph)	0	452	275	52	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	452	327	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	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	1.00	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

2027 Build Traffic Volumes
 11: Beaver Dam Rd & Site Driveway 4

Peak SAT Hour
 3/22/2024



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	37	4	55	10	5	85
Future Volume (vph)	37	4	55	10	5	85
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	0.987		0.980			
Flt Protected	0.957				0.997	
Satd. Flow (prot)	1795		0	1831	0	0
Flt Permitted	0.957				0.997	
Satd. Flow (perm)	1795		0	1831	0	0
Link Speed (mph)	30		35		30	
Link Distance (ft)	504		646		1081	
Travel Time (s)	11.5		12.6		24.6	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	0%	0%	2%	0%	0%	1%
Adj. Flow (vph)	49	5	73	13	7	113
Shared Lane Traffic (%)						
Lane Group Flow (vph)	54	0	86	0	0	120
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60	60	
Sign Control	Stop		Free		Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

2027 Build Traffic Volumes
 11: Beaver Dam Rd & Site Driveway 4

Peak SAT Hour
 3/22/2024

Intersection						
Int Delay, s/veh	2.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	37	4	55	10	5	85
Future Vol, veh/h	37	4	55	10	5	85
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	2	0	0	1
Mvmt Flow	49	5	73	13	7	113

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	207	80	0	0	86
Stage 1	80	-	-	-	-
Stage 2	127	-	-	-	-
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	786	986	-	-	1523
Stage 1	948	-	-	-	-
Stage 2	904	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	782	986	-	-	1523
Mov Cap-2 Maneuver	782	-	-	-	-
Stage 1	948	-	-	-	-
Stage 2	899	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.8	0	0.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	798	1523
HCM Lane V/C Ratio	-	-	0.069	0.004
HCM Control Delay (s/veh)	-	-	9.8	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q (veh)	-	-	0.2	0

2027 Build Traffic Volumes
 12: Beaver Dam Rd & Site Driveway 5

Peak SAT Hour
 3/22/2024



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	61	11	33	27	13	30
Future Volume (vph)	61	11	33	27	13	30
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	0.979		0.939			
Flt Protected	0.960					0.985
Satd. Flow (prot)	1786	0	1755	0	0	1833
Flt Permitted	0.960					0.985
Satd. Flow (perm)	1786	0	1755	0	0	1833
Link Speed (mph)	30		35			35
Link Distance (ft)	515		1081			1606
Travel Time (s)	11.7		21.1			31.3
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	0%	0%	3%	0%	0%	3%
Adj. Flow (vph)	81	15	44	36	17	40
Shared Lane Traffic (%)						
Lane Group Flow (vph)	96	0	80	0	0	57
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2027 Build Traffic Volumes
 12: Beaver Dam Rd & Site Driveway 5

Peak SAT Hour
 3/22/2024

Intersection						
Int Delay, s/veh	4.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	61	11	33	27	13	30
Future Vol, veh/h	61	11	33	27	13	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	3	0	0	3
Mvmt Flow	81	15	44	36	17	40

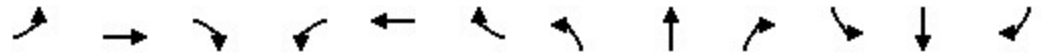
Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	136	62	0	0	80
Stage 1	62	-	-	-	-
Stage 2	74	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	862	1009	-	-	1531
Stage 1	966	-	-	-	-
Stage 2	954	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	853	1009	-	-	1531
Mov Cap-2 Maneuver	853	-	-	-	-
Stage 1	966	-	-	-	-
Stage 2	944	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.6	0	2.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	874	1531
HCM Lane V/C Ratio	-	-	0.11	0.011
HCM Control Delay (s/veh)	-	-	9.6	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q (veh)	-	-	0.4	0

2027 Build Traffic Volumes w/ Improvement
 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

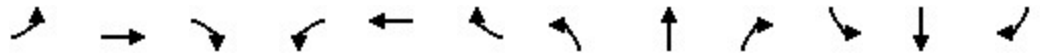
Peak AM Hour
 3/22/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↗	↘	↑↑			↑↔	
Traffic Volume (vph)	0	0	0	621	1	225	167	550	0	0	719	296
Future Volume (vph)	0	0	0	621	1	225	167	550	0	0	719	296
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			2%	
Storage Length (ft)	0		0	0		360	145		0	245		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Fr _t						0.850					0.956	
Fl _t Protected					0.952		0.950					
Satd. Flow (prot)	0	0	0	0	1607	1488	1347	3343	0	0	3189	0
Fl _t Permitted					0.952		0.950					
Satd. Flow (perm)	0	0	0	0	1607	1488	1347	3343	0	0	3189	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						233						57
Link Speed (mph)		30			40			45				45
Link Distance (ft)		287			1203			796				861
Travel Time (s)		6.5			20.5			12.1				13.0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	12%	0%	8%	34%	8%	0%	0%	8%	5%
Adj. Flow (vph)	0	0	0	698	1	253	188	618	0	0	808	333
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	699	253	188	618	0	0	1141	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
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	1.01	1.01	1.01	1.00	1.00	1.00	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				2	2	2	2	2				2
Detector Template				Left	Thru	Right	Left	Thru				Thru
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				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
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				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)				0.0	0.0	0.0	0.0	0.0				0.0
Turn Type				Perm	NA	Perm	Prot	NA				NA

2027 Build Traffic Volumes w/ Improvement
 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

Peak AM Hour
 3/22/2024

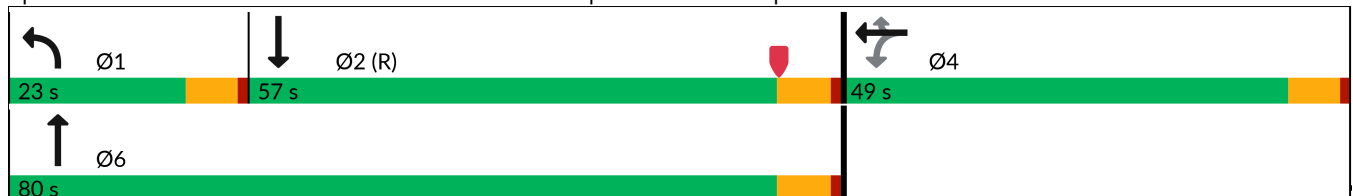


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases					4		1	6				2
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6				2
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	10.0				10.0
Minimum Split (s)				24.0	24.0	24.0	11.0	24.0				24.0
Total Split (s)				49.0	49.0	49.0	23.0	80.0				57.0
Total Split (%)				38.0%	38.0%	38.0%	17.8%	62.0%				44.2%
Maximum Green (s)				43.0	43.0	43.0	17.0	74.0				51.0
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
Total Lost Time (s)					6.0	6.0	6.0	6.0				6.0
Lead/Lag							Lead					Lag
Lead-Lag Optimize?							Yes					Yes
Vehicle Extension (s)				2.0	2.0	2.0	2.0	2.0				2.0
Recall Mode				None	None	None	None	None				C-Max
v/c Ratio					1.30	0.38	1.06	0.32				0.88
Control Delay (s/veh)					186.9	6.9	135.9	17.4				43.5
Queue Delay					0.0	0.0	0.0	0.0				0.0
Total Delay (s/veh)					186.9	6.9	135.9	17.4				43.5
Queue Length 50th (ft)					~749	11	~177	141				442
Queue Length 95th (ft)					#971	71	#329	204				533
Internal Link Dist (ft)		207			1123			716				781
Turn Bay Length (ft)						360	145					
Base Capacity (vph)					535	651	177	1917				1295
Starvation Cap Reductn					0	0	0	0				0
Spillback Cap Reductn					0	0	0	0				0
Storage Cap Reductn					0	0	0	0				0
Reduced v/c Ratio					1.31	0.39	1.06	0.32				0.88

Intersection Summary

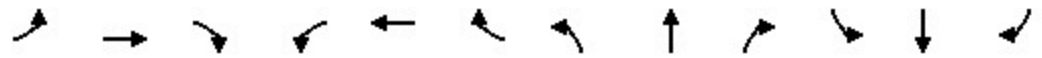
Area Type: Other
 Cycle Length: 129
 Actuated Cycle Length: 129
 Offset: 0 (0%), Referenced to phase 2:SBT, Start of Yellow
 Natural Cycle: 140
 Control Type: Actuated-Coordinated
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp



2027 Build Traffic Volumes w/ Improvement
 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp
























Peak AM Hour
 3/22/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↗	↘	↑↑			↑↑	
Traffic Volume (veh/h)	0	0	0	621	1	225	167	550	0	0	719	296
Future Volume (veh/h)	0	0	0	621	1	225	167	550	0	0	719	296
Initial Q (Qb), veh				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
Parking Bus, Adj				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		
Adj Sat Flow, veh/h/ln				1716	1894	1776	1396	1781	0	0	1758	1802
Adj Flow Rate, veh/h				698	1	253	188	618	0	0	808	333
Peak Hour Factor				0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %				12	0	8	34	8	0	0	8	5
Cap, veh/h				600	1	502	175	1942	0	0	912	375
Arrive On Green				0.33	0.33	0.33	0.26	1.00	0.00	0.00	0.40	0.40
Sat Flow, veh/h				1801	3	1505	1330	3474	0	0	2396	949
Grp Volume(v), veh/h				699	0	253	188	618	0	0	584	557
Grp Sat Flow(s),veh/h/ln				1804	0	1505	1330	1692	0	0	1670	1587
Q Serve(g_s), s				43.0	0.0	17.4	17.0	0.0	0.0	0.0	42.0	42.2
Cycle Q Clear(g_c), s				43.0	0.0	17.4	17.0	0.0	0.0	0.0	42.0	42.2
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.60
Lane Grp Cap(c), veh/h				601	0	502	175	1942	0	0	660	627
V/C Ratio(X)				1.16	0.00	0.50	1.07	0.32	0.00	0.00	0.88	0.89
Avail Cap(c_a), veh/h				601	0	502	175	1942	0	0	660	627
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.86	0.86	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				43.0	0.0	34.5	47.5	0.0	0.0	0.0	36.3	36.3
Incr Delay (d2), s/veh				90.4	0.0	0.3	83.7	0.0	0.0	0.0	16.0	16.9
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				33.6	0.0	6.3	8.7	0.0	0.0	0.0	19.2	18.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				133.4	0.0	34.8	131.2	0.0	0.0	0.0	52.3	53.3
LnGrp LOS				F		C	F	A			D	D
Approach Vol, veh/h					952			806			1141	
Approach Delay, s/veh					107.2			30.6			52.8	
Approach LOS					F			C			D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	23.0	57.0		49.0		80.0						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	17.0	51.0		43.0		74.0						
Max Q Clear Time (g_c+I1), s	19.0	44.2		45.0		2.0						
Green Ext Time (p_c), s	0.0	2.4		0.0		2.2						
Intersection Summary												
HCM 6th Ctrl Delay, s/veh											64.5	
HCM 6th LOS											E	

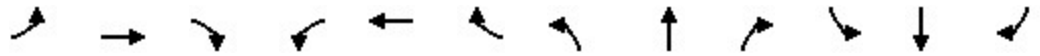
2027 Build Traffic Volumes w/ Improvement
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak AM Hour
 3/22/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	196	234	45	141	250	230	88	292	166	240	455	645
Future Volume (vph)	196	234	45	141	250	230	88	292	166	240	455	645
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			1%			1%	
Storage Length (ft)	400		400	220		220	145		145	330		280
Storage Lanes	2		0	1		1	1		1	2		1
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.976				0.850		0.946				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1327	2528	0	1770	1792	1568	1618	3117	0	3287	3326	1410
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1327	2528	0	1770	1792	1568	1618	3117	0	3287	3326	1410
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19				240		79				672
Link Speed (mph)		45			25			45				45
Link Distance (ft)		639			871			1257				796
Travel Time (s)		9.7			23.8			19.0				12.1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	36%	45%	10%	2%	6%	3%	11%	9%	9%	6%	8%	14%
Adj. Flow (vph)	204	244	47	147	260	240	92	304	173	250	474	672
Shared Lane Traffic (%)												
Lane Group Flow (vph)	204	291	0	147	260	240	92	477	0	250	474	672
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			24			24	
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	1.00	1.00	1.00	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	2		2	2	2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	83	83		83	83	83	83	83		83	83	83
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	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	43
Detector 2 Size(ft)	40	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	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	0.0
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	Free

2027 Build Traffic Volumes w/ Improvement
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak AM Hour
 3/22/2024

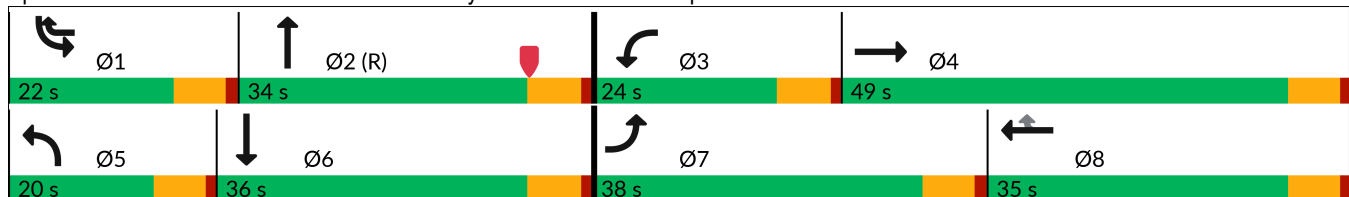


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases						8						Free
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.0	24.0		11.0	24.0	11.0	11.0	24.0		11.0	24.0	
Total Split (s)	38.0	49.0		24.0	35.0	22.0	20.0	34.0		22.0	36.0	
Total Split (%)	29.5%	38.0%		18.6%	27.1%	17.1%	15.5%	26.4%		17.1%	27.9%	
Maximum Green (s)	32.0	43.0		18.0	29.0	16.0	14.0	28.0		16.0	30.0	
Yellow Time (s)	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	
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		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	None	
v/c Ratio	0.78	0.43		0.71	0.80	0.34	0.61	0.45		0.66	0.41	0.47
Control Delay (s/veh)	69.5	37.8		73.0	68.3	4.4	73.8	32.9		62.5	34.6	0.1
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)	69.5	37.8		73.0	68.3	4.4	73.8	32.9		62.5	34.6	0.1
Queue Length 50th (ft)	163	99		119	209	0	75	142		115	124	0
Queue Length 95th (ft)	240	130		190	294	52	133	222		m105	m166	m0
Internal Link Dist (ft)		559			791			1177			716	
Turn Bay Length (ft)	400			220		220	145			330		280
Base Capacity (vph)	329	855		246	402	711	177	1055		416	1145	1410
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	0.62	0.34		0.60	0.65	0.34	0.52	0.45		0.60	0.41	0.48

Intersection Summary

Area Type: Other
 Cycle Length: 129
 Actuated Cycle Length: 129
 Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps



2027 Build Traffic Volumes w/ Improvement
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak AM Hour
 3/22/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	196	234	45	141	250	230	88	292	166	240	455	645
Future Volume (veh/h)	196	234	45	141	250	230	88	292	166	240	455	645
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	1366	1233	1752	1870	1811	1856	1731	1761	1761	1805	1776	1687
Adj Flow Rate, veh/h	204	244	47	147	260	240	92	304	173	250	474	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	36	45	10	2	6	3	11	9	9	6	8	14
Cap, veh/h	229	486	92	175	308	415	113	777	432	312	1348	
Arrive On Green	0.18	0.25	0.25	0.10	0.17	0.17	0.07	0.37	0.37	0.03	0.13	0.00
Sat Flow, veh/h	1301	1965	372	1781	1811	1572	1649	2075	1152	3335	3374	1429
Grp Volume(v), veh/h	204	144	147	147	260	240	92	244	233	250	474	0
Grp Sat Flow(s),veh/h/ln	1301	1171	1166	1781	1811	1572	1649	1673	1553	1668	1687	1429
Q Serve(g_s), s	19.8	13.6	14.0	10.5	17.9	17.1	7.1	13.7	14.3	9.6	16.5	0.0
Cycle Q Clear(g_c), s	19.8	13.6	14.0	10.5	17.9	17.1	7.1	13.7	14.3	9.6	16.5	0.0
Prop In Lane	1.00		0.32	1.00		1.00	1.00		0.74	1.00		1.00
Lane Grp Cap(c), veh/h	229	290	288	175	308	415	113	627	582	312	1348	
V/C Ratio(X)	0.89	0.50	0.51	0.84	0.84	0.58	0.81	0.39	0.40	0.80	0.35	
Avail Cap(c_a), veh/h	323	390	389	249	407	501	179	627	582	414	1348	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.35	0.35	0.00
Uniform Delay (d), s/veh	52.0	41.7	41.8	57.2	51.9	41.3	59.2	29.5	29.7	61.3	40.8	0.0
Incr Delay (d2), s/veh	22.1	1.3	1.4	15.8	11.8	1.3	14.0	1.8	2.1	3.0	0.1	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	7.7	4.0	4.1	5.5	9.2	6.9	3.3	5.7	5.5	4.3	7.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	74.1	43.0	43.2	73.0	63.7	42.6	73.2	31.3	31.7	64.3	40.8	0.0
LnGrp LOS	E	D	D	E	E	D	E	C	C	E	D	
Approach Vol, veh/h		495			647			569			724	
Approach Delay, s/veh		55.9			58.0			38.3			48.9	
Approach LOS		E			E			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.1	54.3	18.7	37.9	14.9	57.6	28.7	27.9				
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	16.0	28.0	18.0	43.0	14.0	30.0	32.0	29.0				
Max Q Clear Time (g_c+I1), s	11.6	16.3	12.5	16.0	9.1	18.5	21.8	19.9				
Green Ext Time (p_c), s	0.5	1.8	0.3	1.4	0.1	2.0	0.9	2.0				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			50.2									
HCM 6th LOS			D									
Notes												
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.												

2027 Build Traffic Volumes w/ Improvement
8: Neelytown Rd & Site Driveway 1

Peak AM Hour
3/22/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	17	2	26	280	618	223
Future Volume (vph)	17	2	26	280	618	223
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			1%	-2%	
Storage Length (ft)	0	0	170			150
Storage Lanes	1	0	1			1
Taper Length (ft)	86		86			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.986					0.850
Flt Protected	0.957		0.950			
Satd. Flow (prot)	1177	0	1535	1602	1599	1539
Flt Permitted	0.957		0.214			
Satd. Flow (perm)	1177	0	346	1602	1599	1539
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	2					240
Link Speed (mph)	30			45	45	
Link Distance (ft)	639			1138	2657	
Travel Time (s)	14.5			17.2	40.3	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	47%	100%	17%	18%	20%	6%
Adj. Flow (vph)	18	2	28	301	665	240
Shared Lane Traffic (%)						
Lane Group Flow (vph)	20	0	28	301	665	240
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	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	2		2	2	2	2
Detector Template						
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
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	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
Turn Type	Prot		pm+pt	NA	NA	pm+ov

2027 Build Traffic Volumes w/ Improvement
 8: Neelytown Rd & Site Driveway 1

Peak AM Hour
 3/22/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Protected Phases	4		5	2	6	4
Permitted Phases			2			6
Detector Phase	4		5	2	6	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	11.0		11.0	11.0	11.0	11.0
Total Split (s)	24.0		11.0	66.0	55.0	24.0
Total Split (%)	26.7%		12.2%	73.3%	61.1%	26.7%
Maximum Green (s)	18.0		5.0	60.0	49.0	18.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		None	None	None	None
v/c Ratio	0.11		0.08	0.32	0.79	0.16
Control Delay (s/veh)	28.1		3.6	5.2	18.0	0.6
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)	28.1		3.6	5.2	18.0	0.6
Queue Length 50th (ft)	4		3	32	98	0
Queue Length 95th (ft)	29		9	64	332	11
Internal Link Dist (ft)	559			1058	2577	
Turn Bay Length (ft)			170			150
Base Capacity (vph)	477		336	1487	1388	1487
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.04		0.08	0.20	0.48	0.16

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 50.9
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated

Splits and Phases: 8: Neelytown Rd & Site Driveway 1



2027 Build Traffic Volumes w/ Improvement
8: Neelytown Rd & Site Driveway 1

Peak AM Hour
3/22/2024



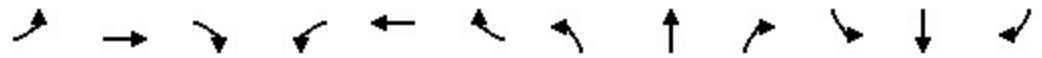
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	17	2	26	280	618	223
Future Volume (veh/h)	17	2	26	280	618	223
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1203	418	1642	1627	1678	1889
Adj Flow Rate, veh/h	18	2	28	301	665	240
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	47	100	17	18	20	6
Cap, veh/h	25	3	325	1116	853	813
Arrive On Green	0.03	0.03	0.03	0.69	0.51	0.51
Sat Flow, veh/h	973	108	1564	1627	1678	1601
Grp Volume(v), veh/h	21	0	28	301	665	240
Grp Sat Flow(s),veh/h/ln	1135	0	1564	1627	1678	1601
Q Serve(g_s), s	0.8	0.0	0.3	3.0	13.4	3.6
Cycle Q Clear(g_c), s	0.8	0.0	0.3	3.0	13.4	3.6
Prop In Lane	0.86	0.10	1.00			1.00
Lane Grp Cap(c), veh/h	29	0	325	1116	853	813
V/C Ratio(X)	0.71	0.00	0.09	0.27	0.78	0.30
Avail Cap(c_a), veh/h	491	0	461	2347	1977	1885
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.1	0.0	6.6	2.5	8.3	5.9
Incr Delay (d2), s/veh	27.3	0.0	0.1	0.1	1.6	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.1	2.7	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	47.4	0.0	6.7	2.7	9.9	6.1
LnGrp LOS	D		A	A	A	A
Approach Vol, veh/h	21			329	905	
Approach Delay, s/veh	47.4			3.0	8.9	
Approach LOS	D			A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		34.5		7.1	7.4	27.1
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		60.0		18.0	5.0	49.0
Max Q Clear Time (g_c+I1), s		5.0		2.8	2.3	15.4
Green Ext Time (p_c), s		1.5		0.0	0.0	5.7
Intersection Summary						
HCM 6th Ctrl Delay, s/veh			8.0			
HCM 6th LOS			A			

Notes

User approved volume balancing among the lanes for turning movement.

2027 Build Traffic Volumes w/ Improvement
 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

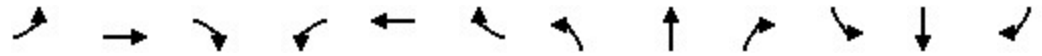
Peak PM Hour
 3/22/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↗	↘	↑↑			↑↗	
Traffic Volume (vph)	0	0	0	381	0	328	371	769	0	0	570	304
Future Volume (vph)	0	0	0	381	0	328	371	769	0	0	570	304
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			2%	
Storage Length (ft)	0		0	0		360	145		0	245		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Fr _t						0.850					0.948	
Fl _t Protected					0.950		0.950					
Satd. Flow (prot)	0	0	0	0	1382	1516	1612	3471	0	0	3270	0
Fl _t Permitted					0.950		0.950					
Satd. Flow (perm)	0	0	0	0	1382	1516	1612	3471	0	0	3270	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						188					77	
Link Speed (mph)		30			40			45			45	
Link Distance (ft)		287			1203			796			861	
Travel Time (s)		6.5			20.5			12.1			13.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	30%	0%	6%	12%	4%	0%	0%	5%	1%
Adj. Flow (vph)	0	0	0	397	0	342	386	801	0	0	594	317
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	397	342	386	801	0	0	911	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
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	1.01	1.01	1.01	1.00	1.00	1.00	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				2	2	2	2	2				2
Detector Template				Left	Thru	Right	Left	Thru				Thru
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				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
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				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)				0.0	0.0	0.0	0.0	0.0				0.0
Turn Type				Perm	NA	Perm	Prot	NA				NA

2027 Build Traffic Volumes w/ Improvement
 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

Peak PM Hour
 3/22/2024

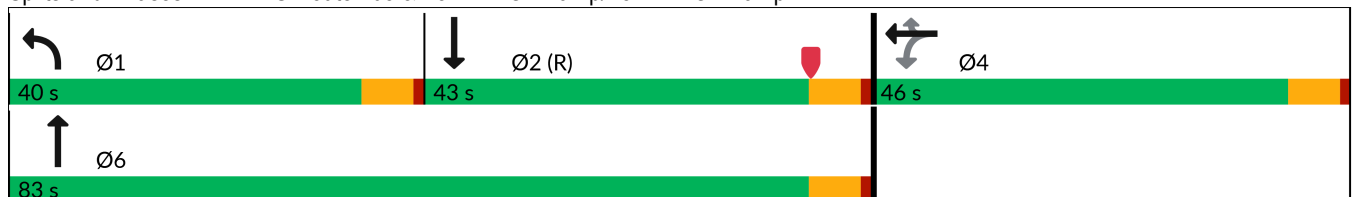


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases					4		1	6				2
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6				2
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	10.0				10.0
Minimum Split (s)				24.0	24.0	24.0	11.0	24.0				24.0
Total Split (s)				46.0	46.0	46.0	40.0	83.0				43.0
Total Split (%)				35.7%	35.7%	35.7%	31.0%	64.3%				33.3%
Maximum Green (s)				40.0	40.0	40.0	34.0	77.0				37.0
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
Total Lost Time (s)					6.0	6.0	6.0	6.0				6.0
Lead/Lag							Lead					Lag
Lead-Lag Optimize?							Yes					Yes
Vehicle Extension (s)				2.0	2.0	2.0	2.0	2.0				2.0
Recall Mode				None	None	None	None	None				C-Max
v/c Ratio					0.95	0.58	0.94	0.38				0.86
Control Delay (s/veh)					79.4	20.6	76.1	14.5				48.6
Queue Delay					0.0	0.0	0.0	0.0				0.0
Total Delay (s/veh)					79.4	20.6	76.1	14.5				48.6
Queue Length 50th (ft)					321	105	339	177				361
Queue Length 95th (ft)					#519	207	m#488	233				#486
Internal Link Dist (ft)		207			1123			716				781
Turn Bay Length (ft)						360	145					
Base Capacity (vph)					428	599	424	2106				1058
Starvation Cap Reductn					0	0	0	0				0
Spillback Cap Reductn					0	0	0	0				0
Storage Cap Reductn					0	0	0	0				0
Reduced v/c Ratio					0.93	0.57	0.91	0.38				0.86

Intersection Summary

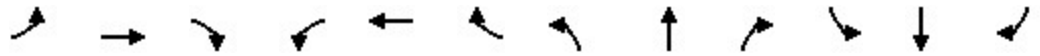
Area Type: Other
 Cycle Length: 129
 Actuated Cycle Length: 129
 Offset: 0 (0%), Referenced to phase 2:SBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp



2027 Build Traffic Volumes w/ Improvement
 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp























Peak PM Hour
 3/22/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↗	↘	↑↑			↑↗	
Traffic Volume (veh/h)	0	0	0	381	0	328	371	769	0	0	570	304
Future Volume (veh/h)	0	0	0	381	0	328	371	769	0	0	570	304
Initial Q (Qb), veh				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
Parking Bus, Adj				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		
Adj Sat Flow, veh/h/ln				1450	1894	1805	1722	1841	0	0	1802	1862
Adj Flow Rate, veh/h				397	0	342	386	801	0	0	594	317
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %				30	0	6	12	4	0	0	5	1
Cap, veh/h				446	0	379	402	2306	0	0	794	423
Arrive On Green				0.25	0.00	0.25	0.49	1.00	0.00	0.00	0.37	0.37
Sat Flow, veh/h				1804	0	1530	1640	3589	0	0	2247	1151
Grp Volume(v), veh/h				397	0	342	386	801	0	0	472	439
Grp Sat Flow(s),veh/h/ln				1804	0	1530	1640	1749	0	0	1712	1595
Q Serve(g_s), s				27.4	0.0	27.9	29.2	0.0	0.0	0.0	31.0	31.0
Cycle Q Clear(g_c), s				27.4	0.0	27.9	29.2	0.0	0.0	0.0	31.0	31.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.72
Lane Grp Cap(c), veh/h				446	0	379	402	2306	0	0	630	587
V/C Ratio(X)				0.89	0.00	0.90	0.96	0.35	0.00	0.00	0.75	0.75
Avail Cap(c_a), veh/h				559	0	474	432	2306	0	0	630	587
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.58	0.58	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				46.8	0.0	47.0	32.3	0.0	0.0	0.0	35.6	35.6
Incr Delay (d2), s/veh				12.1	0.0	15.8	22.4	0.0	0.0	0.0	7.9	8.5
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				13.5	0.0	12.1	10.6	0.0	0.0	0.0	13.8	13.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				59.0	0.0	62.9	54.7	0.0	0.0	0.0	43.5	44.1
LnGrp LOS				E		E	D	A			D	D
Approach Vol, veh/h					739			1187			911	
Approach Delay, s/veh					60.8			17.8			43.8	
Approach LOS					E			B			D	
Timer - Assigned Phs	1	2		4			6					
Phs Duration (G+Y+Rc), s	37.6	53.5		37.9			91.1					
Change Period (Y+Rc), s	6.0	6.0		6.0			6.0					
Max Green Setting (Gmax), s	34.0	37.0		40.0			77.0					
Max Q Clear Time (g_c+I1), s	31.2	33.0		29.9			2.0					
Green Ext Time (p_c), s	0.4	1.3		2.0			3.0					
Intersection Summary												
HCM 6th Ctrl Delay, s/veh											37.3	
HCM 6th LOS											D	

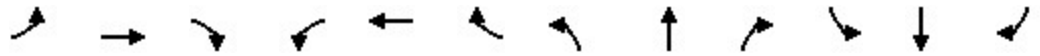
2027 Build Traffic Volumes w/ Improvement
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak PM Hour
 3/22/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	381	389	84	82	104	257	56	502	255	168	453	330
Future Volume (vph)	381	389	84	82	104	257	56	502	255	168	453	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			1%			1%	
Storage Length (ft)	400		400	220		220	145		145	330		280
Storage Lanes	2		0	1		1	1		1	2		1
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.973				0.850		0.950				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1570	3092	0	1671	1226	1568	1535	3345	0	3383	3487	1190
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1570	3092	0	1671	1226	1568	1535	3345	0	3383	3487	1190
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22				142		69				359
Link Speed (mph)		45			25			45				45
Link Distance (ft)		639			871			1257				796
Travel Time (s)		9.7			23.8			19.0				12.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	15%	15%	7%	8%	55%	3%	17%	2%	2%	3%	3%	35%
Adj. Flow (vph)	414	423	91	89	113	279	61	546	277	183	492	359
Shared Lane Traffic (%)												
Lane Group Flow (vph)	414	514	0	89	113	279	61	823	0	183	492	359
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			24			24	
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	1.00	1.00	1.00	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	2		2	2	2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	83	83		83	83	83	83	83		83	83	83
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	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	43
Detector 2 Size(ft)	40	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	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	0.0
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	Free

2027 Build Traffic Volumes w/ Improvement
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak PM Hour
 3/22/2024

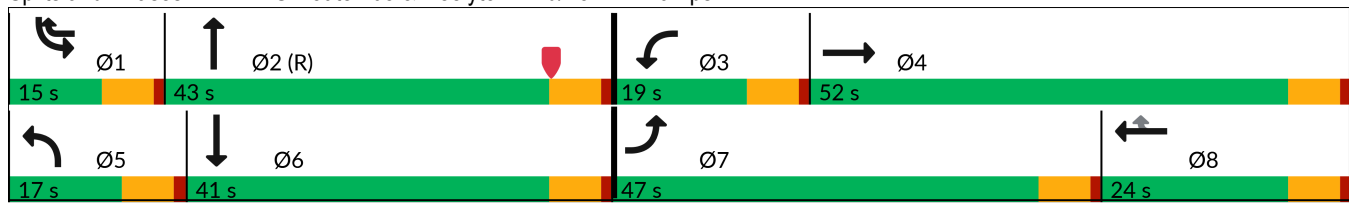


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases						8						Free
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.0	24.0		11.0	24.0	11.0	11.0	24.0		11.0	24.0	
Total Split (s)	47.0	52.0		19.0	24.0	15.0	17.0	43.0		15.0	41.0	
Total Split (%)	36.4%	40.3%		14.7%	18.6%	11.6%	13.2%	33.3%		11.6%	31.8%	
Maximum Green (s)	41.0	46.0		13.0	18.0	9.0	11.0	37.0		9.0	35.0	
Yellow Time (s)	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	
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		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	None	
v/c Ratio	0.90	0.50		0.61	0.76	0.57	0.54	0.72		0.72	0.40	0.30
Control Delay (s/veh)	66.8	34.5		74.6	85.0	25.0	75.3	40.8		74.6	37.5	0.3
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)	66.8	34.5		74.6	85.0	25.0	75.3	40.8		74.6	37.5	0.3
Queue Length 50th (ft)	322	165		72	91	96	50	312		84	136	0
Queue Length 95th (ft)	#491	218		130	#173	191	98	393		m96	m164	m0
Internal Link Dist (ft)		559			791			1177			716	
Turn Bay Length (ft)	400			220		220	145			330		280
Base Capacity (vph)	498	1116		168	171	488	130	1130		254	1202	1190
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	0.83	0.46		0.53	0.66	0.57	0.47	0.73		0.72	0.41	0.30

Intersection Summary

Area Type: Other
 Cycle Length: 129
 Actuated Cycle Length: 129
 Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps



2027 Build Traffic Volumes w/ Improvement
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak PM Hour
 3/22/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	381	389	84	82	104	257	56	502	255	168	453	330
Future Volume (veh/h)	381	389	84	82	104	257	56	502	255	168	453	330
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	1678	1678	1796	1781	1085	1856	1642	1864	1864	1850	1850	1375
Adj Flow Rate, veh/h	414	423	91	89	113	279	61	546	277	183	492	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	15	15	7	8	55	3	17	2	2	3	3	35
Cap, veh/h	447	925	197	111	151	328	76	742	376	235	1217	
Arrive On Green	0.28	0.35	0.35	0.07	0.14	0.14	0.05	0.33	0.33	0.02	0.11	0.00
Sat Flow, veh/h	1598	2613	558	1697	1085	1572	1564	2276	1152	3417	3514	1166
Grp Volume(v), veh/h	414	257	257	89	113	279	61	425	398	183	492	0
Grp Sat Flow(s),veh/h/ln	1598	1594	1577	1697	1085	1572	1564	1771	1657	1709	1757	1166
Q Serve(g_s), s	32.5	16.0	16.3	6.7	12.9	18.0	5.0	27.4	27.5	6.9	16.8	0.0
Cycle Q Clear(g_c), s	32.5	16.0	16.3	6.7	12.9	18.0	5.0	27.4	27.5	6.9	16.8	0.0
Prop In Lane	1.00		0.35	1.00		1.00	1.00		0.70	1.00		1.00
Lane Grp Cap(c), veh/h	447	564	558	111	151	328	76	577	540	235	1217	
V/C Ratio(X)	0.93	0.46	0.46	0.80	0.75	0.85	0.81	0.74	0.74	0.78	0.40	
Avail Cap(c_a), veh/h	508	568	562	171	151	328	133	577	540	238	1217	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.39	0.39	0.00
Uniform Delay (d), s/veh	45.2	32.1	32.2	59.5	53.3	49.1	60.8	38.5	38.6	62.1	44.8	0.0
Incr Delay (d2), s/veh	22.5	0.6	0.6	14.2	18.2	18.9	17.8	8.1	8.7	6.3	0.1	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	15.2	6.1	6.1	3.3	4.3	10.4	2.3	12.8	12.1	3.2	7.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	67.7	32.7	32.8	73.7	71.5	68.0	78.5	46.6	47.3	68.3	44.8	0.0
LnGrp LOS	E	C	C	E	E	E	E	D	D	E	D	
Approach Vol, veh/h		928			481			884			675	
Approach Delay, s/veh		48.3			69.9			49.1			51.2	
Approach LOS		D			E			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.9	48.1	14.4	51.6	12.2	50.7	42.1	24.0				
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	9.0	37.0	13.0	46.0	11.0	35.0	41.0	18.0				
Max Q Clear Time (g_c+I1), s	8.9	29.5	8.7	18.3	7.0	18.8	34.5	20.0				
Green Ext Time (p_c), s	0.0	2.6	0.1	2.6	0.0	2.4	1.6	0.0				

Intersection Summary

HCM 6th Ctrl Delay, s/veh	52.7
HCM 6th LOS	D

Notes

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

2027 Build Traffic Volumes w/ Improvement
8: Neelytown Rd & Site Driveway 1

Peak PM Hour
3/22/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	90	6	8	669	327	51
Future Volume (vph)	90	6	8	669	327	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			1%	-2%	
Storage Length (ft)	0	0	170			150
Storage Lanes	1	0	1			1
Taper Length (ft)	86		86			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.991					0.850
Flt Protected	0.955		0.950			
Satd. Flow (prot)	1384	0	1174	1703	1669	1284
Flt Permitted	0.955		0.419			
Satd. Flow (perm)	1384	0	518	1703	1669	1284
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	3					65
Link Speed (mph)	30			45	45	
Link Distance (ft)	639			1138	2657	
Travel Time (s)	14.5			17.2	40.3	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	25%	100%	53%	11%	15%	27%
Adj. Flow (vph)	114	8	10	847	414	65
Shared Lane Traffic (%)						
Lane Group Flow (vph)	122	0	10	847	414	65
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	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	2		2	2	2	2
Detector Template						
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
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	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
Turn Type	Prot		pm+pt	NA	NA	pm+ov

2027 Build Traffic Volumes w/ Improvement
 8: Neelytown Rd & Site Driveway 1

Peak PM Hour
 3/22/2024

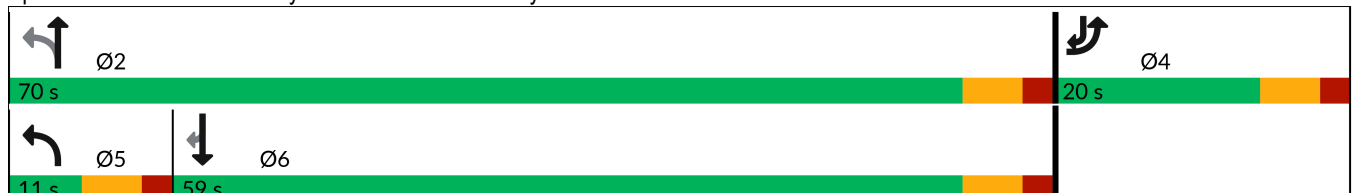


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Protected Phases	4		5	2	6	4
Permitted Phases			2			6
Detector Phase	4		5	2	6	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	11.0		11.0	11.0	11.0	11.0
Total Split (s)	20.0		11.0	70.0	59.0	20.0
Total Split (%)	22.2%		12.2%	77.8%	65.6%	22.2%
Maximum Green (s)	14.0		5.0	64.0	53.0	14.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		None	None	None	None
v/c Ratio	0.45		0.02	0.71	0.36	0.05
Control Delay (s/veh)	31.5		4.5	12.1	8.3	0.4
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)	31.5		4.5	12.1	8.3	0.4
Queue Length 50th (ft)	37		1	191	63	0
Queue Length 95th (ft)	97		5	276	154	4
Internal Link Dist (ft)	559			1058	2577	
Turn Bay Length (ft)			170			150
Base Capacity (vph)	414		406	1602	1449	1205
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.29		0.02	0.53	0.29	0.05

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 56
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated

Splits and Phases: 8: Neelytown Rd & Site Driveway 1



2027 Build Traffic Volumes w/ Improvement
8: Neelytown Rd & Site Driveway 1

Peak PM Hour
3/22/2024



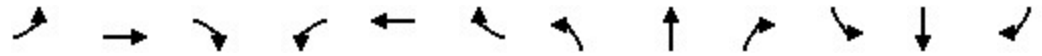
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	90	6	8	669	327	51
Future Volume (veh/h)	90	6	8	669	327	51
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1530	418	1109	1731	1754	1573
Adj Flow Rate, veh/h	114	8	10	847	414	65
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	25	100	53	11	15	27
Cap, veh/h	141	10	332	1026	752	572
Arrive On Green	0.11	0.11	0.01	0.59	0.43	0.43
Sat Flow, veh/h	1340	94	1056	1731	1754	1333
Grp Volume(v), veh/h	123	0	10	847	414	65
Grp Sat Flow(s),veh/h/ln	1446	0	1056	1731	1754	1333
Q Serve(g_s), s	3.3	0.0	0.2	15.5	7.0	1.2
Cycle Q Clear(g_c), s	3.3	0.0	0.2	15.5	7.0	1.2
Prop In Lane	0.93	0.07	1.00			1.00
Lane Grp Cap(c), veh/h	152	0	332	1026	752	572
V/C Ratio(X)	0.81	0.00	0.03	0.83	0.55	0.11
Avail Cap(c_a), veh/h	509	0	451	2788	2339	1779
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.4	0.0	6.2	6.4	8.5	6.8
Incr Delay (d2), s/veh	9.8	0.0	0.0	1.8	0.6	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	2.0	1.6	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	27.2	0.0	6.2	8.2	9.1	6.9
LnGrp LOS	C		A	A	A	A
Approach Vol, veh/h	123			857	479	
Approach Delay, s/veh	27.2			8.2	8.8	
Approach LOS	C			A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		29.6		10.2	6.5	23.0
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		64.0		14.0	5.0	53.0
Max Q Clear Time (g_c+I1), s		17.5		5.3	2.2	9.0
Green Ext Time (p_c), s		6.1		0.3	0.0	2.6
Intersection Summary						
HCM 6th Ctrl Delay, s/veh			10.0			
HCM 6th LOS			A			

Notes

User approved volume balancing among the lanes for turning movement.

2027 Build Traffic Volumes w/ Improvement
 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

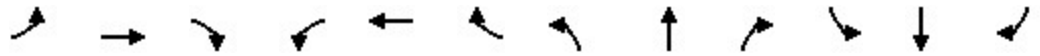
Peak SAT Hour
 3/22/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↶	↷	↶	↶↶			↷↶	
Traffic Volume (vph)	0	0	0	300	0	171	188	469	0	0	527	210
Future Volume (vph)	0	0	0	300	0	171	188	469	0	0	527	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			2%	
Storage Length (ft)	0		0	0		360	145		0	245		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Fr _t						0.850					0.957	
Fl _t Protected					0.950		0.950					
Satd. Flow (prot)	0	0	0	0	1648	1607	1687	3574	0	0	3363	0
Fl _t Permitted					0.950		0.950					
Satd. Flow (perm)	0	0	0	0	1648	1607	1687	3574	0	0	3363	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						192						50
Link Speed (mph)		30			40			45				45
Link Distance (ft)		287			1203			796				861
Travel Time (s)		6.5			20.5			12.1				13.0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	9%	0%	0%	7%	1%	0%	0%	2%	1%
Adj. Flow (vph)	0	0	0	337	0	192	211	527	0	0	592	236
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	337	192	211	527	0	0	828	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
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	1.01	1.01	1.01	1.00	1.00	1.00	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				2	2	2	2	2				2
Detector Template				Left	Thru	Right	Left	Thru				Thru
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				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
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				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)				0.0	0.0	0.0	0.0	0.0				0.0
Turn Type				Perm	NA	Perm	Prot	NA				NA

2027 Build Traffic Volumes w/ Improvement
 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

Peak SAT Hour
 3/22/2024

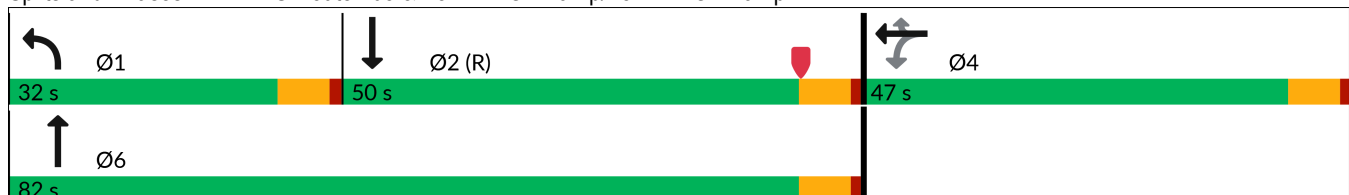


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases					4		1	6				2
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6				2
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	10.0				10.0
Minimum Split (s)				24.0	24.0	24.0	11.0	24.0				24.0
Total Split (s)				47.0	47.0	47.0	32.0	82.0				50.0
Total Split (%)				36.4%	36.4%	36.4%	24.8%	63.6%				38.8%
Maximum Green (s)				41.0	41.0	41.0	26.0	76.0				44.0
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
Total Lost Time (s)					6.0	6.0	6.0	6.0				6.0
Lead/Lag							Lead					Lag
Lead-Lag Optimize?							Yes					Yes
Vehicle Extension (s)				2.0	2.0	2.0	2.0	2.0				2.0
Recall Mode				None	None	None	None	None				C-Max
v/c Ratio					0.84	0.36	0.80	0.22				0.52
Control Delay (s/veh)					65.4	6.4	76.4	10.8				26.5
Queue Delay					0.0	0.0	0.0	0.0				0.0
Total Delay (s/veh)					65.4	6.4	76.4	10.8				26.5
Queue Length 50th (ft)					270	0	183	105				238
Queue Length 95th (ft)					345	52	261	145				365
Internal Link Dist (ft)		207			1123			716				781
Turn Bay Length (ft)						360	145					
Base Capacity (vph)					523	641	340	2378				1584
Starvation Cap Reductn					0	0	0	0				0
Spillback Cap Reductn					0	0	0	0				0
Storage Cap Reductn					0	0	0	0				0
Reduced v/c Ratio					0.64	0.30	0.62	0.22				0.52

Intersection Summary

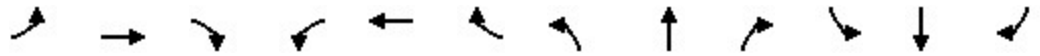
Area Type: Other
 Cycle Length: 129
 Actuated Cycle Length: 129
 Offset: 0 (0%), Referenced to phase 2:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp



2027 Build Traffic Volumes w/ Improvement
 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp























Peak SAT Hour
 3/22/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↗	↘	↑↑			↑↔	
Traffic Volume (veh/h)	0	0	0	300	0	171	188	469	0	0	527	210
Future Volume (veh/h)	0	0	0	300	0	171	188	469	0	0	527	210
Initial Q (Qb), veh				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
Parking Bus, Adj				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		
Adj Sat Flow, veh/h/ln				1761	1894	1894	1796	1885	0	0	1847	1862
Adj Flow Rate, veh/h				337	0	192	211	527	0	0	592	236
Peak Hour Factor				0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %				9	0	0	7	1	0	0	2	1
Cap, veh/h				377	0	336	235	2499	0	0	1260	502
Arrive On Green				0.21	0.00	0.21	0.27	1.00	0.00	0.00	0.51	0.51
Sat Flow, veh/h				1804	0	1605	1711	3676	0	0	2543	975
Grp Volume(v), veh/h				337	0	192	211	527	0	0	424	404
Grp Sat Flow(s),veh/h/ln				1804	0	1605	1711	1791	0	0	1754	1671
Q Serve(g_s), s				23.4	0.0	13.9	15.3	0.0	0.0	0.0	19.9	20.0
Cycle Q Clear(g_c), s				23.4	0.0	13.9	15.3	0.0	0.0	0.0	19.9	20.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.58
Lane Grp Cap(c), veh/h				377	0	336	235	2499	0	0	902	859
V/C Ratio(X)				0.89	0.00	0.57	0.90	0.21	0.00	0.00	0.47	0.47
Avail Cap(c_a), veh/h				573	0	510	345	2499	0	0	902	859
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.91	0.91	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				49.6	0.0	45.8	46.0	0.0	0.0	0.0	20.1	20.1
Incr Delay (d2), s/veh				8.2	0.0	0.6	13.8	0.0	0.0	0.0	1.8	1.8
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				11.2	0.0	5.5	6.3	0.0	0.0	0.0	8.2	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				57.8	0.0	46.4	59.7	0.0	0.0	0.0	21.8	21.9
LnGrp LOS				E		D	E	A			C	C
Approach Vol, veh/h					529			738			828	
Approach Delay, s/veh					53.7			17.1			21.9	
Approach LOS					D			B			C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	23.7	72.3		33.0		96.0						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	26.0	44.0		41.0		76.0						
Max Q Clear Time (g_c+I1), s	17.3	22.0		25.4		2.0						
Green Ext Time (p_c), s	0.4	2.6		1.5		1.8						
Intersection Summary												
HCM 6th Ctrl Delay, s/veh				28.2								
HCM 6th LOS				C								

2027 Build Traffic Volumes w/ Improvement
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak SAT Hour
 3/22/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	173	140	44	92	98	185	54	296	168	194	396	195
Future Volume (vph)	173	140	44	92	98	185	54	296	168	194	396	195
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			1%			1%	
Storage Length (ft)	400		400	220		220	145		145	330		280
Storage Lanes	2		0	1		1	1		1	2		1
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.964				0.850		0.946				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1687	3191	0	1770	1712	1583	1618	3376	0	3450	3556	1397
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1687	3191	0	1770	1712	1583	1618	3376	0	3450	3556	1397
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		31				203		86				228
Link Speed (mph)		45			25			45				45
Link Distance (ft)		639			871			1257				796
Travel Time (s)		9.7			23.8			19.0				12.1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	7%	10%	6%	2%	11%	2%	11%	1%	0%	1%	1%	15%
Adj. Flow (vph)	190	154	48	101	108	203	59	325	185	213	435	214
Shared Lane Traffic (%)												
Lane Group Flow (vph)	190	202	0	101	108	203	59	510	0	213	435	214
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			24			24	
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	1.00	1.00	1.00	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	2		2	2	2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	83	83		83	83	83	83	83		83	83	83
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	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	43
Detector 2 Size(ft)	40	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	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	0.0
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	Free

2027 Build Traffic Volumes w/ Improvement
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak SAT Hour
 3/22/2024

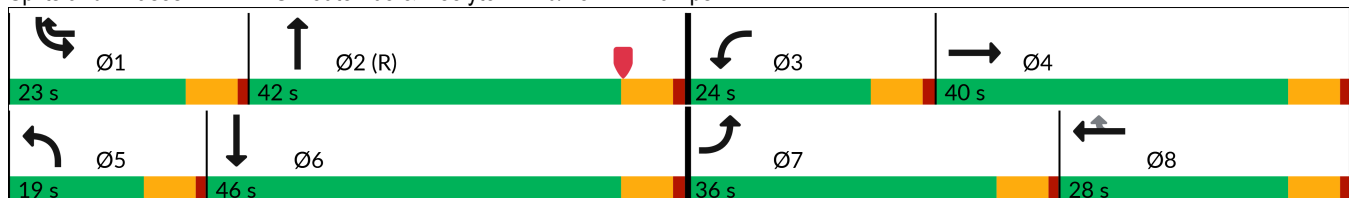


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases						8						Free
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.0	24.0		11.0	24.0	11.0	11.0	24.0		11.0	24.0	
Total Split (s)	36.0	40.0		24.0	28.0	23.0	19.0	42.0		23.0	46.0	
Total Split (%)	27.9%	31.0%		18.6%	21.7%	17.8%	14.7%	32.6%		17.8%	35.7%	
Maximum Green (s)	30.0	34.0		18.0	22.0	17.0	13.0	36.0		17.0	40.0	
Yellow Time (s)	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	
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		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	None	
v/c Ratio	0.70	0.36		0.57	0.60	0.36	0.46	0.33		0.58	0.24	0.15
Control Delay (s/veh)	64.9	40.9		68.0	68.4	6.0	68.1	22.0		67.3	20.4	0.1
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)	64.9	40.9		68.0	68.4	6.0	68.1	22.0		67.3	20.4	0.1
Queue Length 50th (ft)	152	67		82	88	0	48	117		97	90	0
Queue Length 95th (ft)	222	98		137	144	54	92	200		141	125	0
Internal Link Dist (ft)		559			791			1177			716	
Turn Bay Length (ft)	400			220		220	145			330		280
Base Capacity (vph)	392	863		246	291	595	166	1543		458	1741	1397
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	0.48	0.23		0.41	0.37	0.34	0.36	0.33		0.47	0.25	0.15

Intersection Summary

Area Type: Other
 Cycle Length: 129
 Actuated Cycle Length: 129
 Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated

Splits and Phases: 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps



2027 Build Traffic Volumes w/ Improvement
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak SAT Hour
 3/22/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	173	140	44	92	98	185	54	296	168	194	396	195
Future Volume (veh/h)	173	140	44	92	98	185	54	296	168	194	396	195
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	1796	1752	1811	1870	1737	1870	1731	1879	1894	1879	1879	1672
Adj Flow Rate, veh/h	190	154	48	101	108	203	59	325	185	213	435	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	7	10	6	2	11	2	11	1	0	1	1	15
Cap, veh/h	225	495	149	127	237	344	75	1029	573	280	1788	
Arrive On Green	0.13	0.20	0.20	0.07	0.14	0.14	0.05	0.47	0.47	0.03	0.17	0.00
Sat Flow, veh/h	1711	2519	760	1781	1737	1585	1649	2211	1232	3472	3571	1417
Grp Volume(v), veh/h	190	100	102	101	108	203	59	261	249	213	435	0
Grp Sat Flow(s),veh/h/ln	1711	1664	1615	1781	1737	1585	1649	1785	1658	1736	1785	1417
Q Serve(g_s), s	14.0	6.6	7.0	7.2	7.4	14.8	4.6	11.8	12.2	7.9	13.7	0.0
Cycle Q Clear(g_c), s	14.0	6.6	7.0	7.2	7.4	14.8	4.6	11.8	12.2	7.9	13.7	0.0
Prop In Lane	1.00		0.47	1.00		1.00	1.00		0.74	1.00		1.00
Lane Grp Cap(c), veh/h	225	327	317	127	237	344	75	831	771	280	1788	
V/C Ratio(X)	0.85	0.31	0.32	0.80	0.46	0.59	0.79	0.31	0.32	0.76	0.24	
Avail Cap(c_a), veh/h	398	439	426	249	296	398	166	831	771	458	1788	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.84	0.84	0.00
Uniform Delay (d), s/veh	54.7	44.3	44.4	59.0	51.3	45.3	61.0	21.6	21.7	61.5	32.6	0.0
Incr Delay (d2), s/veh	11.6	0.5	0.6	10.7	1.4	1.7	16.7	1.0	1.1	3.6	0.1	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	6.6	2.7	2.8	3.7	3.3	6.1	2.2	5.0	4.8	3.7	6.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	66.3	44.8	45.0	69.7	52.7	47.0	77.7	22.6	22.8	65.1	32.6	0.0
LnGrp LOS	E	D	D	E	D	D	E	C	C	E	C	
Approach Vol, veh/h		392			412			569			648	
Approach Delay, s/veh		55.3			54.1			28.4			43.3	
Approach LOS		E			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.4	66.0	15.2	31.4	11.8	70.6	22.9	23.6				
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	17.0	36.0	18.0	34.0	13.0	40.0	30.0	22.0				
Max Q Clear Time (g_c+I1), s	9.9	14.2	9.2	9.0	6.6	15.7	16.0	16.8				
Green Ext Time (p_c), s	0.6	2.5	0.2	0.9	0.1	2.3	1.0	0.8				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			43.6									
HCM 6th LOS			D									
Notes												
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.												

2027 Build Traffic Volumes w/ Improvement
8: Neelytown Rd & Site Driveway 1

Peak SAT Hour
3/22/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	55	4	17	351	229	137
Future Volume (vph)	55	4	17	351	229	137
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			1%	-2%	
Storage Length (ft)	0	0	170			150
Storage Lanes	1	0	1			1
Taper Length (ft)	86		86			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.991					0.850
Flt Protected	0.955		0.950			
Satd. Flow (prot)	1346	0	1437	1818	1793	1483
Flt Permitted	0.955		0.411			
Satd. Flow (perm)	1346	0	622	1818	1793	1483
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	4					183
Link Speed (mph)	30			45	45	
Link Distance (ft)	639			1138	2657	
Travel Time (s)	14.5			17.2	40.3	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	29%	100%	25%	4%	7%	10%
Adj. Flow (vph)	73	5	23	468	305	183
Shared Lane Traffic (%)						
Lane Group Flow (vph)	78	0	23	468	305	183
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	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	2		2	2	2	2
Detector Template						
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
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	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
Turn Type	Prot		pm+pt	NA	NA	pm+ov

2027 Build Traffic Volumes w/ Improvement
8: Neelytown Rd & Site Driveway 1

Peak SAT Hour
3/22/2024

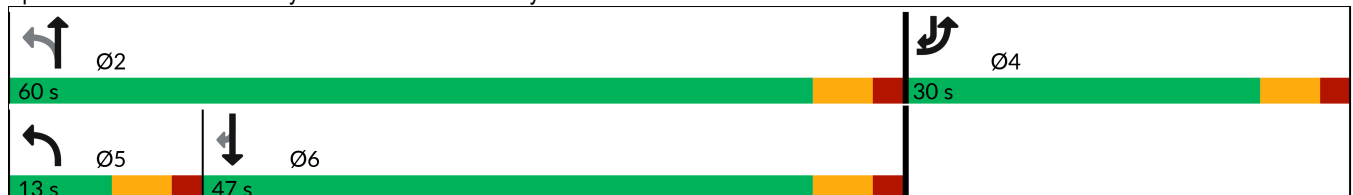


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Protected Phases	4		5	2	6	4
Permitted Phases			2			6
Detector Phase	4		5	2	6	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	11.0		11.0	11.0	11.0	11.0
Total Split (s)	30.0		13.0	60.0	47.0	30.0
Total Split (%)	33.3%		14.4%	66.7%	52.2%	33.3%
Maximum Green (s)	24.0		7.0	54.0	41.0	24.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		None	None	None	None
v/c Ratio	0.22		0.04	0.45	0.33	0.13
Control Delay (s/veh)	15.7		5.8	8.7	10.6	0.7
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)	15.7		5.8	8.7	10.6	0.7
Queue Length 50th (ft)	11		2	59	34	0
Queue Length 95th (ft)	42		8	101	111	9
Internal Link Dist (ft)	559			1058	2577	
Turn Bay Length (ft)			170			150
Base Capacity (vph)	965		498	1806	1697	1452
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.08		0.05	0.26	0.18	0.13

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 34.5
 Natural Cycle: 40
 Control Type: Actuated-Uncoordinated

Splits and Phases: 8: Neelytown Rd & Site Driveway 1



2027 Build Traffic Volumes w/ Improvement
8: Neelytown Rd & Site Driveway 1

Peak SAT Hour
3/22/2024



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	55	4	17	351	229	137
Future Volume (veh/h)	55	4	17	351	229	137
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	1470	418	1524	1835	1874	1829
Adj Flow Rate, veh/h	73	5	23	468	305	183
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Percent Heavy Veh, %	29	100	25	4	7	10
Cap, veh/h	103	7	395	953	544	450
Arrive On Green	0.08	0.08	0.03	0.52	0.29	0.29
Sat Flow, veh/h	1285	88	1451	1835	1874	1550
Grp Volume(v), veh/h	79	0	23	468	305	183
Grp Sat Flow(s),veh/h/ln	1390	0	1451	1835	1874	1550
Q Serve(g_s), s	1.7	0.0	0.3	4.9	4.1	2.8
Cycle Q Clear(g_c), s	1.7	0.0	0.3	4.9	4.1	2.8
Prop In Lane	0.92	0.06	1.00			1.00
Lane Grp Cap(c), veh/h	112	0	395	953	544	450
V/C Ratio(X)	0.71	0.00	0.06	0.49	0.56	0.41
Avail Cap(c_a), veh/h	1113	0	691	3304	2562	2119
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.4	0.0	6.4	4.6	9.0	8.6
Incr Delay (d2), s/veh	7.9	0.0	0.1	0.4	0.9	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	0.4	1.0	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	21.4	0.0	6.5	5.0	9.9	9.2
LnGrp LOS	C		A	A	A	A
Approach Vol, veh/h	79			491	488	
Approach Delay, s/veh	21.4			5.1	9.6	
Approach LOS	C			A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		21.6		8.4	6.9	14.7
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		54.0		24.0	7.0	41.0
Max Q Clear Time (g_c+I1), s		6.9		3.7	2.3	6.1
Green Ext Time (p_c), s		2.5		0.3	0.0	2.6
Intersection Summary						
HCM 6th Ctrl Delay, s/veh			8.4			
HCM 6th LOS			A			

Notes

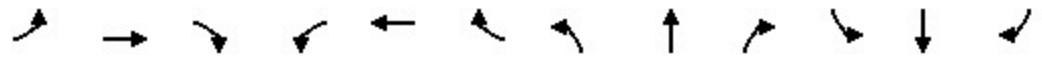
User approved volume balancing among the lanes for turning movement.

2037 Build Traffic Volumes

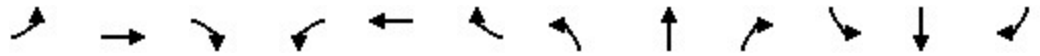
Peak AM Hour

1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

3/22/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↗	↘	↑↑			↑↔	
Traffic Volume (vph)	0	0	0	651	1	244	179	593	0	0	773	322
Future Volume (vph)	0	0	0	651	1	244	179	593	0	0	773	322
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			2%	
Storage Length (ft)	0		0	0		360	145		0	245		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Fr _t						0.850					0.956	
Fl _t Protected					0.952		0.950					
Satd. Flow (prot)	0	0	0	0	1607	1488	1347	3343	0	0	3190	0
Fl _t Permitted					0.952		0.950					
Satd. Flow (perm)	0	0	0	0	1607	1488	1347	3343	0	0	3190	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						210						67
Link Speed (mph)		30			40			45				45
Link Distance (ft)		287			1203			796				861
Travel Time (s)		6.5			20.5			12.1				13.0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	12%	0%	8%	34%	8%	0%	0%	8%	5%
Adj. Flow (vph)	0	0	0	731	1	274	201	666	0	0	869	362
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	732	274	201	666	0	0	1231	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
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	1.01	1.01	1.01	1.00	1.00	1.00	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				2	2	2	2	2				2
Detector Template				Left	Thru	Right	Left	Thru				Thru
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				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
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				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)				0.0	0.0	0.0	0.0	0.0				0.0
Turn Type				Perm	NA	Perm	Prot	NA				NA

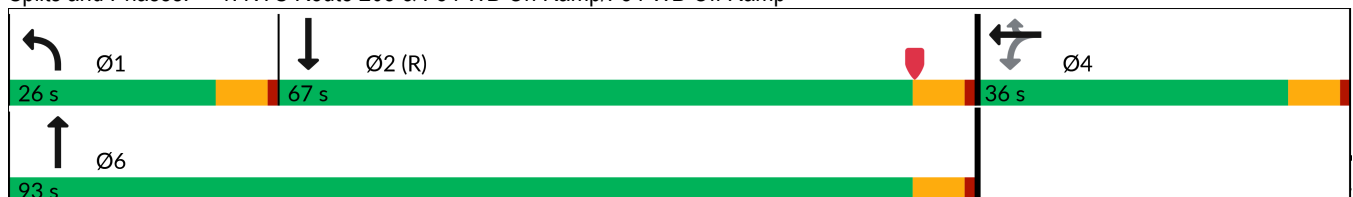


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases					4		1	6				2
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6				2
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	10.0				10.0
Minimum Split (s)				24.0	24.0	24.0	11.0	24.0				24.0
Total Split (s)				36.0	36.0	36.0	26.0	93.0				67.0
Total Split (%)				27.9%	27.9%	27.9%	20.2%	72.1%				51.9%
Maximum Green (s)				30.0	30.0	30.0	20.0	87.0				61.0
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
Total Lost Time (s)					6.0	6.0	6.0	6.0				6.0
Lead/Lag							Lead					Lag
Lead-Lag Optimize?							Yes					Yes
Vehicle Extension (s)				2.0	2.0	2.0	2.0	2.0				2.0
Recall Mode				None	None	None	None	None				C-Max
v/c Ratio					1.96	0.54	0.96	0.29				0.79
Control Delay (s/veh)					470.5	15.4	98.5	10.8				31.8
Queue Delay					0.0	0.0	0.0	0.0				0.0
Total Delay (s/veh)					470.5	15.4	98.5	10.8				31.8
Queue Length 50th (ft)					~947	43	177	141				427
Queue Length 95th (ft)					#1171	128	m#282	m178				513
Internal Link Dist (ft)		207			1123			716				781
Turn Bay Length (ft)						360	145					
Base Capacity (vph)					373	507	208	2254				1543
Starvation Cap Reductn					0	0	0	0				0
Spillback Cap Reductn					0	0	0	0				0
Storage Cap Reductn					0	0	0	0				0
Reduced v/c Ratio					1.96	0.54	0.97	0.30				0.80

Intersection Summary

Area Type: Other
 Cycle Length: 129
 Actuated Cycle Length: 129
 Offset: 0 (0%), Referenced to phase 2:SBT, Start of Yellow
 Natural Cycle: 140
 Control Type: Actuated-Coordinated
 ~ 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.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

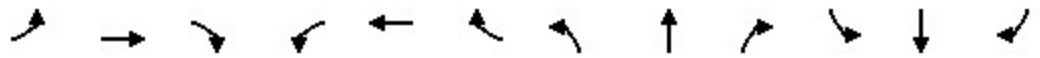


2037 Build Traffic Volumes

Peak AM Hour

1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp























3/22/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↶	↷	↶	↶↶			↶↷	
Traffic Volume (veh/h)	0	0	0	651	1	244	179	593	0	0	773	322
Future Volume (veh/h)	0	0	0	651	1	244	179	593	0	0	773	322
Initial Q (Qb), veh				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
Parking Bus, Adj				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		
Adj Sat Flow, veh/h/ln				1716	1894	1776	1396	1781	0	0	1758	1802
Adj Flow Rate, veh/h				731	1	274	201	666	0	0	869	362
Peak Hour Factor				0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %				12	0	8	34	8	0	0	8	5
Cap, veh/h				419	1	350	206	2283	0	0	1089	451
Arrive On Green				0.23	0.23	0.23	0.31	1.00	0.00	0.00	0.47	0.47
Sat Flow, veh/h				1802	2	1505	1330	3474	0	0	2390	954
Grp Volume(v), veh/h				732	0	274	201	666	0	0	629	602
Grp Sat Flow(s),veh/h/ln				1804	0	1505	1330	1692	0	0	1670	1586
Q Serve(g_s), s				30.0	0.0	22.0	19.3	0.0	0.0	0.0	41.1	41.6
Cycle Q Clear(g_c), s				30.0	0.0	22.0	19.3	0.0	0.0	0.0	41.1	41.6
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.60
Lane Grp Cap(c), veh/h				420	0	350	206	2283	0	0	790	750
V/C Ratio(X)				1.74	0.00	0.78	0.98	0.29	0.00	0.00	0.80	0.80
Avail Cap(c_a), veh/h				420	0	350	206	2283	0	0	790	750
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.79	0.79	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				49.5	0.0	46.4	44.3	0.0	0.0	0.0	28.8	28.9
Incr Delay (d2), s/veh				344.9	0.0	10.1	48.4	0.0	0.0	0.0	8.2	8.9
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				53.4	0.0	9.1	7.8	0.0	0.0	0.0	17.3	16.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				394.4	0.0	56.6	92.7	0.0	0.0	0.0	37.0	37.7
LnGrp LOS				F		E	F	A			D	D
Approach Vol, veh/h					1006			867			1231	
Approach Delay, s/veh					302.4			21.5			37.3	
Approach LOS					F			C			D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	26.0	67.0		36.0		93.0						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	20.0	61.0		30.0		87.0						
Max Q Clear Time (g_c+I1), s	21.3	43.6		32.0		2.0						
Green Ext Time (p_c), s	0.0	4.1		0.0		2.4						
Intersection Summary												
HCM 6th Ctrl Delay, s/veh											118.8	
HCM 6th LOS											F	

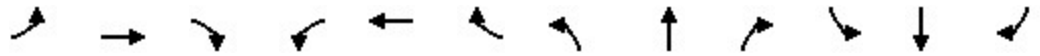
2037 Build Traffic Volumes
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak AM Hour
 3/22/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	211	254	47	145	259	247	90	314	179	261	478	685
Future Volume (vph)	211	254	47	145	259	247	90	314	179	261	478	685
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			1%			1%	
Storage Length (ft)	400		400	220		220	145		145	330		280
Storage Lanes	2		0	1		1	1		1	2		1
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.977				0.850		0.946				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1327	2528	0	1770	1792	1568	1618	3099	0	3287	3326	1410
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1327	2528	0	1770	1792	1568	1618	3099	0	3287	3326	1410
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17				171		81				709
Link Speed (mph)		45			25			45				45
Link Distance (ft)		639			871			1257				796
Travel Time (s)		9.7			23.8			19.0				12.1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	36%	45%	10%	2%	6%	3%	11%	10%	9%	6%	8%	14%
Adj. Flow (vph)	220	265	49	151	270	257	94	327	186	272	498	714
Shared Lane Traffic (%)												
Lane Group Flow (vph)	220	314	0	151	270	257	94	513	0	272	498	714
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			24			24	
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	1.00	1.00	1.00	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	2		2	2	2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	83	83		83	83	83	83	83		83	83	83
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	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	43
Detector 2 Size(ft)	40	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	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	0.0
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	Free

2037 Build Traffic Volumes
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak AM Hour
 3/22/2024

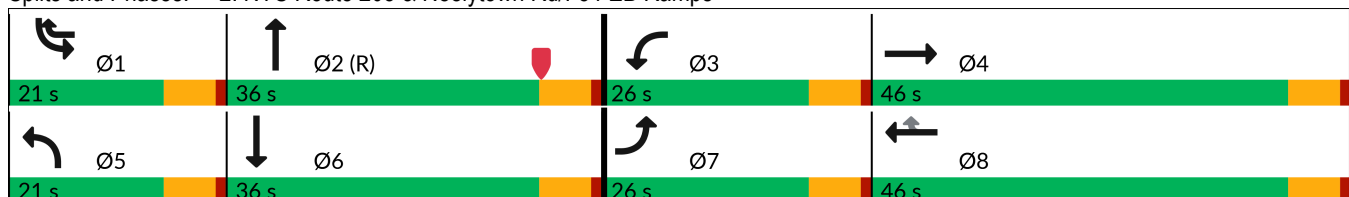


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases						8						Free
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.0	24.0		11.0	24.0	11.0	11.0	24.0		11.0	24.0	
Total Split (s)	26.0	46.0		26.0	46.0	21.0	21.0	36.0		21.0	36.0	
Total Split (%)	20.2%	35.7%		20.2%	35.7%	16.3%	16.3%	27.9%		16.3%	27.9%	
Maximum Green (s)	20.0	40.0		20.0	40.0	15.0	15.0	30.0		15.0	30.0	
Yellow Time (s)	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	
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		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	None	
v/c Ratio	1.07	0.53		0.69	0.78	0.37	0.58	0.46		0.64	0.40	0.50
Control Delay (s/veh)	134.6	44.9		70.6	64.4	10.0	69.6	31.6		61.7	33.3	0.7
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)	134.6	44.9		70.6	64.4	10.0	69.6	31.6		61.7	33.3	0.7
Queue Length 50th (ft)	~203	116		122	216	47	76	148		125	142	3
Queue Length 95th (ft)	#367	159		191	294	94	130	236		m101	m161	m0
Internal Link Dist (ft)		559			791			1177			716	
Turn Bay Length (ft)	400			220		220	145			330		280
Base Capacity (vph)	205	795		274	555	695	195	1095		445	1218	1410
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	1.07	0.39		0.55	0.49	0.37	0.48	0.47		0.61	0.41	0.51

Intersection Summary

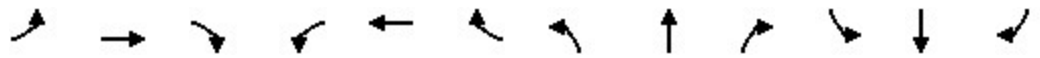
Area Type: Other
 Cycle Length: 129
 Actuated Cycle Length: 129
 Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps



2037 Build Traffic Volumes
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak AM Hour
 3/22/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	211	254	47	145	259	247	90	314	179	261	478	685
Future Volume (veh/h)	211	254	47	145	259	247	90	314	179	261	478	685
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	1366	1233	1752	1870	1811	1856	1731	1746	1761	1805	1776	1687
Adj Flow Rate, veh/h	220	265	49	151	270	257	94	327	186	272	498	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	36	45	10	2	6	3	11	10	9	6	8	14
Cap, veh/h	202	467	85	180	330	442	116	776	432	331	1371	
Arrive On Green	0.16	0.24	0.24	0.10	0.18	0.18	0.07	0.38	0.38	0.03	0.13	0.00
Sat Flow, veh/h	1301	1979	361	1781	1811	1572	1649	2055	1144	3335	3374	1429
Grp Volume(v), veh/h	220	155	159	151	270	257	94	263	250	272	498	0
Grp Sat Flow(s),veh/h/ln	1301	1171	1168	1781	1811	1572	1649	1659	1540	1668	1687	1429
Q Serve(g_s), s	20.0	15.1	15.5	10.7	18.5	18.1	7.3	15.1	15.6	10.5	17.3	0.0
Cycle Q Clear(g_c), s	20.0	15.1	15.5	10.7	18.5	18.1	7.3	15.1	15.6	10.5	17.3	0.0
Prop In Lane	1.00		0.31	1.00		1.00	1.00		0.74	1.00		1.00
Lane Grp Cap(c), veh/h	202	277	276	180	330	442	116	626	581	331	1371	
V/C Ratio(X)	1.09	0.56	0.58	0.84	0.82	0.58	0.81	0.42	0.43	0.82	0.36	
Avail Cap(c_a), veh/h	202	363	362	276	562	644	192	626	581	388	1371	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.50	0.50	0.00
Uniform Delay (d), s/veh	54.5	43.4	43.6	56.9	50.7	39.8	59.1	29.7	29.8	61.3	40.7	0.0
Incr Delay (d2), s/veh	89.5	1.8	1.9	12.7	5.0	1.2	12.6	2.1	2.3	6.2	0.1	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	11.4	4.4	4.5	5.5	8.9	7.2	3.4	6.2	6.0	4.9	7.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	144.0	45.2	45.5	69.7	55.7	41.0	71.7	31.8	32.2	67.5	40.7	0.0
LnGrp LOS	F	D	D	E	E	D	E	C	C	E	D	
Approach Vol, veh/h		534			678			607			770	
Approach Delay, s/veh		86.0			53.2			38.1			50.2	
Approach LOS		F			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.8	54.7	19.1	36.5	15.1	58.4	26.0	29.5				
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	30.0	20.0	40.0	15.0	30.0	20.0	40.0				
Max Q Clear Time (g_c+I1), s	12.5	17.6	12.7	17.5	9.3	19.3	22.0	20.5				
Green Ext Time (p_c), s	0.3	2.1	0.4	1.5	0.1	2.0	0.0	3.0				

Intersection Summary

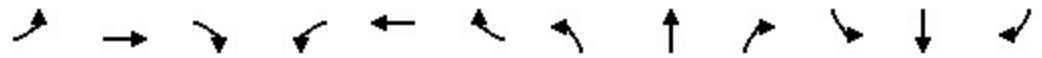
HCM 6th Ctrl Delay, s/veh	55.5
HCM 6th LOS	E

Notes

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

2037 Build Traffic Volumes
 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd

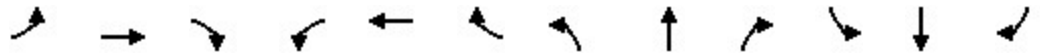
Peak AM Hour
 3/22/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	222	39	180	400	7	47	59	64	33	25	13
Future Volume (vph)	33	222	39	180	400	7	47	59	64	33	25	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	16	12	12	12
Grade (%)		1%			2%			-2%				0%
Storage Length (ft)	70		0	220		0	0		150	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.978			0.997				0.850		0.975	
Flt Protected	0.950			0.950				0.978			0.977	
Satd. Flow (prot)	1796	1551	0	1686	1446	0	0	1782	1622	0	1777	0
Flt Permitted	0.360			0.587				0.840			0.837	
Satd. Flow (perm)	681	1551	0	1042	1446	0	0	1530	1622	0	1522	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18			1				109			12
Link Speed (mph)		45			45			35				35
Link Distance (ft)		2146			540			620				646
Travel Time (s)		32.5			8.2			12.1				12.6
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	21%	9%	6%	29%	69%	7%	4%	14%	4%	0%	0%
Adj. Flow (vph)	35	239	42	194	430	8	51	63	69	35	27	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	35	281	0	194	438	0	0	114	69	0	76	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)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	0.99	0.99	0.84	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2	2	2	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	83	83		83	83		83	83	83	83	83	
Trailing Detector (ft)	-5	-5		-5	-5		-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5		-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	40		40	40		40	40	40	40	40	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
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	

2037 Build Traffic Volumes
 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd

Peak AM Hour
 3/22/2024

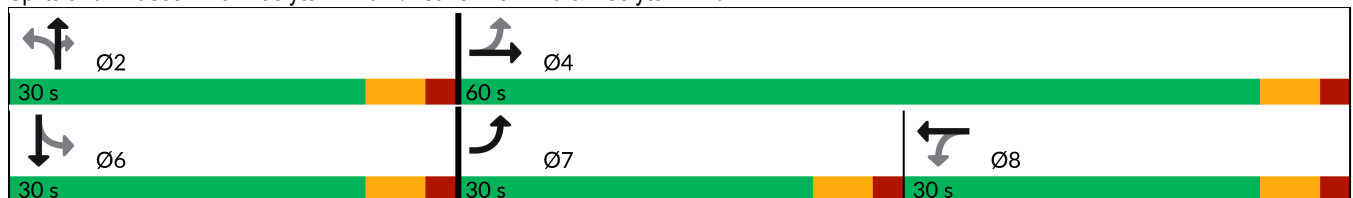


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	7	4			8			2				6
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		8	8		2	2	2	6		6
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		8.0	8.0	8.0	8.0		8.0
Minimum Split (s)	14.0	14.0		14.0	14.0		14.0	14.0	14.0	14.0		14.0
Total Split (s)	30.0	60.0		30.0	30.0		30.0	30.0	30.0	30.0		30.0
Total Split (%)	33.3%	66.7%		33.3%	33.3%		33.3%	33.3%	33.3%	33.3%		33.3%
Maximum Green (s)	24.0	54.0		24.0	24.0		24.0	24.0	24.0	24.0		24.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0		4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0		2.0
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
Recall Mode	None	Max		Max	Max		Max	Max	Max	Max		Max
v/c Ratio	0.06	0.29		0.36	0.59			0.27	0.13			0.18
Control Delay (s/veh)	7.6	9.2		17.9	21.8			28.4	2.4			23.2
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Delay (s/veh)	7.6	9.2		17.9	21.8			28.4	2.4			23.2
Queue Length 50th (ft)	7	66		73	191			51	0			28
Queue Length 95th (ft)	19	110		132	304			97	13			63
Internal Link Dist (ft)		2066			460			540				566
Turn Bay Length (ft)	70			220					150			
Base Capacity (vph)	705	937		528	733			408	512			414
Starvation Cap Reductn	0	0		0	0			0	0			0
Spillback Cap Reductn	0	0		0	0			0	0			0
Storage Cap Reductn	0	0		0	0			0	0			0
Reduced v/c Ratio	0.05	0.30		0.37	0.60			0.28	0.13			0.18

Intersection Summary

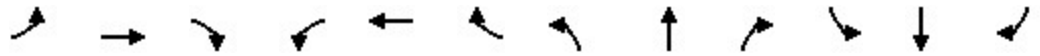
Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Natural Cycle: 60
 Control Type: Semi Act-Uncoord

Splits and Phases: 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd



2037 Build Traffic Volumes
 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd

Peak AM Hour
 3/22/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	222	39	180	400	7	47	59	64	33	25	13
Future Volume (veh/h)	33	222	39	180	400	7	47	59	64	33	25	13
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	1894	1583	1761	1788	1447	854	1874	1919	1839	1841	1900	1900
Adj Flow Rate, veh/h	35	239	42	194	430	8	51	63	69	35	27	14
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	21	9	6	29	69	7	4	14	4	0	0
Cap, veh/h	419	787	138	585	682	13	237	274	416	211	157	70
Arrive On Green	0.05	0.60	0.60	0.48	0.48	0.48	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1804	1311	230	1050	1416	26	671	1027	1559	574	589	263
Grp Volume(v), veh/h	35	0	281	194	0	438	114	0	69	76	0	0
Grp Sat Flow(s),veh/h/ln	1804	0	1541	1050	0	1442	1698	0	1559	1425	0	0
Q Serve(g_s), s	0.8	0.0	8.0	10.6	0.0	20.4	0.0	0.0	3.1	0.7	0.0	0.0
Cycle Q Clear(g_c), s	0.8	0.0	8.0	10.6	0.0	20.4	4.2	0.0	3.1	4.9	0.0	0.0
Prop In Lane	1.00		0.15	1.00		0.02	0.45		1.00	0.46		0.18
Lane Grp Cap(c), veh/h	419	0	925	585	0	694	511	0	416	439	0	0
V/C Ratio(X)	0.08	0.00	0.30	0.33	0.00	0.63	0.22	0.00	0.17	0.17	0.00	0.00
Avail Cap(c_a), veh/h	807	0	925	585	0	694	511	0	416	439	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.9	0.0	8.8	14.8	0.0	17.4	25.7	0.0	25.3	25.5	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.8	1.5	0.0	4.3	1.0	0.0	0.9	0.9	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	2.4	2.5	0.0	6.7	2.0	0.0	1.2	1.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.0	0.0	9.7	16.4	0.0	21.7	26.7	0.0	26.2	26.4	0.0	0.0
LnGrp LOS	B		A	B		C	C		C	C		
Approach Vol, veh/h		316			632			183				76
Approach Delay, s/veh		9.9			20.1			26.5				26.4
Approach LOS		A			C			C				C
Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		30.0		60.0		30.0	10.7	49.3				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		24.0		54.0		24.0	24.0	24.0				
Max Q Clear Time (g_c+I1), s		6.2		10.0		6.9	2.8	22.4				
Green Ext Time (p_c), s		0.8		1.5		0.2	0.1	0.6				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh				18.8								
HCM 6th LOS				B								

2037 Build Traffic Volumes
4: NYS Route 416 & Neelytown Rd

Peak AM Hour
3/22/2024



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	78	166	71	104	201	177
Future Volume (vph)	78	166	71	104	201	177
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	0.908		0.920			
Flt Protected	0.984					0.974
Satd. Flow (prot)	1362	0	1651	0	0	1679
Flt Permitted	0.984					0.731
Satd. Flow (perm)	1362	0	1651	0	0	1260
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	170		112			
Link Speed (mph)	45		55			55
Link Distance (ft)	2393		959			1086
Travel Time (s)	36.3		11.9			13.5
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	11%	31%	10%	4%	13%	7%
Adj. Flow (vph)	88	187	80	117	226	199
Shared Lane Traffic (%)						
Lane Group Flow (vph)	275	0	197	0	0	425
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	0.99	0.99	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2		1	2
Detector Template					Left	
Leading Detector (ft)	83		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Detector 1 Position(ft)	-5		-5		0	-5
Detector 1 Size(ft)	40		40		20	40
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 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)	40		40			40
Detector 2 Size(ft)	43		43			43
Detector 2 Type	Cl+Ex		Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6

2037 Build Traffic Volumes
 4: NYS Route 416 & Neelytown Rd

Peak AM Hour
 3/22/2024

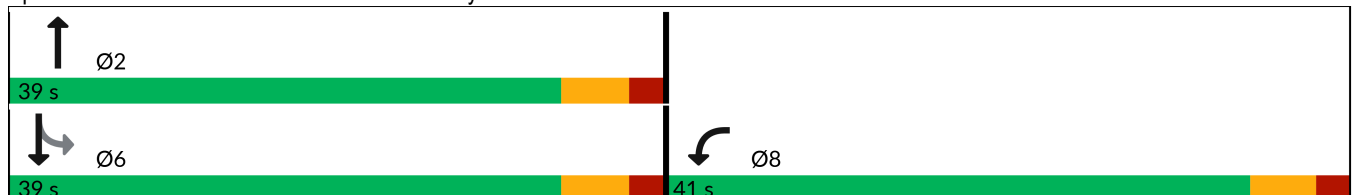


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	24.0		24.0		24.0	24.0
Total Split (s)	41.0		39.0		39.0	39.0
Total Split (%)	51.3%		48.8%		48.8%	48.8%
Maximum Green (s)	35.0		33.0		33.0	33.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	6.0		6.0			6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		Min		Min	Min
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	0.62		0.22			0.68
Control Delay (s/veh)	14.1		4.2			16.0
Queue Delay	0.0		0.0			0.0
Total Delay (s/veh)	14.1		4.2			16.0
Queue Length 50th (ft)	21		10			71
Queue Length 95th (ft)	92		42			195
Internal Link Dist (ft)	2313		879			1006
Turn Bay Length (ft)						
Base Capacity (vph)	1135		1287			962
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.24		0.15			0.44

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 45.3
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated

Splits and Phases: 4: NYS Route 416 & Neelytown Rd



2037 Build Traffic Volumes
4: NYS Route 416 & Neelytown Rd

Peak AM Hour
3/22/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	78	166	71	104	201	177
Future Volume (veh/h)	78	166	71	104	201	177
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	1737	1441	1789	1879	1707	1796
Adj Flow Rate, veh/h	88	187	80	117	226	199
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	11	31	10	4	13	7
Cap, veh/h	120	255	272	398	399	292
Arrive On Green	0.25	0.25	0.41	0.41	0.41	0.41
Sat Flow, veh/h	487	1034	656	960	587	706
Grp Volume(v), veh/h	276	0	0	197	425	0
Grp Sat Flow(s),veh/h/ln	1526	0	0	1616	1293	0
Q Serve(g_s), s	5.9	0.0	0.0	2.9	7.6	0.0
Cycle Q Clear(g_c), s	5.9	0.0	0.0	2.9	10.5	0.0
Prop In Lane	0.32	0.68		0.59	0.53	
Lane Grp Cap(c), veh/h	376	0	0	669	692	0
V/C Ratio(X)	0.73	0.00	0.00	0.29	0.61	0.00
Avail Cap(c_a), veh/h	1511	0	0	1509	1405	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	12.3	0.0	0.0	6.9	9.3	0.0
Incr Delay (d2), s/veh	2.8	0.0	0.0	0.2	0.9	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	0.0	0.4	1.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	15.0	0.0	0.0	7.1	10.2	0.0
LnGrp LOS	B			A	B	
Approach Vol, veh/h	276		197		425	
Approach Delay, s/veh	15.0		7.1		10.2	
Approach LOS	B		A		B	
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		20.6			20.6	14.7
Change Period (Y+Rc), s		6.0			6.0	6.0
Max Green Setting (Gmax), s		33.0			33.0	35.0
Max Q Clear Time (g_c+I1), s		4.9			12.5	7.9
Green Ext Time (p_c), s		0.9			2.1	1.4
Intersection Summary						
HCM 6th Ctrl Delay, s/veh			11.0			
HCM 6th LOS			B			

2037 Build Traffic Volumes
5: NYS Route 211 & NYS Route 416

Peak AM Hour
3/22/2024



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	44	132	143	23	232	267
Future Volume (vph)	44	132	143	23	232	267
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	12	12	12	12
Storage Length (ft)	0	50		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.982			
Flt Protected	0.950					0.977
Satd. Flow (prot)	1073	1558	1536	0	0	1759
Flt Permitted	0.950					0.977
Satd. Flow (perm)	1073	1558	1536	0	0	1759
Link Speed (mph)	30		30			30
Link Distance (ft)	561		726			643
Travel Time (s)	12.8		16.5			14.6
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	85%	14%	13%	75%	5%	6%
Adj. Flow (vph)	51	152	164	26	267	307
Shared Lane Traffic (%)						
Lane Group Flow (vph)	51	152	190	0	0	574
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	15		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.88	0.88	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					
Control Type:	Unsignalized					

Intersection						
Int Delay, s/veh	6.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	44	132	143	23	232	267
Future Vol, veh/h	44	132	143	23	232	267
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	50	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	85	14	13	75	5	6
Mvmt Flow	51	152	164	26	267	307

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1018	177	0	0	190
Stage 1	177	-	-	-	-
Stage 2	841	-	-	-	-
Critical Hdwy	7.25	6.34	-	-	4.15
Critical Hdwy Stg 1	6.25	-	-	-	-
Critical Hdwy Stg 2	6.25	-	-	-	-
Follow-up Hdwy	4.265	3.426	-	-	2.245
Pot Cap-1 Maneuver	187	836	-	-	1366
Stage 1	688	-	-	-	-
Stage 2	310	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	143	836	-	-	1366
Mov Cap-2 Maneuver	143	-	-	-	-
Stage 1	688	-	-	-	-
Stage 2	237	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	18.6	0	3.8
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	143	836	1366	-
HCM Lane V/C Ratio	-	-	0.354	0.181	0.195	-
HCM Control Delay (s/veh)	-	-	43.4	10.3	8.3	0
HCM Lane LOS	-	-	E	B	A	A
HCM 95th %tile Q (veh)	-	-	1.5	0.7	0.7	-

2037 Build Traffic Volumes
6: Beaver Dam Rd & Goodwill Rd

Peak AM Hour
3/22/2024



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	55	77	43	87	34	76
Future Volume (vph)	55	77	43	87	34	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	11	11
Grade (%)	4%			4%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.922				0.907	
Flt Protected				0.984	0.985	
Satd. Flow (prot)	1553	0	0	1574	1574	0
Flt Permitted				0.984	0.985	
Satd. Flow (perm)	1553	0	0	1574	1574	0
Link Speed (mph)	30			30	35	
Link Distance (ft)	853			580	1607	
Travel Time (s)	19.4			13.2	31.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	4%	8%	9%	6%	5%
Adj. Flow (vph)	57	79	44	90	35	78
Shared Lane Traffic (%)						
Lane Group Flow (vph)	136	0	0	134	113	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.12	1.12	1.12	1.12	1.03	1.03
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2037 Build Traffic Volumes
6: Beaver Dam Rd & Goodwill Rd

Peak AM Hour
3/22/2024

Intersection						
Int Delay, s/veh	3.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	55	77	43	87	34	76
Future Vol, veh/h	55	77	43	87	34	76
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, %	4	-	-	4	-2	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	4	8	9	6	5
Mvmt Flow	57	79	44	90	35	78

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	136	0	275 97
Stage 1	-	-	-	-	97 -
Stage 2	-	-	-	-	178 -
Critical Hdwy	-	-	4.18	-	6.06 6.05
Critical Hdwy Stg 1	-	-	-	-	5.06 -
Critical Hdwy Stg 2	-	-	-	-	5.06 -
Follow-up Hdwy	-	-	2.272	-	3.554 3.345
Pot Cap-1 Maneuver	-	-	1412	-	728 956
Stage 1	-	-	-	-	927 -
Stage 2	-	-	-	-	860 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1412	-	704 956
Mov Cap-2 Maneuver	-	-	-	-	704 -
Stage 1	-	-	-	-	927 -
Stage 2	-	-	-	-	832 -

Approach	EB	WB	NB
HCM Control Delay, s/v	0	2.5	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	861	-	-	1412	-
HCM Lane V/C Ratio	0.132	-	-	0.031	-
HCM Control Delay (s/veh)	9.8	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q (veh)	0.5	-	-	0.1	-

2037 Build Traffic Volumes
7: Beaver Dam Rd & Chandler Ln

Peak AM Hour
3/22/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	63	0	1	46	87	30
Future Volume (vph)	63	0	1	46	87	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	10	10
Grade (%)	0%			1%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.965	
Fl _t Protected	0.950			0.999		
Satd. Flow (prot)	1589	0	0	1721	1618	0
Fl _t Permitted	0.950			0.999		
Satd. Flow (perm)	1589	0	0	1721	1618	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	777			545	1607	
Travel Time (s)	17.7			10.6	31.3	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	6%	0%	100%	8%	5%	8%
Adj. Flow (vph)	72	0	1	52	99	34
Shared Lane Traffic (%)						
Lane Group Flow (vph)	72	0	0	53	133	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	1.09	1.09	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

2037 Build Traffic Volumes
7: Beaver Dam Rd & Chandler Ln

Peak AM Hour
3/22/2024

Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	63	0	1	46	87	30
Future Vol, veh/h	63	0	1	46	87	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	1	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	6	0	100	8	5	8
Mvmt Flow	72	0	1	52	99	34

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	170	116	133	0	0
Stage 1	116	-	-	-	-
Stage 2	54	-	-	-	-
Critical Hdwy	6.46	6.2	5.1	-	-
Critical Hdwy Stg 1	5.46	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-
Follow-up Hdwy	3.554	3.3	3.1	-	-
Pot Cap-1 Maneuver	811	942	1018	-	-
Stage 1	899	-	-	-	-
Stage 2	958	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	810	942	1018	-	-
Mov Cap-2 Maneuver	810	-	-	-	-
Stage 1	898	-	-	-	-
Stage 2	958	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.9	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1018	-	810	-	-
HCM Lane V/C Ratio	0.001	-	0.088	-	-
HCM Control Delay (s/veh)	8.5	0	9.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0.3	-	-

2037 Build Traffic Volumes
8: Neelytown Rd & Site Driveway 1

Peak AM Hour
3/22/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	17	2	26	300	656	223
Future Volume (vph)	17	2	26	300	656	223
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			1%	-2%	
Storage Length (ft)	0	0	170			150
Storage Lanes	1	0	1			1
Taper Length (ft)	86		86			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.986					0.850
Flt Protected	0.957		0.950			
Satd. Flow (prot)	1177	0	1535	1602	1586	1539
Flt Permitted	0.957		0.950			
Satd. Flow (perm)	1177	0	1535	1602	1586	1539
Link Speed (mph)	30			45	45	
Link Distance (ft)	639			1138	2657	
Travel Time (s)	14.5			17.2	40.3	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	47%	100%	17%	18%	21%	6%
Adj. Flow (vph)	18	2	28	323	705	240
Shared Lane Traffic (%)						
Lane Group Flow (vph)	20	0	28	323	705	240
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	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

2037 Build Traffic Volumes
 8: Neelytown Rd & Site Driveway 1

Peak AM Hour
 3/22/2024

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘↗		↘	↑	↑	↘
Traffic Vol, veh/h	17	2	26	300	656	223
Future Vol, veh/h	17	2	26	300	656	223
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	-	170	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	1	-2	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	47	100	17	18	21	6
Mvmt Flow	18	2	28	323	705	240

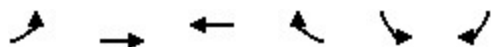
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1084	705	945	0	-	0
Stage 1	705	-	-	-	-	-
Stage 2	379	-	-	-	-	-
Critical Hdwy	6.87	7.2	4.27	-	-	-
Critical Hdwy Stg 1	5.87	-	-	-	-	-
Critical Hdwy Stg 2	5.87	-	-	-	-	-
Follow-up Hdwy	3.923	4.2	2.353	-	-	-
Pot Cap-1 Maneuver	198	307	669	-	-	-
Stage 1	417	-	-	-	-	-
Stage 2	604	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	190	307	669	-	-	-
Mov Cap-2 Maneuver	190	-	-	-	-	-
Stage 1	399	-	-	-	-	-
Stage 2	604	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	25.3	0.8	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	669	-	198	-	-
HCM Lane V/C Ratio	0.042	-	0.103	-	-
HCM Control Delay (s/veh)	10.6	-	25.3	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q (veh)	0.1	-	0.3	-	-

2037 Build Traffic Volumes
 9: Neelytown Rd & Site Driveway 2

Peak AM Hour
 3/22/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↘	↘
Traffic Volume (vph)	0	318	658	0	8	3
Future Volume (vph)	0	318	658	0	8	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.966	
Flt Protected					0.964	
Satd. Flow (prot)	0	1610	1570	0	1496	0
Flt Permitted					0.964	
Satd. Flow (perm)	0	1610	1570	0	1496	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		532	1138		660	
Travel Time (s)		8.1	17.2		15.0	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	18%	21%	0%	20%	13%
Adj. Flow (vph)	0	342	708	0	9	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	342	708	0	12	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	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2037 Build Traffic Volumes
9: Neelytown Rd & Site Driveway 2

Peak AM Hour
3/22/2024

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	
Traffic Vol, veh/h	0	318	658	0	8	3
Future Vol, veh/h	0	318	658	0	8	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, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	18	21	0	20	13
Mvmt Flow	0	342	708	0	9	3

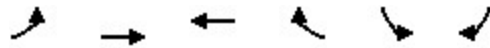
Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	1050 708
Stage 1	-	-	-	-	708 -
Stage 2	-	-	-	-	342 -
Critical Hdwy	-	-	-	-	6.6 6.33
Critical Hdwy Stg 1	-	-	-	-	5.6 -
Critical Hdwy Stg 2	-	-	-	-	5.6 -
Follow-up Hdwy	-	-	-	-	3.68 3.417
Pot Cap-1 Maneuver	0	-	-	0	233 417
Stage 1	0	-	-	0	457 -
Stage 2	0	-	-	0	681 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	233 417
Mov Cap-2 Maneuver	-	-	-	-	233 -
Stage 1	-	-	-	-	457 -
Stage 2	-	-	-	-	681 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	19.2
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	265
HCM Lane V/C Ratio	-	-	0.045
HCM Control Delay (s/veh)	-	-	19.2
HCM Lane LOS	-	-	C
HCM 95th %tile Q (veh)	-	-	0.1

2037 Build Traffic Volumes
 10: Neelytown Rd & Site Driveway 3

Peak AM Hour
 3/22/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			
Traffic Volume (vph)	0	318	598	64	0	0
Future Volume (vph)	0	318	598	64	0	0
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			0.987			
Flt Protected						
Satd. Flow (prot)	0	1610	1557	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	1610	1557	0	0	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		336	532		567	
Travel Time (s)		5.1	8.1		12.9	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	18%	22%	6%	0%	100%
Adj. Flow (vph)	0	342	643	69	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	342	712	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	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	1.00	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

2037 Build Traffic Volumes
 11: Beaver Dam Rd & Site Driveway 4

Peak AM Hour
 3/22/2024



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	9	1	82	17	9	61
Future Volume (vph)	9	1	82	17	9	61
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	0.988		0.977			
Flt Protected	0.957					0.993
Satd. Flow (prot)	1796	0	1768	0	0	1854
Flt Permitted	0.957					0.993
Satd. Flow (perm)	1796	0	1768	0	0	1854
Link Speed (mph)	30		35			30
Link Distance (ft)	504		646			1081
Travel Time (s)	11.5		12.6			24.6
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	6%	0%	0%	2%
Adj. Flow (vph)	10	1	88	18	10	66
Shared Lane Traffic (%)						
Lane Group Flow (vph)	11	0	106	0	0	76
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60	60	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

2037 Build Traffic Volumes
 11: Beaver Dam Rd & Site Driveway 4

Peak AM Hour
 3/22/2024

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	1	82	17	9	61
Future Vol, veh/h	9	1	82	17	9	61
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	6	0	0	2
Mvmt Flow	10	1	88	18	10	66

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	183	97	0	0	106
Stage 1	97	-	-	-	-
Stage 2	86	-	-	-	-
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	811	965	-	-	1498
Stage 1	932	-	-	-	-
Stage 2	942	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	805	965	-	-	1498
Mov Cap-2 Maneuver	805	-	-	-	-
Stage 1	932	-	-	-	-
Stage 2	935	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.5	0	1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	819	1498
HCM Lane V/C Ratio	-	-	0.013	0.006
HCM Control Delay (s/veh)	-	-	9.5	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q (veh)	-	-	0	0

2037 Build Traffic Volumes
 12: Beaver Dam Rd & Site Driveway 5

Peak AM Hour
 3/22/2024



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	14	3	38	45	23	55
Future Volume (vph)	14	3	38	45	23	55
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		0.927			
Flt Protected	0.960					0.985
Satd. Flow (prot)	1782	0	1662	0	0	1846
Flt Permitted	0.960					0.985
Satd. Flow (perm)	1782	0	1662	0	0	1846
Link Speed (mph)	30		35			35
Link Distance (ft)	515		1081			1606
Travel Time (s)	11.7		21.1			31.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	13%	0%	0%	2%
Adj. Flow (vph)	15	3	41	48	25	59
Shared Lane Traffic (%)						
Lane Group Flow (vph)	18	0	89	0	0	84
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2037 Build Traffic Volumes
 12: Beaver Dam Rd & Site Driveway 5

Peak AM Hour
 3/22/2024

Intersection						
Int Delay, s/veh	1.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	14	3	38	45	23	55
Future Vol, veh/h	14	3	38	45	23	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	13	0	0	2
Mvmt Flow	15	3	41	48	25	59

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	174	65	0	0	89
Stage 1	65	-	-	-	-
Stage 2	109	-	-	-	-
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	821	1005	-	-	1519
Stage 1	963	-	-	-	-
Stage 2	921	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	807	1005	-	-	1519
Mov Cap-2 Maneuver	807	-	-	-	-
Stage 1	963	-	-	-	-
Stage 2	905	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.4	0	2.2
HCM LOS	A		

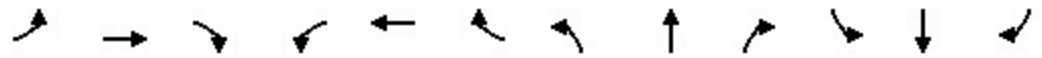
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	836	1519
HCM Lane V/C Ratio	-	-	0.022	0.016
HCM Control Delay (s/veh)	-	-	9.4	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q (veh)	-	-	0.1	0.1

2037 Build Traffic Volumes

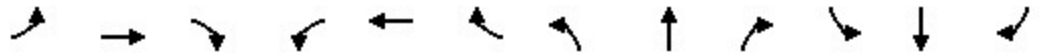
Peak PM Hour

1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

3/22/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↗	↖	↑↑			↑↗	
Traffic Volume (vph)	0	0	0	411	0	356	384	827	0	0	617	329
Future Volume (vph)	0	0	0	411	0	356	384	827	0	0	617	329
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			2%	
Storage Length (ft)	0		0	0		360	145		0	245		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Fr _t						0.850					0.948	
Fl _t Protected					0.950		0.950					
Satd. Flow (prot)	0	0	0	0	1382	1516	1612	3471	0	0	3270	0
Fl _t Permitted					0.950		0.950					
Satd. Flow (perm)	0	0	0	0	1382	1516	1612	3471	0	0	3270	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						205						103
Link Speed (mph)		30			40			45				45
Link Distance (ft)		287			1203			796				861
Travel Time (s)		6.5			20.5			12.1				13.0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	30%	0%	6%	12%	4%	0%	0%	5%	1%
Adj. Flow (vph)	0	0	0	428	0	371	400	861	0	0	643	343
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	428	371	400	861	0	0	986	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
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	1.01	1.01	1.01	1.00	1.00	1.00	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				2	2	2	2	2				2
Detector Template				Left	Thru	Right	Left	Thru				Thru
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				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
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				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)				0.0	0.0	0.0	0.0	0.0				0.0
Turn Type				Perm	NA	Perm	Prot	NA				NA

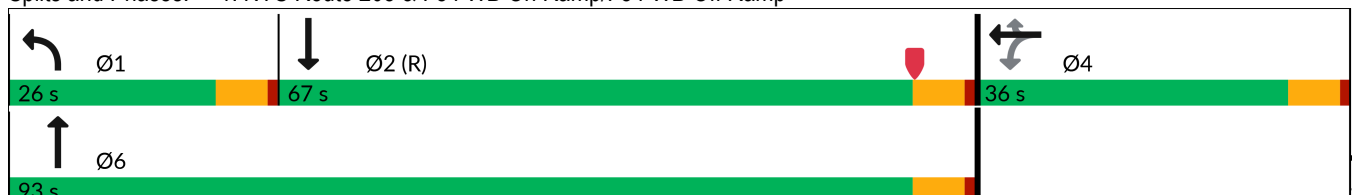


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases					4		1	6				2
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6				2
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	10.0				10.0
Minimum Split (s)				24.0	24.0	24.0	11.0	24.0				24.0
Total Split (s)				36.0	36.0	36.0	26.0	93.0				67.0
Total Split (%)				27.9%	27.9%	27.9%	20.2%	72.1%				51.9%
Maximum Green (s)				30.0	30.0	30.0	20.0	87.0				61.0
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
Total Lost Time (s)					6.0	6.0	6.0	6.0				6.0
Lead/Lag							Lead					Lag
Lead-Lag Optimize?							Yes					Yes
Vehicle Extension (s)				2.0	2.0	2.0	2.0	2.0				2.0
Recall Mode				None	None	None	None	None				C-Max
v/c Ratio					1.33	0.72	1.60	0.36				0.61
Control Delay (s/veh)					208.8	29.2	309.3	11.6				24.3
Queue Delay					0.0	0.0	0.0	0.0				0.0
Total Delay (s/veh)					208.8	29.2	309.3	11.6				24.3
Queue Length 50th (ft)					~464	131	~486	187				283
Queue Length 95th (ft)					#671	252	m#518	m221				353
Internal Link Dist (ft)		207			1123			716				781
Turn Bay Length (ft)						360	145					
Base Capacity (vph)					321	509	249	2340				1600
Starvation Cap Reductn					0	0	0	0				0
Spillback Cap Reductn					0	0	0	0				0
Storage Cap Reductn					0	0	0	0				0
Reduced v/c Ratio					1.33	0.73	1.61	0.37				0.62

Intersection Summary

Area Type: Other
 Cycle Length: 129
 Actuated Cycle Length: 129
 Offset: 0 (0%), Referenced to phase 2:SBT, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 ~ 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.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

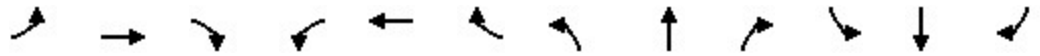


2037 Build Traffic Volumes

Peak PM Hour

1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

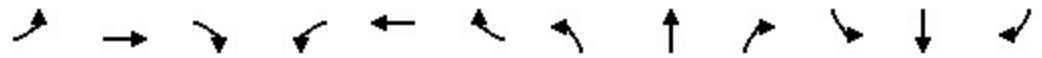
3/22/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↗	↘	↑↑			↑↑	
Traffic Volume (veh/h)	0	0	0	411	0	356	384	827	0	0	617	329
Future Volume (veh/h)	0	0	0	411	0	356	384	827	0	0	617	329
Initial Q (Qb), veh				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
Parking Bus, Adj				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		
Adj Sat Flow, veh/h/ln				1450	1894	1805	1722	1841	0	0	1802	1862
Adj Flow Rate, veh/h				428	0	371	400	861	0	0	643	343
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %				30	0	6	12	4	0	0	5	1
Cap, veh/h				420	0	356	254	2359	0	0	1020	544
Arrive On Green				0.23	0.00	0.23	0.31	1.00	0.00	0.00	0.47	0.47
Sat Flow, veh/h				1804	0	1530	1640	3589	0	0	2247	1151
Grp Volume(v), veh/h				428	0	371	400	861	0	0	510	476
Grp Sat Flow(s),veh/h/ln				1804	0	1530	1640	1749	0	0	1712	1595
Q Serve(g_s), s				30.0	0.0	30.0	20.0	0.0	0.0	0.0	28.9	28.9
Cycle Q Clear(g_c), s				30.0	0.0	30.0	20.0	0.0	0.0	0.0	28.9	28.9
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.72
Lane Grp Cap(c), veh/h				420	0	356	254	2359	0	0	810	754
V/C Ratio(X)				1.02	0.00	1.04	1.57	0.37	0.00	0.00	0.63	0.63
Avail Cap(c_a), veh/h				420	0	356	254	2359	0	0	810	754
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.23	0.23	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				49.5	0.0	49.5	44.5	0.0	0.0	0.0	25.5	25.5
Incr Delay (d2), s/veh				49.2	0.0	59.3	262.3	0.0	0.0	0.0	3.7	4.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				18.9	0.0	17.1	25.0	0.0	0.0	0.0	12.0	11.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				98.7	0.0	108.8	306.8	0.0	0.0	0.0	29.2	29.5
LnGrp LOS				F		F	F	A			C	C
Approach Vol, veh/h					799			1261			986	
Approach Delay, s/veh					103.4			97.3			29.4	
Approach LOS					F			F			C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	26.0	67.0		36.0		93.0						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	20.0	61.0		30.0		87.0						
Max Q Clear Time (g_c+I1), s	22.0	30.9		32.0		2.0						
Green Ext Time (p_c), s	0.0	3.4		0.0		3.3						
Intersection Summary												
HCM 6th Ctrl Delay, s/veh											76.9	
HCM 6th LOS											E	

2037 Build Traffic Volumes
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

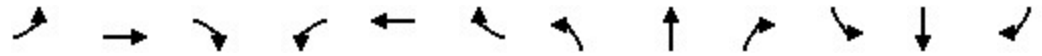
Peak PM Hour
 3/22/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	399	412	87	88	111	278	59	535	266	182	490	357
Future Volume (vph)	399	412	87	88	111	278	59	535	266	182	490	357
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			1%			1%	
Storage Length (ft)	400		400	220		220	145		145	330		280
Storage Lanes	2		0	1		1	1		1	2		1
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.974				0.850		0.950				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1570	3095	0	1671	1218	1568	1535	3345	0	3350	3487	1190
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1570	3095	0	1671	1218	1568	1535	3345	0	3350	3487	1190
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20				76		62				388
Link Speed (mph)		45			25			45			45	
Link Distance (ft)		639			871			1257			796	
Travel Time (s)		9.7			23.8			19.0			12.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	15%	15%	7%	8%	56%	3%	17%	2%	2%	4%	3%	35%
Adj. Flow (vph)	434	448	95	96	121	302	64	582	289	198	533	388
Shared Lane Traffic (%)												
Lane Group Flow (vph)	434	543	0	96	121	302	64	871	0	198	533	388
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			24			24	
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	1.00	1.00	1.00	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	2		2	2	2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	83	83		83	83	83	83	83		83	83	83
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	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	43
Detector 2 Size(ft)	40	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	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	0.0
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	Free

2037 Build Traffic Volumes
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak PM Hour
 3/22/2024

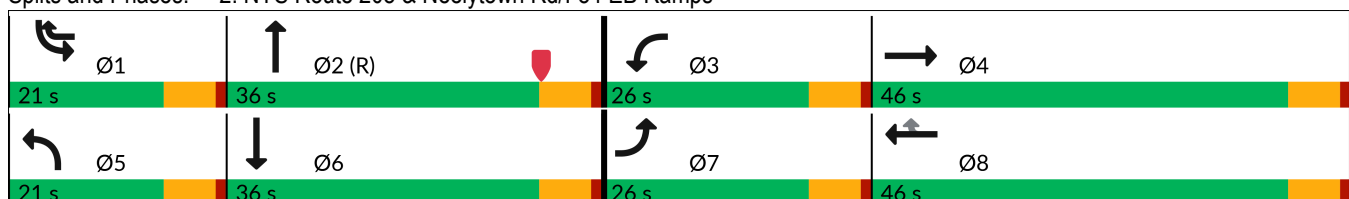


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases						8						Free
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.0	24.0		11.0	24.0	11.0	11.0	24.0		11.0	24.0	
Total Split (s)	26.0	46.0		26.0	46.0	21.0	21.0	36.0		21.0	36.0	
Total Split (%)	20.2%	35.7%		20.2%	35.7%	16.3%	16.3%	27.9%		16.3%	27.9%	
Maximum Green (s)	20.0	40.0		20.0	40.0	15.0	15.0	30.0		15.0	30.0	
Yellow Time (s)	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	
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		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	None	
v/c Ratio	1.78	0.78		0.57	0.61	0.55	0.50	0.64		0.55	0.35	0.32
Control Delay (s/veh)	401.6	54.4		68.6	62.0	29.1	69.4	34.4		65.1	26.7	0.3
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)	401.6	54.4		68.6	62.0	29.1	69.4	34.4		65.1	26.7	0.3
Queue Length 50th (ft)	~542	221		78	96	157	52	286		90	124	0
Queue Length 95th (ft)	#751	268		132	146	202	98	#480		m95	m199	m0
Internal Link Dist (ft)		559			791			1177			716	
Turn Bay Length (ft)	400			220		220	145			330		280
Base Capacity (vph)	243	973		259	377	568	178	1345		409	1511	1190
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	1.79	0.56		0.37	0.32	0.53	0.36	0.65		0.48	0.35	0.33

Intersection Summary

Area Type: Other
 Cycle Length: 129
 Actuated Cycle Length: 129
 Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 ~ 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.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps



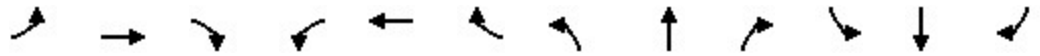
2037 Build Traffic Volumes
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak PM Hour
 3/22/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	399	412	87	88	111	278	59	535	266	182	490	357
Future Volume (veh/h)	399	412	87	88	111	278	59	535	266	182	490	357
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	1678	1678	1796	1781	1070	1856	1642	1864	1864	1835	1850	1375
Adj Flow Rate, veh/h	434	448	95	96	121	302	64	582	289	198	533	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	15	15	7	8	56	3	17	2	2	4	3	35
Cap, veh/h	248	756	159	120	219	442	80	867	430	260	1418	
Arrive On Green	0.16	0.29	0.29	0.07	0.20	0.20	0.05	0.38	0.38	0.03	0.13	0.00
Sat Flow, veh/h	1598	2620	552	1697	1070	1572	1564	2293	1138	3390	3514	1166
Grp Volume(v), veh/h	434	271	272	96	121	302	64	449	422	198	533	0
Grp Sat Flow(s),veh/h/ln	1598	1594	1578	1697	1070	1572	1564	1771	1660	1695	1757	1166
Q Serve(g_s), s	20.0	18.8	19.1	7.2	13.1	22.0	5.2	27.3	27.3	7.5	17.9	0.0
Cycle Q Clear(g_c), s	20.0	18.8	19.1	7.2	13.1	22.0	5.2	27.3	27.3	7.5	17.9	0.0
Prop In Lane	1.00		0.35	1.00		1.00	1.00		0.69	1.00		1.00
Lane Grp Cap(c), veh/h	248	460	455	120	219	442	80	669	627	260	1418	
V/C Ratio(X)	1.75	0.59	0.60	0.80	0.55	0.68	0.80	0.67	0.67	0.76	0.38	
Avail Cap(c_a), veh/h	248	494	489	263	332	608	182	669	627	394	1418	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.75	0.75	0.00
Uniform Delay (d), s/veh	54.5	39.4	39.4	59.0	46.0	41.3	60.6	33.5	33.5	61.7	41.1	0.0
Incr Delay (d2), s/veh	354.5	1.6	1.8	11.3	2.2	1.9	16.7	5.3	5.7	3.5	0.1	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	32.2	7.4	7.4	3.5	3.7	8.9	2.4	12.3	11.6	3.4	8.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	409.0	41.0	41.2	70.4	48.2	43.1	77.2	38.8	39.1	65.2	41.2	0.0
LnGrp LOS	F	D	D	E	D	D	E	D	D	E	D	
Approach Vol, veh/h		977			519			935			731	
Approach Delay, s/veh		204.5			49.4			41.6			47.7	
Approach LOS		F			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.9	54.7	15.1	43.2	12.6	58.1	26.0	32.4				
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	30.0	20.0	40.0	15.0	30.0	20.0	40.0				
Max Q Clear Time (g_c+I1), s	9.5	29.3	9.2	21.1	7.2	19.9	22.0	24.0				
Green Ext Time (p_c), s	0.4	0.3	0.3	2.5	0.1	2.1	0.0	2.3				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh				94.6								
HCM 6th LOS				F								
Notes												
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.												

2037 Build Traffic Volumes
 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd

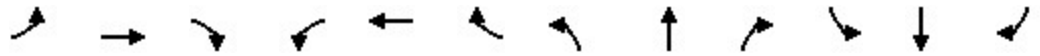
Peak PM Hour
 3/22/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	323	50	75	273	15	52	32	213	126	47	36
Future Volume (vph)	17	323	50	75	273	15	52	32	213	126	47	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	16	12	12	12
Grade (%)		1%			2%			-2%			0%	
Storage Length (ft)	70		0	220		0	0		150	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.980			0.992				0.850		0.976	
Flt Protected	0.950			0.950				0.970			0.971	
Satd. Flow (prot)	1796	1710	0	1752	1563	0	0	1790	1795	0	1762	0
Flt Permitted	0.429			0.493				0.702			0.754	
Satd. Flow (perm)	811	1710	0	909	1563	0	0	1295	1795	0	1369	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			3				270			12
Link Speed (mph)		45			45			35				35
Link Distance (ft)		2146			540			620				646
Travel Time (s)		32.5			8.2			12.1				12.6
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	0%	9%	4%	2%	20%	8%	4%	4%	3%	1%	7%	0%
Adj. Flow (vph)	22	409	63	95	346	19	66	41	270	159	59	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	22	472	0	95	365	0	0	107	270	0	264	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)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	0.99	0.99	0.84	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2	2	2	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	83	83		83	83		83	83	83	83	83	
Trailing Detector (ft)	-5	-5		-5	-5		-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	-5		-5	-5		-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	40		40	40		40	40	40	40	40	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
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	

2037 Build Traffic Volumes
 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd

Peak PM Hour
 3/22/2024

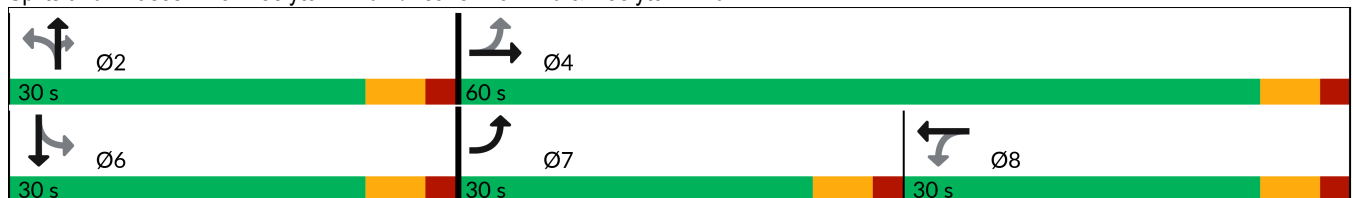


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	7	4			8			2				6
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		8	8		2	2	2	6		6
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		8.0	8.0	8.0	8.0		8.0
Minimum Split (s)	14.0	14.0		14.0	14.0		14.0	14.0	14.0	14.0		14.0
Total Split (s)	30.0	60.0		30.0	30.0		30.0	30.0	30.0	30.0		30.0
Total Split (%)	33.3%	66.7%		33.3%	33.3%		33.3%	33.3%	33.3%	33.3%		33.3%
Maximum Green (s)	24.0	54.0		24.0	24.0		24.0	24.0	24.0	24.0		24.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0		4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0		2.0
Lost Time Adjust (s)	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
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
Recall Mode	None	Max		Max	Max		Max	Max	Max	Max		Max
v/c Ratio	0.03	0.45		0.19	0.43			0.31	0.39			0.70
Control Delay (s/veh)	7.4	11.3		14.3	16.2			29.4	5.3			40.4
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Delay (s/veh)	7.4	11.3		14.3	16.2			29.4	5.3			40.4
Queue Length 50th (ft)	5	131		22	98			49	0			130
Queue Length 95th (ft)	12	164		57	189			82	34			183
Internal Link Dist (ft)		2066			460			540				566
Turn Bay Length (ft)	70			220					150			
Base Capacity (vph)	749	1032		489	842			345	676			373
Starvation Cap Reductn	0	0		0	0			0	0			0
Spillback Cap Reductn	0	0		0	0			0	0			0
Storage Cap Reductn	0	0		0	0			0	0			0
Reduced v/c Ratio	0.03	0.46		0.19	0.43			0.31	0.40			0.71

Intersection Summary

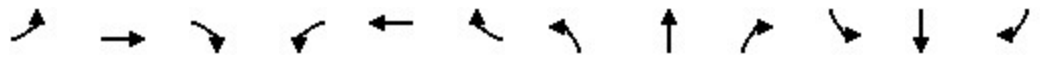
Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Natural Cycle: 60
 Control Type: Semi Act-Uncoord

Splits and Phases: 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd



2037 Build Traffic Volumes
 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd










Peak PM Hour
 3/22/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	323	50	75	273	15	52	32	213	126	47	36
Future Volume (veh/h)	17	323	50	75	273	15	52	32	213	126	47	36
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	1894	1761	1835	1847	1580	1758	1919	1919	2011	1885	1796	1900
Adj Flow Rate, veh/h	22	409	63	95	346	19	66	41	270	159	59	46
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	0	9	4	2	20	8	4	4	3	1	7	0
Cap, veh/h	500	894	138	488	736	40	279	160	454	218	74	48
Arrive On Green	0.04	0.60	0.60	0.50	0.50	0.50	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1804	1490	229	910	1484	81	804	599	1704	576	279	180
Grp Volume(v), veh/h	22	0	472	95	0	365	107	0	270	264	0	0
Grp Sat Flow(s),veh/h/ln	1804	0	1719	910	0	1565	1402	0	1704	1035	0	0
Q Serve(g_s), s	0.5	0.0	13.6	5.8	0.0	13.8	0.0	0.0	12.4	17.8	0.0	0.0
Cycle Q Clear(g_c), s	0.5	0.0	13.6	10.0	0.0	13.8	5.1	0.0	12.4	22.9	0.0	0.0
Prop In Lane	1.00		0.13	1.00		0.05	0.62		1.00	0.60		0.17
Lane Grp Cap(c), veh/h	500	0	1032	488	0	776	439	0	454	340	0	0
V/C Ratio(X)	0.04	0.00	0.46	0.19	0.00	0.47	0.24	0.00	0.59	0.78	0.00	0.00
Avail Cap(c_a), veh/h	914	0	1032	488	0	776	439	0	454	340	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.4	0.0	9.9	15.3	0.0	14.9	25.9	0.0	28.8	34.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	1.5	0.9	0.0	2.0	1.3	0.0	5.6	15.9	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	4.6	1.2	0.0	4.7	1.9	0.0	5.6	7.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.5	0.0	11.4	16.2	0.0	17.0	27.2	0.0	34.4	49.9	0.0	0.0
LnGrp LOS	B		B	B		B	C		C	D		
Approach Vol, veh/h		494			460			377			264	
Approach Delay, s/veh		11.3			16.8			32.4			49.9	
Approach LOS		B			B			C			D	
Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		30.0		60.0		30.0	9.4	50.6				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		24.0		54.0		24.0	24.0	24.0				
Max Q Clear Time (g_c+I1), s		14.4		15.6		24.9	2.5	15.8				
Green Ext Time (p_c), s		1.4		2.6		0.0	0.0	1.6				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh				24.3								
HCM 6th LOS				C								

2037 Build Traffic Volumes
4: NYS Route 416 & Neelytown Rd

Peak PM Hour
3/22/2024

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	109	268	189	91	140	122
Future Volume (vph)	109	268	189	91	140	122
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	0.904		0.956			
Flt Protected	0.986					0.974
Satd. Flow (prot)	1552	0	1739	0	0	1638
Flt Permitted	0.986					0.681
Satd. Flow (perm)	1552	0	1739	0	0	1145
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	197		37			
Link Speed (mph)	45		55			55
Link Distance (ft)	2393		959			1086
Travel Time (s)	36.3		11.9			13.5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	7%	10%	5%	5%	20%	5%
Adj. Flow (vph)	116	285	201	97	149	130
Shared Lane Traffic (%)						
Lane Group Flow (vph)	401	0	298	0	0	279
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	0.99	0.99	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2		1	2
Detector Template					Left	
Leading Detector (ft)	83		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Detector 1 Position(ft)	-5		-5		0	-5
Detector 1 Size(ft)	40		40		20	40
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 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)	40		40			40
Detector 2 Size(ft)	43		43			43
Detector 2 Type	Cl+Ex		Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6

2037 Build Traffic Volumes
 4: NYS Route 416 & Neelytown Rd

Peak PM Hour
 3/22/2024

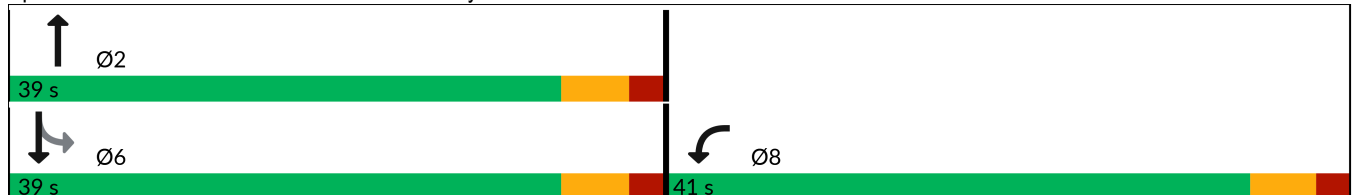


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	24.0		24.0		24.0	24.0
Total Split (s)	41.0		39.0		39.0	39.0
Total Split (%)	51.3%		48.8%		48.8%	48.8%
Maximum Green (s)	35.0		33.0		33.0	33.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	6.0		6.0			6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		Min		Min	Min
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	0.66		0.41			0.61
Control Delay (s/veh)	13.7		10.5			17.6
Queue Delay	0.0		0.0			0.0
Total Delay (s/veh)	13.7		10.5			17.6
Queue Length 50th (ft)	36		39			47
Queue Length 95th (ft)	148		115			143
Internal Link Dist (ft)	2313		879			1006
Turn Bay Length (ft)						
Base Capacity (vph)	1303		1381			904
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.31		0.22			0.31

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 43.7
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated

Splits and Phases: 4: NYS Route 416 & Neelytown Rd



2037 Build Traffic Volumes
4: NYS Route 416 & Neelytown Rd

Peak PM Hour
3/22/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	109	268	189	91	140	122
Future Volume (veh/h)	109	268	189	91	140	122
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	1796	1752	1864	1864	1604	1826
Adj Flow Rate, veh/h	116	285	201	97	149	130
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	7	10	5	5	20	5
Cap, veh/h	152	373	417	201	298	217
Arrive On Green	0.33	0.33	0.35	0.35	0.35	0.35
Sat Flow, veh/h	454	1115	1188	573	437	618
Grp Volume(v), veh/h	402	0	0	298	279	0
Grp Sat Flow(s),veh/h/ln	1573	0	0	1761	1055	0
Q Serve(g_s), s	8.7	0.0	0.0	5.0	5.0	0.0
Cycle Q Clear(g_c), s	8.7	0.0	0.0	5.0	10.0	0.0
Prop In Lane	0.29	0.71		0.33	0.53	
Lane Grp Cap(c), veh/h	526	0	0	618	515	0
V/C Ratio(X)	0.76	0.00	0.00	0.48	0.54	0.00
Avail Cap(c_a), veh/h	1444	0	0	1525	1192	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	11.3	0.0	0.0	9.7	11.6	0.0
Incr Delay (d2), s/veh	2.3	0.0	0.0	0.6	0.9	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.0	1.1	1.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	13.7	0.0	0.0	10.3	12.5	0.0
LnGrp LOS	B			B	B	
Approach Vol, veh/h	402		298		279	
Approach Delay, s/veh	13.7		10.3		12.5	
Approach LOS	B		B		B	
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		19.4			19.4	18.7
Change Period (Y+Rc), s		6.0			6.0	6.0
Max Green Setting (Gmax), s		33.0			33.0	35.0
Max Q Clear Time (g_c+I1), s		7.0			12.0	10.7
Green Ext Time (p_c), s		1.4			1.4	2.2
Intersection Summary						
HCM 6th Ctrl Delay, s/veh			12.3			
HCM 6th LOS			B			

2037 Build Traffic Volumes
 5: NYS Route 211 & NYS Route 416

Peak PM Hour
 3/22/2024



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	22	312	293	33	175	203
Future Volume (vph)	22	312	293	33	175	203
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	12	12	12	12
Storage Length (ft)	0	50		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.986			
Flt Protected	0.950					0.977
Satd. Flow (prot)	1141	1708	1689	0	0	1787
Flt Permitted	0.950					0.977
Satd. Flow (perm)	1141	1708	1689	0	0	1787
Link Speed (mph)	30		30			30
Link Distance (ft)	561		726			643
Travel Time (s)	12.8		16.5			14.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	74%	4%	4%	72%	6%	2%
Adj. Flow (vph)	24	339	318	36	190	221
Shared Lane Traffic (%)						
Lane Group Flow (vph)	24	339	354	0	0	411
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	15		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.88	0.88	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					
Control Type:	Unsignalized					

2037 Build Traffic Volumes
 5: NYS Route 211 & NYS Route 416

Peak PM Hour
 3/22/2024

Intersection						
Int Delay, s/veh	6.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	22	312	293	33	175	203
Future Vol, veh/h	22	312	293	33	175	203
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	50	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	74	4	4	72	6	2
Mvmt Flow	24	339	318	36	190	221

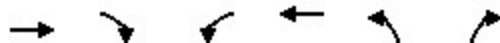
Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	937	336	0	0	354
Stage 1	336	-	-	-	-
Stage 2	601	-	-	-	-
Critical Hdwy	7.14	6.24	-	-	4.16
Critical Hdwy Stg 1	6.14	-	-	-	-
Critical Hdwy Stg 2	6.14	-	-	-	-
Follow-up Hdwy	4.166	3.336	-	-	2.254
Pot Cap-1 Maneuver	221	701	-	-	1183
Stage 1	588	-	-	-	-
Stage 2	430	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	181	701	-	-	1183
Mov Cap-2 Maneuver	181	-	-	-	-
Stage 1	588	-	-	-	-
Stage 2	351	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	15.8	0	4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	181	701	1183	-
HCM Lane V/C Ratio	-	-	0.132	0.484	0.161	-
HCM Control Delay (s/veh)	-	-	27.9	14.9	8.6	0
HCM Lane LOS	-	-	D	B	A	A
HCM 95th %tile Q (veh)	-	-	0.4	2.7	0.6	-

2037 Build Traffic Volumes
6: Beaver Dam Rd & Goodwill Rd

Peak PM Hour
3/22/2024



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	146	35	91	213	75	55
Future Volume (vph)	146	35	91	213	75	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	11	11
Grade (%)	4%			4%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.974			0.943		
Flt Protected				0.985	0.972	
Satd. Flow (prot)	1657	0	0	1664	1625	0
Flt Permitted				0.985	0.972	
Satd. Flow (perm)	1657	0	0	1664	1625	0
Link Speed (mph)	30			30	35	
Link Distance (ft)	853			580	1607	
Travel Time (s)	19.4			13.2	31.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	7%	5%	2%	8%	0%
Adj. Flow (vph)	152	36	95	222	78	57
Shared Lane Traffic (%)						
Lane Group Flow (vph)	188	0	0	317	135	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.12	1.12	1.12	1.12	1.03	1.03
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2037 Build Traffic Volumes
6: Beaver Dam Rd & Goodwill Rd

Peak PM Hour
3/22/2024

Intersection						
Int Delay, s/veh	3.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	146	35	91	213	75	55
Future Vol, veh/h	146	35	91	213	75	55
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, %	4	-	-	4	-2	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	7	5	2	8	0
Mvmt Flow	152	36	95	222	78	57

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	188	0	582	170
Stage 1	-	-	-	-	170	-
Stage 2	-	-	-	-	412	-
Critical Hdwy	-	-	4.15	-	6.08	6
Critical Hdwy Stg 1	-	-	-	-	5.08	-
Critical Hdwy Stg 2	-	-	-	-	5.08	-
Follow-up Hdwy	-	-	2.245	-	3.572	3.3
Pot Cap-1 Maneuver	-	-	1368	-	496	887
Stage 1	-	-	-	-	862	-
Stage 2	-	-	-	-	687	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1368	-	457	887
Mov Cap-2 Maneuver	-	-	-	-	457	-
Stage 1	-	-	-	-	862	-
Stage 2	-	-	-	-	633	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	2.3	13.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	575	-	-	1368	-
HCM Lane V/C Ratio	0.236	-	-	0.069	-
HCM Control Delay (s/veh)	13.2	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q (veh)	0.9	-	-	0.2	-

2037 Build Traffic Volumes
7: Beaver Dam Rd & Chandler Ln

Peak PM Hour
3/22/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	58	3	1	78	60	60
Future Volume (vph)	58	3	1	78	60	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	10	10
Grade (%)	0%			1%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.994				0.932	
Flt Protected	0.954			0.999		
Satd. Flow (prot)	1682	0	0	1889	1636	0
Flt Permitted	0.954			0.999		
Satd. Flow (perm)	1682	0	0	1889	1636	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	777			545	1607	
Travel Time (s)	17.7			10.6	31.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	0%	2%	0%
Adj. Flow (vph)	62	3	1	83	64	64
Shared Lane Traffic (%)						
Lane Group Flow (vph)	65	0	0	84	128	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	1.09	1.09	1.01	1.01	1.09	1.09
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	2.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	58	3	1	78	60	60
Future Vol, veh/h	58	3	1	78	60	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	1	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	2	0
Mvmt Flow	62	3	1	83	64	64

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	181	96	128	0	0
Stage 1	96	-	-	-	-
Stage 2	85	-	-	-	-
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	813	966	1470	-	-
Stage 1	933	-	-	-	-
Stage 2	943	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	812	966	1470	-	-
Mov Cap-2 Maneuver	812	-	-	-	-
Stage 1	932	-	-	-	-
Stage 2	943	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.8	0.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1470	-	818	-	-
HCM Lane V/C Ratio	0.001	-	0.079	-	-
HCM Control Delay (s/veh)	7.5	0	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0.3	-	-

2037 Build Traffic Volumes
8: Neelytown Rd & Site Driveway 1

Peak PM Hour
3/22/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	90	6	8	703	352	51
Future Volume (vph)	90	6	8	703	352	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			1%	-2%	
Storage Length (ft)	0	0	170			150
Storage Lanes	1	0	1			1
Taper Length (ft)	86		86			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.991					0.850
Flt Protected	0.955		0.950			
Satd. Flow (prot)	1384	0	1174	1688	1669	1284
Flt Permitted	0.955		0.950			
Satd. Flow (perm)	1384	0	1174	1688	1669	1284
Link Speed (mph)	30			45	45	
Link Distance (ft)	639			1138	2657	
Travel Time (s)	14.5			17.2	40.3	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	25%	100%	53%	12%	15%	27%
Adj. Flow (vph)	114	8	10	890	446	65
Shared Lane Traffic (%)						
Lane Group Flow (vph)	122	0	10	890	446	65
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	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

2037 Build Traffic Volumes
8: Neelytown Rd & Site Driveway 1

Peak PM Hour
3/22/2024

Intersection						
Int Delay, s/veh	7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	90	6	8	703	352	51
Future Vol, veh/h	90	6	8	703	352	51
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	-	170	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	1	-2	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	25	100	53	12	15	27
Mvmt Flow	114	8	10	890	446	65

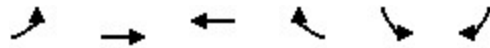
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1356	446	511	0	-	0
Stage 1	446	-	-	-	-	-
Stage 2	910	-	-	-	-	-
Critical Hdwy	6.65	7.2	4.63	-	-	-
Critical Hdwy Stg 1	5.65	-	-	-	-	-
Critical Hdwy Stg 2	5.65	-	-	-	-	-
Follow-up Hdwy	3.725	4.2	2.677	-	-	-
Pot Cap-1 Maneuver	147	451	838	-	-	-
Stage 1	599	-	-	-	-	-
Stage 2	358	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	145	451	838	-	-	-
Mov Cap-2 Maneuver	145	-	-	-	-	-
Stage 1	592	-	-	-	-	-
Stage 2	358	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	87.7	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	838	-	151	-	-
HCM Lane V/C Ratio	0.012	-	0.805	-	-
HCM Control Delay (s/veh)	9.3	-	87.7	-	-
HCM Lane LOS	A	-	F	-	-
HCM 95th %tile Q (veh)	0	-	5.2	-	-

2037 Build Traffic Volumes
 9: Neelytown Rd & Site Driveway 2

Peak PM Hour
 3/22/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↘	↙
Traffic Volume (vph)	0	662	357	0	49	20
Future Volume (vph)	0	662	357	0	49	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.961	
Flt Protected					0.966	
Satd. Flow (prot)	0	1696	1638	0	1557	0
Flt Permitted					0.966	
Satd. Flow (perm)	0	1696	1638	0	1557	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		532	1138		660	
Travel Time (s)		8.1	17.2		15.0	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	0%	12%	16%	0%	15%	9%
Adj. Flow (vph)	0	838	452	0	62	25
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	838	452	0	87	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	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

Intersection						
Int Delay, s/veh	2.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	
Traffic Vol, veh/h	0	662	357	0	49	20
Future Vol, veh/h	0	662	357	0	49	20
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, %	-	0	0	-	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	0	12	16	0	15	9
Mvmt Flow	0	838	452	0	62	25

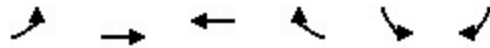
Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	1290 452
Stage 1	-	-	-	-	452 -
Stage 2	-	-	-	-	838 -
Critical Hdwy	-	-	-	-	6.55 6.29
Critical Hdwy Stg 1	-	-	-	-	5.55 -
Critical Hdwy Stg 2	-	-	-	-	5.55 -
Follow-up Hdwy	-	-	-	-	3.635 3.381
Pot Cap-1 Maneuver	0	-	-	0	169 593
Stage 1	0	-	-	0	614 -
Stage 2	0	-	-	0	403 -
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	-	-	-	-	169 593
Mov Cap-2 Maneuver	-	-	-	-	169 -
Stage 1	-	-	-	-	614 -
Stage 2	-	-	-	-	403 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	33.2
HCM LOS			D

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	213
HCM Lane V/C Ratio	-	-	0.41
HCM Control Delay (s/veh)	-	-	33.2
HCM Lane LOS	-	-	D
HCM 95th %tile Q (veh)	-	-	1.9

2037 Build Traffic Volumes
 10: Neelytown Rd & Site Driveway 3

Peak PM Hour
 3/22/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↔			
Traffic Volume (vph)	0	662	363	15	0	0
Future Volume (vph)	0	662	363	15	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t	0.995					
Fl _t Protected						
Satd. Flow (prot)	0	1696	1637	0	0	0
Fl _t Permitted						
Satd. Flow (perm)	0	1696	1637	0	0	0
Link Speed (mph)	45		45	30		
Link Distance (ft)	336		532	567		
Travel Time (s)	5.1		8.1	12.9		
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	0%	12%	15%	28%	0%	100%
Adj. Flow (vph)	0	838	459	19	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	838	478	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)	0		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	1.00	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

2037 Build Traffic Volumes
 11: Beaver Dam Rd & Site Driveway 4

Peak PM Hour
 3/22/2024



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	65	7	61	3	2	144
Future Volume (vph)	65	7	61	3	2	144
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	0.987		0.993			
Flt Protected	0.957					0.999
Satd. Flow (prot)	1795	0	1753	0	0	1844
Flt Permitted	0.957					0.999
Satd. Flow (perm)	1795	0	1753	0	0	1844
Link Speed (mph)	30		35			30
Link Distance (ft)	504		646			1081
Travel Time (s)	11.5		12.6			24.6
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	0%	0%	8%	0%	0%	3%
Adj. Flow (vph)	82	9	77	4	3	182
Shared Lane Traffic (%)						
Lane Group Flow (vph)	91	0	81	0	0	185
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60	60	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

2037 Build Traffic Volumes
 11: Beaver Dam Rd & Site Driveway 4

Peak PM Hour
 3/22/2024

Intersection						
Int Delay, s/veh	2.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	65	7	61	3	2	144
Future Vol, veh/h	65	7	61	3	2	144
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	0	0	8	0	0	3
Mvmt Flow	82	9	77	4	3	182

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	267	79	0	0	81
Stage 1	79	-	-	-	-
Stage 2	188	-	-	-	-
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	727	987	-	-	1529
Stage 1	949	-	-	-	-
Stage 2	849	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	726	987	-	-	1529
Mov Cap-2 Maneuver	726	-	-	-	-
Stage 1	949	-	-	-	-
Stage 2	847	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10.5	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	745	1529
HCM Lane V/C Ratio	-	-	0.122	0.002
HCM Control Delay (s/veh)	-	-	10.5	7.4
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q (veh)	-	-	0.4	0

2037 Build Traffic Volumes
 12: Beaver Dam Rd & Site Driveway 5

Peak PM Hour
 3/22/2024



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	106	19	60	8	4	39
Future Volume (vph)	106	19	60	8	4	39
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	0.979		0.984			
Flt Protected	0.959					0.995
Satd. Flow (prot)	1784	0	1746	0	0	1719
Flt Permitted	0.959					0.995
Satd. Flow (perm)	1784	0	1746	0	0	1719
Link Speed (mph)	30		35			35
Link Distance (ft)	515		1081			1606
Travel Time (s)	11.7		21.1			31.3
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	0%	0%	8%	0%	0%	11%
Adj. Flow (vph)	134	24	76	10	5	49
Shared Lane Traffic (%)						
Lane Group Flow (vph)	158	0	86	0	0	54
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

2037 Build Traffic Volumes
 12: Beaver Dam Rd & Site Driveway 5

Peak PM Hour
 3/22/2024

Intersection						
Int Delay, s/veh	5.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	106	19	60	8	4	39
Future Vol, veh/h	106	19	60	8	4	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	0	0	8	0	0	11
Mvmt Flow	134	24	76	10	5	49

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	140	81	0	0	86
Stage 1	81	-	-	-	-
Stage 2	59	-	-	-	-
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	858	985	-	-	1523
Stage 1	947	-	-	-	-
Stage 2	969	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	855	985	-	-	1523
Mov Cap-2 Maneuver	855	-	-	-	-
Stage 1	947	-	-	-	-
Stage 2	966	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10	0	0.7
HCM LOS	B		

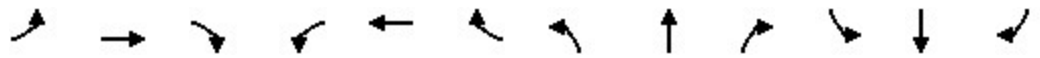
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	873	1523
HCM Lane V/C Ratio	-	-	0.181	0.003
HCM Control Delay (s/veh)	-	-	10	7.4
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q (veh)	-	-	0.7	0

2037 Build Traffic Volumes

Peak SAT Hour

1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

3/22/2024



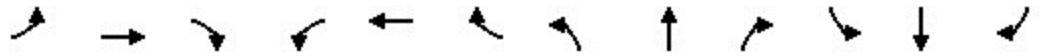
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↗	↘	↑↑			↑↔	
Traffic Volume (vph)	0	0	0	311	0	185	192	502	0	0	566	226
Future Volume (vph)	0	0	0	311	0	185	192	502	0	0	566	226
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			2%	
Storage Length (ft)	0		0	0		360	145		0	245		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Fr _t						0.850					0.957	
Fl _t Protected					0.950		0.950					
Satd. Flow (prot)	0	0	0	0	1633	1607	1687	3574	0	0	3363	0
Fl _t Permitted					0.950		0.950					
Satd. Flow (perm)	0	0	0	0	1633	1607	1687	3574	0	0	3363	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						208						63
Link Speed (mph)		30			40			45				45
Link Distance (ft)		287			1203			796				861
Travel Time (s)		6.5			20.5			12.1				13.0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	10%	0%	0%	7%	1%	0%	0%	2%	1%
Adj. Flow (vph)	0	0	0	349	0	208	216	564	0	0	636	254
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	349	208	216	564	0	0	890	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
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	1.01	1.01	1.01	1.00	1.00	1.00	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				2	2	2	2	2				2
Detector Template				Left	Thru	Right	Left	Thru				Thru
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				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
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				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)				0.0	0.0	0.0	0.0	0.0				0.0
Turn Type				Perm	NA	Perm	Prot	NA				NA

2037 Build Traffic Volumes

Peak SAT Hour

1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

3/22/2024

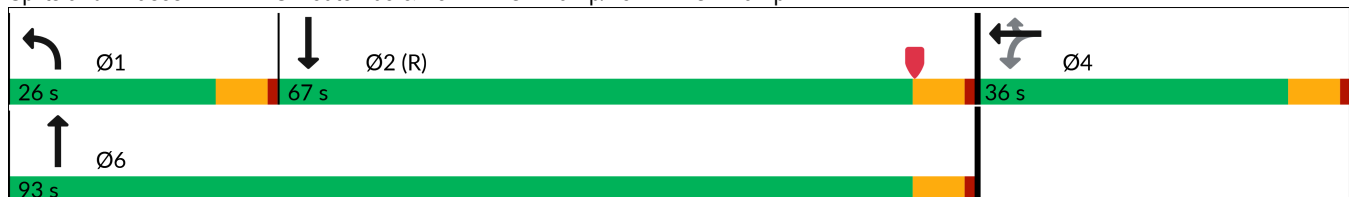


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases					4		1	6				2
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6				2
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	10.0				10.0
Minimum Split (s)				24.0	24.0	24.0	11.0	24.0				24.0
Total Split (s)				36.0	36.0	36.0	26.0	93.0				67.0
Total Split (%)				27.9%	27.9%	27.9%	20.2%	72.1%				51.9%
Maximum Green (s)				30.0	30.0	30.0	20.0	87.0				61.0
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
Total Lost Time (s)					6.0	6.0	6.0	6.0				6.0
Lead/Lag							Lead					Lag
Lead-Lag Optimize?							Yes					Yes
Vehicle Extension (s)				2.0	2.0	2.0	2.0	2.0				2.0
Recall Mode				None	None	None	None	None				C-Max
v/c Ratio					0.95	0.39	0.88	0.23				0.52
Control Delay (s/veh)					85.1	7.6	85.5	9.2				22.7
Queue Delay					0.0	0.0	0.0	0.0				0.0
Total Delay (s/veh)					85.1	7.6	85.5	9.2				22.7
Queue Length 50th (ft)					287	0	189	105				253
Queue Length 95th (ft)					#460	60	m#304	124				310
Internal Link Dist (ft)		207			1123			716				781
Turn Bay Length (ft)						360	145					
Base Capacity (vph)					379	533	261	2435				1680
Starvation Cap Reductn					0	0	0	0				0
Spillback Cap Reductn					0	0	0	0				0
Storage Cap Reductn					0	0	0	0				0
Reduced v/c Ratio					0.92	0.39	0.83	0.23				0.53

Intersection Summary

Area Type: Other
 Cycle Length: 129
 Actuated Cycle Length: 129
 Offset: 0 (0%), Referenced to phase 2:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

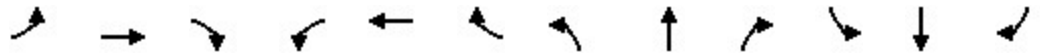


2037 Build Traffic Volumes

Peak SAT Hour

1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

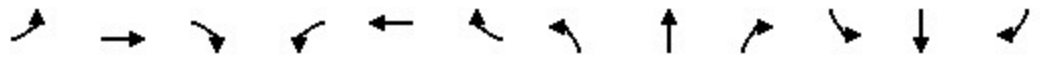
3/22/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↗	↘	↑↑			↑↔	
Traffic Volume (veh/h)	0	0	0	311	0	185	192	502	0	0	566	226
Future Volume (veh/h)	0	0	0	311	0	185	192	502	0	0	566	226
Initial Q (Qb), veh				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
Parking Bus, Adj				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		
Adj Sat Flow, veh/h/ln				1746	1894	1894	1796	1885	0	0	1847	1862
Adj Flow Rate, veh/h				349	0	208	216	564	0	0	636	254
Peak Hour Factor				0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %				10	0	0	7	1	0	0	2	1
Cap, veh/h				380	0	338	237	2495	0	0	1252	500
Arrive On Green				0.21	0.00	0.21	0.28	1.00	0.00	0.00	0.51	0.51
Sat Flow, veh/h				1804	0	1605	1711	3676	0	0	2540	977
Grp Volume(v), veh/h				349	0	208	216	564	0	0	456	434
Grp Sat Flow(s),veh/h/ln				1804	0	1605	1711	1791	0	0	1754	1671
Q Serve(g_s), s				24.4	0.0	15.2	15.8	0.0	0.0	0.0	22.1	22.1
Cycle Q Clear(g_c), s				24.4	0.0	15.2	15.8	0.0	0.0	0.0	22.1	22.1
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.58
Lane Grp Cap(c), veh/h				380	0	338	237	2495	0	0	897	855
V/C Ratio(X)				0.92	0.00	0.62	0.91	0.23	0.00	0.00	0.51	0.51
Avail Cap(c_a), veh/h				420	0	373	265	2495	0	0	897	855
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.89	0.89	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				49.8	0.0	46.2	45.9	0.0	0.0	0.0	20.8	20.8
Incr Delay (d2), s/veh				22.9	0.0	1.6	27.2	0.0	0.0	0.0	2.1	2.2
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				13.2	0.0	6.1	7.3	0.0	0.0	0.0	9.1	8.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				72.7	0.0	47.8	73.0	0.0	0.0	0.0	22.9	23.0
LnGrp LOS				E		D	E	A			C	C
Approach Vol, veh/h					557			780			890	
Approach Delay, s/veh					63.4			20.2			22.9	
Approach LOS					E			C			C	
Timer - Assigned Phs	1	2		4			6					
Phs Duration (G+Y+Rc), s	23.9	72.0		33.2			95.8					
Change Period (Y+Rc), s	6.0	6.0		6.0			6.0					
Max Green Setting (Gmax), s	20.0	61.0		30.0			87.0					
Max Q Clear Time (g_c+I1), s	17.8	24.1		26.4			2.0					
Green Ext Time (p_c), s	0.1	2.9		0.7			2.0					
Intersection Summary												
HCM 6th Ctrl Delay, s/veh											32.1	
HCM 6th LOS											C	

2037 Build Traffic Volumes
2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

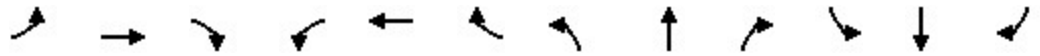
Peak SAT Hour
3/22/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	179	146	44	95	99	198	55	313	175	210	420	201
Future Volume (vph)	179	146	44	95	99	198	55	313	175	210	420	201
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			1%			1%	
Storage Length (ft)	400		400	220		220	145		145	330		280
Storage Lanes	2		0	1		1	1		1	2		1
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.965				0.850		0.946				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1687	3194	0	1770	1712	1583	1604	3376	0	3450	3556	1397
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1687	3194	0	1770	1712	1583	1604	3376	0	3450	3556	1397
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		32				176		78				221
Link Speed (mph)		45			25			45				45
Link Distance (ft)		639			871			1257				796
Travel Time (s)		9.7			23.8			19.0				12.1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	7%	10%	6%	2%	11%	2%	12%	1%	0%	1%	1%	15%
Adj. Flow (vph)	197	160	48	104	109	218	60	344	192	231	462	221
Shared Lane Traffic (%)												
Lane Group Flow (vph)	197	208	0	104	109	218	60	536	0	231	462	221
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			24			24	
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	1.00	1.00	1.00	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	2		2	2	2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	83	83		83	83	83	83	83		83	83	83
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	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	43
Detector 2 Size(ft)	40	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	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	0.0
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	Free

2037 Build Traffic Volumes
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak SAT Hour
 3/22/2024

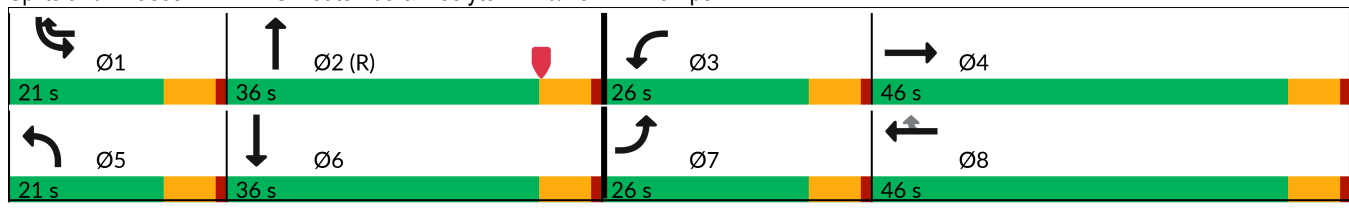


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases						8						Free
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.0	24.0		11.0	24.0	11.0	11.0	24.0		11.0	24.0	
Total Split (s)	26.0	46.0		26.0	46.0	21.0	21.0	36.0		21.0	36.0	
Total Split (%)	20.2%	35.7%		20.2%	35.7%	16.3%	16.3%	27.9%		16.3%	27.9%	
Maximum Green (s)	20.0	40.0		20.0	40.0	15.0	15.0	30.0		15.0	30.0	
Yellow Time (s)	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	
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		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	None	
v/c Ratio	0.80	0.40		0.58	0.59	0.39	0.47	0.34		0.59	0.25	0.15
Control Delay (s/veh)	77.8	43.9		68.0	68.0	10.1	68.4	21.6		67.7	18.7	0.1
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)	77.8	43.9		68.0	68.0	10.1	68.4	21.6		67.7	18.7	0.1
Queue Length 50th (ft)	160	69		84	88	27	49	128		106	94	0
Queue Length 95th (ft)	#271	109		141	145	83	93	201		m138	m114	m0
Internal Link Dist (ft)		559			791			1177			716	
Turn Bay Length (ft)	400			220		220	145			330		280
Base Capacity (vph)	261	1012		274	530	567	186	1562		432	1787	1397
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	0.75	0.21		0.38	0.21	0.38	0.32	0.34		0.53	0.26	0.16

Intersection Summary

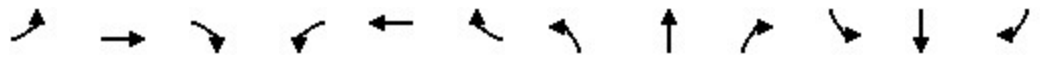
Area Type: Other
 Cycle Length: 129
 Actuated Cycle Length: 129
 Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps



2037 Build Traffic Volumes
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak SAT Hour
 3/22/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	179	146	44	95	99	198	55	313	175	210	420	201
Future Volume (veh/h)	179	146	44	95	99	198	55	313	175	210	420	201
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	1796	1752	1811	1870	1737	1870	1716	1879	1894	1879	1879	1672
Adj Flow Rate, veh/h	197	160	48	104	109	218	60	344	192	231	462	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	7	10	6	2	11	2	12	1	0	1	1	15
Cap, veh/h	224	533	155	131	264	375	76	993	544	295	1730	
Arrive On Green	0.13	0.21	0.21	0.07	0.15	0.15	0.05	0.45	0.45	0.03	0.16	0.00
Sat Flow, veh/h	1711	2543	740	1781	1737	1585	1635	2226	1219	3472	3571	1417
Grp Volume(v), veh/h	197	103	105	104	109	218	60	275	261	231	462	0
Grp Sat Flow(s),veh/h/ln	1711	1664	1619	1781	1737	1585	1635	1785	1660	1736	1785	1417
Q Serve(g_s), s	14.6	6.7	7.1	7.4	7.3	15.7	4.7	13.0	13.4	8.5	14.6	0.0
Cycle Q Clear(g_c), s	14.6	6.7	7.1	7.4	7.3	15.7	4.7	13.0	13.4	8.5	14.6	0.0
Prop In Lane	1.00		0.46	1.00		1.00	1.00		0.73	1.00		1.00
Lane Grp Cap(c), veh/h	224	349	339	131	264	375	76	796	740	295	1730	
V/C Ratio(X)	0.88	0.30	0.31	0.80	0.41	0.58	0.79	0.34	0.35	0.78	0.27	
Avail Cap(c_a), veh/h	265	516	502	276	539	626	190	796	740	404	1730	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.83	0.83	0.00
Uniform Delay (d), s/veh	55.0	43.0	43.1	58.8	49.5	43.6	60.9	23.4	23.5	61.5	34.1	0.0
Incr Delay (d2), s/veh	25.4	0.5	0.5	10.4	1.0	1.4	16.5	1.2	1.3	5.7	0.1	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	7.7	2.8	2.8	3.8	3.3	6.4	2.3	5.5	5.3	4.1	7.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	80.4	43.4	43.6	69.2	50.6	45.0	77.4	24.6	24.8	67.2	34.1	0.0
LnGrp LOS	F	D	D	E	D	D	E	C	C	E	C	
Approach Vol, veh/h		405			431			596			693	
Approach Delay, s/veh		61.5			52.2			30.0			45.2	
Approach LOS		E			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.0	63.5	15.5	33.0	12.0	68.5	22.9	25.6				
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	30.0	20.0	40.0	15.0	30.0	20.0	40.0				
Max Q Clear Time (g_c+I1), s	10.5	15.4	9.4	9.1	6.7	16.6	16.6	17.7				
Green Ext Time (p_c), s	0.4	2.3	0.3	1.0	0.1	2.0	0.4	1.9				

Intersection Summary

HCM 6th Ctrl Delay, s/veh	45.5
HCM 6th LOS	D

Notes

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

2037 Build Traffic Volumes
 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd

Peak SAT Hour
 3/22/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	137	36	95	109	11	36	34	144	74	28	22
Future Volume (vph)	22	137	36	95	109	11	36	34	144	74	28	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	16	12	12	12
Grade (%)		1%			2%			-2%				0%
Storage Length (ft)	70		0	220		0	0		150	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.969			0.986				0.850		0.976	
Flt Protected	0.950			0.950				0.975			0.971	
Satd. Flow (prot)	1710	1723	0	1787	1607	0	0	1871	1795	0	1785	0
Flt Permitted	0.583			0.615				0.803			0.763	
Satd. Flow (perm)	1050	1723	0	1157	1607	0	0	1541	1795	0	1403	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26			6				192			12
Link Speed (mph)		45			45			35				35
Link Distance (ft)		2146			540			620				646
Travel Time (s)		32.5			8.2			12.1				12.6
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	5%	8%	0%	0%	17%	0%	0%	0%	3%	0%	0%	5%
Adj. Flow (vph)	29	183	48	127	145	15	48	45	192	99	37	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	29	231	0	127	160	0	0	93	192	0	165	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)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	0.99	0.99	0.84	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2	2	2		2
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left		Thru
Leading Detector (ft)	83	83		83	83		83	83	83	83		83
Trailing Detector (ft)	-5	-5		-5	-5		-5	-5	-5	-5		-5
Detector 1 Position(ft)	-5	-5		-5	-5		-5	-5	-5	-5		-5
Detector 1 Size(ft)	40	40		40	40		40	40	40	40		40
Detector 1 Type	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
Detector 1 Queue (s)	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
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

2037 Build Traffic Volumes
 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd

Peak SAT Hour
 3/22/2024

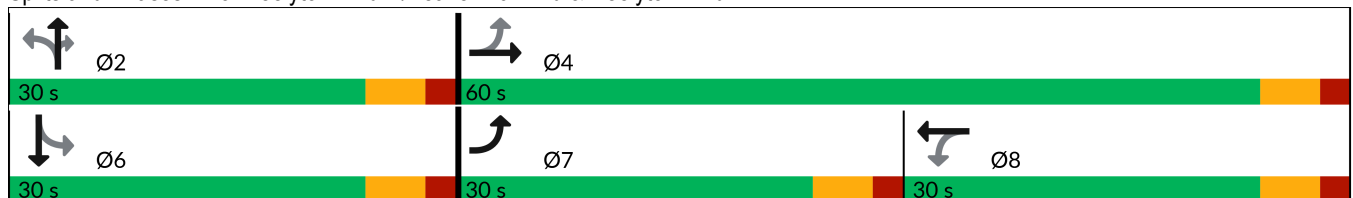


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	7	4			8			2				6
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		8	8		2	2	2	6		6
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		8.0	8.0	8.0	8.0		8.0
Minimum Split (s)	14.0	14.0		14.0	14.0		14.0	14.0	14.0	14.0		14.0
Total Split (s)	30.0	60.0		30.0	30.0		30.0	30.0	30.0	30.0		30.0
Total Split (%)	33.3%	66.7%		33.3%	33.3%		33.3%	33.3%	33.3%	33.3%		33.3%
Maximum Green (s)	24.0	54.0		24.0	24.0		24.0	24.0	24.0	24.0		24.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0		4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0		2.0
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							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0		3.0
Recall Mode	None	Max		Max	Max		Max	Max	Max	Max		Max
v/c Ratio	0.04	0.22		0.20	0.18			0.22	0.31			0.43
Control Delay (s/veh)	7.5	7.9		13.9	12.7			27.6	5.5			29.4
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Delay (s/veh)	7.5	7.9		13.9	12.7			27.6	5.5			29.4
Queue Length 50th (ft)	6	48		30	36			41	0			72
Queue Length 95th (ft)	14	66		66	75			67	26			105
Internal Link Dist (ft)		2066			460			540				566
Turn Bay Length (ft)	70			220					150			
Base Capacity (vph)	806	1044		622	866			410	619			382
Starvation Cap Reductn	0	0		0	0			0	0			0
Spillback Cap Reductn	0	0		0	0			0	0			0
Storage Cap Reductn	0	0		0	0			0	0			0
Reduced v/c Ratio	0.04	0.22		0.20	0.18			0.23	0.31			0.43

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Natural Cycle: 45
 Control Type: Semi Act-Uncoord

Splits and Phases: 3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd



2037 Build Traffic Volumes
3: Neelytown Rd N/Beaver Dam Rd & Neelytown Rd










Peak SAT Hour
3/22/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	137	36	95	109	11	36	34	144	74	28	22
Future Volume (veh/h)	22	137	36	95	109	11	36	34	144	74	28	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1820	1776	1894	1876	1625	1876	1979	1979	2011	1900	1900	1826
Adj Flow Rate, veh/h	29	183	48	127	145	15	48	45	192	99	37	29
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Percent Heavy Veh, %	5	8	0	0	17	0	0	0	3	0	0	5
Cap, veh/h	673	814	213	642	706	73	265	232	454	246	91	58
Arrive On Green	0.05	0.60	0.60	0.49	0.49	0.49	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1733	1356	356	1153	1448	150	765	871	1704	684	340	218
Grp Volume(v), veh/h	29	0	231	127	0	160	93	0	192	165	0	0
Grp Sat Flow(s),veh/h/ln	1733	0	1712	1153	0	1598	1636	0	1704	1242	0	0
Q Serve(g_s), s	0.7	0.0	5.6	5.7	0.0	5.1	0.0	0.0	8.4	7.7	0.0	0.0
Cycle Q Clear(g_c), s	0.7	0.0	5.6	5.7	0.0	5.1	3.6	0.0	8.4	11.3	0.0	0.0
Prop In Lane	1.00		0.21	1.00		0.09	0.52		1.00	0.60		0.18
Lane Grp Cap(c), veh/h	673	0	1027	642	0	779	497	0	454	395	0	0
V/C Ratio(X)	0.04	0.00	0.22	0.20	0.00	0.21	0.19	0.00	0.42	0.42	0.00	0.00
Avail Cap(c_a), veh/h	1056	0	1027	642	0	779	497	0	454	395	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.3	0.0	8.3	13.3	0.0	13.1	25.5	0.0	27.3	28.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.5	0.7	0.0	0.6	0.8	0.0	2.9	3.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	1.9	1.4	0.0	1.8	1.6	0.0	3.7	3.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.4	0.0	8.8	14.0	0.0	13.7	26.3	0.0	30.1	32.0	0.0	0.0
LnGrp LOS	A		A	B		B	C		C	C		
Approach Vol, veh/h		260			287			285				165
Approach Delay, s/veh		8.9			13.8			28.9				32.0
Approach LOS		A			B			C				C
Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		30.0		60.0		30.0	10.1	49.9				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		24.0		54.0		24.0	24.0	24.0				
Max Q Clear Time (g_c+I1), s		10.4		7.6		13.3	2.7	7.7				
Green Ext Time (p_c), s		1.2		1.2		0.6	0.1	1.3				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh				19.9								
HCM 6th LOS				B								

2037 Build Traffic Volumes
4: NYS Route 416 & Neelytown Rd

Peak SAT Hour
3/22/2024

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	50	80	108	55	85	54
Future Volume (vph)	50	80	108	55	85	54
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	0.917		0.955			
Flt Protected	0.981					0.970
Satd. Flow (prot)	1637	0	1731	0	0	1744
Flt Permitted	0.981					0.742
Satd. Flow (perm)	1637	0	1731	0	0	1334
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	83		39			
Link Speed (mph)	45		55			55
Link Distance (ft)	2393		959			1086
Travel Time (s)	36.3		11.9			13.5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	5%	4%	3%	10%	8%	2%
Adj. Flow (vph)	52	83	113	57	89	56
Shared Lane Traffic (%)						
Lane Group Flow (vph)	135	0	170	0	0	145
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	0.99	0.99	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	2		2		1	2
Detector Template					Left	
Leading Detector (ft)	83		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Detector 1 Position(ft)	-5		-5		0	-5
Detector 1 Size(ft)	40		40		20	40
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 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)	40		40			40
Detector 2 Size(ft)	43		43			43
Detector 2 Type	Cl+Ex		Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)	0.0		0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6

2037 Build Traffic Volumes
 4: NYS Route 416 & Neelytown Rd

Peak SAT Hour
 3/22/2024

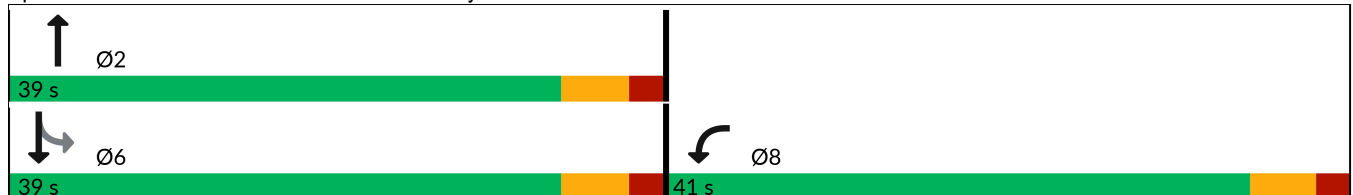


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	24.0		24.0		24.0	24.0
Total Split (s)	41.0		39.0		39.0	39.0
Total Split (%)	51.3%		48.8%		48.8%	48.8%
Maximum Green (s)	35.0		33.0		33.0	33.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	6.0		6.0			6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		Min		Min	Min
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	0.32		0.17			0.20
Control Delay (s/veh)	7.1		6.0			7.8
Queue Delay	0.0		0.0			0.0
Total Delay (s/veh)	7.1		6.0			7.8
Queue Length 50th (ft)	8		12			14
Queue Length 95th (ft)	28		37			40
Internal Link Dist (ft)	2313		879			1006
Turn Bay Length (ft)						
Base Capacity (vph)	1604		1678			1292
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.08		0.10			0.11

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 32.3
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated

Splits and Phases: 4: NYS Route 416 & Neelytown Rd



2037 Build Traffic Volumes
4: NYS Route 416 & Neelytown Rd

Peak SAT Hour
3/22/2024



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	50	80	108	55	85	54
Future Volume (veh/h)	50	80	108	55	85	54
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	1826	1841	1894	1789	1781	1870
Adj Flow Rate, veh/h	52	83	112	57	89	56
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	5	4	3	10	8	2
Cap, veh/h	82	132	302	154	449	182
Arrive On Green	0.13	0.13	0.25	0.25	0.25	0.25
Sat Flow, veh/h	618	987	1184	602	599	713
Grp Volume(v), veh/h	136	0	0	169	145	0
Grp Sat Flow(s),veh/h/ln	1617	0	0	1786	1312	0
Q Serve(g_s), s	1.6	0.0	0.0	1.5	0.5	0.0
Cycle Q Clear(g_c), s	1.6	0.0	0.0	1.5	2.1	0.0
Prop In Lane	0.38	0.61		0.34	0.61	
Lane Grp Cap(c), veh/h	216	0	0	455	631	0
V/C Ratio(X)	0.63	0.00	0.00	0.37	0.23	0.00
Avail Cap(c_a), veh/h	2886	0	0	3004	2638	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	8.0	0.0	0.0	6.0	6.1	0.0
Incr Delay (d2), s/veh	3.0	0.0	0.0	0.5	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	11.1	0.0	0.0	6.5	6.3	0.0
LnGrp LOS	B			A	A	
Approach Vol, veh/h	136		169			145
Approach Delay, s/veh	11.1		6.5			6.3
Approach LOS	B		A			A
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		11.0			11.0	8.6
Change Period (Y+Rc), s		6.0			6.0	6.0
Max Green Setting (Gmax), s		33.0			33.0	35.0
Max Q Clear Time (g_c+I1), s		3.5			4.1	3.6
Green Ext Time (p_c), s		0.7			0.6	0.6
Intersection Summary						
HCM 6th Ctrl Delay, s/veh			7.8			
HCM 6th LOS			A			

2037 Build Traffic Volumes
5: NYS Route 211 & NYS Route 416

Peak SAT Hour
3/22/2024



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	9	135	218	11	109	187
Future Volume (vph)	9	135	218	11	109	187
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	12	12	12	12
Storage Length (ft)	0	50		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.994			
Flt Protected	0.950					0.982
Satd. Flow (prot)	1588	1742	1862	0	0	1795
Flt Permitted	0.950					0.982
Satd. Flow (perm)	1588	1742	1862	0	0	1795
Link Speed (mph)	30		30			30
Link Distance (ft)	561		726			643
Travel Time (s)	12.8		16.5			14.6
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	25%	2%	1%	10%	9%	1%
Adj. Flow (vph)	10	148	240	12	120	205
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	148	252	0	0	325
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	15		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.88	0.88	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

Control Type: Unsignalized

Intersection						
Int Delay, s/veh	3.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	135	218	11	109	187
Future Vol, veh/h	9	135	218	11	109	187
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	50	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	25	2	1	10	9	1
Mvmt Flow	10	148	240	12	120	205

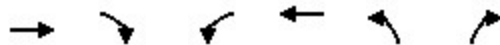
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	691	246	0	0	252	0
Stage 1	246	-	-	-	-	-
Stage 2	445	-	-	-	-	-
Critical Hdwy	6.65	6.22	-	-	4.19	-
Critical Hdwy Stg 1	5.65	-	-	-	-	-
Critical Hdwy Stg 2	5.65	-	-	-	-	-
Follow-up Hdwy	3.725	3.318	-	-	2.281	-
Pot Cap-1 Maneuver	377	793	-	-	1274	-
Stage 1	744	-	-	-	-	-
Stage 2	600	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	337	793	-	-	1274	-
Mov Cap-2 Maneuver	337	-	-	-	-	-
Stage 1	744	-	-	-	-	-
Stage 2	536	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10.9	0	3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	337	793	1274
HCM Lane V/C Ratio	-	-	0.029	0.187	0.094
HCM Control Delay (s/veh)	-	-	16	10.6	8.1
HCM Lane LOS	-	-	C	B	A
HCM 95th %tile Q (veh)	-	-	0.1	0.7	0.3

2037 Build Traffic Volumes
6: Beaver Dam Rd & Goodwill Rd

Peak SAT Hour
3/22/2024



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	140	29	60	158	43	48
Future Volume (vph)	140	29	60	158	43	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	11	11
Grade (%)	4%			4%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.977			0.929		
Flt Protected				0.986	0.977	
Satd. Flow (prot)	1698	0	0	1701	1684	0
Flt Permitted				0.986	0.977	
Satd. Flow (perm)	1698	0	0	1701	1684	0
Link Speed (mph)	30			30	35	
Link Distance (ft)	853			580	1607	
Travel Time (s)	19.4			13.2	31.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	146	30	63	165	45	50
Shared Lane Traffic (%)						
Lane Group Flow (vph)	176	0	0	228	95	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.12	1.12	1.12	1.12	1.03	1.03
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2037 Build Traffic Volumes
6: Beaver Dam Rd & Goodwill Rd

Peak SAT Hour
3/22/2024

Intersection						
Int Delay, s/veh	3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	140	29	60	158	43	48
Future Vol, veh/h	140	29	60	158	43	48
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, %	4	-	-	4	-2	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	146	30	63	165	45	50

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	176	0	452
Stage 1	-	-	-	-	161
Stage 2	-	-	-	-	291
Critical Hdwy	-	-	4.1	-	6
Critical Hdwy Stg 1	-	-	-	-	5
Critical Hdwy Stg 2	-	-	-	-	5
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1412	-	598
Stage 1	-	-	-	-	889
Stage 2	-	-	-	-	788
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1412	-	569
Mov Cap-2 Maneuver	-	-	-	-	569
Stage 1	-	-	-	-	889
Stage 2	-	-	-	-	749

Approach	EB	WB	NB
HCM Control Delay, s/v	0	2.1	10.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	705	-	-	1412	-
HCM Lane V/C Ratio	0.134	-	-	0.044	-
HCM Control Delay (s/veh)	10.9	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q (veh)	0.5	-	-	0.1	-

2037 Build Traffic Volumes
7: Beaver Dam Rd & Chandler Ln

Peak SAT Hour
3/22/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	51	1	0	45	59	47
Future Volume (vph)	51	1	0	45	59	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	10	10
Grade (%)	0%			1%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.998				0.940	
Flt Protected	0.953					
Satd. Flow (prot)	1654	0	0	1890	1649	0
Flt Permitted	0.953					
Satd. Flow (perm)	1654	0	0	1890	1649	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	777			545	1607	
Travel Time (s)	17.7			10.6	31.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	0%	0%	0%	2%	0%
Adj. Flow (vph)	54	1	0	48	63	50
Shared Lane Traffic (%)						
Lane Group Flow (vph)	55	0	0	48	113	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	1.09	1.09	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2037 Build Traffic Volumes
7: Beaver Dam Rd & Chandler Ln

Peak SAT Hour
3/22/2024

Intersection						
Int Delay, s/veh	2.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	51	1	0	45	59	47
Future Vol, veh/h	51	1	0	45	59	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	1	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	0	0	0	2	0
Mvmt Flow	54	1	0	48	63	50

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	136	88	113	0	0
Stage 1	88	-	-	-	-
Stage 2	48	-	-	-	-
Critical Hdwy	6.42	6.2	4.1	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.3	2.2	-	-
Pot Cap-1 Maneuver	857	976	1489	-	-
Stage 1	935	-	-	-	-
Stage 2	974	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	857	976	1489	-	-
Mov Cap-2 Maneuver	857	-	-	-	-
Stage 1	935	-	-	-	-
Stage 2	974	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.5	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1489	-	859	-	-
HCM Lane V/C Ratio	-	-	0.064	-	-
HCM Control Delay (s/veh)	0	-	9.5	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q (veh)	0	-	0.2	-	-

2037 Build Traffic Volumes
8: Neelytown Rd & Site Driveway 1

Peak SAT Hour
3/22/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	55	4	17	367	239	137
Future Volume (vph)	55	4	17	367	239	137
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			1%	-2%	
Storage Length (ft)	0	0	170			150
Storage Lanes	1	0	1			1
Taper Length (ft)	86		86			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.991					0.850
Flt Protected	0.955		0.950			
Satd. Flow (prot)	1346	0	1437	1818	1793	1483
Flt Permitted	0.955		0.950			
Satd. Flow (perm)	1346	0	1437	1818	1793	1483
Link Speed (mph)	30			45	45	
Link Distance (ft)	639			1138	2657	
Travel Time (s)	14.5			17.2	40.3	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	29%	100%	25%	4%	7%	10%
Adj. Flow (vph)	73	5	23	489	319	183
Shared Lane Traffic (%)						
Lane Group Flow (vph)	78	0	23	489	319	183
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	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2037 Build Traffic Volumes
8: Neelytown Rd & Site Driveway 1

Peak SAT Hour
3/22/2024

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑	↑	Y
Traffic Vol, veh/h	55	4	17	367	239	137
Future Vol, veh/h	55	4	17	367	239	137
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	-	170	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	1	-2	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	29	100	25	4	7	10
Mvmt Flow	73	5	23	489	319	183

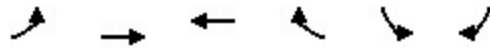
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	854	319	502	0	-	0
Stage 1	319	-	-	-	-	-
Stage 2	535	-	-	-	-	-
Critical Hdwy	6.69	7.2	4.35	-	-	-
Critical Hdwy Stg 1	5.69	-	-	-	-	-
Critical Hdwy Stg 2	5.69	-	-	-	-	-
Follow-up Hdwy	3.761	4.2	2.425	-	-	-
Pot Cap-1 Maneuver	296	542	954	-	-	-
Stage 1	680	-	-	-	-	-
Stage 2	536	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	289	542	954	-	-	-
Mov Cap-2 Maneuver	289	-	-	-	-	-
Stage 1	664	-	-	-	-	-
Stage 2	536	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	21.4	0.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	954	-	298	-	-
HCM Lane V/C Ratio	0.024	-	0.264	-	-
HCM Control Delay (s/veh)	8.9	-	21.4	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q (veh)	0.1	-	1	-	-

2037 Build Traffic Volumes
9: Neelytown Rd & Site Driveway 2

Peak SAT Hour
3/22/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↘	↙
Traffic Volume (vph)	0	355	243	0	29	12
Future Volume (vph)	0	355	243	0	29	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.961	
Flt Protected					0.966	
Satd. Flow (prot)	0	1827	1759	0	1544	0
Flt Permitted					0.966	
Satd. Flow (perm)	0	1827	1759	0	1544	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		532	1138		660	
Travel Time (s)		8.1	17.2		15.0	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	0%	4%	8%	0%	16%	10%
Adj. Flow (vph)	0	473	324	0	39	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	473	324	0	55	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	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2037 Build Traffic Volumes
9: Neelytown Rd & Site Driveway 2

Peak SAT Hour
3/22/2024

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	355	243	0	29	12
Future Vol, veh/h	0	355	243	0	29	12
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, %	-	0	0	-	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	4	8	0	16	10
Mvmt Flow	0	473	324	0	39	16

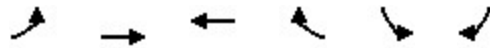
Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	797 324
Stage 1	-	-	-	-	324 -
Stage 2	-	-	-	-	473 -
Critical Hdwy	-	-	-	-	6.56 6.3
Critical Hdwy Stg 1	-	-	-	-	5.56 -
Critical Hdwy Stg 2	-	-	-	-	5.56 -
Follow-up Hdwy	-	-	-	-	3.644 3.39
Pot Cap-1 Maneuver	0	-	-	0	337 699
Stage 1	0	-	-	0	703 -
Stage 2	0	-	-	0	599 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	337 699
Mov Cap-2 Maneuver	-	-	-	-	337 -
Stage 1	-	-	-	-	703 -
Stage 2	-	-	-	-	599 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	15.5
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	397
HCM Lane V/C Ratio	-	-	0.138
HCM Control Delay (s/veh)	-	-	15.5
HCM Lane LOS	-	-	C
HCM 95th %tile Q (veh)	-	-	0.5

2037 Build Traffic Volumes
 10: Neelytown Rd & Site Driveway 3

Peak SAT Hour
 3/22/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			
Traffic Volume (vph)	0	355	216	39	0	0
Future Volume (vph)	0	355	216	39	0	0
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	0.979					
Flt Protected						
Satd. Flow (prot)	0	1827	1717	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	1827	1717	0	0	0
Link Speed (mph)	45		45	30		
Link Distance (ft)	336		532	567		
Travel Time (s)	5.1		8.1	12.9		
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	0%	4%	8%	10%	0%	100%
Adj. Flow (vph)	0	473	288	52	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	473	340	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)	0		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	1.00	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

2037 Build Traffic Volumes
 11: Beaver Dam Rd & Site Driveway 4

Peak SAT Hour
 3/22/2024



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	37	4	57	10	5	87
Future Volume (vph)	37	4	57	10	5	87
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	0.987		0.980			
Flt Protected	0.957					0.997
Satd. Flow (prot)	1795	0	1831	0	0	1877
Flt Permitted	0.957					0.997
Satd. Flow (perm)	1795	0	1831	0	0	1877
Link Speed (mph)	30		35			30
Link Distance (ft)	504		646			1081
Travel Time (s)	11.5		12.6			24.6
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	0%	0%	2%	0%	0%	1%
Adj. Flow (vph)	49	5	76	13	7	116
Shared Lane Traffic (%)						
Lane Group Flow (vph)	54	0	89	0	0	123
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60	60	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

2037 Build Traffic Volumes
 11: Beaver Dam Rd & Site Driveway 4

Peak SAT Hour
 3/22/2024

Intersection						
Int Delay, s/veh	2.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	37	4	57	10	5	87
Future Vol, veh/h	37	4	57	10	5	87
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	2	0	0	1
Mvmt Flow	49	5	76	13	7	116

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	213	83	0	0	89
Stage 1	83	-	-	-	-
Stage 2	130	-	-	-	-
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	780	982	-	-	1519
Stage 1	945	-	-	-	-
Stage 2	901	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	776	982	-	-	1519
Mov Cap-2 Maneuver	776	-	-	-	-
Stage 1	945	-	-	-	-
Stage 2	896	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.9	0	0.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	792	1519
HCM Lane V/C Ratio	-	-	0.069	0.004
HCM Control Delay (s/veh)	-	-	9.9	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q (veh)	-	-	0.2	0

2037 Build Traffic Volumes
 12: Beaver Dam Rd & Site Driveway 5

Peak SAT Hour
 3/22/2024



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	61	11	35	27	13	31
Future Volume (vph)	61	11	35	27	13	31
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	0.979		0.941			
Flt Protected	0.960					0.986
Satd. Flow (prot)	1786	0	1758	0	0	1822
Flt Permitted	0.960					0.986
Satd. Flow (perm)	1786	0	1758	0	0	1822
Link Speed (mph)	30		35			35
Link Distance (ft)	515		1081			1606
Travel Time (s)	11.7		21.1			31.3
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	0%	0%	3%	0%	0%	4%
Adj. Flow (vph)	81	15	47	36	17	41
Shared Lane Traffic (%)						
Lane Group Flow (vph)	96	0	83	0	0	58
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2037 Build Traffic Volumes
 12: Beaver Dam Rd & Site Driveway 5

Peak SAT Hour
 3/22/2024

Intersection						
Int Delay, s/veh	4.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	61	11	35	27	13	31
Future Vol, veh/h	61	11	35	27	13	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	3	0	0	4
Mvmt Flow	81	15	47	36	17	41

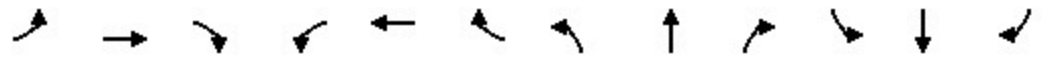
Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	140	65	0	0	83
Stage 1	65	-	-	-	-
Stage 2	75	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	858	1005	-	-	1527
Stage 1	963	-	-	-	-
Stage 2	953	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	849	1005	-	-	1527
Mov Cap-2 Maneuver	849	-	-	-	-
Stage 1	963	-	-	-	-
Stage 2	943	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.7	0	2.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	870	1527
HCM Lane V/C Ratio	-	-	0.11	0.011
HCM Control Delay (s/veh)	-	-	9.7	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q (veh)	-	-	0.4	0

2037 Build Traffic Volumes w/ Improvement
 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

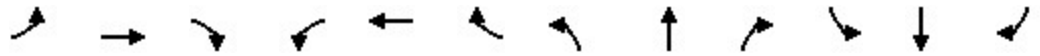
Peak AM Hour
 3/22/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↗	↘	↑↑			↑↔	
Traffic Volume (vph)	0	0	0	651	1	244	179	593	0	0	773	322
Future Volume (vph)	0	0	0	651	1	244	179	593	0	0	773	322
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			2%	
Storage Length (ft)	0		0	0		360	145		0	245		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Fr _t						0.850					0.956	
Fl _t Protected					0.952		0.950					
Satd. Flow (prot)	0	0	0	0	1607	1488	1347	3343	0	0	3190	0
Fl _t Permitted					0.952		0.950					
Satd. Flow (perm)	0	0	0	0	1607	1488	1347	3343	0	0	3190	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						236						61
Link Speed (mph)		30			40			45				45
Link Distance (ft)		287			1203			796				861
Travel Time (s)		6.5			20.5			12.1				13.0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	12%	0%	8%	34%	8%	0%	0%	8%	5%
Adj. Flow (vph)	0	0	0	731	1	274	201	666	0	0	869	362
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	732	274	201	666	0	0	1231	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
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	1.01	1.01	1.01	1.00	1.00	1.00	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				2	2	2	2	2				2
Detector Template				Left	Thru	Right	Left	Thru				Thru
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				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
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				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)				0.0	0.0	0.0	0.0	0.0				0.0
Turn Type				Perm	NA	Perm	Prot	NA				NA

2037 Build Traffic Volumes w/ Improvement
 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

Peak AM Hour
 3/22/2024

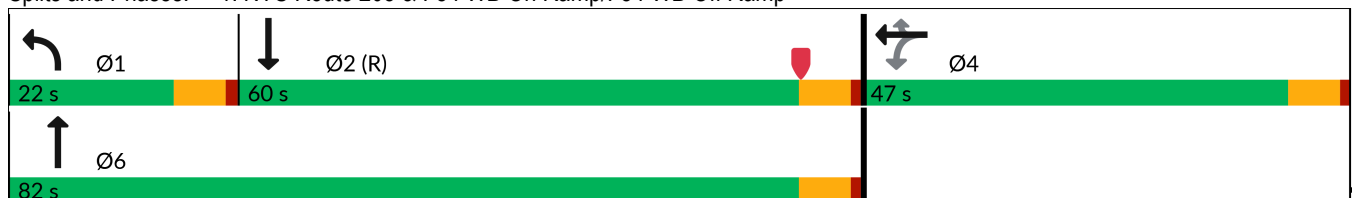


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases					4		1	6				2
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6				2
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	10.0				10.0
Minimum Split (s)				24.0	24.0	24.0	11.0	24.0				24.0
Total Split (s)				47.0	47.0	47.0	22.0	82.0				60.0
Total Split (%)				36.4%	36.4%	36.4%	17.1%	63.6%				46.5%
Maximum Green (s)				41.0	41.0	41.0	16.0	76.0				54.0
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
Total Lost Time (s)					6.0	6.0	6.0	6.0				6.0
Lead/Lag							Lead					Lag
Lead-Lag Optimize?							Yes					Yes
Vehicle Extension (s)				2.0	2.0	2.0	2.0	2.0				2.0
Recall Mode				None	None	None	None	None				C-Max
v/c Ratio					1.43	0.43	1.20	0.33				0.89
Control Delay (s/veh)					240.9	8.7	178.2	16.5				43.1
Queue Delay					0.0	0.0	0.0	0.0				0.0
Total Delay (s/veh)					240.9	8.7	178.2	16.5				43.1
Queue Length 50th (ft)					~828	22	~210	151				477
Queue Length 95th (ft)					#1052	90	#364	214				574
Internal Link Dist (ft)		207			1123			716				781
Turn Bay Length (ft)						360	145					
Base Capacity (vph)					510	633	167	1969				1370
Starvation Cap Reductn					0	0	0	0				0
Spillback Cap Reductn					0	0	0	0				0
Storage Cap Reductn					0	0	0	0				0
Reduced v/c Ratio					1.44	0.43	1.20	0.34				0.90

Intersection Summary

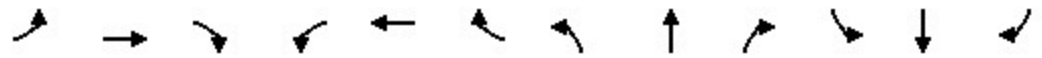
Area Type: Other
 Cycle Length: 129
 Actuated Cycle Length: 129
 Offset: 0 (0%), Referenced to phase 2:SBT, Start of Yellow
 Natural Cycle: 140
 Control Type: Actuated-Coordinated
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp



2037 Build Traffic Volumes w/ Improvement
 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp























Peak AM Hour
 3/22/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↗	↘	↑↑			↑↔	
Traffic Volume (veh/h)	0	0	0	651	1	244	179	593	0	0	773	322
Future Volume (veh/h)	0	0	0	651	1	244	179	593	0	0	773	322
Initial Q (Qb), veh				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
Parking Bus, Adj				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		
Adj Sat Flow, veh/h/ln				1716	1894	1776	1396	1781	0	0	1758	1802
Adj Flow Rate, veh/h				731	1	274	201	666	0	0	869	362
Peak Hour Factor				0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %				12	0	8	34	8	0	0	8	5
Cap, veh/h				573	1	478	165	1994	0	0	964	399
Arrive On Green				0.32	0.32	0.32	0.25	1.00	0.00	0.00	0.42	0.42
Sat Flow, veh/h				1802	2	1505	1330	3474	0	0	2390	954
Grp Volume(v), veh/h				732	0	274	201	666	0	0	629	602
Grp Sat Flow(s),veh/h/ln				1804	0	1505	1330	1692	0	0	1670	1586
Q Serve(g_s), s				41.0	0.0	19.6	16.0	0.0	0.0	0.0	45.3	45.8
Cycle Q Clear(g_c), s				41.0	0.0	19.6	16.0	0.0	0.0	0.0	45.3	45.8
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.60
Lane Grp Cap(c), veh/h				573	0	478	165	1994	0	0	699	664
V/C Ratio(X)				1.28	0.00	0.57	1.22	0.33	0.00	0.00	0.90	0.91
Avail Cap(c_a), veh/h				573	0	478	165	1994	0	0	699	664
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.83	0.83	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				44.0	0.0	36.7	48.5	0.0	0.0	0.0	35.0	35.1
Incr Delay (d2), s/veh				137.6	0.0	1.1	135.2	0.0	0.0	0.0	16.9	18.3
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				39.6	0.0	7.2	10.6	0.0	0.0	0.0	20.7	20.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				181.6	0.0	37.8	183.7	0.0	0.0	0.0	51.9	53.4
LnGrp LOS				F		D	F	A			D	D
Approach Vol, veh/h					1006			867			1231	
Approach Delay, s/veh					142.4			42.6			52.6	
Approach LOS					F			D			D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	22.0	60.0		47.0		82.0						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	16.0	54.0		41.0		76.0						
Max Q Clear Time (g_c+I1), s	18.0	47.8		43.0		2.0						
Green Ext Time (p_c), s	0.0	2.5		0.0		2.4						
Intersection Summary												
HCM 6th Ctrl Delay, s/veh											78.9	
HCM 6th LOS											E	

2037 Build Traffic Volumes w/ Improvement
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak AM Hour
 3/22/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	211	254	47	145	259	247	90	314	179	261	478	685
Future Volume (vph)	211	254	47	145	259	247	90	314	179	261	478	685
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			1%			1%	
Storage Length (ft)	400		400	220		220	145		145	330		280
Storage Lanes	2		0	1		1	1		1	2		1
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.977				0.850		0.946				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1327	2528	0	1770	1792	1568	1618	3099	0	3287	3326	1410
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1327	2528	0	1770	1792	1568	1618	3099	0	3287	3326	1410
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17				253		81				714
Link Speed (mph)		45			25			45				45
Link Distance (ft)		639			871			1257				796
Travel Time (s)		9.7			23.8			19.0				12.1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	36%	45%	10%	2%	6%	3%	11%	10%	9%	6%	8%	14%
Adj. Flow (vph)	220	265	49	151	270	257	94	327	186	272	498	714
Shared Lane Traffic (%)												
Lane Group Flow (vph)	220	314	0	151	270	257	94	513	0	272	498	714
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			24				24
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	1.00	1.00	1.00	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	2		2	2	2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	83	83		83	83	83	83	83		83	83	83
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	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	43
Detector 2 Size(ft)	40	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	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	0.0
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	Free

2037 Build Traffic Volumes w/ Improvement
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak AM Hour
 3/22/2024

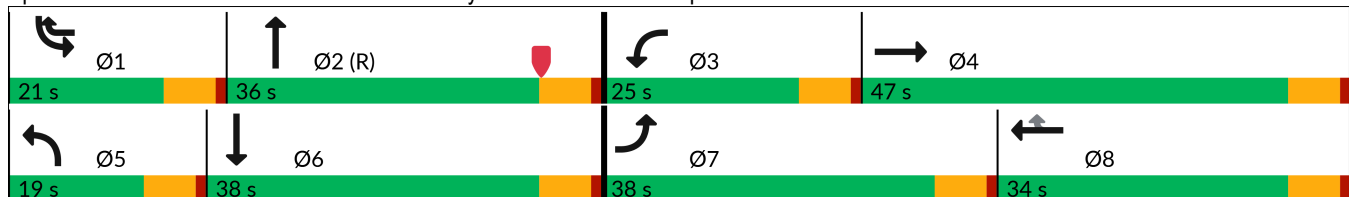


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases						8						Free
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.0	24.0		11.0	24.0	11.0	11.0	24.0		11.0	24.0	
Total Split (s)	38.0	47.0		25.0	34.0	21.0	19.0	36.0		21.0	38.0	
Total Split (%)	29.5%	36.4%		19.4%	26.4%	16.3%	14.7%	27.9%		16.3%	29.5%	
Maximum Green (s)	32.0	41.0		19.0	28.0	15.0	13.0	30.0		15.0	32.0	
Yellow Time (s)	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	
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		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	None	
v/c Ratio	0.81	0.45		0.70	0.82	0.36	0.64	0.50		0.72	0.44	0.50
Control Delay (s/veh)	71.0	38.4		71.7	70.2	4.8	76.5	34.5		64.4	35.7	0.1
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)	71.0	38.4		71.7	70.2	4.8	76.5	34.5		64.4	35.7	0.1
Queue Length 50th (ft)	175	107		122	217	2	76	162		125	147	0
Queue Length 95th (ft)	260	144		193	310	57	136	236		m109	m165	m0
Internal Link Dist (ft)		559			791			1177			716	
Turn Bay Length (ft)	400			220		220	145			330		280
Base Capacity (vph)	329	815		260	388	715	166	1019		397	1115	1410
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	0.67	0.39		0.58	0.70	0.36	0.57	0.50		0.69	0.45	0.51

Intersection Summary

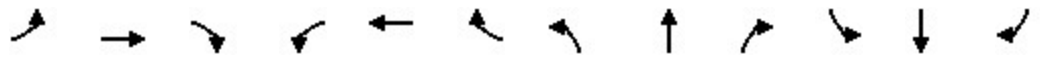
Area Type: Other
 Cycle Length: 129
 Actuated Cycle Length: 129
 Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps



2037 Build Traffic Volumes w/ Improvement
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak AM Hour
 3/22/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	211	254	47	145	259	247	90	314	179	261	478	685
Future Volume (veh/h)	211	254	47	145	259	247	90	314	179	261	478	685
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	1366	1233	1752	1870	1811	1856	1731	1746	1761	1805	1776	1687
Adj Flow Rate, veh/h	220	265	49	151	270	257	94	327	186	272	498	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	36	45	10	2	6	3	11	10	9	6	8	14
Cap, veh/h	244	517	94	180	316	430	115	725	404	331	1289	
Arrive On Green	0.19	0.26	0.26	0.10	0.17	0.17	0.07	0.35	0.35	0.03	0.13	0.00
Sat Flow, veh/h	1301	1979	361	1781	1811	1572	1649	2055	1144	3335	3374	1429
Grp Volume(v), veh/h	220	155	159	151	270	257	94	263	250	272	498	0
Grp Sat Flow(s),veh/h/ln	1301	1171	1168	1781	1811	1572	1649	1659	1540	1668	1687	1429
Q Serve(g_s), s	21.3	14.6	15.0	10.7	18.7	18.3	7.3	15.7	16.2	10.5	17.5	0.0
Cycle Q Clear(g_c), s	21.3	14.6	15.0	10.7	18.7	18.3	7.3	15.7	16.2	10.5	17.5	0.0
Prop In Lane	1.00		0.31	1.00		1.00	1.00		0.74	1.00		1.00
Lane Grp Cap(c), veh/h	244	306	305	180	316	430	115	585	543	331	1289	
V/C Ratio(X)	0.90	0.51	0.52	0.84	0.86	0.60	0.82	0.45	0.46	0.82	0.39	
Avail Cap(c_a), veh/h	323	372	371	262	393	497	166	585	543	388	1289	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.32	0.32	0.00
Uniform Delay (d), s/veh	51.2	40.6	40.8	57.0	51.7	40.7	59.2	32.1	32.3	61.3	42.5	0.0
Incr Delay (d2), s/veh	24.3	1.3	1.4	14.6	14.1	1.5	18.0	2.5	2.8	4.1	0.1	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	8.4	4.2	4.3	5.6	9.8	7.4	3.5	6.5	6.3	4.8	7.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	75.6	41.9	42.1	71.6	65.8	42.2	77.2	34.6	35.1	65.3	42.5	0.0
LnGrp LOS	E	D	D	E	E	D	E	C	D	E	D	
Approach Vol, veh/h		534			678			607			770	
Approach Delay, s/veh		55.8			58.1			41.4			50.6	
Approach LOS		E			E			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.8	51.5	19.0	39.7	15.0	55.3	30.2	28.5				
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	30.0	19.0	41.0	13.0	32.0	32.0	28.0				
Max Q Clear Time (g_c+I1), s	12.5	18.2	12.7	17.0	9.3	19.5	23.3	20.7				
Green Ext Time (p_c), s	0.3	2.0	0.3	1.5	0.1	2.2	0.9	1.8				

Intersection Summary

HCM 6th Ctrl Delay, s/veh	51.5
HCM 6th LOS	D

Notes

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

2037 Build Traffic Volumes w/ Improvement
8: Neelytown Rd & Site Driveway 1

Peak AM Hour
3/22/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	17	2	26	300	656	223
Future Volume (vph)	17	2	26	300	656	223
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			1%	-2%	
Storage Length (ft)	0	0	170			150
Storage Lanes	1	0	1			1
Taper Length (ft)	86		86			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.986					0.850
Flt Protected	0.957		0.950			
Satd. Flow (prot)	1177	0	1535	1602	1586	1539
Flt Permitted	0.957		0.206			
Satd. Flow (perm)	1177	0	333	1602	1586	1539
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	2					240
Link Speed (mph)	30			45	45	
Link Distance (ft)	639			1138	2657	
Travel Time (s)	14.5			17.2	40.3	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	47%	100%	17%	18%	21%	6%
Adj. Flow (vph)	18	2	28	323	705	240
Shared Lane Traffic (%)						
Lane Group Flow (vph)	20	0	28	323	705	240
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	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	2		2	2	2	2
Detector Template						
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
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	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
Turn Type	Prot		pm+pt	NA	NA	pm+ov

2037 Build Traffic Volumes w/ Improvement
8: Neelytown Rd & Site Driveway 1

Peak AM Hour
3/22/2024

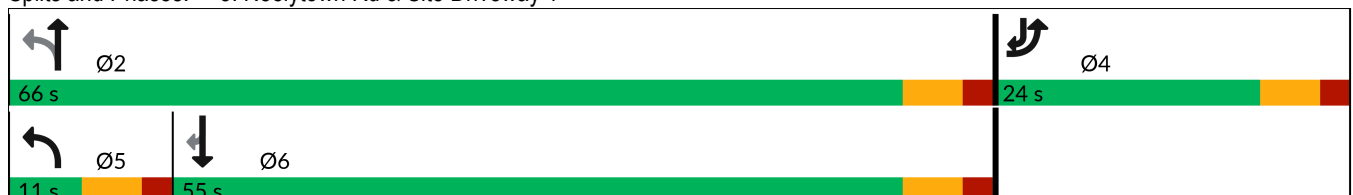


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Protected Phases	4		5	2	6	4
Permitted Phases			2			6
Detector Phase	4		5	2	6	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	11.0		11.0	11.0	11.0	11.0
Total Split (s)	24.0		11.0	66.0	55.0	24.0
Total Split (%)	26.7%		12.2%	73.3%	61.1%	26.7%
Maximum Green (s)	18.0		5.0	60.0	49.0	18.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		None	None	None	None
v/c Ratio	0.12		0.08	0.33	0.80	0.16
Control Delay (s/veh)	29.5		3.5	5.1	18.2	0.5
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)	29.5		3.5	5.1	18.2	0.5
Queue Length 50th (ft)	4		3	35	109	0
Queue Length 95th (ft)	29		9	69	374	11
Internal Link Dist (ft)	559			1058	2577	
Turn Bay Length (ft)			170			150
Base Capacity (vph)	447		330	1461	1356	1489
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.04		0.08	0.22	0.52	0.16

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 53.8
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated

Splits and Phases: 8: Neelytown Rd & Site Driveway 1



2037 Build Traffic Volumes w/ Improvement
8: Neelytown Rd & Site Driveway 1

Peak AM Hour
3/22/2024



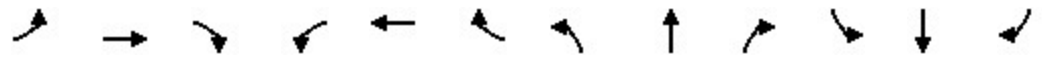
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	17	2	26	300	656	223
Future Volume (veh/h)	17	2	26	300	656	223
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1203	418	1642	1627	1663	1889
Adj Flow Rate, veh/h	18	2	28	323	705	240
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	47	100	17	18	21	6
Cap, veh/h	25	3	312	1139	882	848
Arrive On Green	0.03	0.03	0.03	0.70	0.53	0.53
Sat Flow, veh/h	973	108	1564	1627	1663	1601
Grp Volume(v), veh/h	21	0	28	323	705	240
Grp Sat Flow(s),veh/h/ln	1135	0	1564	1627	1663	1601
Q Serve(g_s), s	0.8	0.0	0.3	3.3	15.1	3.6
Cycle Q Clear(g_c), s	0.8	0.0	0.3	3.3	15.1	3.6
Prop In Lane	0.86	0.10	1.00			1.00
Lane Grp Cap(c), veh/h	29	0	312	1139	882	848
V/C Ratio(X)	0.72	0.00	0.09	0.28	0.80	0.28
Avail Cap(c_a), veh/h	467	0	439	2231	1862	1792
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.2	0.0	7.0	2.5	8.4	5.7
Incr Delay (d2), s/veh	27.9	0.0	0.1	0.1	1.7	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.1	3.1	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	49.0	0.0	7.1	2.6	10.1	5.9
LnGrp LOS	D		A	A	B	A
Approach Vol, veh/h	21			351	945	
Approach Delay, s/veh	49.0			2.9	9.0	
Approach LOS	D			A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		36.6		7.1	7.4	29.2
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		60.0		18.0	5.0	49.0
Max Q Clear Time (g_c+I1), s		5.3		2.8	2.3	17.1
Green Ext Time (p_c), s		1.7		0.0	0.0	6.1
Intersection Summary						
HCM 6th Ctrl Delay, s/veh			8.1			
HCM 6th LOS			A			

Notes

User approved volume balancing among the lanes for turning movement.

2037 Build Traffic Volumes w/ Improvement
 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

Peak PM Hour
 3/22/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↗	↖	↑↑			↑↕	
Traffic Volume (vph)	0	0	0	411	0	356	384	827	0	0	617	329
Future Volume (vph)	0	0	0	411	0	356	384	827	0	0	617	329
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			2%	
Storage Length (ft)	0		0	0		360	145		0	245		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Fr _t						0.850					0.948	
Fl _t Protected					0.950		0.950					
Satd. Flow (prot)	0	0	0	0	1382	1516	1612	3471	0	0	3270	0
Fl _t Permitted					0.950		0.950					
Satd. Flow (perm)	0	0	0	0	1382	1516	1612	3471	0	0	3270	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						180						81
Link Speed (mph)		30			40			45				45
Link Distance (ft)		287			1203			796				861
Travel Time (s)		6.5			20.5			12.1				13.0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	30%	0%	6%	12%	4%	0%	0%	5%	1%
Adj. Flow (vph)	0	0	0	428	0	371	400	861	0	0	643	343
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	428	371	400	861	0	0	986	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
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	1.01	1.01	1.01	1.00	1.00	1.00	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				2	2	2	2	2				2
Detector Template				Left	Thru	Right	Left	Thru				Thru
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				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
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				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)				0.0	0.0	0.0	0.0	0.0				0.0
Turn Type				Perm	NA	Perm	Prot	NA				NA

2037 Build Traffic Volumes w/ Improvement
 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

Peak PM Hour
 3/22/2024

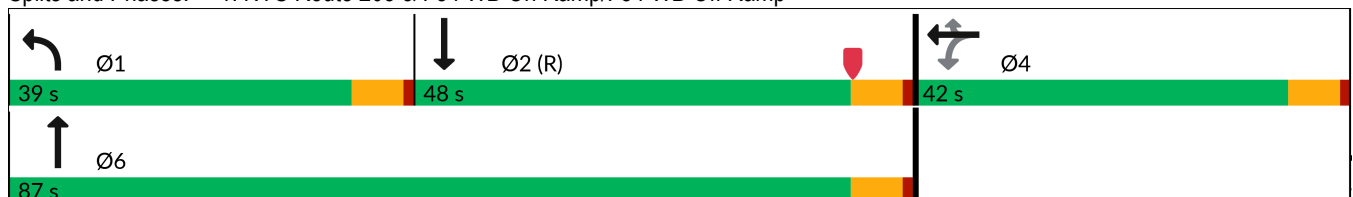


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases					4		1	6				2
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6				2
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	10.0				10.0
Minimum Split (s)				24.0	24.0	24.0	11.0	24.0				24.0
Total Split (s)				42.0	42.0	42.0	39.0	87.0				48.0
Total Split (%)				32.6%	32.6%	32.6%	30.2%	67.4%				37.2%
Maximum Green (s)				36.0	36.0	36.0	33.0	81.0				42.0
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
Total Lost Time (s)					6.0	6.0	6.0	6.0				6.0
Lead/Lag							Lead					Lag
Lead-Lag Optimize?							Yes					Yes
Vehicle Extension (s)				2.0	2.0	2.0	2.0	2.0				2.0
Recall Mode				None	None	None	None	None				C-Max
v/c Ratio					1.11	0.67	0.97	0.39				0.87
Control Delay (s/veh)					122.6	27.3	76.6	12.2				47.7
Queue Delay					0.0	0.0	0.0	0.0				0.0
Total Delay (s/veh)					122.6	27.3	76.6	12.2				47.7
Queue Length 50th (ft)					~408	143	351	175				381
Queue Length 95th (ft)					#615	259	m#486	m226				#484
Internal Link Dist (ft)		207			1123			716				781
Turn Bay Length (ft)						360	145					
Base Capacity (vph)					385	552	412	2179				1122
Starvation Cap Reductn					0	0	0	0				0
Spillback Cap Reductn					0	0	0	0				0
Storage Cap Reductn					0	0	0	0				0
Reduced v/c Ratio					1.11	0.67	0.97	0.40				0.88

Intersection Summary

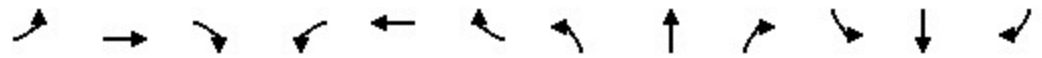
Area Type: Other
 Cycle Length: 129
 Actuated Cycle Length: 129
 Offset: 0 (0%), Referenced to phase 2:SBT, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp



2037 Build Traffic Volumes w/ Improvement
 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

Peak PM Hour
 3/22/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↶	↷	↶	↶↶			↶↷	
Traffic Volume (veh/h)	0	0	0	411	0	356	384	827	0	0	617	329
Future Volume (veh/h)	0	0	0	411	0	356	384	827	0	0	617	329
Initial Q (Qb), veh				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
Parking Bus, Adj				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		
Adj Sat Flow, veh/h/ln				1450	1894	1805	1722	1841	0	0	1802	1862
Adj Flow Rate, veh/h				428	0	371	400	861	0	0	643	343
Peak Hour Factor				0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %				30	0	6	12	4	0	0	5	1
Cap, veh/h				470	0	399	414	2260	0	0	750	400
Arrive On Green				0.26	0.00	0.26	0.50	1.00	0.00	0.00	0.35	0.35
Sat Flow, veh/h				1804	0	1530	1640	3589	0	0	2247	1151
Grp Volume(v), veh/h				428	0	371	400	861	0	0	510	476
Grp Sat Flow(s),veh/h/ln				1804	0	1530	1640	1749	0	0	1712	1595
Q Serve(g_s), s				29.7	0.0	30.5	30.4	0.0	0.0	0.0	35.7	35.7
Cycle Q Clear(g_c), s				29.7	0.0	30.5	30.4	0.0	0.0	0.0	35.7	35.7
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.72
Lane Grp Cap(c), veh/h				470	0	399	414	2260	0	0	595	555
V/C Ratio(X)				0.91	0.00	0.93	0.97	0.38	0.00	0.00	0.86	0.86
Avail Cap(c_a), veh/h				503	0	427	420	2260	0	0	595	555
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.51	0.51	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				46.2	0.0	46.5	31.5	0.0	0.0	0.0	39.1	39.1
Incr Delay (d2), s/veh				19.1	0.0	25.3	23.2	0.0	0.0	0.0	14.8	15.7
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				15.5	0.0	14.1	11.0	0.0	0.0	0.0	16.9	15.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				65.3	0.0	71.9	54.7	0.0	0.0	0.0	53.9	54.8
LnGrp LOS				E		E	D	A			D	D
Approach Vol, veh/h					799			1261			986	
Approach Delay, s/veh					68.4			17.4			54.3	
Approach LOS					E			B			D	
Timer - Assigned Phs	1	2		4			6					
Phs Duration (G+Y+Rc), s	38.5	50.8		39.6			89.4					
Change Period (Y+Rc), s	6.0	6.0		6.0			6.0					
Max Green Setting (Gmax), s	33.0	42.0		36.0			81.0					
Max Q Clear Time (g_c+I1), s	32.4	37.7		32.5			2.0					
Green Ext Time (p_c), s	0.1	1.5		1.1			3.3					
Intersection Summary												
HCM 6th Ctrl Delay, s/veh											42.7	
HCM 6th LOS											D	

2037 Build Traffic Volumes w/ Improvement
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

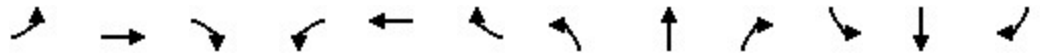
Peak PM Hour
 3/22/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	399	412	87	88	111	278	59	535	266	182	490	357
Future Volume (vph)	399	412	87	88	111	278	59	535	266	182	490	357
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			1%			1%	
Storage Length (ft)	400		400	220		220	145		145	330		280
Storage Lanes	2		0	1		1	1		1	2		1
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.974				0.850		0.950				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1570	3095	0	1671	1218	1568	1535	3345	0	3350	3487	1190
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1570	3095	0	1671	1218	1568	1535	3345	0	3350	3487	1190
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21				127		69				388
Link Speed (mph)		45			25			45				45
Link Distance (ft)		639			871			1257				796
Travel Time (s)		9.7			23.8			19.0				12.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	15%	15%	7%	8%	56%	3%	17%	2%	2%	4%	3%	35%
Adj. Flow (vph)	434	448	95	96	121	302	64	582	289	198	533	388
Shared Lane Traffic (%)												
Lane Group Flow (vph)	434	543	0	96	121	302	64	871	0	198	533	388
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			24			24	
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	1.00	1.00	1.00	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	2		2	2	2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	83	83		83	83	83	83	83		83	83	83
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	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	43
Detector 2 Size(ft)	40	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	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	0.0
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	Free

2037 Build Traffic Volumes w/ Improvement
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak PM Hour
 3/22/2024

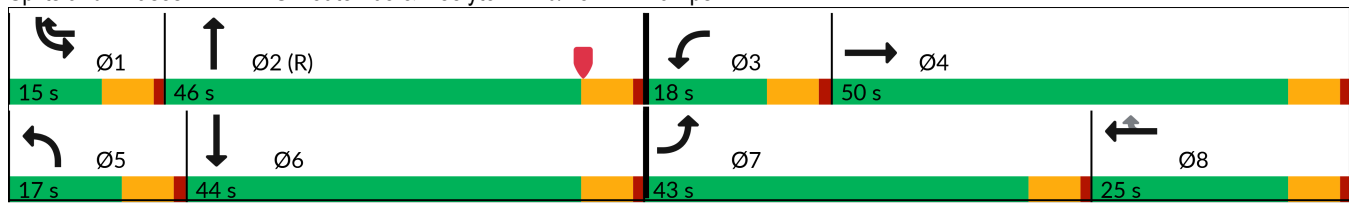


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases						8						Free
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.0	24.0		11.0	24.0	11.0	11.0	24.0		11.0	24.0	
Total Split (s)	43.0	50.0		18.0	25.0	15.0	17.0	46.0		15.0	44.0	
Total Split (%)	33.3%	38.8%		14.0%	19.4%	11.6%	13.2%	35.7%		11.6%	34.1%	
Maximum Green (s)	37.0	44.0		12.0	19.0	9.0	11.0	40.0		9.0	38.0	
Yellow Time (s)	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	
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		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	None	
v/c Ratio	0.96	0.52		0.67	0.78	0.61	0.56	0.77		0.76	0.44	0.32
Control Delay (s/veh)	81.1	35.6		80.4	85.2	29.8	76.4	42.1		74.1	34.6	0.2
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)	81.1	35.6		80.4	85.2	29.8	76.4	42.1		74.1	34.6	0.2
Queue Length 50th (ft)	358	183		79	97	128	52	326		90	137	0
Queue Length 95th (ft)	#571	238		#148	#183	228	102	408		m96	m158	m0
Internal Link Dist (ft)		559			791			1177			716	
Turn Bay Length (ft)	400			220		220	145			330		280
Base Capacity (vph)	450	1069		155	179	490	130	1126		259	1203	1190
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	0.96	0.51		0.62	0.68	0.62	0.49	0.77		0.76	0.44	0.33

Intersection Summary

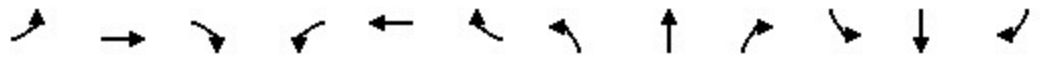
Area Type: Other
 Cycle Length: 129
 Actuated Cycle Length: 129
 Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps



2037 Build Traffic Volumes w/ Improvement
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak PM Hour
 3/22/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	399	412	87	88	111	278	59	535	266	182	490	357
Future Volume (veh/h)	399	412	87	88	111	278	59	535	266	182	490	357
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	1678	1678	1796	1781	1070	1856	1642	1864	1864	1835	1850	1375
Adj Flow Rate, veh/h	434	448	95	96	121	302	64	582	289	198	533	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	15	15	7	8	56	3	17	2	2	4	3	35
Cap, veh/h	454	947	200	118	158	341	79	718	356	237	1167	
Arrive On Green	0.28	0.36	0.36	0.07	0.15	0.15	0.05	0.31	0.31	0.02	0.11	0.00
Sat Flow, veh/h	1598	2620	552	1697	1070	1572	1564	2293	1138	3390	3514	1166
Grp Volume(v), veh/h	434	271	272	96	121	302	64	449	422	198	533	0
Grp Sat Flow(s),veh/h/ln	1598	1594	1578	1697	1070	1572	1564	1771	1660	1695	1757	1166
Q Serve(g_s), s	34.4	16.9	17.1	7.2	14.0	19.0	5.2	30.1	30.2	7.5	18.3	0.0
Cycle Q Clear(g_c), s	34.4	16.9	17.1	7.2	14.0	19.0	5.2	30.1	30.2	7.5	18.3	0.0
Prop In Lane	1.00		0.35	1.00		1.00	1.00		0.69	1.00		1.00
Lane Grp Cap(c), veh/h	454	576	571	118	158	341	79	554	519	237	1167	
V/C Ratio(X)	0.96	0.47	0.48	0.81	0.77	0.88	0.81	0.81	0.81	0.84	0.46	
Avail Cap(c_a), veh/h	458	576	571	158	158	341	133	554	519	237	1167	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.36	0.36	0.00
Uniform Delay (d), s/veh	45.4	31.7	31.8	59.2	52.9	48.9	60.6	40.8	40.8	62.3	46.5	0.0
Incr Delay (d2), s/veh	31.2	0.6	0.6	20.5	20.1	23.0	17.1	12.2	13.0	9.3	0.1	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	17.1	6.4	6.4	3.8	4.7	11.7	2.4	14.6	13.8	3.6	8.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	76.6	32.3	32.4	79.7	73.0	71.9	77.7	53.0	53.8	71.6	46.6	0.0
LnGrp LOS	E	C	C	E	E	E	E	D	D	E	D	
Approach Vol, veh/h		977			519			935			731	
Approach Delay, s/veh		52.0			73.6			55.0			53.4	
Approach LOS		D			E			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	46.4	15.0	52.6	12.5	48.8	42.6	25.0				
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	9.0	40.0	12.0	44.0	11.0	38.0	37.0	19.0				
Max Q Clear Time (g_c+I1), s	9.5	32.2	9.2	19.1	7.2	20.3	36.4	21.0				
Green Ext Time (p_c), s	0.0	2.9	0.1	2.7	0.1	2.7	0.2	0.0				

Intersection Summary

HCM 6th Ctrl Delay, s/veh	56.8
HCM 6th LOS	E

Notes

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

2037 Build Traffic Volumes w/ Improvement
8: Neelytown Rd & Site Driveway 1

Peak PM Hour
3/22/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	90	6	8	703	352	51
Future Volume (vph)	90	6	8	703	352	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			1%	-2%	
Storage Length (ft)	0	0	170			150
Storage Lanes	1	0	1			1
Taper Length (ft)	86		86			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.991					0.850
Flt Protected	0.955		0.950			
Satd. Flow (prot)	1384	0	1174	1688	1669	1284
Flt Permitted	0.955		0.405			
Satd. Flow (perm)	1384	0	500	1688	1669	1284
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	3					65
Link Speed (mph)	30			45	45	
Link Distance (ft)	639			1138	2657	
Travel Time (s)	14.5			17.2	40.3	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	25%	100%	53%	12%	15%	27%
Adj. Flow (vph)	114	8	10	890	446	65
Shared Lane Traffic (%)						
Lane Group Flow (vph)	122	0	10	890	446	65
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	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	2		2	2	2	2
Detector Template						
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
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	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
Turn Type	Prot		pm+pt	NA	NA	pm+ov

2037 Build Traffic Volumes w/ Improvement
 8: Neelytown Rd & Site Driveway 1

Peak PM Hour
 3/22/2024

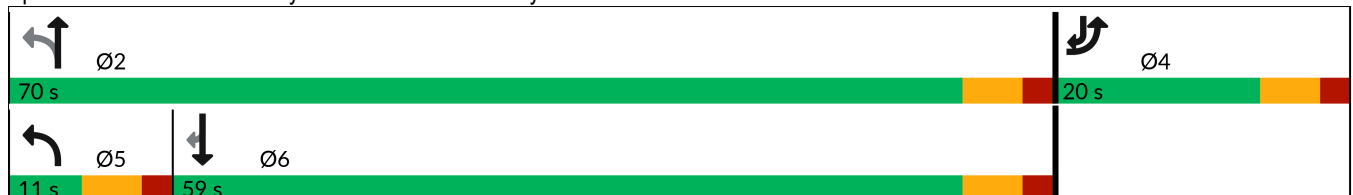


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Protected Phases	4		5	2	6	4
Permitted Phases			2			6
Detector Phase	4		5	2	6	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	11.0		11.0	11.0	11.0	11.0
Total Split (s)	20.0		11.0	70.0	59.0	20.0
Total Split (%)	22.2%		12.2%	77.8%	65.6%	22.2%
Maximum Green (s)	14.0		5.0	64.0	53.0	14.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		None	None	None	None
v/c Ratio	0.47		0.02	0.73	0.38	0.05
Control Delay (s/veh)	34.7		4.2	12.6	8.1	0.4
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)	34.7		4.2	12.6	8.1	0.4
Queue Length 50th (ft)	40		1	218	70	0
Queue Length 95th (ft)	103		5	301	165	4
Internal Link Dist (ft)	559			1058	2577	
Turn Bay Length (ft)			170			150
Base Capacity (vph)	387		402	1543	1393	1206
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.32		0.02	0.58	0.32	0.05

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 60.2
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated

Splits and Phases: 8: Neelytown Rd & Site Driveway 1



2037 Build Traffic Volumes w/ Improvement
8: Neelytown Rd & Site Driveway 1

Peak PM Hour
3/22/2024



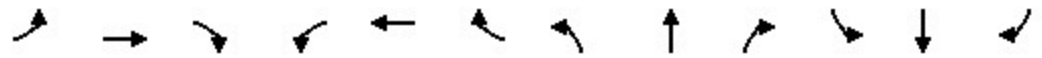
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	90	6	8	703	352	51
Future Volume (veh/h)	90	6	8	703	352	51
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1530	418	1109	1716	1754	1573
Adj Flow Rate, veh/h	114	8	10	890	446	65
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	25	100	53	12	15	27
Cap, veh/h	141	10	328	1056	811	616
Arrive On Green	0.11	0.11	0.01	0.62	0.46	0.46
Sat Flow, veh/h	1340	94	1056	1716	1754	1333
Grp Volume(v), veh/h	123	0	10	890	446	65
Grp Sat Flow(s),veh/h/ln	1446	0	1056	1716	1754	1333
Q Serve(g_s), s	3.6	0.0	0.2	17.8	7.9	1.2
Cycle Q Clear(g_c), s	3.6	0.0	0.2	17.8	7.9	1.2
Prop In Lane	0.93	0.07	1.00			1.00
Lane Grp Cap(c), veh/h	152	0	328	1056	811	616
V/C Ratio(X)	0.81	0.00	0.03	0.84	0.55	0.11
Avail Cap(c_a), veh/h	471	0	438	2558	2164	1646
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.8	0.0	6.1	6.6	8.3	6.5
Incr Delay (d2), s/veh	9.6	0.0	0.0	1.9	0.6	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.0	2.5	1.8	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	28.4	0.0	6.1	8.5	8.9	6.6
LnGrp LOS	C		A	A	A	A
Approach Vol, veh/h	123			900	511	
Approach Delay, s/veh	28.4			8.5	8.6	
Approach LOS	C			A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		32.4		10.5	6.6	25.9
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		64.0		14.0	5.0	53.0
Max Q Clear Time (g_c+I1), s		19.8		5.6	2.2	9.9
Green Ext Time (p_c), s		6.6		0.3	0.0	2.8
Intersection Summary						
HCM 6th Ctrl Delay, s/veh			10.1			
HCM 6th LOS			B			

Notes

User approved volume balancing among the lanes for turning movement.

2037 Build Traffic Volumes w/ Improvement
 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

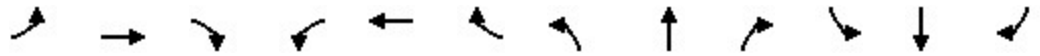
Peak SAT Hour
 3/22/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↗	↘	↑↑			↑↔	
Traffic Volume (vph)	0	0	0	311	0	185	192	502	0	0	566	226
Future Volume (vph)	0	0	0	311	0	185	192	502	0	0	566	226
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			1%			0%			2%	
Storage Length (ft)	0		0	0		360	145		0	245		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Fr _t						0.850					0.957	
Fl _t Protected					0.950		0.950					
Satd. Flow (prot)	0	0	0	0	1633	1607	1687	3574	0	0	3363	0
Fl _t Permitted					0.950		0.950					
Satd. Flow (perm)	0	0	0	0	1633	1607	1687	3574	0	0	3363	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						208						50
Link Speed (mph)		30			40			45				45
Link Distance (ft)		287			1203			796				861
Travel Time (s)		6.5			20.5			12.1				13.0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	10%	0%	0%	7%	1%	0%	0%	2%	1%
Adj. Flow (vph)	0	0	0	349	0	208	216	564	0	0	636	254
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	349	208	216	564	0	0	890	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
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	1.01	1.01	1.01	1.00	1.00	1.00	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				2	2	2	2	2				2
Detector Template				Left	Thru	Right	Left	Thru				Thru
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				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
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				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)				0.0	0.0	0.0	0.0	0.0				0.0
Turn Type				Perm	NA	Perm	Prot	NA				NA

2037 Build Traffic Volumes w/ Improvement
 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp

Peak SAT Hour
 3/22/2024

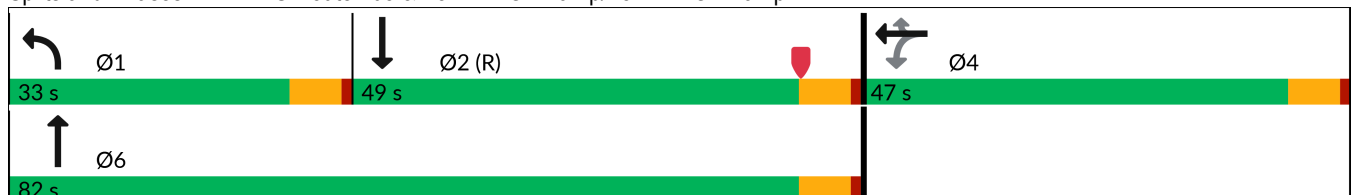


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases					4		1	6			2	
Permitted Phases				4		4						
Detector Phase				4	4	4	1	6			2	
Switch Phase												
Minimum Initial (s)				5.0	5.0	5.0	5.0	10.0			10.0	
Minimum Split (s)				24.0	24.0	24.0	11.0	24.0			24.0	
Total Split (s)				47.0	47.0	47.0	33.0	82.0			49.0	
Total Split (%)				36.4%	36.4%	36.4%	25.6%	63.6%			38.0%	
Maximum Green (s)				41.0	41.0	41.0	27.0	76.0			43.0	
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	
Total Lost Time (s)					6.0	6.0	6.0	6.0			6.0	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Recall Mode				None	None	None	None	None			C-Max	
v/c Ratio					0.85	0.37	0.80	0.23			0.57	
Control Delay (s/veh)					66.1	6.2	76.3	11.1			28.6	
Queue Delay					0.0	0.0	0.0	0.0			0.0	
Total Delay (s/veh)					66.1	6.2	76.3	11.1			28.6	
Queue Length 50th (ft)					279	0	187	113			271	
Queue Length 95th (ft)					359	53	267	152			407	
Internal Link Dist (ft)		207			1123			716			781	
Turn Bay Length (ft)						360	145					
Base Capacity (vph)					519	652	353	2353			1548	
Starvation Cap Reductn					0	0	0	0			0	
Spillback Cap Reductn					0	0	0	0			0	
Storage Cap Reductn					0	0	0	0			0	
Reduced v/c Ratio					0.67	0.32	0.61	0.24			0.57	

Intersection Summary

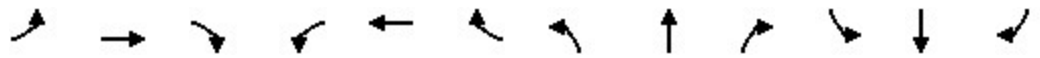
Area Type: Other
 Cycle Length: 129
 Actuated Cycle Length: 129
 Offset: 0 (0%), Referenced to phase 2:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp



2037 Build Traffic Volumes w/ Improvement
 1: NYS Route 208 & I-84 WB On Ramp/I-84 WB Off Ramp























Peak SAT Hour
 3/22/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↗	↘	↑↑			↑↔	
Traffic Volume (veh/h)	0	0	0	311	0	185	192	502	0	0	566	226
Future Volume (veh/h)	0	0	0	311	0	185	192	502	0	0	566	226
Initial Q (Qb), veh				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
Parking Bus, Adj				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		
Adj Sat Flow, veh/h/ln				1746	1894	1894	1796	1885	0	0	1847	1862
Adj Flow Rate, veh/h				349	0	208	216	564	0	0	636	254
Peak Hour Factor				0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %				10	0	0	7	1	0	0	2	1
Cap, veh/h				390	0	347	240	2475	0	0	1235	493
Arrive On Green				0.22	0.00	0.22	0.28	1.00	0.00	0.00	0.50	0.50
Sat Flow, veh/h				1804	0	1605	1711	3676	0	0	2540	977
Grp Volume(v), veh/h				349	0	208	216	564	0	0	456	434
Grp Sat Flow(s),veh/h/ln				1804	0	1605	1711	1791	0	0	1754	1671
Q Serve(g_s), s				24.3	0.0	15.1	15.7	0.0	0.0	0.0	22.4	22.5
Cycle Q Clear(g_c), s				24.3	0.0	15.1	15.7	0.0	0.0	0.0	22.4	22.5
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.58
Lane Grp Cap(c), veh/h				390	0	347	240	2475	0	0	885	843
V/C Ratio(X)				0.90	0.00	0.60	0.90	0.23	0.00	0.00	0.52	0.52
Avail Cap(c_a), veh/h				573	0	510	358	2475	0	0	885	843
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(l)				1.00	0.00	1.00	0.90	0.90	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				49.1	0.0	45.5	45.6	0.0	0.0	0.0	21.4	21.4
Incr Delay (d2), s/veh				9.2	0.0	0.6	12.9	0.0	0.0	0.0	2.1	2.2
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				11.7	0.0	6.0	6.4	0.0	0.0	0.0	9.3	8.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				58.4	0.0	46.2	58.5	0.0	0.0	0.0	23.6	23.7
LnGrp LOS				E		D	E	A			C	C
Approach Vol, veh/h					557			780			890	
Approach Delay, s/veh					53.8			16.2			23.6	
Approach LOS					D			B			C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	24.1	71.1		33.9		95.1						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	27.0	43.0		41.0		76.0						
Max Q Clear Time (g_c+I1), s	17.7	24.5		26.3		2.0						
Green Ext Time (p_c), s	0.4	2.7		1.6		2.0						
Intersection Summary												
HCM 6th Ctrl Delay, s/veh											28.6	
HCM 6th LOS											C	

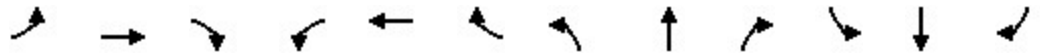
2037 Build Traffic Volumes w/ Improvement
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak SAT Hour
 3/22/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	179	146	44	95	99	198	55	313	175	210	420	201
Future Volume (vph)	179	146	44	95	99	198	55	313	175	210	420	201
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			1%			1%	
Storage Length (ft)	400		400	220		220	145		145	330		280
Storage Lanes	2		0	1		1	1		1	2		1
Taper Length (ft)	86			86			86			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.965				0.850		0.946				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1687	3194	0	1770	1712	1583	1604	3376	0	3450	3556	1397
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1687	3194	0	1770	1712	1583	1604	3376	0	3450	3556	1397
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30				218		81				228
Link Speed (mph)		45			25			45				45
Link Distance (ft)		639			871			1257				796
Travel Time (s)		9.7			23.8			19.0				12.1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	7%	10%	6%	2%	11%	2%	12%	1%	0%	1%	1%	15%
Adj. Flow (vph)	197	160	48	104	109	218	60	344	192	231	462	221
Shared Lane Traffic (%)												
Lane Group Flow (vph)	197	208	0	104	109	218	60	536	0	231	462	221
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			24			24	
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	1.00	1.00	1.00	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	2		2	2	2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	83	83		83	83	83	83	83		83	83	83
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	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	43
Detector 2 Size(ft)	40	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	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	0.0
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA		Prot	NA	Free

2037 Build Traffic Volumes w/ Improvement
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak SAT Hour
 3/22/2024

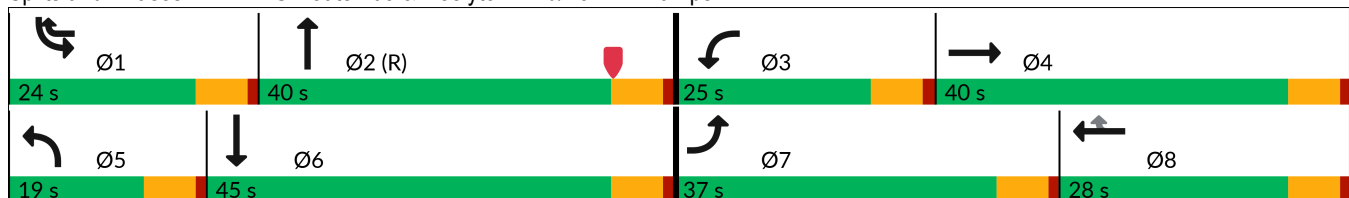


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases						8						Free
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.0	24.0		11.0	24.0	11.0	11.0	24.0		11.0	24.0	
Total Split (s)	37.0	40.0		25.0	28.0	24.0	19.0	40.0		24.0	45.0	
Total Split (%)	28.7%	31.0%		19.4%	21.7%	18.6%	14.7%	31.0%		18.6%	34.9%	
Maximum Green (s)	31.0	34.0		19.0	22.0	18.0	13.0	34.0		18.0	39.0	
Yellow Time (s)	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	
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		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	None	
v/c Ratio	0.71	0.36		0.58	0.60	0.37	0.47	0.35		0.59	0.26	0.15
Control Delay (s/veh)	64.7	41.1		68.0	68.5	5.8	68.5	23.6		67.1	21.5	0.1
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)	64.7	41.1		68.0	68.5	5.8	68.5	23.6		67.1	21.5	0.1
Queue Length 50th (ft)	158	70		84	88	0	49	130		106	94	0
Queue Length 95th (ft)	228	101		141	146	54	93	221		150	143	0
Internal Link Dist (ft)		559			791			1177			716	
Turn Bay Length (ft)	400			220		220	145			330		280
Base Capacity (vph)	405	863		260	291	618	164	1503		489	1722	1397
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	0.49	0.24		0.40	0.37	0.35	0.37	0.36		0.47	0.27	0.16

Intersection Summary























Area Type: Other
 Cycle Length: 129
 Actuated Cycle Length: 129
 Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated

Splits and Phases: 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps



2037 Build Traffic Volumes w/ Improvement
 2: NYS Route 208 & Neelytown Rd/I-84 EB Ramps

Peak SAT Hour
 3/22/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	179	146	44	95	99	198	55	313	175	210	420	201
Future Volume (veh/h)	179	146	44	95	99	198	55	313	175	210	420	201
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	1796	1752	1811	1870	1737	1870	1716	1879	1894	1879	1879	1672
Adj Flow Rate, veh/h	197	160	48	104	109	218	60	344	192	231	462	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	7	10	6	2	11	2	12	1	0	1	1	15
Cap, veh/h	232	524	153	130	249	365	76	997	546	301	1743	
Arrive On Green	0.14	0.21	0.21	0.07	0.14	0.14	0.05	0.45	0.45	0.03	0.16	0.00
Sat Flow, veh/h	1711	2543	740	1781	1737	1585	1635	2226	1219	3472	3571	1417
Grp Volume(v), veh/h	197	103	105	104	109	218	60	275	261	231	462	0
Grp Sat Flow(s),veh/h/ln	1711	1664	1619	1781	1737	1585	1635	1785	1660	1736	1785	1417
Q Serve(g_s), s	14.5	6.8	7.1	7.4	7.4	15.8	4.7	12.9	13.3	8.5	14.6	0.0
Cycle Q Clear(g_c), s	14.5	6.8	7.1	7.4	7.4	15.8	4.7	12.9	13.3	8.5	14.6	0.0
Prop In Lane	1.00		0.46	1.00		1.00	1.00		0.73	1.00		1.00
Lane Grp Cap(c), veh/h	232	343	334	130	249	365	76	800	744	301	1743	
V/C Ratio(X)	0.85	0.30	0.31	0.80	0.44	0.60	0.79	0.34	0.35	0.77	0.27	
Avail Cap(c_a), veh/h	411	439	427	262	296	407	165	800	744	484	1743	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.79	0.79	0.00
Uniform Delay (d), s/veh	54.4	43.3	43.5	58.8	50.5	44.3	60.9	23.2	23.3	61.4	33.8	0.0
Incr Delay (d2), s/veh	11.4	0.5	0.5	10.5	1.2	2.0	16.7	1.2	1.3	3.3	0.1	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	6.8	2.8	2.8	3.8	3.3	6.5	2.3	5.5	5.3	4.0	7.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	65.8	43.8	44.0	69.3	51.7	46.3	77.6	24.4	24.6	64.7	33.9	0.0
LnGrp LOS	E	D	D	E	D	D	E	C	C	E	C	
Approach Vol, veh/h		405			431			596			693	
Approach Delay, s/veh		54.6			53.2			29.9			44.2	
Approach LOS		D			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.2	63.8	15.4	32.6	12.0	69.0	23.5	24.5				
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	18.0	34.0	19.0	34.0	13.0	39.0	31.0	22.0				
Max Q Clear Time (g_c+I1), s	10.5	15.3	9.4	9.1	6.7	16.6	16.5	17.8				
Green Ext Time (p_c), s	0.6	2.5	0.3	0.9	0.1	2.4	1.0	0.7				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			44.0									
HCM 6th LOS			D									
Notes												
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.												

2037 Build Traffic Volumes w/ Improvement
8: Neelytown Rd & Site Driveway 1

Peak SAT Hour
3/22/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	55	4	17	367	239	137
Future Volume (vph)	55	4	17	367	239	137
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			1%	-2%	
Storage Length (ft)	0	0	170			150
Storage Lanes	1	0	1			1
Taper Length (ft)	86		86			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.991					0.850
Flt Protected	0.955		0.950			
Satd. Flow (prot)	1346	0	1437	1818	1793	1483
Flt Permitted	0.955		0.410			
Satd. Flow (perm)	1346	0	620	1818	1793	1483
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	4					183
Link Speed (mph)	30			45	45	
Link Distance (ft)	639			1138	2657	
Travel Time (s)	14.5			17.2	40.3	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	29%	100%	25%	4%	7%	10%
Adj. Flow (vph)	73	5	23	489	319	183
Shared Lane Traffic (%)						
Lane Group Flow (vph)	78	0	23	489	319	183
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	1.01	1.01	0.99	0.99
Turning Speed (mph)	15	9	15			9
Number of Detectors	2		2	2	2	2
Detector Template						
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
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43		43	43	43	43
Detector 2 Size(ft)	40		40	40	40	40
Detector 2 Type	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
Turn Type	Prot		pm+pt	NA	NA	pm+ov

2037 Build Traffic Volumes w/ Improvement
 8: Neelytown Rd & Site Driveway 1

Peak SAT Hour
 3/22/2024

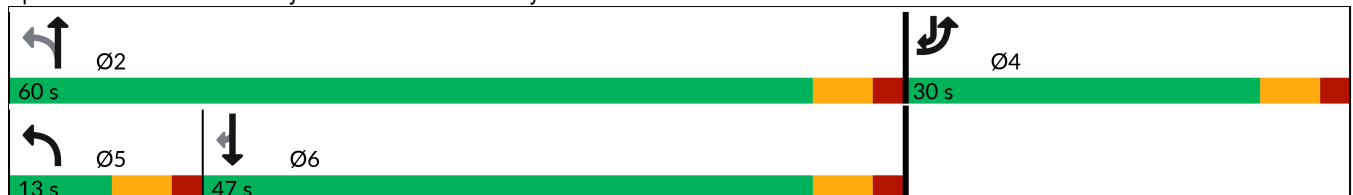


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Protected Phases	4		5	2	6	4
Permitted Phases			2			6
Detector Phase	4		5	2	6	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	11.0		11.0	11.0	11.0	11.0
Total Split (s)	30.0		13.0	60.0	47.0	30.0
Total Split (%)	33.3%		14.4%	66.7%	52.2%	33.3%
Maximum Green (s)	24.0		7.0	54.0	41.0	24.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		None	None	None	None
v/c Ratio	0.23		0.04	0.47	0.34	0.13
Control Delay (s/veh)	16.0		5.8	8.9	10.6	0.7
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)	16.0		5.8	8.9	10.6	0.7
Queue Length 50th (ft)	11		2	63	36	0
Queue Length 95th (ft)	43		8	107	115	8
Internal Link Dist (ft)	559			1058	2577	
Turn Bay Length (ft)			170			150
Base Capacity (vph)	954		498	1801	1694	1452
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.08		0.05	0.27	0.19	0.13

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 35
 Natural Cycle: 40
 Control Type: Actuated-Uncoordinated

Splits and Phases: 8: Neelytown Rd & Site Driveway 1



2037 Build Traffic Volumes w/ Improvement
8: Neelytown Rd & Site Driveway 1

Peak SAT Hour
3/22/2024



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	55	4	17	367	239	137
Future Volume (veh/h)	55	4	17	367	239	137
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	1470	418	1524	1835	1874	1829
Adj Flow Rate, veh/h	73	5	23	489	319	183
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Percent Heavy Veh, %	29	100	25	4	7	10
Cap, veh/h	103	7	391	962	557	461
Arrive On Green	0.08	0.08	0.03	0.52	0.30	0.30
Sat Flow, veh/h	1285	88	1451	1835	1874	1550
Grp Volume(v), veh/h	79	0	23	489	319	183
Grp Sat Flow(s),veh/h/ln	1390	0	1451	1835	1874	1550
Q Serve(g_s), s	1.7	0.0	0.3	5.2	4.4	2.9
Cycle Q Clear(g_c), s	1.7	0.0	0.3	5.2	4.4	2.9
Prop In Lane	0.92	0.06	1.00			1.00
Lane Grp Cap(c), veh/h	111	0	391	962	557	461
V/C Ratio(X)	0.71	0.00	0.06	0.51	0.57	0.40
Avail Cap(c_a), veh/h	1100	0	684	3266	2532	2094
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.6	0.0	6.4	4.7	9.0	8.5
Incr Delay (d2), s/veh	8.0	0.0	0.1	0.4	0.9	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	0.4	1.0	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	21.6	0.0	6.4	5.1	10.0	9.0
LnGrp LOS	C		A	A	A	A
Approach Vol, veh/h	79			512	502	
Approach Delay, s/veh	21.6			5.2	9.6	
Approach LOS	C			A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		21.9		8.4	6.9	15.0
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		54.0		24.0	7.0	41.0
Max Q Clear Time (g_c+I1), s		7.2		3.7	2.3	6.4
Green Ext Time (p_c), s		2.7		0.3	0.0	2.7
Intersection Summary						
HCM 6th Ctrl Delay, s/veh			8.4			
HCM 6th LOS			A			

Notes

User approved volume balancing among the lanes for turning movement.



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