



Engineering  
& Design

# Traffic Impact Study

Project Bluebird  
Town of Wawayanda, U.S. Route 6  
Orange County, NY  
Project No. 21002112F

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# I. Introduction

## A. Project Description and Location

*(Figure No. 1)*

This study is an update to the previously reviewed Traffic Impact Study and subsequent traffic information/analysis for the approved Slate Hill Commerce Center (925,000 s.f. Warehouse) which included mitigation measures as approved by NYSDOT and currently under design. It should be noted that the Slate Hill Commerce Center was analyzed for a 1,000,000 s.f. warehouse to allow for design flexibility. The trip generation for the Slate Hill Commerce Center Warehouse (1,000,000 s.f.) was based conservatively on Institute of Transportation Engineers (ITE) trip rates for Land Use 130 – Industrial Park since no specific tenant was identified (as per ITE recommended guidelines).

The current project, Project Bluebird is a proposed 3,232,740 s.f. Multi-Story Warehouse (5-levels) and consists of 1,265,118 s.f. of occupied space and 1,967,622 s.f. of unoccupied space dedicated for automated operations. This facility is expected to operate with shift times. For each shift, the start and end times for employees working the receiving side of the operation (inbound employees) and employees working the shipping side of the operation (outbound employees) are staggered by 30 minutes, as shown below:

- Day Shift – Group 1: 7:00 AM – 5:30 PM
- Day Shift – Group 2: 7:30 AM – 6:00 PM
- Night Shift – Group 1: 6:00 PM – 4:30 AM
- Night Shift – Group 2: 6:30 PM – 5:00 AM

The peak generation of the facility occurs during the shift change hours as noted above. However, it should be noted that the peak generation of the facility does not occur at the peak of the adjacent street traffic.

As per ITE recommended guidelines, since a specific tenant has now been identified, site specific trip generation data is recommended. This is discussed in Section III.B.

The Site is located on the north side of U.S. Route 6, east of McBride Road in the Town of Wawayanda, New York. Access to the Site is still proposed via a new signalized access to be located approximately 500 feet west of Seward Road. Access for emergency vehicles only will be provided via McBride Road to the west.

A Design Year of 2027 has been utilized in completing the updated traffic analysis to evaluate future traffic conditions associated with this proposed development.

## B. Scope of Study

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

As part of this updated Traffic Impact Study, recent traffic count data (2024) were collected by representatives of Colliers Engineering & Design CT, P.C. These data were also compared to the previous count data. Together this information was utilized to establish the Year 2024 Existing Traffic Volumes representing current traffic conditions in the vicinity of the Site. See Section II.B.

The Year 2024 Existing Traffic Volumes were projected to the 2027 Design Year to take into account background traffic growth. In addition, traffic associated with other specific potential or approved developments in the area were estimated and added to the 2027 Projected Traffic Volumes to obtain the Year 2027 No-Build Traffic Volumes. See Section III.A.

Tenant-specific typical operation data was received indicating the 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. See Section III.D.

As discussed in Section I.A above, this study is an update to the previously reviewed Traffic Impact Study and subsequent traffic information/analysis for the approved Slate Hill Commerce Center which included mitigation measures as approved by NYSDOT and currently under design.

The 2024 Existing, 2027 No-Build and 2027 Build Traffic Volumes were compared to roadway capacities based on the procedures from the Highway Capacity Manual to determine existing and future Levels of Service and operating conditions. The mitigation measures approved by NYSDOT are reflected in the build analysis.

In addition to the above analysis, the previously approved Year 2026 Build Condition for Slate Hill Commerce Center was compared to the Year 2027 Build Condition for Project Bluebird. See Section III.B.

## II. Existing Roadway and Traffic Descriptions

### A. Description of Existing Roadways

As shown on Figure No. 1, the proposed warehouse development will have access from U.S. Route 6 via a new signalized access to be located 500 feet west of Seward Road. The following is a brief description of the roadways located within the study area. In addition, Section III-F provides a description of the existing intersection geometrics, traffic control measures and a summary of the existing and future Levels of Service and any recommended improvements for each of the study area intersections. Appendix "E" contains copies of the capacity analyses that identify the existing geometrics (including lane widths) and other characteristics for each of the individual intersections studied.

1. NYS Route 17M

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

2. I-84

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

3. U.S. Route 6

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

4. C.R. 56  
Davis Highway, also known as County Route 56 traverses in a generally east/west direction from C.R. 12 in the east to U.S. Route 6. In the immediate vicinity of the Site, it is a two-lane roadway with paved shoulders. The posted speed limit in this area is 55 MPH. C.R. 56 is classified as an Urban Major Collector (Functional Class 17).
5. McBride Road  
McBride Road is a two-lane Town roadway that intersects with U.S. Route 6 at an unsignalized, stop-controlled intersection. The roadway serves residential land uses in this area and has a posted speed limit of 35 MPH. The Middletown & New Jersey Railroad (freight rail) crosses McBride Road approximately 200 feet north of U.S. Route 6.
6. Hoops Road  
Hoops Road has been abandoned and conveyed to adjoining lots.
7. Creedon Hill Road  
Creedon Hill Road is a two-lane roadway located approximately 2,200 feet west of Seward Road that intersects U.S. Route 6 at an unsignalized intersection. The roadway serves the E.Tetz & Sons facility.
8. Ridgebury Hill Road  
Ridgebury Hill Road is a two-lane Town roadway that intersects U.S. Route 6 at an unsignalized intersection located approximately 1,400 feet west of McBride Road. The roadway serves commercial, residential and institutional land uses and has a posted speed limit of 35 MPH.
9. NYS Route 284  
NYS Route 284 is a two-lane roadway that intersects U.S. Route 6 about 1.5 miles west of the Site in the form of a "T" type, unsignalized intersection. NYS Route 284 continues in a southwesterly direction into New Jersey. NYS Route 284 is classified as a Rural Minor Arterial (Functional Class 6).
10. Seward Road  
Seward Road traverses in a generally north/south direction between U.S. Route 6 in the north and Ridgebury Road in the south. It is a two-lane Town roadway with a posted speed limit of 35 MPH.

## B. Year 2024 Existing Traffic Volumes

(Figures No. 2. and 3)

Updated traffic counts were collected by representatives of Colliers Engineering & Design CT, P.C. on Thursday, April 25, 2024 and Wednesday, October 30, 2024 to determine the AM and PM Peak Hours. These traffic counts were then compared to the previous traffic count data to establish the most current Existing Traffic Volumes for the Weekday Peak AM and Weekday Peak PM Hours at the following study area intersections.

- U.S. Route 6 and NYS Route 284
- U.S. Route 6 and Ridgebury Hill Road
- U.S. Route 6 and McBride Road
- U.S. Route 6 and Hoops Road
- U.S. Route 6 and Creedon Hill Road
- U.S. Route 6 and C.R. 56
- NYS Route 17M and U.S. Route 6
- NYS Route 17M and I-84 On/Off Ramps
- U.S. Route 6 and Proposed Site Access
- U.S. Route 6 and Seward Road

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

- |                        |                   |
|------------------------|-------------------|
| ▪ Weekday Peak AM Hour | 7:30 AM – 8:30 AM |
| ▪ Weekday Peak PM Hour | 4:30 PM – 5:30 PM |

The resulting Year 2024 Existing Traffic Volumes are shown on Figures No. 2 and 3 for the Weekday Peak AM Hour and Weekday Peak PM Hour, respectively.

## C. Accident Data

A summary of the 2021-2023 accident data within the study area of U.S. Route 6 was completed. A summary of the NYSDOT information categorized by location, date, time, traffic control, severity, number of vehicles/injuries, light conditions, road surface condition, weather, manner of collision and apparent contributing factors is summarized in Table No. 3 (Appendix B) for the study area.

A review of the accident data indicates typical type of accidents which includes animal collisions, rear-end and right-angle accidents with apparent contributing factors such as failure to yield and following too closely. One fatal accident was recorded where a pedestrian was struck during dark and rainy conditions.

## III. Evaluation of Future Traffic Conditions

### A. Year 2027 No-Build Traffic Volumes

*(Figures No. 4 through 9, Table No. 4)*

The Year 2024 Existing Traffic Volumes were increased by a growth factor of 0.5% per year (previously established based on NYSDOT historical data) for a total of 1.5% to account for general background growth resulting in the Year 2027 Projected Traffic Volumes and are shown on Figures No. 4 and 5 for the AM and PM Peak Hours, respectively.

In addition, traffic from other specific potential developments in the area including RDM 1081, Dewpoint South, Dewpoint North, Dolsontown Road East, RDM Simon, Marangi Solid Waste Handling Facility, RDM C.R. 56, Project Liberty, 3333 Route 6 Logistics as well as the approved Slate Hill Commerce Center were included (as shown on Table No. 4). It should be noted that the original Slate Hill Commerce Center TIS did not include Project Liberty and 3333 Route 6 Logistics.

The resulting site generated traffic volumes are shown on Figures No. 6 and 7, for the AM and PM 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 and are shown on Figures No. 8 and 9 for the Weekday Peak AM and Weekday Peak PM Hours, respectively.

### B. Site Generated Traffic Volumes

*(Tables No. 1)*

This study is an update to the previously reviewed Traffic Impact Study and subsequent traffic information/analysis for the approved Slate Hill Commerce Center (925,000 s.f. Warehouse) which included mitigation measures as approved by NYSDOT and currently under design. It should be noted that the Slate Hill Commerce Center was analyzed for a 1,000,000 s.f. warehouse to allow for design flexibility. The trip generation for the Slate Hill Commerce Center Warehouse (1,000,000 s.f.) was based conservatively on Institute of Transportation Engineers (ITE) trip rates for Land Use 130 – Industrial Park since no specific tenant was identified (as per ITE recommended guidelines).

As discussed in Section I.A the current project, Project Bluebird is a proposed 3,232,740 s.f. Multi-Story Warehouse (5-levels) and consists of 1,265,118 s.f. of occupied space and 1,967,622 s.f. of unoccupied space dedicated for automated operations. This facility is expected to operate with shift times. For each shift, the start and end times for employees working the receiving side of the operation (inbound employees) and employees working the shipping side of the operation (outbound employees) are staggered by 30 minutes.



As per ITE recommended guidelines, since a specific tenant has now been identified, site specific trip generation data is recommended. Typical Tenant Specific Sortation Schedule Operation Traffic Generation (including truck traffic) has been provided and is contained in Appendix C.

Based on a review of the Adjacent Street Peak Hour Traffic which occurs during the 7:30 AM – 8:30 AM and 4:30 PM – 5:30 PM time periods and the corresponding Tenant Specific Sortation Schedule Operation Traffic Generation, it was determined that the above hours would remain essentially the Peak Hours of operation of Adjacent Street Traffic.

Table No. 1 summarizes the above referenced Project Bluebird site generated traffic volumes as well as the previously approved Slate Hill Commerce Center site generated traffic volumes. As shown on Table No. 1, based on the Tenant Specific Sortation Schedule, Project Bluebird will generate 244 fewer trips during the Weekday Peak AM Hour and 142 fewer trips during the Weekday Peak PM Hour of the Adjacent Street Peak Hour Traffic.

### C. Arrival/Departure Distribution

*(Figures No. 10 through 13)*

It was necessary to establish arrival and departure distributions to assign the site generated traffic volumes to the surrounding roadway network. Based on a review of the Existing Traffic Volumes and the expected travel patterns on the surrounding roadway network, the distributions were identified. The anticipated arrival and departure distributions for passenger vehicles are shown on Figures No. 10 and 11, respectively. The anticipated arrival and departure distributions for trucks are shown on Figures No 12 and 13 respectively.

### D. 2027 Build Conditions Traffic Volumes

*(Figures No. 14 through 19)*

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

As discussed in Section I.B, the previously approved Year 2026 Build Condition for Slate Hill Commerce Center was compared to the Year 2027 Build Condition for Project Bluebird and are shown on the Level of Service Summary Tables.

## E. Description of Analysis Procedures

It was necessary to perform capacity analyses in order to determine existing and future traffic operating conditions at the study area intersections. The following is a brief description of the analysis method utilized in this report:

- Signalized Intersection Capacity Analysis

The capacity analysis for a signalized intersection was performed in accordance with the procedures described in the Highway Capacity Manual, 6th Edition, dated 2016, published by the Transportation Research Board. The terminology used in identifying traffic flow conditions is Levels of Service. A Level of Service "A" represents the best condition and a Level of Service "F" represents the worst condition. A Level of Service "C" is generally used as a design standard while a Level of Service "D" is acceptable during peak periods. A Level of Service "E" represents an operation near capacity. In order to identify an intersection's Level of Service, the average amount of vehicle delay is computed for each approach to the intersection as well as for the overall intersection.

- Unsignalized Intersection Capacity Analysis

The unsignalized intersection capacity analysis method utilized in this report was also performed in accordance with the procedures described in the Highway Capacity Manual, 6th Edition, dated 2016. The procedure is based on total elapsed time from when a vehicle stops at the end of the queue until the vehicle departs from the stop line. The average total delay for any particular critical movement is a function of the service rate or capacity of the approach and the degree of saturation. In order to identify the Level of Service, the average amount of vehicle delay is computed for each critical movement to the intersection.

Additional information concerning signalized and unsignalized Levels of Service can be found in Appendix "D" of this report.

## E. Results of Analysis

*(Table No. 2)*

Capacity analyses that take into consideration appropriate truck percentages, pedestrian activity, roadway grades and other factors were performed at the study area intersections utilizing the procedures described above to determine the Levels of Service and average vehicle delays. Summarized below is a description of the existing geometrics, traffic control and a summary of the existing and future Levels of Service as well as any recommended improvements.

Table No. 2 summarizes the results of the capacity analysis for the 2024 Existing, 2027 No-Build and 2027 Build Conditions. In addition, a comparison of the previously approved 2026 Build Condition including mitigation measures as approved by NYSDOT for Slate Hill Commerce Center, Project Liberty and Route 6 Logistics are also shown on Table No.2. Appendix "E"

contains copies of the capacity analysis that also indicate the existing geometrics (including lane widths) and other characteristics for each of the individual intersections studied.

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

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

Capacity analysis conducted for this intersection utilizing the 2024 Existing Traffic Volumes indicates that the NYS Route 284 approach is currently operating at Level of Service “C” during both the AM and PM Peak Hours with the U.S. Route 6 westbound left turn operating at Level of Service “A”.

Capacity analysis conducted for this intersection utilizing the 2027 No-Build Traffic Volumes indicates that the NYS Route 284 approach is projected to operate at Level of Service “F” during both the AM and PM Peak Hours with the U.S. Route 6 westbound left turn operating at Level of Service “A”.

Capacity analysis conducted for this intersection utilizing the 2027 Build Traffic Volumes indicates that the NYS Route 284 approach is projected to operate at Level of Service “E” during the AM Peak Hour and projected to continue to operate at Level of Service “F” during the PM Peak Hour with the U.S. Route 6 westbound left turn operating at Level of Service “A”.

The approved Slate Hill Commerce Center Year 2026 Build Traffic Volumes analysis indicates that the NYS Route 284 approach is projected to operate at Level of Service “F” during the AM Peak Hour and projected to operate at Level of Service “F” during the PM Peak Hour with the U.S. Route 6 westbound left turn operating at Level of Service “B” or better.

It should be noted that for unsignalized intersections, it is not uncommon for the side road approach (NYS Route 284) or driveway approach to operate with delays while the major road (U.S. Route 6) operates at better Levels of Service.

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

2. U.S. Route 6 and Ridgebury Hill Road

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

Capacity analysis conducted for this intersection utilizing the 2024 Existing Traffic Volumes indicates that the Ridgebury Hill Road approach is currently operating at Level of Service “C” or better during the AM and PM Peak Hours with the U.S. Route 6 westbound left turn operating at Level of Service “A”.

Capacity analysis conducted for this intersection utilizing the 2027 No-Build Traffic Volumes indicates that the Ridgebury Hill Road approach is projected to operate at Level of Service "D" during AM Peak Hour and projected to operate at Level of Service "E" during PM Peak Hour with the U.S. Route 6 westbound left turn operating at Level of Service "A".

Capacity analysis conducted for this intersection utilizing the 2027 Build Traffic Volumes indicates that the Ridgebury Hill Road approach is projected to operate at Level of Service "C" during the AM Peak Hour and projected to operate at a Level of Service "D" during the PM Peak Hour with the U.S. Route 6 westbound left turn operating at Level of Service "B" or better.

The approved Slate Hill Commerce Center Year 2026 Build Traffic Volumes analysis indicates that the Ridgebury Hill Road approach is projected to operate at Level of Service "E" during both the AM and PM Peak Hours with the U.S. Route 6 westbound left turn operating at Level of Service "B" or better.

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

### 3. U.S. Route 6 and McBride Road

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

Capacity analysis conducted for this intersection utilizing the 2024 Existing Traffic Volumes indicates that the McBride Road approach is currently operating at Level of Service "C" during both the AM and PM Peak Hours with the U.S. Route 6 eastbound left turn operating at Level of Service "A".

Capacity analysis conducted for this intersection utilizing the 2027 No-Build Traffic Volumes indicates that the McBride Road approach is projected to operate at Level of Service "E" during both the AM and PM Peak Hours with the U.S. Route 6 eastbound left turn operating at Level of Service "B" or better.

Capacity analysis conducted for this intersection utilizing the 2027 Build Traffic Volumes indicates that the McBride Road approach is projected to continue to operate at Level of Service "E" during both the AM Peak and PM Peak Hours with the U.S. Route 6 eastbound left turn operating at Level of Service "B" or better.

The approved Slate Hill Commerce Center Year 2026 Build Traffic Volumes analysis indicates that the McBride Road approach is projected to operate at Level of Service "F" during the AM Peak Hour and projected to operate at a Level of Service "E" during the PM Peak Hour with the U.S. Route 6 westbound left turn operating at Level of Service "B" or better.

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

4. U.S. Route 6 and Hoops Road

Hoops Road has been abandoned and conveyed to adjoining lots.

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

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

Capacity analysis conducted for this intersection utilizing the 2024 Existing Traffic Volumes indicates that the Creedon Hill Road approach is currently operating at Level of Service "B" during both the AM and PM Peak Hours with the U.S. Route 6 westbound left turn operating at Level of Service "A".

Capacity analysis conducted for this intersection utilizing the 2027 No-Build Traffic Volumes indicates that the Creedon Hill Road approach is projected to operate at Level of Service "C" during the AM Peak Hour and at Level of Service "B" during the PM Peak Hour with the U.S. Route 6 westbound left turn operating at Level of Service "B" or better.

Capacity analysis conducted for this intersection utilizing the 2027 Build Traffic Volumes indicates that the Creedon Hill Road approach is projected to continue to operate at Level of Service "C" during the AM Peak Hour and is projected to continue to operate at Level of Service "B" during the PM Peak Hour with the U.S. Route 6 westbound left turn is projected to operate at Level of Service "B" or better.

The approved Slate Hill Commerce Center Year 2026 Build Traffic Volumes analysis indicates that the Creedon Hill Road approach is projected to operate at Level of Service "C" during the AM Peak Hour and at Level of Service "B" during the PM Peak Hour with the U.S. Route 6 westbound left turn operating at Level of Service "B" or better.

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

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

Capacity analysis conducted for this intersection utilizing the 2024 Existing Traffic Volumes indicates that the C.R. 56 approach is currently operating at Level of Service "C" during both the AM and PM Peak Hours with the U.S. Route 6 westbound left turn operating at Level of Service "A".

Capacity analysis conducted for this intersection utilizing the 2027 No-Build Traffic Volumes indicates that the C.R. 56 approach is projected to operate at Level of Service "F" during the AM and PM Peak Hours with the U.S. Route 6 westbound left turn operating at Level of Service "A".

As previously approved and currently under design, a traffic signal at this intersection is proposed.

The capacity analysis conducted using the 2027 No-Build Traffic Volumes under signal control indicates that the intersection is projected to operate at an overall Level of Service "B" or better during both the AM and PM Peak Hours.

The capacity analysis conducted using the 2027 Build Traffic Volumes indicates that the intersection is projected to continue to operate at an overall Level of Service "B" or better during both the AM and PM Peak Hours.

The approved Slate Hill Commerce Center Year 2026 Build Traffic Volumes analysis indicates that the intersection with signalization is projected to operate at an overall Level of Service "A" during both the AM and PM Peak Hours.

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

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

Capacity analysis conducted for this intersection utilizing the 2024 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service "B" during both the AM and PM Peak Hours.

As previously approved and under design, an additional eastbound left turn lane (double left turn lane) on U.S. Route 6 as well as an additional northbound left turn lane (double left turn lane) on NYS Route 17M will be installed. This change will require a new traffic signal to accommodate the additional lanes and signal phasing/timings. This also includes an upgrade to the vehicle detection system by use of a camera(s).

The capacity analysis conducted using the 2027 No-Build Traffic Volumes with the above design indicates that the intersection is projected to operate at an overall Level of Service "C" during both the AM and PM Peak Hours.

The capacity analysis conducted using the 2027 Build Traffic Volumes with the above design indicates that the intersection is projected to continue to operate at an overall Level of Service "C" during both the AM and PM Peak Hours.

The approved Slate Hill Commerce Center Year 2026 Build Traffic Volumes analysis with the above design indicates that the intersection is projected to operate at an overall Level of Service "C" during the AM Peak Hour and projected to operate at an overall Level of Service "D" during the PM Peak Hour.

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

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

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

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

To mitigate the delays for the I-84 westbound off-ramp to NYS Route 17M northbound (Identified as Intersection 8a) under the Existing, No-Build and Build conditions, a second right turn lane on the ramp approach in combination with signalization and coordination has been approved and currently under designed to mitigate the delays for the I-84 westbound off-ramp to NYS Route 17M northbound. As shown on Table No. 2, with the above improvements, the NYS Route 17M/I-84 westbound off-ramp is projected to operate at an overall Level of Service "C" during both the AM and PM Peak Hours.

As shown on Table No. 2, the I-84 EB off-ramp to NYS Route 17M WB and I-84 WB on-ramp from NYS 17M WB weave (Identified as Intersection 8b), I-84 EB on-ramp from NYS Route 17M WB diverge (Identified as Intersection 8c), I-84 WB on-ramp from NYS 17M EB diverge (Identified as Intersection 8d), I-84 WB off-ramp to NYS 17M EB and I-84 EB on-ramp from NYS 17M EB weave (Identified as Intersection 8e) and the I-84 EB off-ramp to NYS 17M EB merge (Identified as Intersection 8f) are projected to operate at a Level of Service "B".

9. U.S. Route 6 and Proposed Site Access

The proposed site access associated with the Slate Hill Commerce Center has been designed and approved by the NYSDOT, including a separate eastbound left turn lane, separate westbound right turn lane, separate left and right turn lanes exiting the site driveway, and signalization. The design documents identify the potential for a driveway from the Peckham parcel to be located opposite the project Bluebird site driveway. The Peckham driveway is currently proposed as an exit only. However, there is the potential for entry movements to the Peckham site at this location as well. Combining that potential with the higher evening peak hour of generator (off-peak adjacent street traffic) a dual left turn exit on the Project Bluebird egress may be beneficial.

The capacity analysis conducted using the 2027 No-Build and 2027 Build Traffic Volumes the intersection is projected to operate at an overall Level of Service "B" or better during both the AM and PM Peak Hours.

The approved Slate Hill Commerce Center Year 2026 Build Traffic Volumes analysis indicates with the above design, the intersection is projected to operate at an overall Level of Service "C" or better during both the AM and PM Peak Hours.

10. U.S. Route 6 and Seward Road

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

Capacity analysis conducted for this intersection utilizing the 2024 Existing Traffic Volumes indicates that the Seward Road approach is currently operating at Level of Service "B" during both the AM and PM Peak Hours with the U.S. Route 6 westbound left turn operating at a Level of Service "A".

Capacity analysis conducted for this intersection utilizing the 2027 No-Build Traffic Volumes indicates that the Seward Road approach is projected to operate at Level of Service "C" or better during both the AM and PM Peak Hours with the U.S. Route 6 westbound left turn operating at Level of Service "A".

Capacity analysis conducted for this intersection utilizing the 2027 Build Traffic Volumes indicates that the Seward Road approach is projected to operate at Levels of Service "C" during both the AM and PM Peak Hours with the U.S. Route 6 westbound left turn operating at Level of Service "A".

The approved Slate Hill Commerce Center Year 2026 Build Traffic Volumes analysis indicates that the Seward Road approach is projected to operate at Level of Service "C" during both the AM and PM Peak Hours with the U.S. Route 6 westbound left turn operating at Level of Service "A".



## IV. Recommended Improvements

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

- The proposed site access associated with the Slate Hill Commerce Center has been designed and approved by the NYSDOT including a separate eastbound left turn lane, separate westbound right turn lane, separate left and right turn lanes exiting the site driveway, and signalization. These design documents identify the potential for a driveway from the Peckham parcel to be located opposite the project Bluebird site driveway. The Peckham driveway is currently proposed as an exit only. However, there is the potential for entry movements to the Peckham site at this location as well. Combining that potential with the higher evening peak hour of generator (off-peak adjacent street traffic) a dual left turn exit on the Project Bluebird egress may be beneficial. See Scannell Properties Route 6 Highway Improvement Plans dated 09.27.24
- As previously approved and currently under design, a traffic signal at the U.S Route 6 and C.R. 56 intersection is proposed. See Scannell Properties Route 6 Highway Improvement Plans dated 09.27.24)
- The intersections of U.S. Route 6 and NYS Route 284, Ridgebury Hill Road, McBride Road should continue to be monitored for potential signalization (as previously recommended).
- NYS Route 17M/U.S. Route 6 - an additional eastbound left turn lane (double left turn lane) on U.S. Route 6 as well as an additional northbound left turn lane (double left turn lane) on NYS Route 17M will be installed. This change will require a new traffic signal to accommodate the additional lanes and signal phasing/timings. This also includes an upgrade to the vehicle detection system by use of a camera(s) (as previously approved and under design). See Scannell Properties / RDM Group – NYS Route 17M – U.S. Route 6 Highway Improvement Plans dated 11.07.24.
- To mitigate the delays for the I-84 westbound off-ramp to NYS Route 17M northbound under the Existing, No-Build and Build conditions, a second right turn lane on the ramp approach in combination with signalization and coordination has been approved and currently under designed to mitigate the delays for the I-84 westbound off-ramp to NYS Route 17M northbound.

With the exception of a potential dual left turn lane exiting the site driveway, no other mitigation/improvements are proposed/needed than were previously approved and currently under design for the cumulative impacts including Project Bluebird traffic.

## V. Conclusion

Project Bluebird's projected traffic, as recommended by ITE, reflects the actual experience of the intended user, both in terms of the amount and hourly distribution of traffic that will be generated by Bluebird during operations. Because of shift changes, peak traffic generation from Project Bluebird will not occur during the peak hours for traffic on surrounding roads.

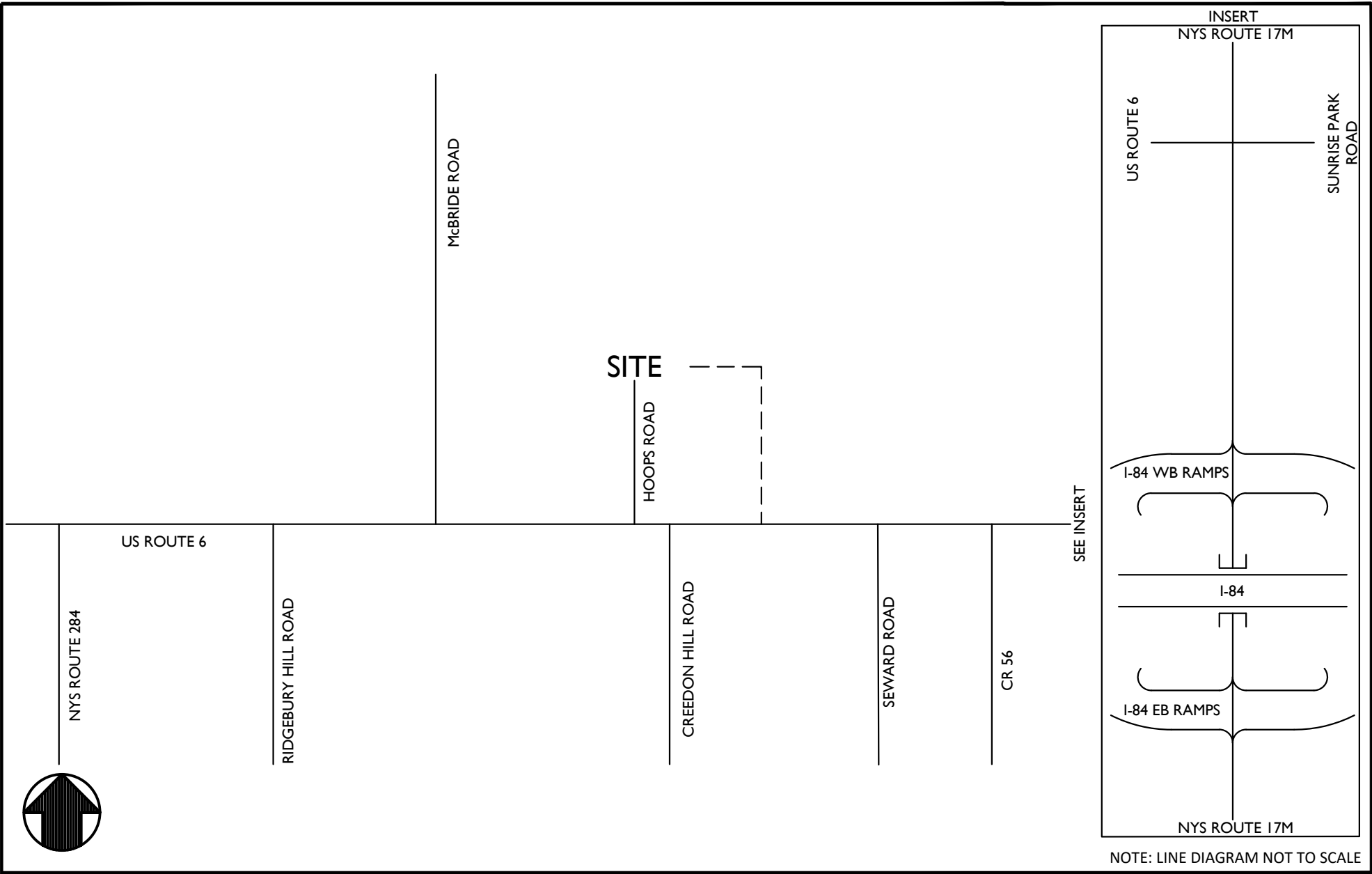
This study projects a 2027 Build Condition that includes Project Bluebird's traffic and analyzes its potential impact on surrounding roads during the peak hours for traffic on those roads. It should be noted that because of reduced traffic volumes on weekends, it is similarly anticipated that traffic generated by Project Bluebird will have less impact than the analysis provided.

The analysis undertaken also provides an assessment of the potential cumulative impacts from Project Bluebird under the 2027 Build Conditions. It includes a projected 1.5% total background growth in traffic in the area along with the potential traffic from other proposed and approved development projects that may occur in the study area during this period.

As summarized in this Study, the proposed Project Bluebird is not anticipated to have a significant impact on the area roadways/intersections. Additionally, when compared to the cumulative impacts of Slate Hill Commerce Center, Project Liberty and Route 6 Logistics, with the previously approved mitigation measures, Project Bluebird is projected to have similar, if not less, impact.

# Traffic Impact Study

## Appendix A | Figures



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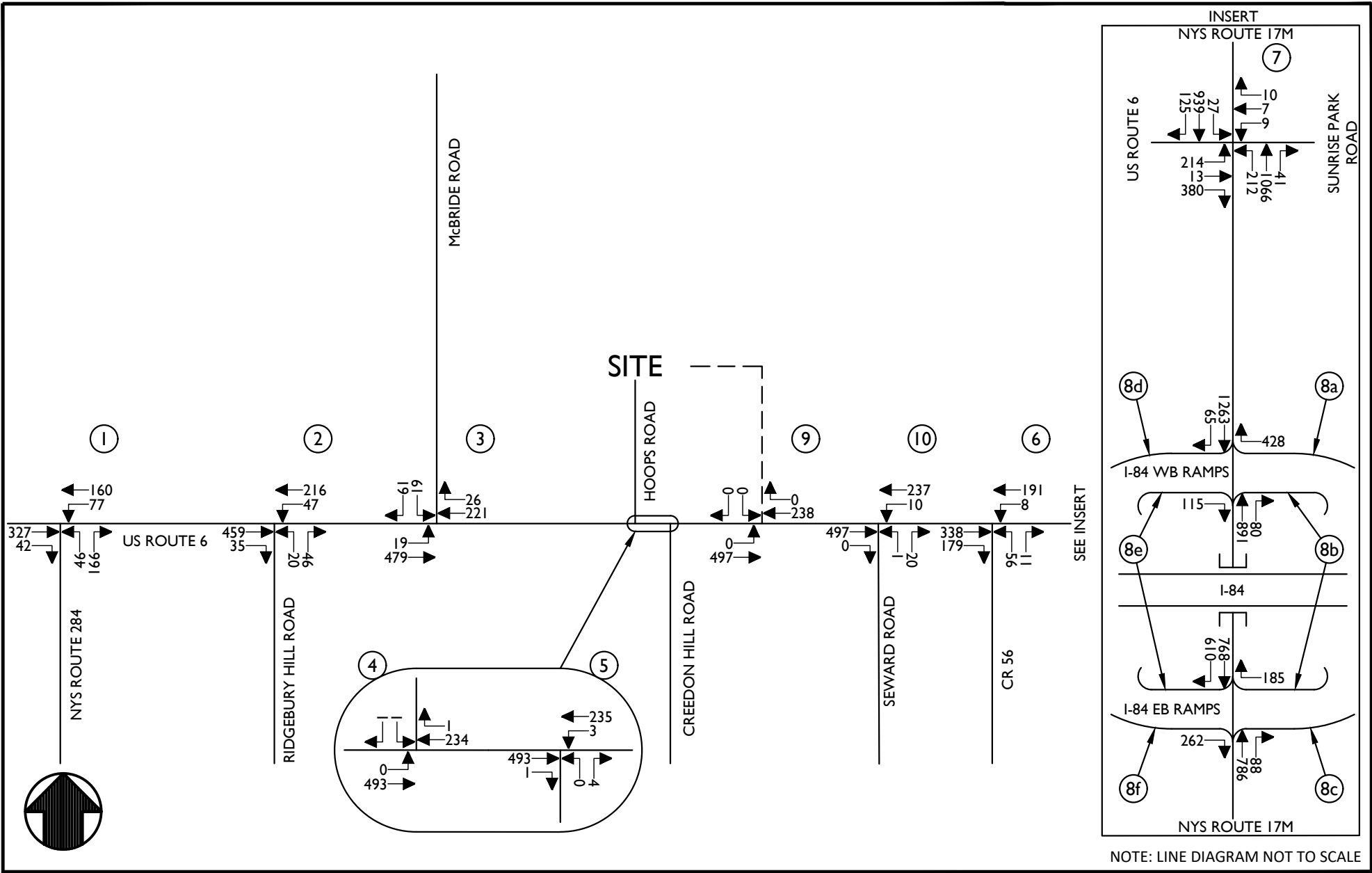
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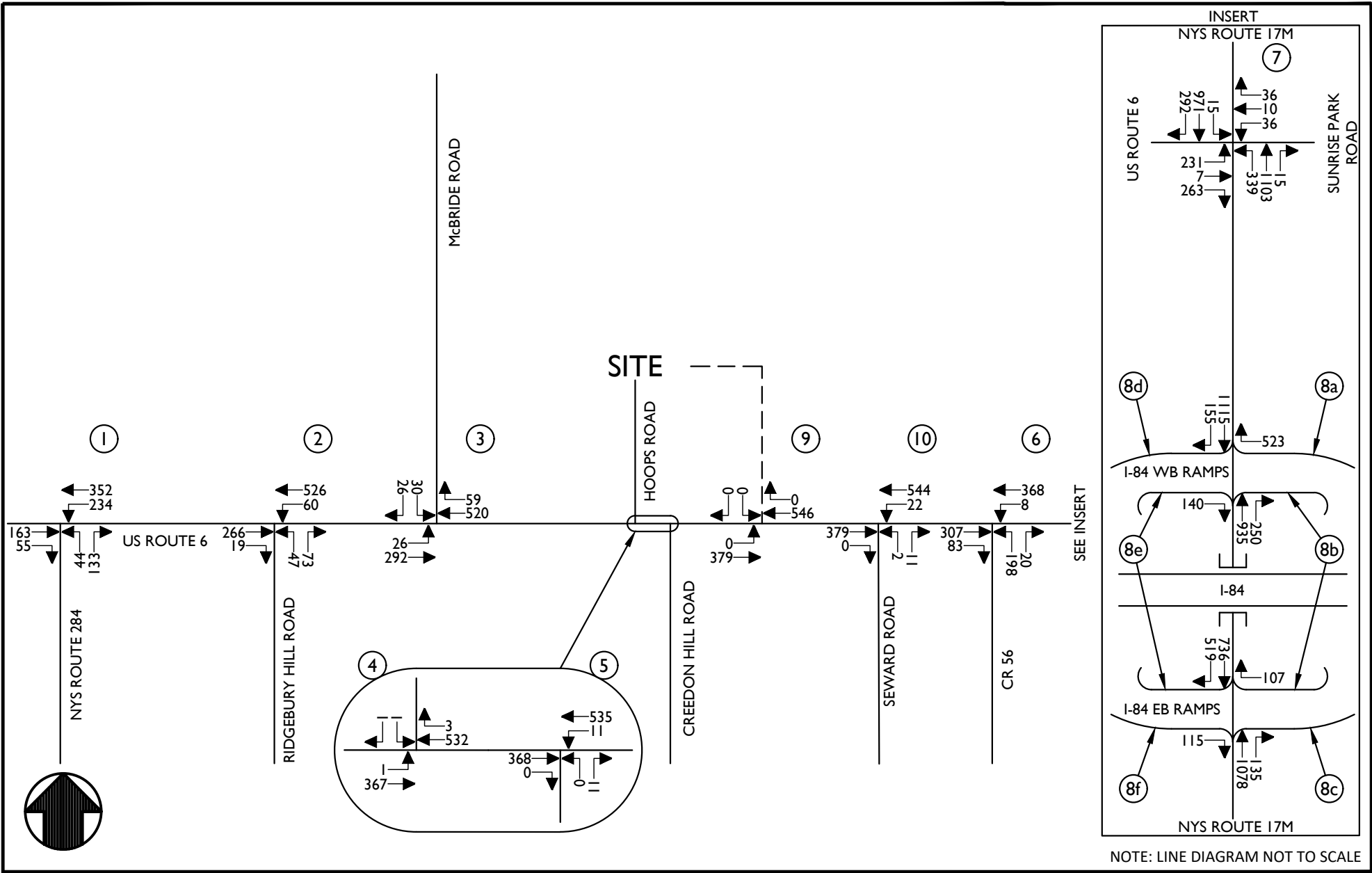
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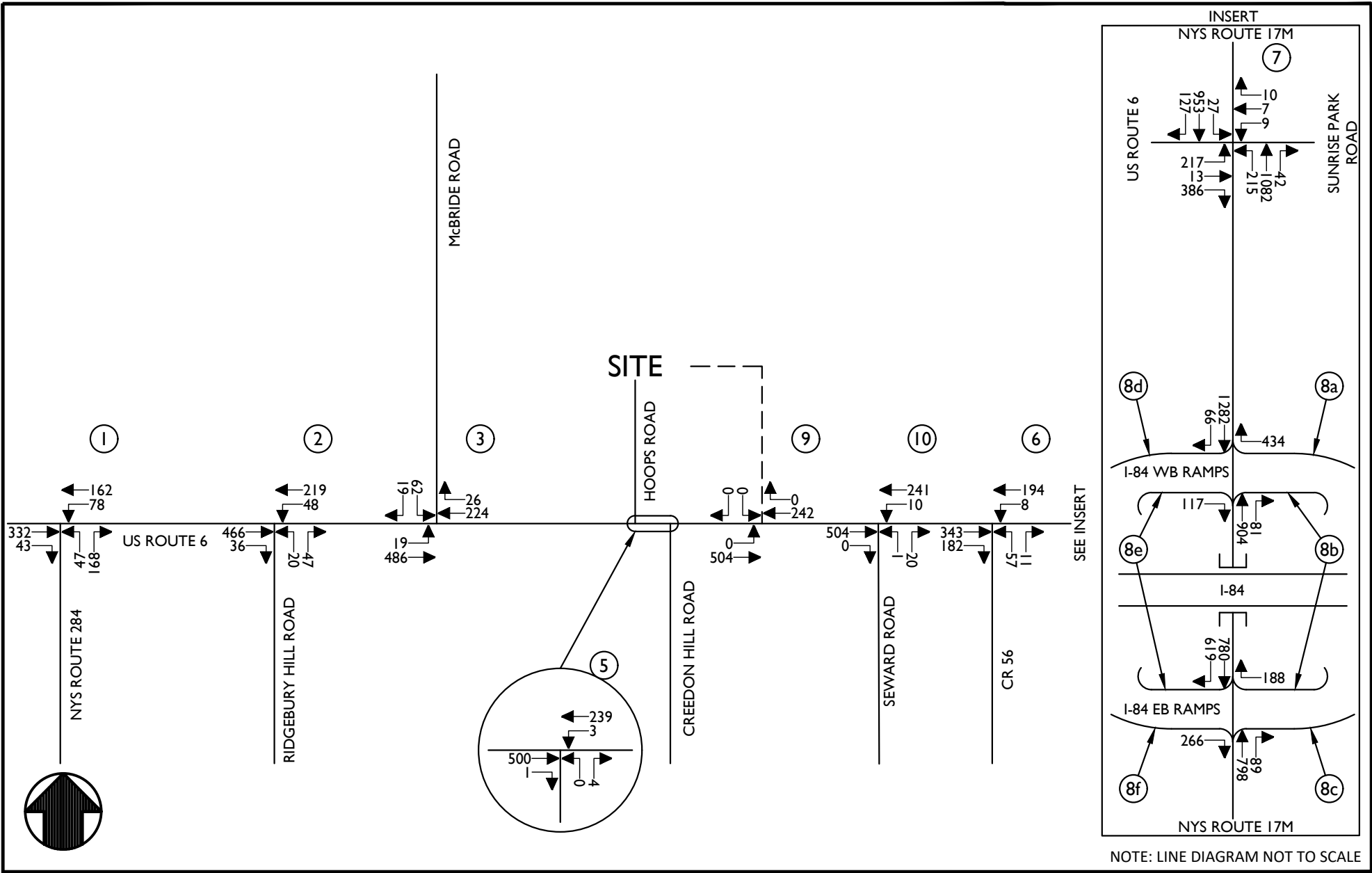
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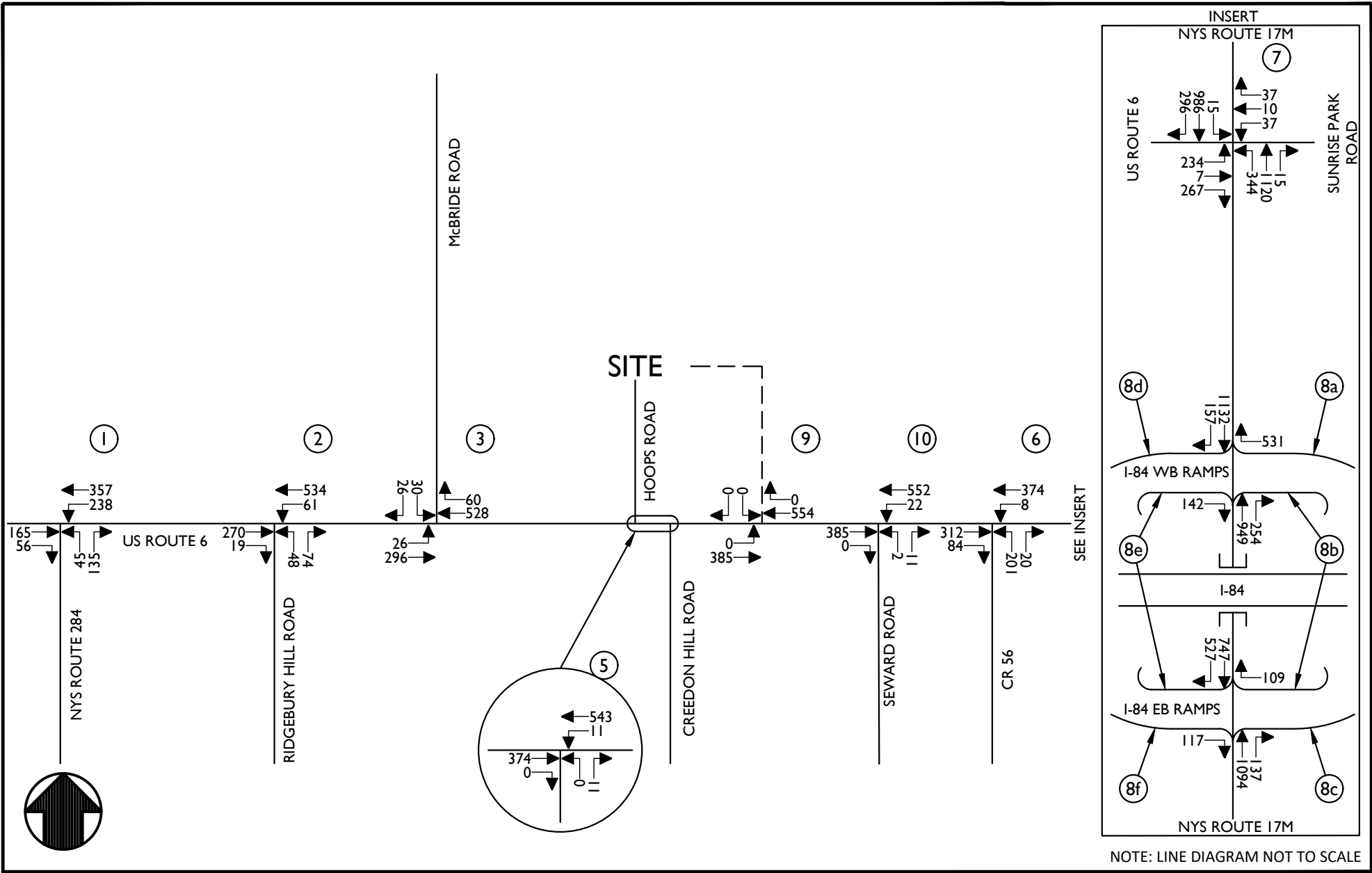
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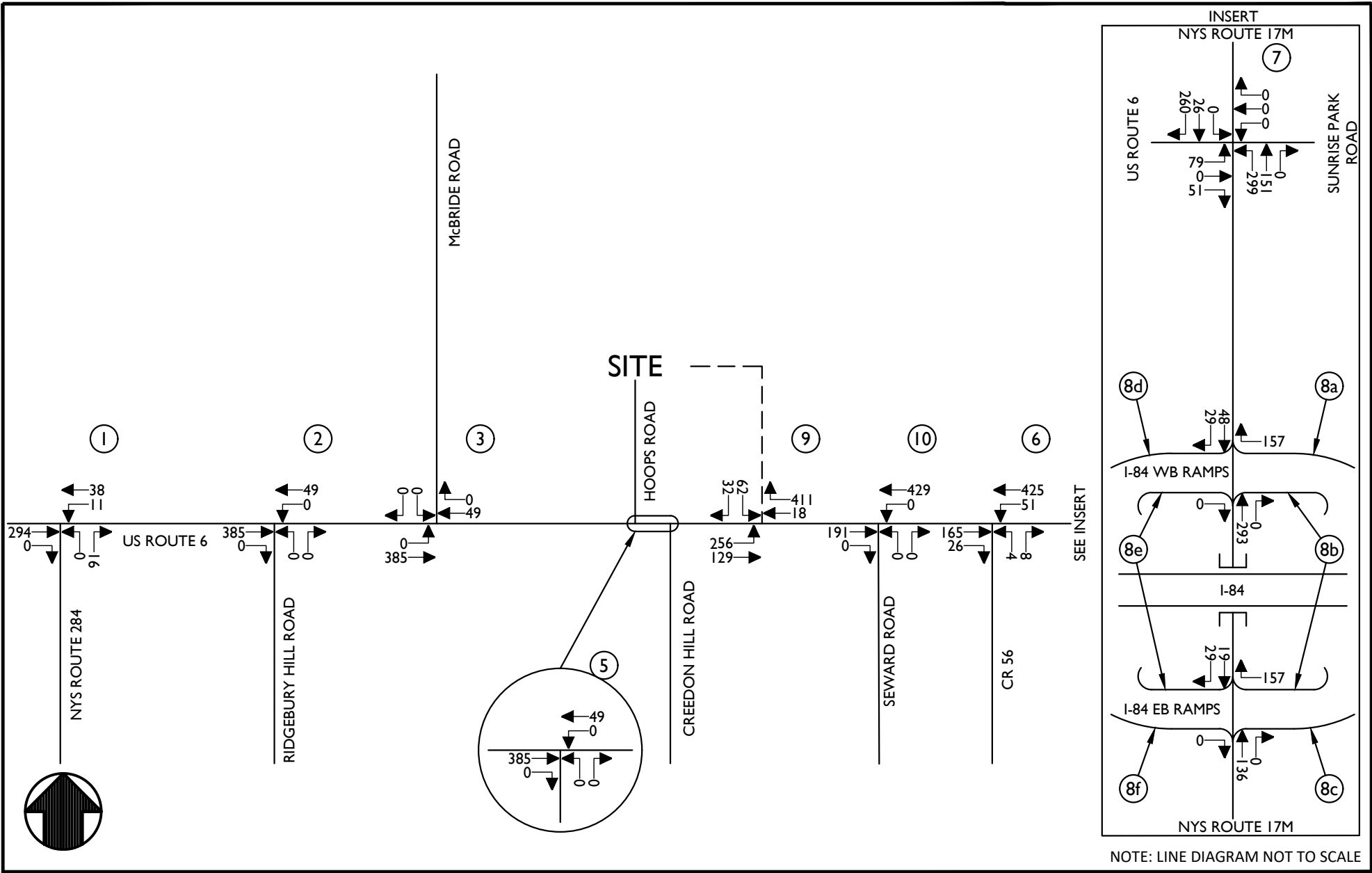
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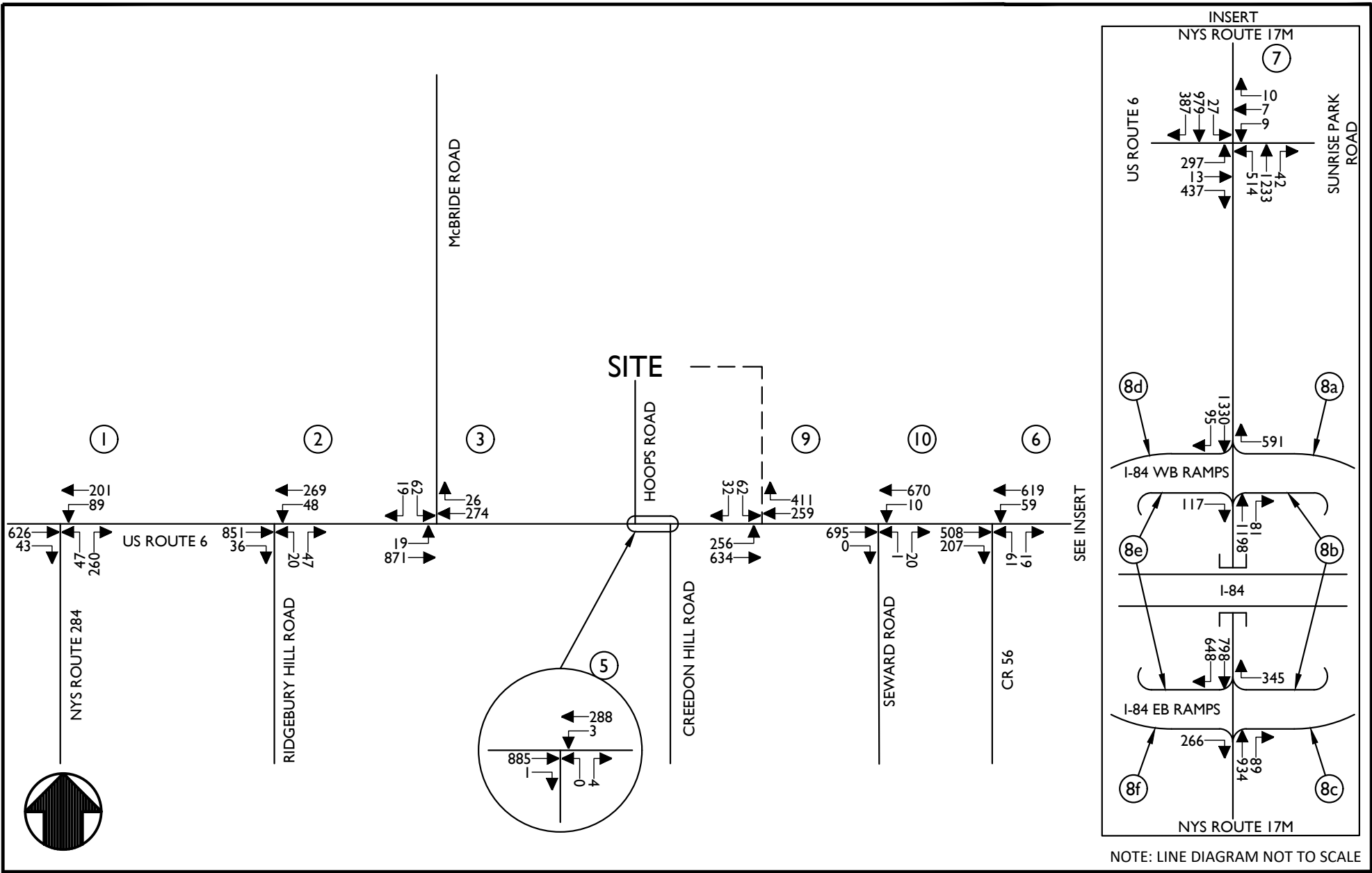
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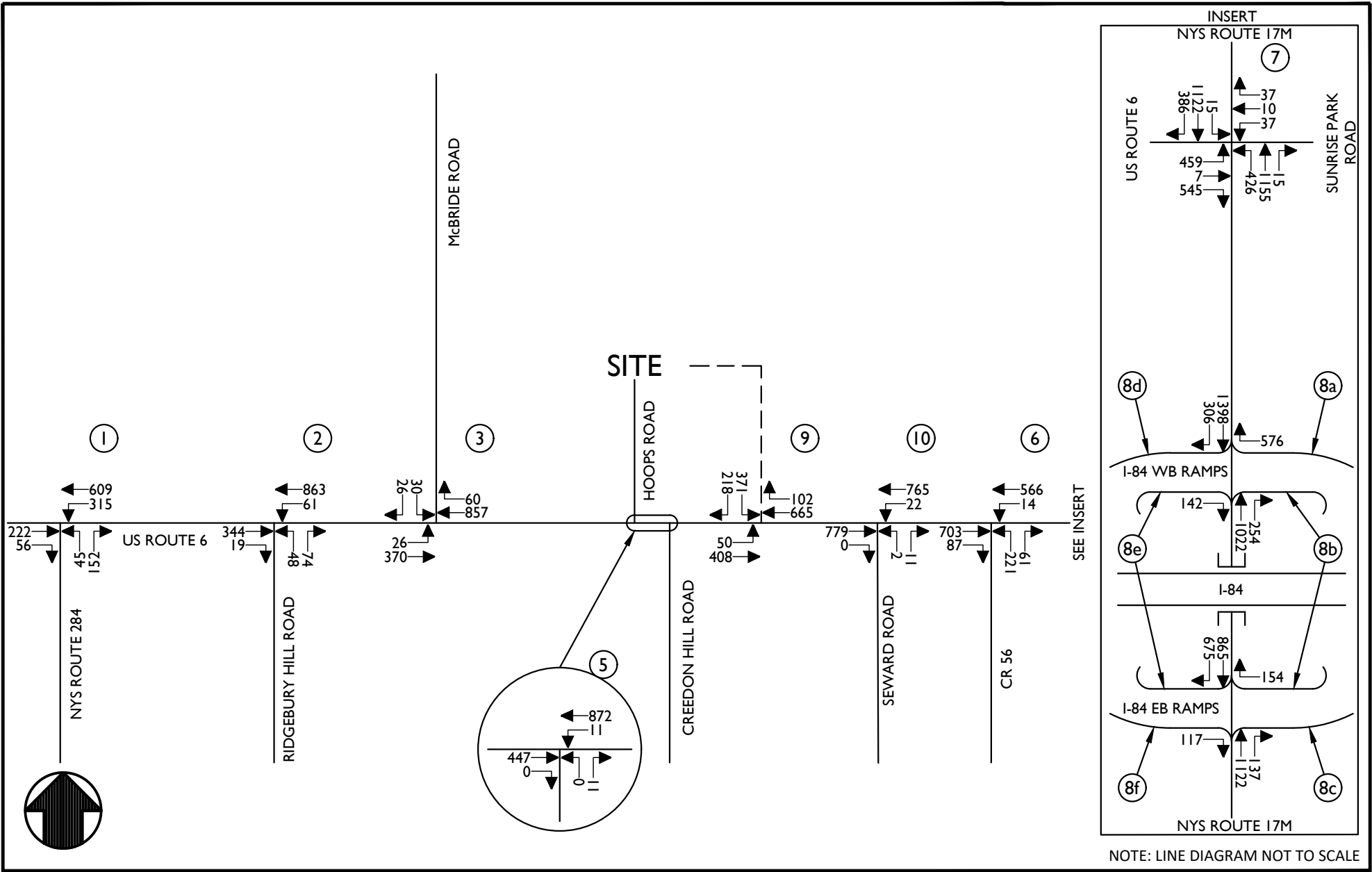
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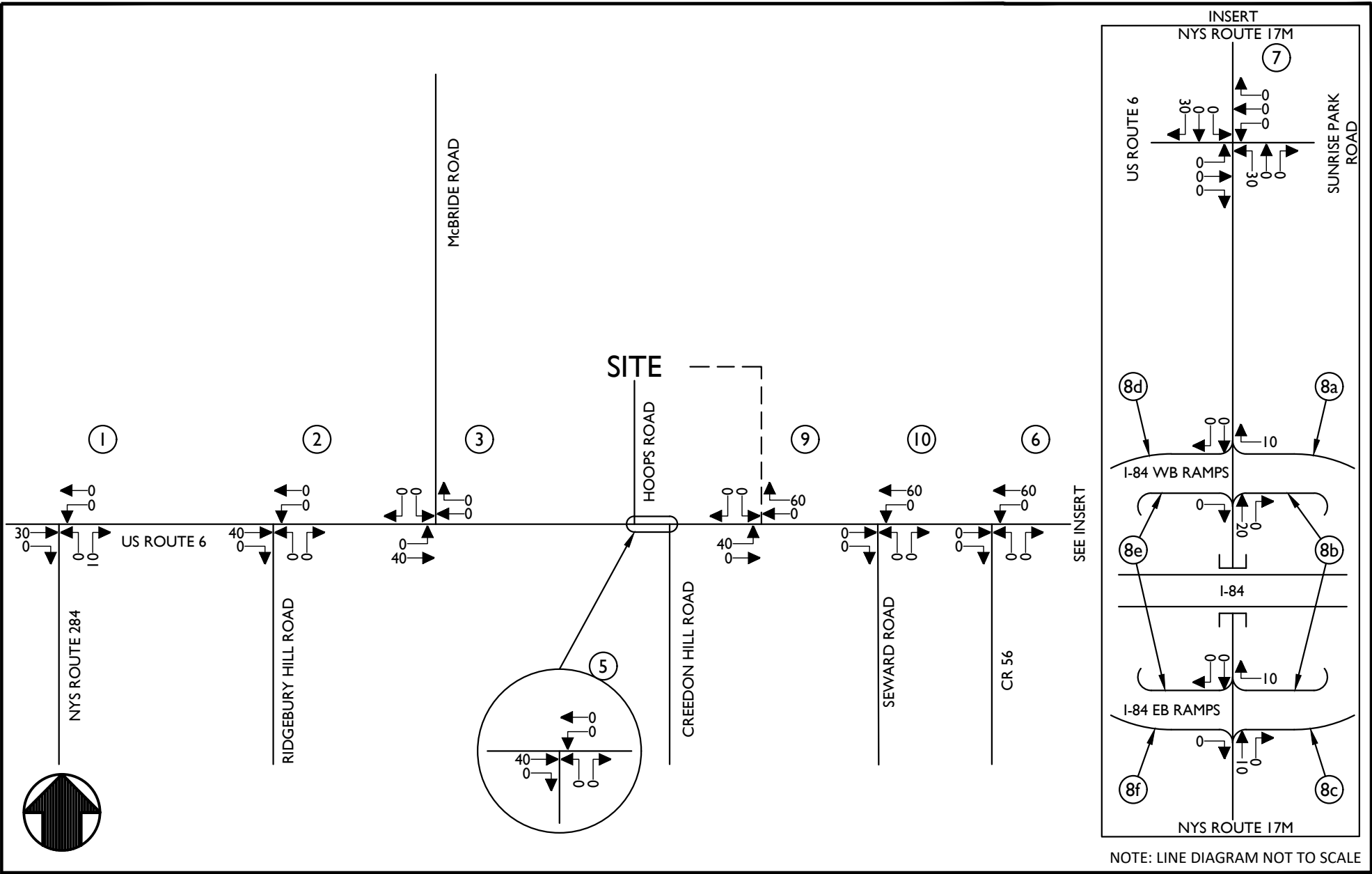
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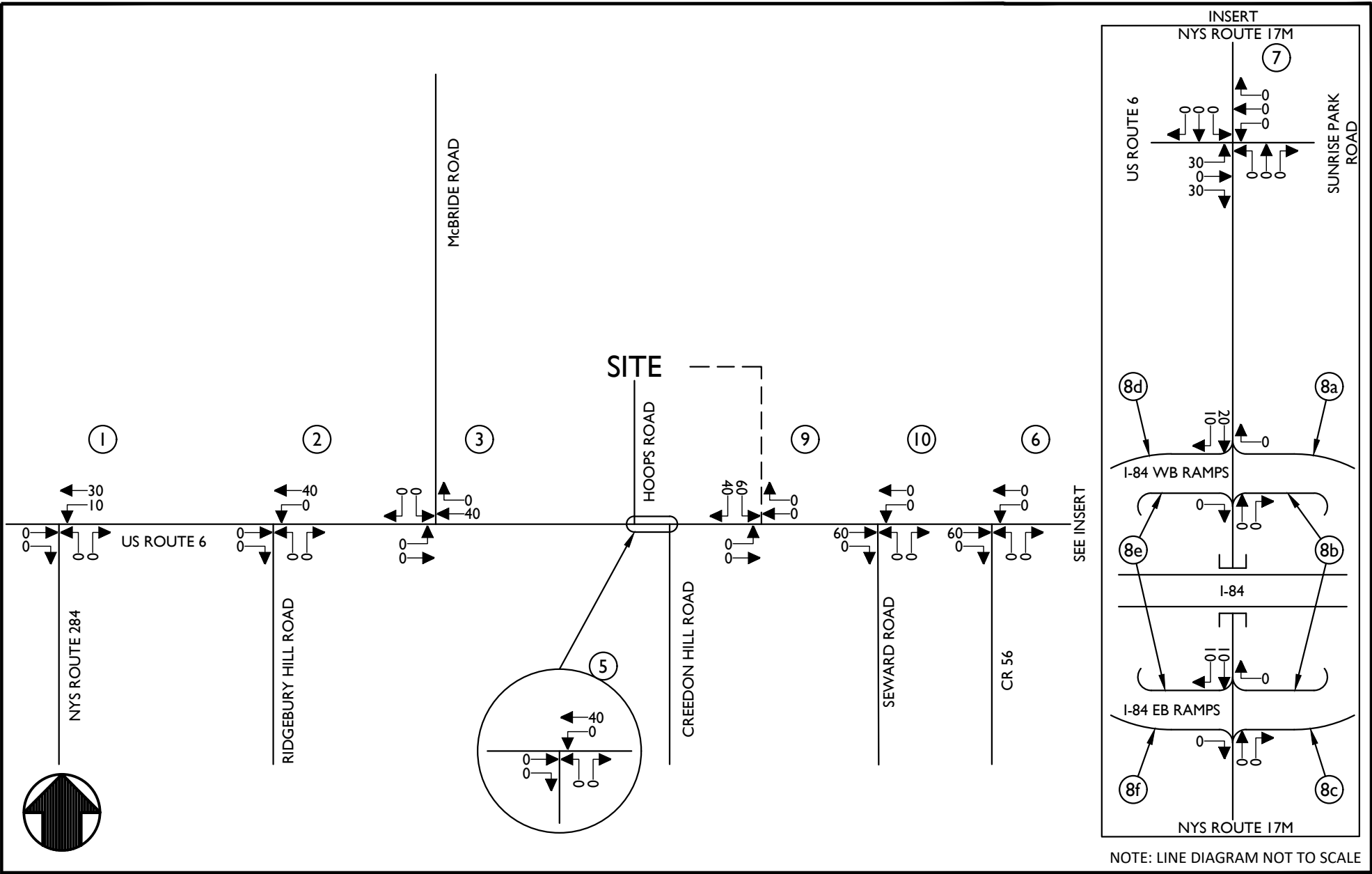
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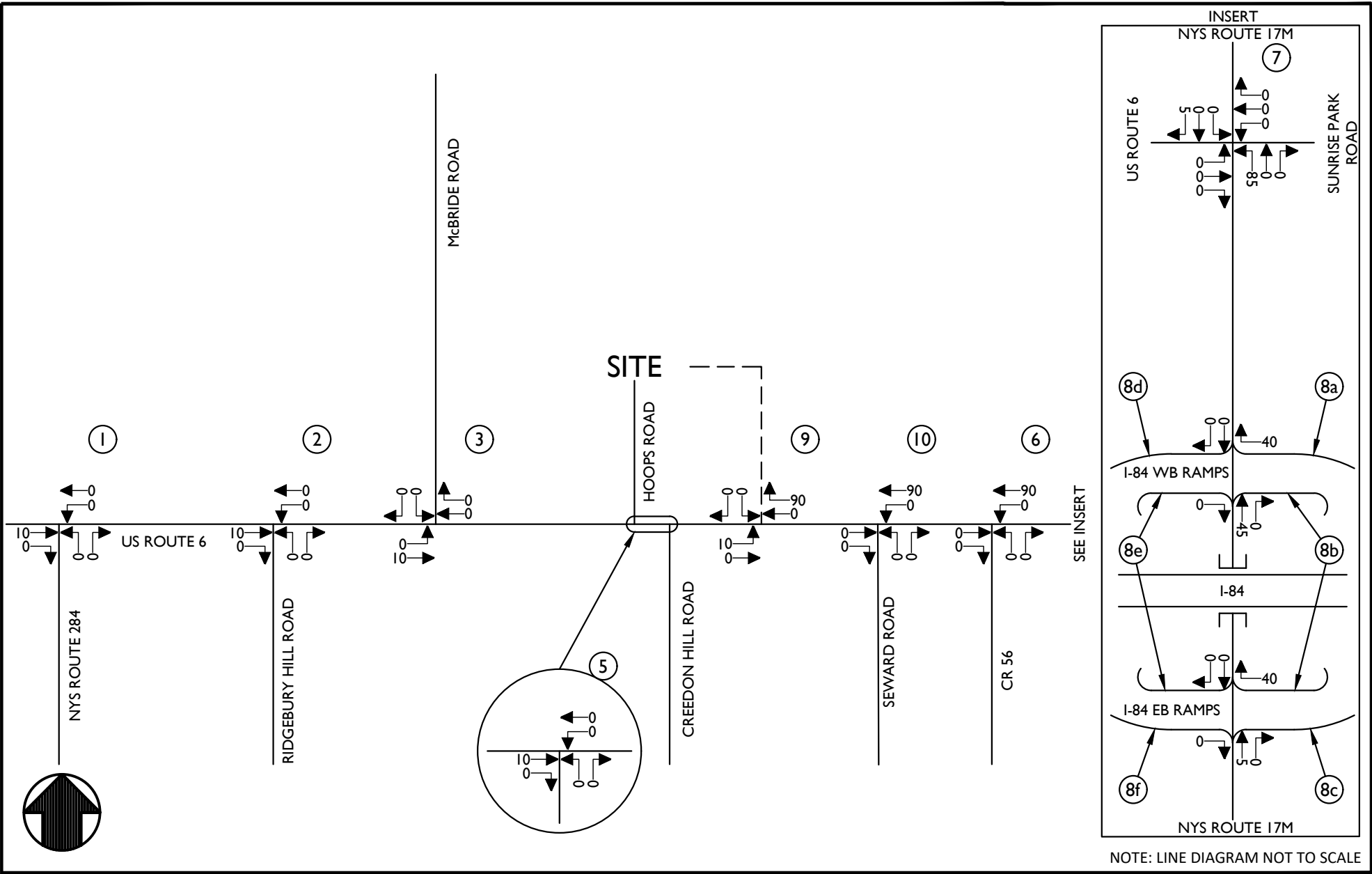
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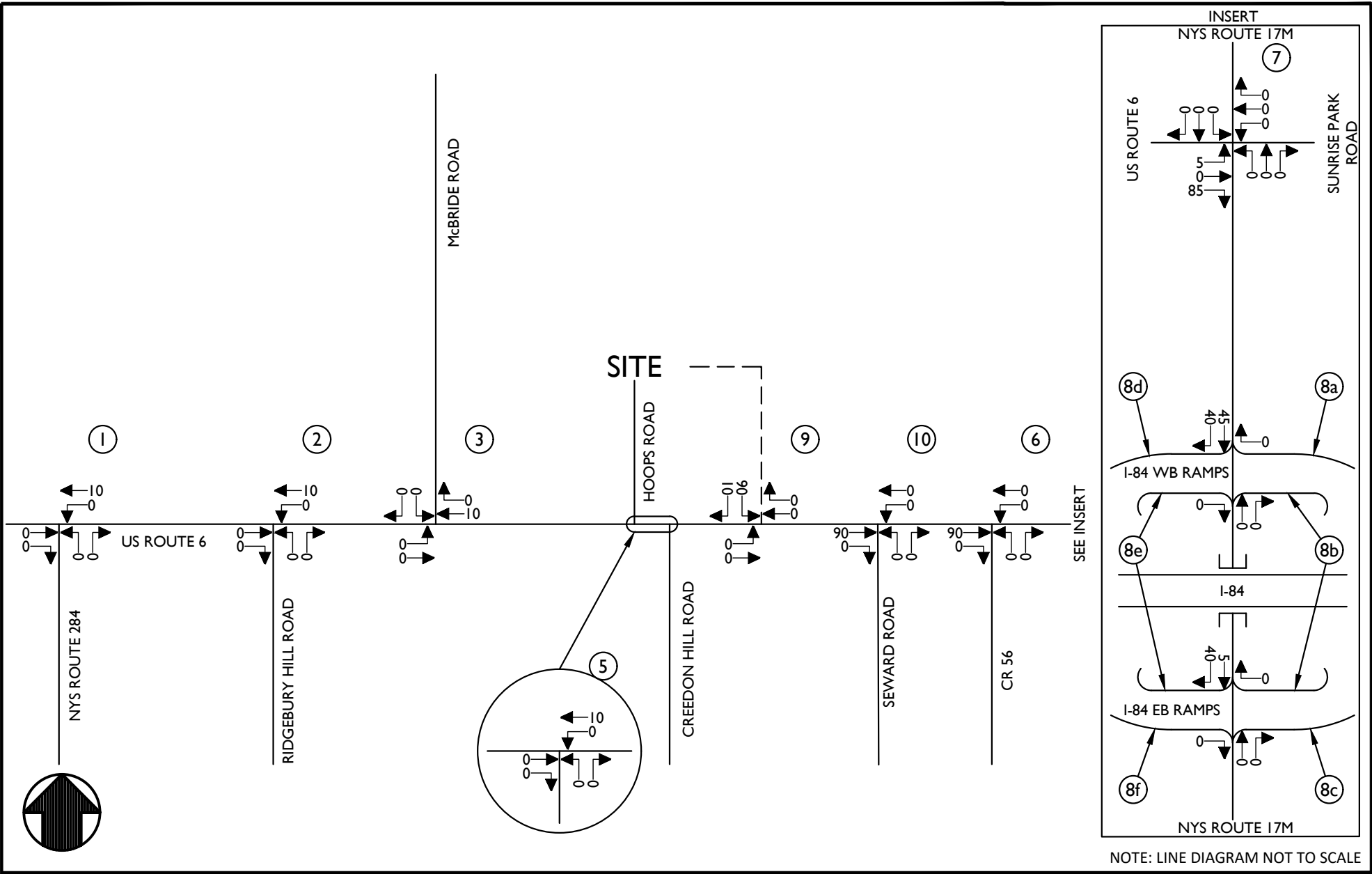
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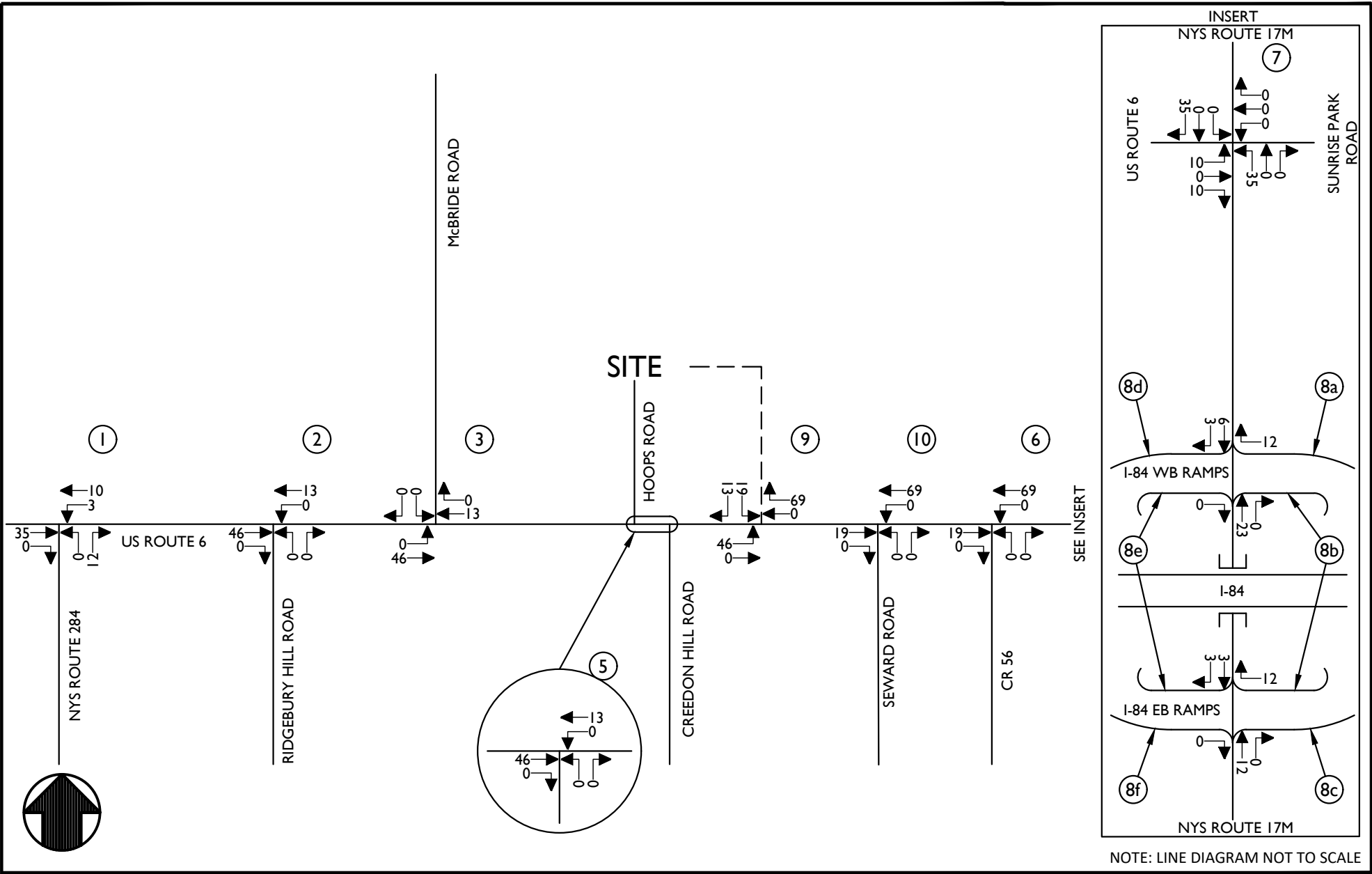
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TRUCKS  
(VALUES IN PERCENT)

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NOTE: LINE DIAGRAM NOT TO SCALE



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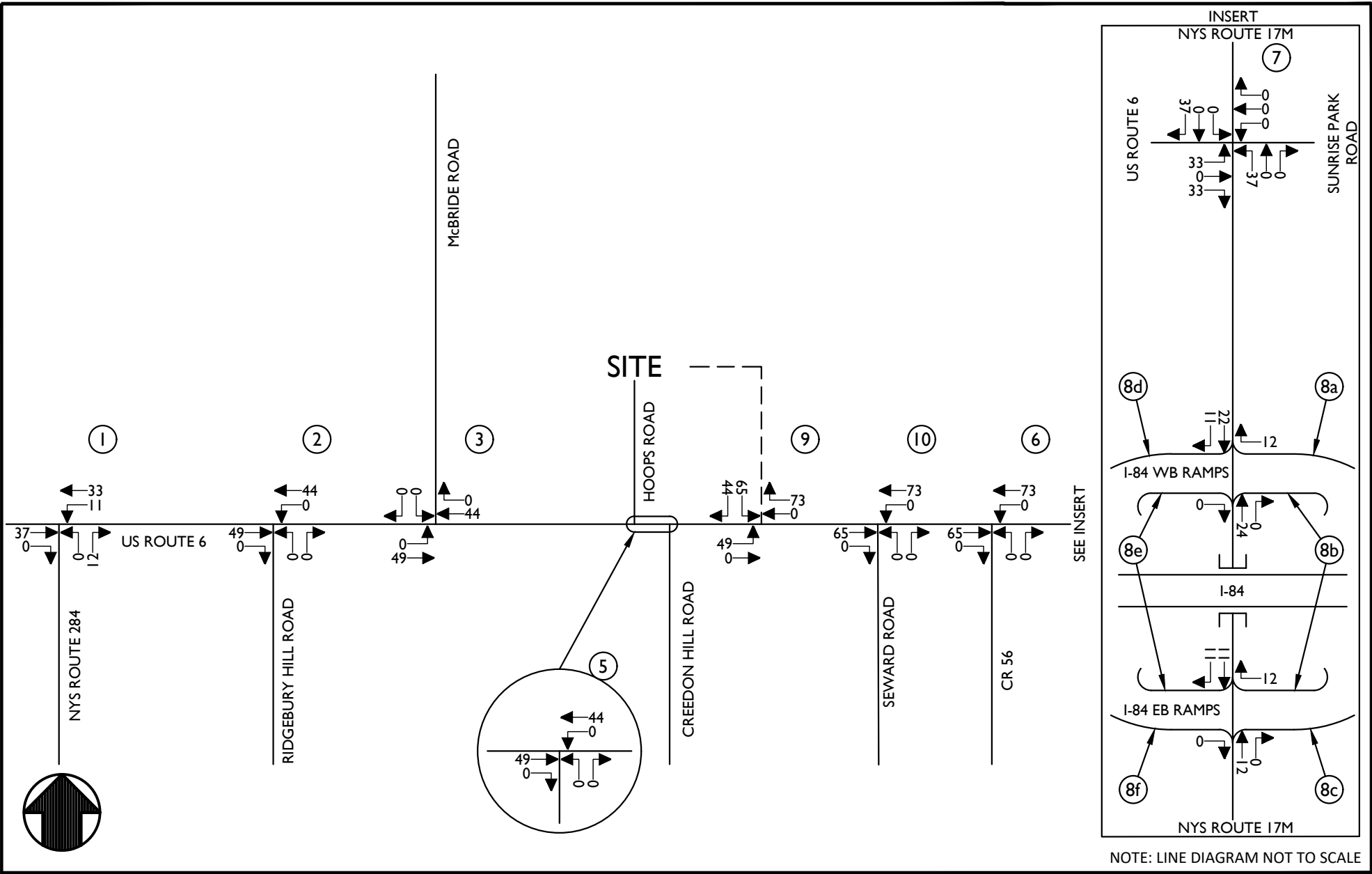
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PEAK AM HOUR

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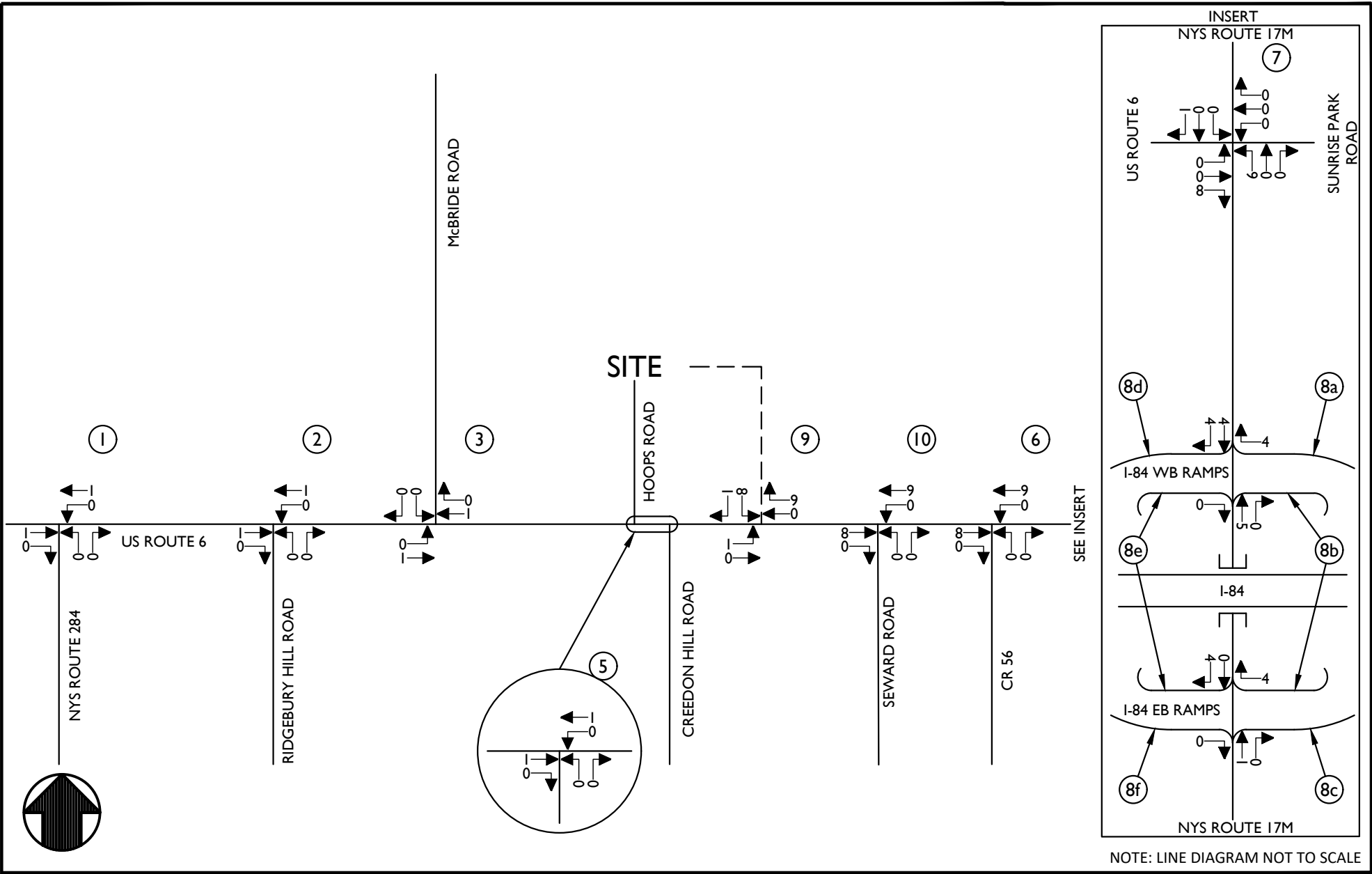
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SHEET TITLE:  
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TRAFFIC VOLUMES (CARS)  
PEAK PM HOUR

SHEET NUMBER:  
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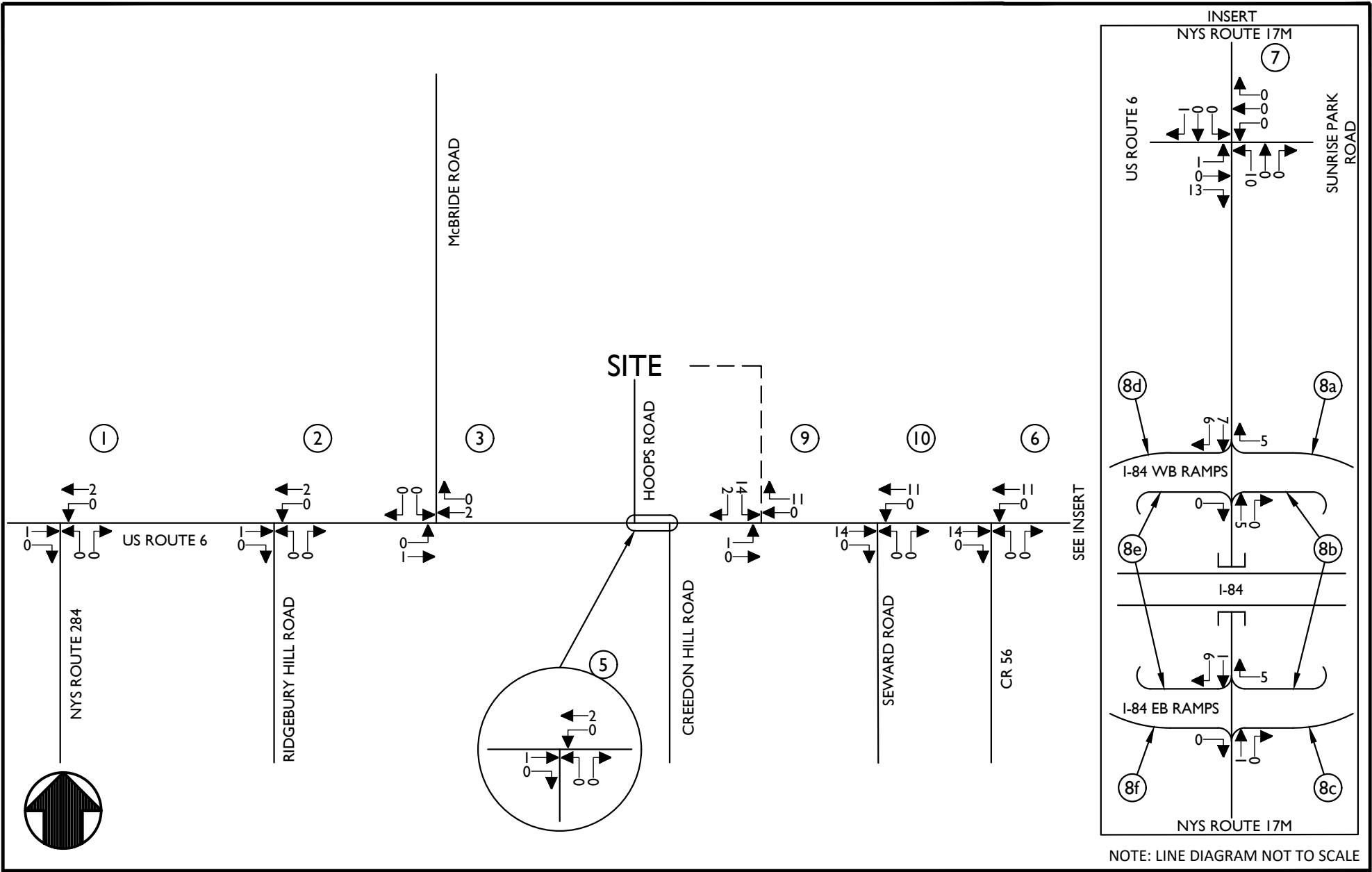
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TRAFFIC VOLUMES (TRUCKS)  
PEAK AM HOUR

SHEET NUMBER:  
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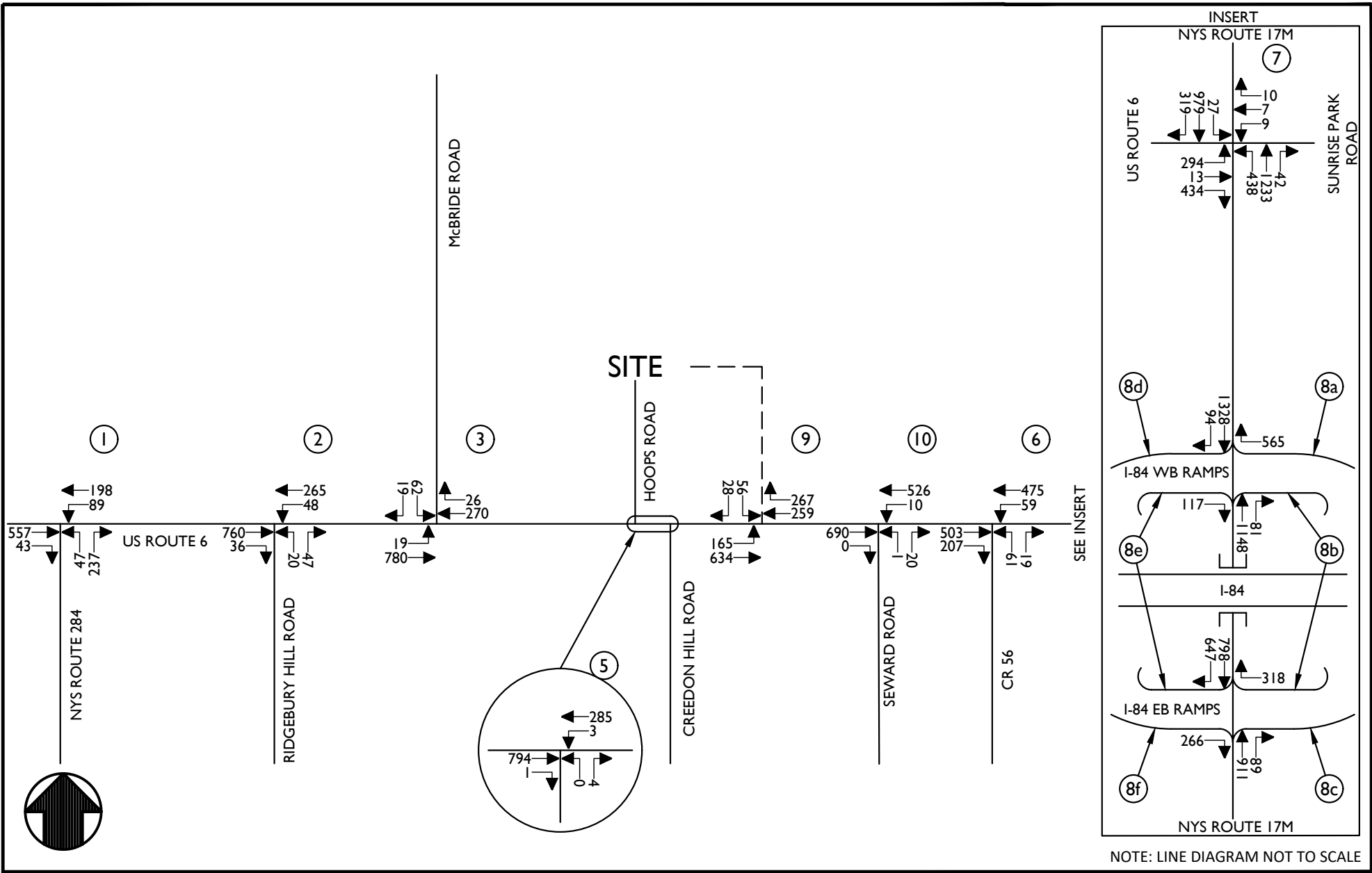
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SHEET TITLE:  
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TRAFFIC VOLUMES (TRUCKS)  
PEAK PM HOUR

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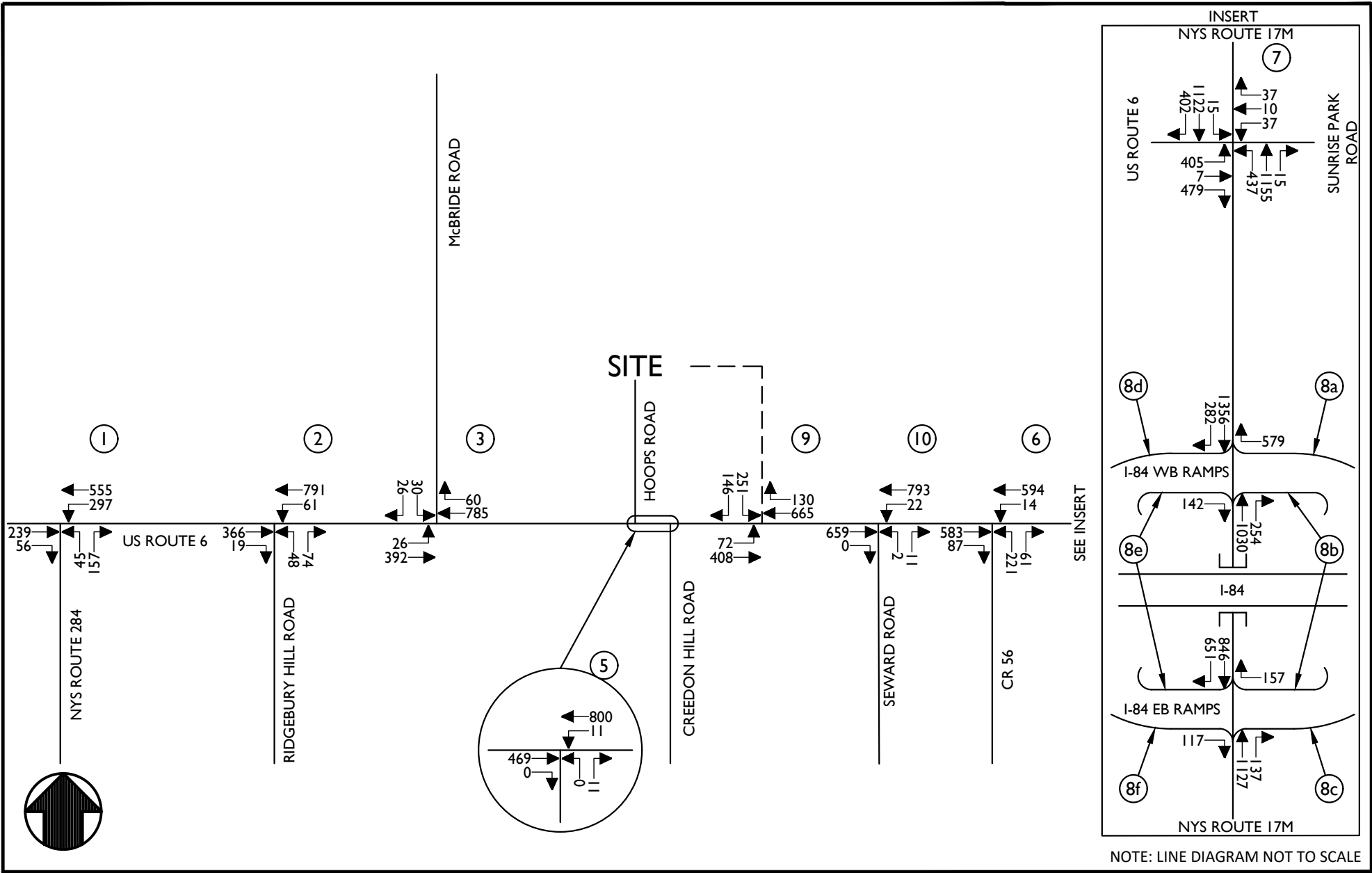
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PROJECT NUMBER:	DRAWING NAME:		
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SHEET TITLE:  
2027 BUILD  
TRAFFIC VOLUMES  
PEAK AM HOUR

SHEET NUMBER:  
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SHEET TITLE:  
**2027 BUILD TRAFFIC VOLUMES PEAK PM HOUR**

SHEET NUMBER:  
**19 of 19**

# Traffic Impact Study

## Appendix B | Tables

**Table No. 1**  
**Anticipated Site Generated Traffic Volumes Comparison**

	Entry Volume			Exit Volume			Total Volume		
	Passenger Vehicles	Trucks	Total	Passenger Vehicles	Trucks	Total	Passenger Vehicles	Trucks	Total
<b>As Approved</b> (1,000,000 S.F.)									
Morning Peak Hour of Adjacent Street 7:30 AM - 8:30 AM	340	20	360	40	10	50	380	30	410
Evening Peak Hour of Adjacent Street 4:30 PM - 5:30 PM	65	19	84	285	31	316	350	50	400

ITE LAND USE 130-INDUSTRIAL PARK - PEAK HOUR OF GENERATOR

	Entry Volume			Exit Volume			Total Volume		
	Passenger Vehicles	Trucks	Total	Passenger Vehicles	Trucks	Total	Passenger Vehicles	Trucks	Total
<b>Project Bluebird</b> (Sort Distribution Facility)									
Morning Peak Hour of Adjacent Street 7:30 AM - 8:30 AM	115	10	125	32	9	41	147	19	166
Evening Peak Hour of Adjacent Street 4:30 PM - 5:30 PM	122	12	134	109	15	124	231	27	258

BASED ON TENANT SPECIFIC SORTATION WAREHOUSE TRAFFIC SCHEDULE (10-25-24) WITH NET CAR FACTOR ADJUSTMENT (95%).

	Entry			Exit			Exit		
	Passenger Vehicles	Trucks	Total	Passenger Vehicles	Trucks	Total	Passenger Vehicles	Trucks	Total
<b>Additional Traffic</b> (Sort Distribution Facility)									
Morning Peak Hour of Adjacent Street 7:30 AM - 8:30 AM	-225	-10	-235	-8	-1	-9	-233	-11	-244
Evening Peak Hour of Adjacent Street 4:30 PM - 5:30 PM	+57	-7	+50	-176	-16	-192	-119	-23	-142

BASED ON TENANT SPECIFIC SORTATION WAREHOUSE TRAFFIC SCHEDULE (10-25-24) WITH NET CAR FACTOR ADJUSTMENT (95%).



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

			2024 Existing			2027 No-Build			2027 Build			Route 6 Logistics 2026 Build (2)			Change in Delay 2027 No-Build to 2027 Build	
			v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay		
1	U.S. Route 6 & NYS Route 284	Unsignalized														
	U.S. Route 6	WB	LT	0.075	A	8.5	0.115	A	9.8	0.108	A	9.5	0.121	B	10.2	-0.3
	NYS Route 284	NB	LR	0.416	C	16.0	0.916	F	62.5	0.775	E	38.9	1.334	F	202.7	-23.6
2	U.S. Route 6 & Ridgebury Hill Road	Unsignalized														
	U.S. Route 6	SB	LT	0.050	A	8.8	0.074	B	10.6	0.068	B	10.1	0.065	B	10.8	-0.5
	Ridgebury Hill Road	WB	LR	0.159	B	14.6	0.300	D	26.3	0.261	C	22.6	0.525	E	39.2	-3.7
3	U.S. Route 6 & McBride Road	Unsignalized														
	U.S. Route 6	NEB	LT	0.016	A	7.8	0.017	A	8.0	0.017	A	7.9	0.015	A	7.9	-0.1
	McBride Road	SEB	LR	0.261	C	19.2	0.535	E	48.7	0.458	E	38.0	0.604	F	61.6	-10.7
4	U.S. Route 6 & Former Hoops Road	Unsignalized														
	U.S. Route 6	EB	LT	0.000	A	0.0	-	-	-	-	-	-	-	-	-	-
	Hoops Road	SB	LR	0.007	C	15.2	-	-	-	-	-	-	-	-	-	-
5	U.S. Route 6 & Creedon Hill Road	Unsignalized														
	U.S. Route 6	WB	LT	0.004	A	9.2	0.006	B	11.1	0.005	B	10.7	0.006	B	11.6	-0.4
	Creedon Hill Road	NB	LR	0.011	B	12.8	0.019	C	20.0	0.017	C	18.4	0.021	C	22.1	-1.6
6	U.S. Route 6 & C.R. 56	Unsignalized														
	U.S. Route 6	SWB	L	0.009	A	8.4	0.069	A	8.9	-	-	-	-	-	-	-
	C.R. 56	WB	LR	0.189	C	15.9	0.615	F	61.4	-	-	-	-	-	-	-
	With Potential Traffic Signal	Signalized														
	U.S. Route 6	NEB	T	-	-	-	0.62	A	5.8	0.65	A	6.2	0.63	A	5.0	-
			R	-	-	-	0.00	A	0.0	0.00	A	0.0	0.00	A	0.0	-
			Overall	-	-	-	-	A	5.8	-	A	6.2	-	A	5.0	-
	U.S. Route 6	SWB	L	-	-	-	0.14	A	8.5	0.15	A	8.9	0.13	A	7.3	-
			T	-	-	-	0.74	A	6.9	0.61	A	6.0	0.69	A	5.5	-
			Overall	-	-	-	-	A	7.0	-	A	6.3	-	A	5.7	-
	C.R. 56	WB	LR	-	-	-	0.70	C	20.3	0.68	B	18.7	0.58	B	14.9	-
			Overall	-	-	-	-	A	7.4	-	A	7.2	-	A	6.0	-

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

			2024 Existing			2027 No-Build			2027 Build			Route 6 Logistics 2026 Build (2)			Change in Delay
			v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	2027 No-Build to 2027 Build
7	U.S. Route 6 & NYS Route 17M	Signalized													
	U.S. Route 6	EB LT	0.67	C	33.3	0.76	D	37.5	-	-	-	-	-	-	-
		R	0.00	A	0.0	0.00	A	0.0	-	-	-	-	-	-	-
		EB Overall	-	C	33.3	-	D	37.5	-	-	-	-	-	-	-
	Sunrise Park Road	WB LTR	0.08	C	26.7	0.06	C	24.7	-	-	-	-	-	-	-
	NYS Route 17M	NB L	0.63	B	13.9	1.44	F	232.2	-	-	-	-	-	-	-
		T, TR	0.52	A	9.0	0.65	B	14.2	-	-	-	-	-	-	-
		NB Overall	-	A	9.8	-	B	76.8	-	-	-	-	-	-	-
	NYS Route 17M	SB L	0.11	B	12.8	0.15	C	21.8	-	-	-	-	-	-	-
		T, T	0.62	B	17.4	0.86	C	33.4	-	-	-	-	-	-	-
		R	0.00	A	0.0	0.00	A	0.0	-	-	-	-	-	-	-
		SB Overall	-	B	17.3	-	C	33.0	-	-	-	-	-	-	-
		<b>Overall</b>	-	<b>B</b>	<b>14.9</b>	-	<b>E</b>	<b>58.4</b>	-	-	-	-	-	-	-
	With Additional NB Left Turn Lane														
	With Additional EB Left Turn Lane														
	With Signal Timing Changes														
	U.S. Route 6	EB L, LT	-	-	-	0.82	D	50.0	0.82	D	49.8	0.83	D	50.3	12.3
		R	-	-	-	0.00	A	0.0	0.00	A	0.0	-	A	0.0	0.0
		EB Overall	-	-	-	-	D	50.0	-	D	49.8	-	D	50.3	12.3
	Sunrise Park Road	WB LTR	-	-	-	0.71	E	56.5	0.71	E	56.5	0.55	D	54.3	31.8
	NYS Route 17M	NB L, L	-	-	-	0.68	C	34.8	0.58	C	32.4	0.71	D	36.2	-199.8
		T, TR	-	-	-	0.67	B	17.2	0.66	B	17.1	0.73	B	18.0	2.9
		NB Overall	-	-	-	-	C	22.2	-	C	21.0	-	C	22.8	-55.8
	NYS Route 17M	SB L	-	-	-	0.86	F	85.4	0.86	F	88.4	0.84	F	80.2	66.6
		T, T	-	-	-	0.91	D	35.3	0.91	D	36.0	0.94	D	37.6	2.6
		R	-	-	-	0.58	B	19.8	0.48	B	18.5	0.61	B	19.3	18.5
		SB Overall	-	-	-	-	C	32.0	-	C	32.9	-	C	32.9	-0.1
		<b>Overall</b>	-	-	-	-	<b>C</b>	<b>28.7</b>	-	<b>C</b>	<b>28.5</b>	-	<b>C</b>	<b>29.2</b>	<b>-29.9</b>
8a	NYS Route 17M & I-84 Interchange	Unsignalized													
	I-84 WB Off-Ramp to NYS 17M WB	WB R	0.996	F	68.5	1.834	F	410.3	-	-	-	-	-	-	-
	W/ Two Lane Off Ramp	Signalized													
	I-84 WB Off Ramp	WB R, R	-	-	-	0.77	D	36.8	0.77	D	37.5	0.78	D	35.9	-
	NYS Route 17M	NB T, T	-	-	-	0.73	C	20.6	0.68	B	18.2	0.77	C	22.9	-
		<b>Overall</b>	-	-	-	-	<b>C</b>	<b>26.0</b>	-	<b>C</b>	<b>24.6</b>	-	<b>C</b>	<b>27.3</b>	-

			2024 Existing			2027 No-Build			2027 Build			Route 6 Logistics 2026 Build (2)			Change in Delay
			v/c	LOS	Density	v/c	LOS	Density	v/c	LOS	Density	v/c	LOS	Density	2027 No-Build to 2027 Build
8b	NYS Route 17M & I-84 Interchange (3)	Ramps													
	I-84 EB Off-Ramp to NYS 17M WB & I-84 WB On-Ramp from NYS 17M WB	Weave	0.23	A	8.6	0.32	B	12.2	0.30	B	11.4	0.33	B	12.6	-0.8
8c	I-84 EB On-Ramp from NYS Route 17M WB	Diverge	0.07	B	11.9	0.07	B	13.4	0.07	B	13.1	0.07	B	13.6	-0.3
8d	I-84 WB On-Ramp from NYS 17M EB	Diverge	0.05	B	15.9	0.08	B	17.1	0.08	B	17.1	0.08	B	16.7	0.0
8e	I-84 WB Off-Ramp to NYS 17M EB & I-84 EB On-Ramp from NYS 17M EB	Weave	0.38	B	12.7	0.41	B	13.7	0.41	B	13.7	0.41	B	13.3	0.0
8f	I-84 EB Off-Ramp to NYS 17M EB	Merge	0.19	B	14.0	0.19	B	14.3	0.19	B	14.3	0.19	B	14.3	0.0

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

	2024 Existing			2027 No-Build			2027 Build			Route 6 Logistics 2026 Build (2)			Change in Delay 2027 No-Build to 2027 Build			
	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay				
9	U.S. Route 6 & Project Bluebird/Project Liberty Driveway		Unsignalized													
	U.S. Route 6	EB L	-	-	-	0.316	B	11.0	-	-	-	-	-	-	-	-
	Proposed Driveway	SB LR	-	-	-	1.278	F	285.2	-	-	-	-	-	-	-	-
	With Proposed Traffic Signal		Signalized													
	U.S. Route 6	EB L	-	-	-	0.42	A	6.3	0.32	A	6.7	0.42	A	5.2	-	-
		T	-	-	-	0.63	A	5.1	0.71	A	6.2	0.69	A	4.9	-	-
		EB Overall	-	-	-	-	A	5.5	-	A	6.3	-	A	4.9	-	-
	U.S. Route 6	WB T	-	-	-	0.42	B	10.8	0.53	B	11.2	0.41	A	9.3	-	-
		R	-	-	-	0.77	B	14.6	0.63	B	12.3	0.77	B	12.8	-	-
		WB Overall	-	-	-	-	B	13.2	-	B	11.8	-	B	11.4	-	-
	Proposed Driveway	SB L	-	-	-	0.60	C	25.5	0.53	B	19.6	0.60	C	23.7	-	-
		R	-	-	-	0.29	C	21.3	0.24	B	16.5	0.28	B	19.6	-	-
		SB Overall	-	-	-	-	C	24.1	-	B	18.6	-	C	22.3	-	-
		<b>Overall</b>	-	-	-	-	<b>A</b>	<b>9.6</b>	-	<b>A</b>	<b>9.1</b>	-	<b>A</b>	<b>8.5</b>	-	-
	With Proposed Traffic Signal & Additional SB Left Turn Lane		Signalized													
	U.S. Route 6	EB L	-	-	-	-	-	-	0.33	A	7.0	-	-	-	-	-
		T	-	-	-	-	-	-	0.73	A	6.6	-	-	-	-	-
		EB Overall	-	-	-	-	-	-	-	A	6.7	-	-	-	-	-
	U.S. Route 6	WB T	-	-	-	-	-	-	0.59	B	12.0	-	-	-	-	-
		R	-	-	-	-	-	-	0.54	A	9.7	-	-	-	-	-
	WB Overall	-	-	-	-	-	-	-	B	10.8	-	-	-	-	-	
Proposed Driveway	SB L, L	-	-	-	-	-	-	0.27	B	15.4	-	-	-	-	-	
	R	-	-	-	-	-	-	0.10	B	11.3	-	-	-	-	-	
	SB Overall	-	-	-	-	-	-	-	B	14.0	-	-	-	-	-	
	<b>Overall</b>	-	-	-	-	-	-	-	<b>A</b>	<b>8.7</b>	-	-	-	-	-	
10	U.S. Route 6 & Seward Road		Unsignalized													
	U.S. Route 6	WB LT	0.011	A	8.6	0.013	A	9.3	0.013	A	9.3	0.012	A	9.5	0.0	
	Seward Road	NB LR	0.046	B	12.3	0.066	C	15.7	0.063	C	15.3	0.076	C	16.4	-0.4	

**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.
- 2) THE 2026 BUILD CONDITION REPRESENTS THE TRAFFIC VOLUMES AND MITIGATION MEASURES AS APPROVED BY NYS DOT FOR SLATE HILL COMMERCE CENTER, PROJECT LIBERTY AND ROUTE 6 LOGISTICS.
- 3) INTERSECTION 8B-F ARE MERGE/DIVERGE RAMP AND WEAVING SEGMENT TYPE INTERSECTIONS. ANALYSIS FOR THESE INTERSECTIONS WAS CONDUCTED UTILIZING THE HIGHWAY CAPACITY MANUAL (6TH EDITION) METHODOLOGY WITH THE HCS 7 ANALYSIS SOFTWARE. LEVEL OF SERVICE FOR RAMP AND WEAVING SEGMENT TYPE INTERSECTIONS IS DETERMINED BY THE DENSITY MEASURED IN UNITS OF PASSENGER CARS PER MILE PER LANE, WHICH ARE THE VALUES SUMMARIZED ABOVE. APPENDIX "C" CONTAINS A DESCRIPTION OF THE LEVELS OF SERVICE FOR RAMP AND WEAVING SEGMENTS.

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

			2024 Existing			2027 No-Build			2027 Build			Route 6 Logistics 2026 Build (2)			Change in Delay 2027 No-Build to 2027 Build
			v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	
1	U.S. Route 6 & NYS Route 284	Unsignalized													
	U.S. Route 6	WB LT	0.193	A	8.4	0.274	A	9.0	0.263	A	9.0	0.283	A	9.1	0.0
	NYS Route 284	NB LR	0.441	C	19.6	0.969	F	98.9	0.859	F	67.6	1.098	F	136.9	-31.3
2	U.S. Route 6 & Ridgebury Hill Road	Unsignalized													
	U.S. Route 6	SB LT	0.053	A	8.1	0.058	A	8.3	0.059	A	8.4	0.069	A	8.7	0.1
	Ridgebury Hill Road	WB LR	0.316	C	17.7	0.543	E	36.0	0.513	D	32.7	0.569	E	46.5	-3.3
3	U.S. Route 6 & McBride Road	Unsignalized													
	U.S. Route 6	NEB LT	0.030	A	8.9	0.042	B	10.5	0.039	B	10.1	0.044	B	10.4	-0.4
	McBride Road	SEB LR	0.207	C	20.1	0.401	E	42.9	0.365	E	37.8	0.388	E	41.3	-5.1
4	U.S. Route 6 & Former Hoops Road	Unsignalized													
	U.S. Route 6	EB LT	0.001	A	8.5	-	-	-	-	-	-	-	-	-	-
	Hoops Road	SB LR	0.007	C	17.3	-	-	-	-	-	-	-	-	-	-
5	U.S. Route 6 & Creedon Hill Road	Unsignalized													
	U.S. Route 6	WB LT	0.013	A	9.2	0.014	A	9.5	0.014	A	9.6	0.015	A	9.4	0.1
	Creedon Hill Road	NB LR	0.021	B	11.7	0.023	B	12.6	0.024	B	12.9	0.024	B	12.7	0.3
6	U.S. Route 6 & C.R. 56	Unsignalized													
	U.S. Route 6	SWB L	0.007	A	7.9	0.017	A	9.2	-	-	-	-	-	-	-
	C.R. 56	WB LR	0.552	C	23.8	1.479	F	284.0	-	-	-	-	-	-	-
	With Potential Traffic Signal	Signalized													
	U.S. Route 6	NEB T	-	-	-	0.81	B	10.3	0.74	A	9.3	0.80	A	9.0	-
		R	-	-	-	0.00	A	0.0	0.00	A	0.0	0.00	A	0.0	-
		NEB Overall	-	-	-	-	B	10.3	-	A	9.3	-	A	9.0	-
	U.S. Route 6	SWB L	-	-	-	0.05	B	14.7	0.04	B	12.3	0.07	B	13.1	-
		T	-	-	-	0.65	A	8.3	0.74	A	9.3	0.71	A	7.7	-
		SWB Overall	-	-	-	-	A	8.4	-	A	9.3	-	A	7.8	-
	C.R. 56	WB LR	-	-	-	0.80	C	20.7	0.78	B	16.7	0.76	B	17.3	-
		<b>Overall</b>	-	-	-	-	<b>B</b>	<b>11.5</b>	-	<b>B</b>	<b>10.7</b>	-	<b>A</b>	<b>9.9</b>	-

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

			2024 Existing			2027 No-Build			2027 Build			Route 6 Logistics 2026 Build (2)			Change in Delay
			v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	2027 No-Build to 2027 Build
7	U.S. Route 6 & NYS Route 17M	Signalized													
	U.S. Route 6	EB LT	0.67	C	33.5	1.10	F	107.2	-	-	-	-	-	-	-
		R	0.00	A	0.0	0.00	A	0.0	-	-	-	-	-	-	-
		EB Overall	-	C	33.5	-	F	107.2	-	-	-	-	-	-	-
	Sunrise Park Road	WB LTR	0.20	C	27.2	0.16	C	24.9	-	-	-	-	-	-	-
	NYS Route 17M	NB L	0.77	B	19.4	1.15	F	117.1	-	-	-	-	-	-	-
		T, TR	0.48	A	9.0	0.56	B	13.4	-	-	-	-	-	-	-
		NB Overall	-	B	11.4	-	D	41.0	-	-	-	-	-	-	-
	NYS Route 17M	SB L	0.05	B	13.6	0.06	B	19.8	-	-	-	-	-	-	-
		T, T	0.63	B	19.8	0.92	D	40.4	-	-	-	-	-	-	-
		R	0.00	A	0.0	0.00	A	0.0	-	-	-	-	-	-	-
		SB Overall	-	B	19.7	-	D	40.2	-	-	-	-	-	-	-
		<b>Overall</b>	-	<b>B</b>	<b>16.7</b>	-	<b>D</b>	<b>49.7</b>	-	-	-	-	-	-	-
	With Additional NB Left Turn Lane														
	With Additional EB Left Turn Lane														
	With Signal Timing Changes														
	U.S. Route 6	EB L, LT	-	-	-	0.87	D	52.7	0.85	D	49.9	0.88	D	54.3	-57.3
		R	-	-	-	0.00	A	0.0	0.00	A	0.0	0.00	A	0.0	0.0
		EB Overall	-	-	-	-	D	52.7	-	D	49.9	-	D	54.3	-57.3
	Sunrise Park Road	WB LTR	-	-	-	0.80	E	74.5	0.80	E	74.5	0.80	E	73.1	49.6
	NYS Route 17M	NB L, L	-	-	-	0.69	D	40.2	0.65	D	38.2	0.77	D	44.3	-78.9
		T, TR	-	-	-	0.62	B	19.5	0.60	B	18.3	0.63	C	20.4	4.9
		NB Overall	-	-	-	-	C	25.0	-	C	23.6	-	C	26.8	-17.4
	NYS Route 17M	SB L	-	-	-	0.81	F	81.5	0.81	F	81.0	0.86	E	77.0	61.2
		T, T	-	-	-	0.95	D	40.3	0.95	D	40.1	0.98	D	43.2	-0.3
		R	-	-	-	0.50	B	16.7	0.54	B	18.0	0.55	B	16.7	18.0
		SB Overall	-	-	-	-	C	34.7	-	C	34.7	-	D	36.6	-5.5
		<b>Overall</b>	-	-	-	-	<b>C</b>	<b>33.6</b>	-	<b>C</b>	<b>32.4</b>	-	<b>D</b>	<b>35.5</b>	<b>-17.3</b>
8a	NYS Route 17M & I-84 Interchange	Unsignalized													
	I-84 WB Off-Ramp to NYS 17M WB	WB R	1.027	F	74.5	1.236	F	149.1	-	-	-	-	-	-	-
	W/ Two Lane Off Ramp	Signalized													
	I-84 WB Off Ramp	WB R, R	-	-	-	0.77	D	40.4	0.77	D	40.0	0.77	D	40.0	-
	NYS Route 17M	NB T, T	-	-	-	0.52	B	13.2	0.52	B	13.3	0.51	B	13.3	-
		<b>Overall</b>	-	-	-	-	<b>C</b>	<b>23.0</b>	-	<b>C</b>	<b>22.9</b>	-	<b>C</b>	<b>22.9</b>	-

			2024 Existing			2027 No-Build			2027 Build			Route 6 Logistics 2026 Build (2)			Change in Delay
			v/c	LOS	Density	v/c	LOS	Density	v/c	LOS	Density	v/c	LOS	Density	2027 No-Build to 2027 Build
8b	NYS Route 17M & I-84 Interchange (3)	Ramps													
	I-84 EB Off-Ramp to NYS 17M WB & I-84 WB On-Ramp from NYS 17M WB	Weave	0.24	A	9.0	0.27	B	10.4	0.27	B	10.4	0.27	B	10.1	0.0
8c	I-84 EB On-Ramp from NYS Route 17M WB	Diverge	0.08	B	13.2	0.08	B	13.6	0.08	B	13.7	0.08	B	13.7	0.1
8d	I-84 WB On-Ramp from NYS 17M EB	Diverge	0.09	B	12.9	0.21	B	16.8	0.19	B	16.3	0.21	B	16.6	-0.5
8e	I-84 WB Off-Ramp to NYS 17M EB & I-84 EB On-Ramp from NYS 17M EB	Weave	0.32	B	10.3	0.42	B	13.5	0.40	B	13.0	0.42	B	13.5	-0.5
8f	I-84 EB Off-Ramp to NYS 17M EB	Merge	0.08	B	11.3	0.08	B	12.4	0.08	B	12.3	0.08	B	12.2	-0.1

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

	2024 Existing			2027 No-Build			2027 Build			Route 6 Logistics 2026 Build (2)			Change in Delay 2027 No-Build to 2027 Build		
	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay			
9	U.S. Route 6 & Project Bluebird/Project Liberty Driveway		Unsignalized												
	U.S. Route 6	EB L	-	-	-	0.070	A	10.0	-	-	-	-	-	-	-
	Proposed Driveway	SB LR	-	-	-	3.297	F	1083.3	-	-	-	-	-	-	-
	With Proposed Traffic Signal		Signalized												
	U.S. Route 6	EB L	-	-	-	0.30	C	22.7	0.32	B	19.1	0.27	C	22.0	-
		T	-	-	-	0.65	B	12.6	0.59	A	9.4	0.62	B	11.6	-
		EB Overall	-	-	-	-	B	13.7	-	B	10.9	-	B	12.7	-
	U.S. Route 6	WB T	-	-	-	0.96	D	35.7	0.87	B	19.8	0.94	C	31.6	-
		R	-	-	-	0.22	A	8.6	0.23	A	6.9	0.21	A	8.3	-
		WB Overall	-	-	-	-	C	32.1	-	B	17.7	-	C	28.7	-
	Proposed Driveway	SB L	-	-	-	0.79	B	18.5	0.69	B	15.7	0.77	B	17.5	-
		R	-	-	-	0.48	B	12.8	0.41	B	13.2	0.47	B	12.8	-
		SB Overall	-	-	-	-	B	16.4	-	B	14.8	-	B	15.8	-
		<b>Overall</b>	-	-	-	-	<b>C</b>	<b>22.4</b>	-	<b>B</b>	<b>15.1</b>	-	<b>C</b>	<b>20.6</b>	-
	With Proposed Traffic Signal & Additional SB Left Turn Lane		Signalized												
	U.S. Route 6	EB L	-	-	-	-	-	-	0.26	B	10.7	-	-	-	-
		T	-	-	-	-	-	-	0.43	A	5.2	-	-	-	-
		EB Overall	-	-	-	-	-	-	-	A	6.0	-	-	-	-
	U.S. Route 6	WB T	-	-	-	-	-	-	0.88	C	21.9	-	-	-	-
		R	-	-	-	-	-	-	0.17	A	5.0	-	-	-	-
		WB Overall	-	-	-	-	-	-	-	B	19.1	-	-	-	-
	Proposed Driveway	SB L, L	-	-	-	-	-	-	0.61	C	22.3	-	-	-	-
		R	-	-	-	-	-	-	0.49	B	19.2	-	-	-	-
		SB Overall	-	-	-	-	-	-	-	C	21.2	-	-	-	-
		<b>Overall</b>	-	-	-	-	-	-	-	<b>B</b>	<b>15.9</b>	-	-	-	-
10	U.S. Route 6 & Seward Road		Unsignalized												
	U.S. Route 6	WB LT	0.021	A	8.2	0.030	A	9.6	0.027	A	9.1	0.034	A	9.7	-0.5
	Seward Road	NB LR	0.027	B	12.2	0.056	C	20.1	0.048	C	17.8	0.059	C	20.9	-2.3

**NOTES:**

- 1) THE ABOVE REPRESENTS THE LEVEL OF SERVICE AND VEHICLE DELAY IN SECONDS, C [16.2], FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.
- 2) THE 2026 BUILD CONDITION REPRESENTS THE TRAFFIC VOLUMES AND MITIGATION MEASURES AS APPROVED BY NYSDOT FOR SLATE HILL COMMERCE CENTER, PROJECT LIBERTY AND ROUTE 6 LOGISTICS.
- 3) INTERSECTION 8B-F ARE MERGE/DIVERGE RAMP AND WEAVING SEGMENT TYPE INTERSECTIONS. ANALYSIS FOR THESE INTERSECTIONS WAS CONDUCTED UTILIZING THE HIGHWAY CAPACITY MANUAL (6TH EDITION) METHODOLOGY WITH THE HCS 7 ANALYSIS SOFTWARE. LEVEL OF SERVICE FOR RAMP AND WEAVING SEGMENT TYPE INTERSECTIONS IS DETERMINED BY THE DENSITY MEASURED IN UNITS OF PASSENGER CARS PER MILE PER LANE, WHICH ARE THE VALUES SUMMARIZED ABOVE. APPENDIX "C" CONTAINS A DESCRIPTION OF THE LEVELS OF SERVICE FOR RAMP AND WEAVING SEGMENTS.

TABLE 3

ACCIDENT SUMMARY

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

ACCIDENT DATA OBTAINED FROM THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION (NYSDOT) RECORDS ACCESS DEPARTMENT FOR THE TIME PERIOD BETWEEN JANUARY 1, 2021 THROUGH DECEMBER 31, 2023

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 6	277M WEST OF ROUTE 284	6 83012121	01/26/21	1:45 PM	NO PASSING ZONE	PDO	2-0	DAYLIGHT	SNOW/ICE	SNOW	OTHER	V1:(UNSAFE SPEED,PAVEMENT SLIPPERY) / V2:(NOT ENTERED,NOT ENTERED)
ROUTE 6	357M WEST OF ROUTE 284	6 83012122	03/22/21	1:20 AM	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	OTHER	V1:(GLARE,NOT APPLICABLE) / V2:(NOT ENTERED,NOT ENTERED)
ROUTE 6	24M WEST OF ROUTE 284	6 83012120	10/28/21	8:30 AM	NO PASSING ZONE	I	2-1	DAYLIGHT	DRY	CLEAR	OVERTAKING	V1:(ANIMALS ACTION,NOT APPLICABLE)
ROUTE 6	0M OF	6 83012123	11/02/21	4:20 PM	NONE	PDO	1-0	DAYLIGHT	DRY	CLEAR	OTHER	V1:(ANIMALS ACTION,NOT APPLICABLE)
ROUTE 6	1702.14880407M EAST OF STATE ROUTE 284	6 83012123	06/11/22	10:20 PM	NONE	PDO	2-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	OTHER	V1:(UNSAFE LANE CHANGE,UNSAFE SPEED) / V3:(NOT ENTERED,NOT ENTERED)
ROUTE 6	418M WEST OF ROUTE 284	6 83012122	07/11/22	8:10 PM	NONE	PDO	1-0	DUSK	DRY	CLEAR	OTHER	V1:(ANIMALS ACTION,NOT APPLICABLE)
ROUTE 6	1368.49431956M EAST OF STATE ROUTE 284	6 83012122	07/28/22	11:10 AM	NO PASSING ZONE	PDO	1-0	DAYLIGHT	DRY	CLEAR	OTHER	V1:(ANIMALS ACTION,NOT APPLICABLE)
ROUTE 6	274.53509601M EAST OF STATE ROUTE 284	6 83012120	12/11/22	4:02 PM	NO PASSING ZONE	PDO	2-0	DUSK	SNOW/ICE	SNOW	REAR END	V1:(FOLLOWING TOO CLOSELY,PAVEMENT SLIPPERY)
ROUTE 6	819.84761101M EAST OF STATE ROUTE 284	6 83012121	09/02/23	11:45 AM	NONE	I	2-1	DAYLIGHT	DRY	CLEAR	LEFT TURN (AGAINST OTHER CAR)	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE)
KUUIE b	1372.84913422M EAST OF STATE ROUTE 284	6 83012122	11/02/23	1:20 AM	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	OTHER	V1:(ANIMALS ACTION,NOT APPLICABLE)
ROUTE 6	218M SOUTH-EAST OF RIDGEBURY HILL RD	6 83012125	05/04/21	5:20 PM	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	OTHER	V1:(BACKING UNSAFELY,NOT APPLICABLE) / V2:(NOT ENTERED,NOT ENTERED)
ROUTE 6	61M NORTH OF RIDGEBURY HILL RD	6 83012127	05/12/21	9:20 PM	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	OTHER	V1:(ANIMALS ACTION,NOT APPLICABLE)
ROUTE 6	24M NORTH OF RIDGEBURY HILL RD	6 83012127	06/19/21	10:25 AM	NONE	PDO	2-0	DAYLIGHT	DRY	CLOUDY	RIGHT ANGLE	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE)
ROUTE 6	234M SOUTH-EAST OF RIDGEBURY HILL RD	6 83012125	08/25/21	12:10 PM	NONE	PDO	2-0	DAYLIGHT	DRY	CLOUDY	OVERTAKING	V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(NOT ENTERED,NOT ENTERED)
ROUTE 6	0M OF	6 83012124	10/01/21	8:44 AM	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 6	0M OF	6 83012124	12/22/21	5:15 PM	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	OTHER	V1:(ANIMALS ACTION,NOT APPLICABLE)
ROUTE 6	1M SOUTH-EAST OF RIDGEBURY HILL RD	6 83012127	02/19/22	2:35 PM	NONE	PDO	2-0	DAYLIGHT	WET	SNOW	RIGHT ANGLE	V1:(NOT APPLICABLE,NOT APPLICABLE) / V2:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE)
ROUTE 6	305M SOUTH-EAST OF RIDGEBURY HILL RD	6 83012125	04/26/22	8:08 PM	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	WET	RAIN	OTHER	V1:(ANIMALS ACTION,VIEW OBSTRUCTED,LIMITED)
ROUTE 6	160.1509712M NORTH OF RIDGEBURY HILL RD	6 83012127	10/27/22	8:00 PM	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	OTHER	V1:(ANIMALS ACTION,NOT APPLICABLE)
ROUTE 6	528.001056M NORTH OF RIDGEBURY HILL RD	6 83012128	10/31/22	7:15 PM	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	OTHER	V1:(ANIMALS ACTION,NOT APPLICABLE)
RIDGEBURY HILL RD	AT THE INTERSECTION OF ROUTE 6		09/16/23	12:30 PM	NONE	PDO	1-0	DAYLIGHT	DRY	CLEAR	OTHER	V1:(ANIMALS ACTION,NOT APPLICABLE)
ROUTE 6	536.1066237M SOUTH OF RIDGEBURY HILL RD	6 83012126	11/29/23	10:07 PM	NO PASSING ZONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	OTHER	V1:(ANIMALS ACTION,NOT APPLICABLE)
ROUTE 6	151M SOUTH-EAST OF MCBRIDE RD	6 83012129	08/26/21	3:40 PM	NO PASSING ZONE	PDO	1-0	DAYLIGHT	DRY	CLOUDY	OTHER	V1:(OBSTRUCTION/DEBRIS,NOT APPLICABLE)
ROUTE 6	123M SOUTH-EAST OF MCBRIDE RD	6 83012129	09/28/21	2:10 PM	NONE	PDO	2-0	DAYLIGHT	WET	CLOUDY	REAR END	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 6	1M SOUTH-EAST OF MCBRIDE RD	6 83012130	01/04/22	8:14 AM	NONE	I	3-3	DAYLIGHT	DRY	CLEAR	OTHER	V1:(NOT APPLICABLE,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(UNSAFE SPEED,FOLLOWING TOO CLOSELY)
ROUTE 6	36M SOUTH-EAST OF MCBRIDE RD	6 83012129	04/26/22	8:10 PM	NONE	PDO	2-0	DARK-ROAD UNLIGHTED	WET	RAIN	REAR END	V1:(NOT APPLICABLE,NOT APPLICABLE) / V2:(FOLLOWING TOO CLOSELY,UNSAFE SPEED)
ROUTE 6	193.46895315M SOUTH OF MCBRIDE RD	6 83012129	04/28/23	2:00 PM	UNKNOWN	PDO	1-0	UNKNOWN	UNKNOWN	UNKNOWN	OTHER	V1:(NOT ENTERED,NOT ENTERED)
ROUTE 6	260.48980864M SOUTH OF MCBRIDE RD	6 83012129	11/11/23	5:00 PM	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	OTHER	V1:(ANIMALS ACTION,NOT APPLICABLE)
ROUTE 6	871.43152489M EAST OF MCBRIDE RD	6 83012131	11/15/23	7:00 PM	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	OTHER	V1:(ANIMALS ACTION,NOT APPLICABLE)
ROUTE 6	50M NORTH-WEST OF HOOPS RD	6 83012134	04/02/21	12:19 AM	NO PASSING ZONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	OTHER	V1:(ANIMALS ACTION,NOT APPLICABLE)
ROUTE 6	102M WEST OF CREEDON HILL RD	6 83012135	05/06/21	3:42 PM	NO PASSING ZONE	PDO	1-0	DAYLIGHT	DRY	CLEAR	OTHER	V1:(ANIMALS ACTION,NOT APPLICABLE)
ROUTE 6	193M WEST OF CREEDON HILL RD	6 83012135	10/21/21	5:40 AM	NONE	PDO	1-0	DAYLIGHT	DRY	CLEAR	OTHER	V1:(ANIMALS ACTION,NOT APPLICABLE)
ROUTE 6	344M WEST OF CREEDON HILL RD	6 83012136	10/27/21	6:10 AM	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	OTHER	V1:(NOT ENTERED,NOT ENTERED)
ROUTE 6	79M WEST OF CREEDON HILL RD	6 83012135	06/09/22	6:12 PM	NO PASSING ZONE	PDO	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	V1:(UNSAFE SPEED,FOLLOWING TOO CLOSELY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 6	81.22178836M WEST OF CREEDON HILL RD	6 83012134	02/23/23	11:10 AM	NONE	I	3-1	DAYLIGHT	WET	RAIN	OTHER	V1:(PASSING OR LANE USAGE IMPROPERLY,TRAFFIC CONTROL DEVICES DISREGARDED) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 6	1M NORTH-WEST OF SEWARD RD	6 83012138	03/16/21	7:00 PM	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	OTHER	V1:(ANIMALS ACTION,NOT APPLICABLE)
ROUTE 6	59M NORTH-WEST OF SEWARD RD	6 83012138	08/10/21	12:30 PM	NO PASSING ZONE	I	1-1	DAYLIGHT	DRY	CLEAR	OTHER	V1:(DRIVER INATTENTION,FAILURE TO KEEP RIGHT)
ROUTE 6	0M NORTH-WEST OF SEWARD RD	6 83012138	04/17/22	2:45 PM	STOP SIGN	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 6	178M NORTH-WEST OF SEWARD RD	6 83012137	06/03/22	7:45 AM	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	LEFT TURN (AGAINST OTHER CAR)	V1:(NOT APPLICABLE,NOT APPLICABLE) / V2:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE)
ROUTE 6	154.46899466M WEST OF ROUTE 6	6 83012138	10/31/23	8:01 PM	NO PASSING ZONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	OTHER	V1:(ANIMALS ACTION,NOT APPLICABLE)

\*PDO = PROPERTY DAMAGE ONLY I = INJURY F = FATALITY N/R = NON-REPORTABLE

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 6	309M NORTH OF COUNTY ROUTE 56	6 83012142	10/28/21	1:35 AM	NO PASSING ZONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	OTHER	V1:(UNSAFE SPEED,FAILURE TO KEEP RIGHT) / V1:(DRIVER INATTENTION,OTHER (VEHICLE)) /
ROUTE 6	AT THE INTERSECTION OF ROUTE 6	6 83012140	12/22/22	1:58 PM	STOP SIGN	PDO	2-0	DAYLIGHT	WET	RAIN	LEFT TURN (AGAINST OTHER CAR)	V2:(OTHER (VEHICLE),NOT APPLICABLE)
ROUTE 6	175.77031506M EAST OF COUNTY ROUTE 56	6 83012140	02/07/23	9:12 AM	NONE	PDO	2-0	DAYLIGHT	DRY	CLOUDY	HEAD ON	V1:(NOT APPLICABLE,NOT APPLICABLE) / V2:(DRUGS (ILLEGAL),CELL PHONE (HAND HELD)) /
ROUTE 6	1155.88305708M NORTH OF COUNTY ROUTE 56	6 83012142	03/17/23	10:26 AM	NO PASSING ZONE	PDO	1-0	DAYLIGHT	DRY	CLOUDY	OTHER	V1:(TURNING IMPROPER,OBSTRUCTION/DEBRIS) / V1:(FAILURE TO KEEP RIGHT,TURNING IMPROPER) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 6	AT THE INTERSECTION OF ROUTE 6	6 83012140	06/16/23	1:30 PM	NO PASSING ZONE	PDO	2-0	DAYLIGHT	WET	RAIN	RIGHT ANGLE	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 6	61.64208466M EAST OF COUNTY ROUTE 56	6 83012140	07/07/23	5:47 PM	STOP SIGN	I	2-1	DAYLIGHT	DRY	CLOUDY	RIGHT ANGLE	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 6	59.42597715M WEST OF COUNTY ROUTE 56	6 83012140	08/30/23	1:32 PM	STOP SIGN	I	2-1	DAYLIGHT	DRY	CLEAR	OTHER	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 6	AT THE INTERSECTION OF COUNTY ROUTE 56	6 83012140	09/13/23	7:45 PM	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	OTHER	V1:(ANIMALS ACTION,NOT APPLICABLE)
ROUTE 6	66.21617529M EAST OF COUNTY ROUTE 56	6 83012140	09/25/23	6:15 AM	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	WET	RAIN	OTHER	V1:(UNSAFE SPEED,UNSAFE LANE CHANGE) / V1:(NOT APPLICABLE,NOT APPLICABLE) / V2:(FOLLOWING TOO CLOSELY,UNSAFE SPEED)
ROUTE 6	154.77847381M EAST OF COUNTY ROUTE 56	6 83012140	10/24/23	7:38 AM	NONE	PDO	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(BACKING UNSAFELY,NOT APPLICABLE) / V1:(ANIMALS ACTION,NOT APPLICABLE)
ROUTE 6	302M NORTH-WEST OF KIRBYTOWN RD	6 83012150	01/10/21	6:40 PM	NONE	I	2-1	DARK-ROAD UNLIGHTED	DRY	CLOUDY	RIGHT ANGLE	V1:(ANIMALS ACTION,NOT APPLICABLE)
ROUTE 6	0M OF	6 83012148	10/15/21	9:05 PM	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	OTHER	V1:(ANIMALS ACTION,NOT APPLICABLE)
ROUTE 6	0M OF	6 83012149	12/14/21	5:15 PM	NO PASSING ZONE	PDO	2-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	RIGHT ANGLE	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 6	0M OF	6 83012149	01/19/22	12:01 AM	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	OTHER	V1:(ANIMALS ACTION,NOT APPLICABLE)
ROUTE 6	0M SOUTH-EAST OF UNNAMED ST	6 83012145	02/24/22	4:55 PM	NONE	PDO	1-0	DUSK	DRY	CLOUDY	OTHER	V1:(ANIMALS ACTION,NOT APPLICABLE)
ROUTE 6	1917.73991812M NORTH OF INTERSTATE 84	6 83012147	08/25/22	4:55 AM	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	OTHER	V1:(ANIMALS ACTION,NOT APPLICABLE)
ROUTE 6	2026.0126358M WEST OF KIRBYTOWN RD	6 83012148	10/19/23	6:45 PM	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	OTHER	V1:(ANIMALS ACTION,NOT APPLICABLE)
ROUTE 6	2640.00528M WEST OF KIRBYTOWN RD	6 83012146	12/23/23	7:30 AM	NONE	I	1-1	DAYLIGHT	DRY	CLOUDY	OTHER	V1:(ANIMALS ACTION,NOT APPLICABLE)
ROUTE 6	10M NORTH-WEST OF KIRBYTOWN RD	6 83012151	01/15/21	6:15 PM	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	OTHER	V1:(ANIMALS ACTION,NOT ENTERED) / V1:(TURNING IMPROPER,FAILURE TO YIELD RIGHT OF WAY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 6	126M NORTH-WEST OF KIRBYTOWN RD	6 83012151	09/18/21	2:10 PM	NONE	I	2-1	DAYLIGHT	DRY	CLEAR	OTHER	V1:(ANIMALS ACTION,NOT APPLICABLE)
US ROUTE 6	108M NORTH-WEST OF KIRBYTOWN RD	6 83012151	11/05/21	5:05 PM	NO PASSING ZONE	PDO	1-0	DAYLIGHT	DRY	CLEAR	OTHER	V1:(ANIMALS ACTION,NOT APPLICABLE)
ROUTE 6	1M NORTH-WEST OF KIRBYTOWN RD	6 83012151	02/24/22	8:00 AM	STOP SIGN	I	2-1	DAYLIGHT	DRY	CLOUDY	HEAD ON	V1:(TRAFFIC CONTROL DEVICES DISREGARDED,FAILURE TO YIELD RIGHT OF WAY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 6	132M WEST OF KIRBYTOWN RD	6 83012152	05/11/22	6:11 PM	NONE	I	2-1	DAYLIGHT	DRY	CLEAR	LEFT TURN (AGAINST OTHER CAR)	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 6	8M WEST OF KIRBYTOWN RD	6 83012151	06/07/22	10:18 PM	NO PASSING ZONE	I	1-1	DARK-ROAD LIGHTED	WET	CLOUDY	OTHER	V1:(DRUGS (ILLEGAL),UNSAFE SPEED) / V1:(BACKING UNSAFELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 6	776.33868297M WEST OF SUNRISE PARK RD	6 83012153	08/05/22	6:54 PM	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	OTHER	V1:(ANIMALS ACTION,NOT APPLICABLE)
ROUTE 6	550.02753291M WEST OF UNNAMED ST	6 83012153	06/18/23	10:40 PM	NONE	I	1-1	DARK-ROAD UNLIGHTED	DRY	CLOUDY	OTHER	V1:(ANIMALS ACTION,NOT APPLICABLE) / V1:(NOT APPLICABLE,NOT APPLICABLE) / V2:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V1:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 6	AT THE INTERSECTION OF KIRBYTOWN RD	6 83012151	08/22/23	5:19 PM	NO PASSING ZONE	I	2-1	DAYLIGHT	DRY	CLEAR	REAR END	V1:(BACKING UNSAFELY,NOT APPLICABLE) / V2:(REACTION TO OTHER UNINVOLVED VEHICL,BACKING UNSAFELY) / V3:(REACTION TO OTHER UNINVOLVED VEHICL,NOT APPLICABLE)
ROUTE 6	176.38682581M WEST OF UNNAMED ST	6 83012153	12/22/23	5:57 PM	NO PASSING ZONE	I	1-1	DARK-ROAD UNLIGHTED	DRY	CLOUDY	OTHER	V1:(NOT APPLICABLE,NOT APPLICABLE) / V1:(NOT APPLICABLE,NOT APPLICABLE)
SUNRISE PARK RD	100.86312858M NORTH OF SUNRISE PARK RD	6 83012154	07/13/22	12:25 PM	TRAFFIC SIGNAL	PDO	3-0	DAYLIGHT	DRY	CLEAR	OTHER	V1:(FOLLOWING TOO CLOSELY,UNSAFE SPEED) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE)
SUNRISE PARK RD	147.82815289M NORTH OF SUNRISE PARK RD	6 83012154	07/14/22	10:40 AM	TRAFFIC SIGNAL	PDO	3-0	DAYLIGHT	DRY	CLOUDY	OTHER	V1:(NOT APPLICABLE,NOT APPLICABLE) / V1:(NOT APPLICABLE,NOT APPLICABLE)
SUNRISE PARK RD	178.82529606M NORTH OF SUNRISE PARK RD	6 83012154	10/11/22	5:20 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(EATING OR DRINKING,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)

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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 6	45.69170226M WEST OF SUNRISE PARK RD	6 83012154	09/19/23	9:28 AM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(NOT APPLICABLE,NOT APPLICABLE) / V2:(FOLLOWING TOO CLOSELY,NOT APPLICABLE)
ROUTE 6	121.39287883M WEST OF UNNAMED ST	6 83012154	11/21/23	8:52 AM	NONE	PDO	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	V1:(BACKING UNSAFELY,VIEW OBSTRUCTED/LIMITED) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 6	99.15015356M EAST OF RAMP	6 83012154	12/28/23	5:30 PM	YIELD SIGN	PDO	2-0	DARK-ROAD UNLIGHTED	WET	RAIN	OVERTAKING	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
DOLSON AVE	3M NORTH OF ROUTE 6	17M83013003	02/26/21	6:45 PM	TRAFFIC SIGNAL	PDO	2-0	DUSK	DRY	CLOUDY	REAR END	V1:(NOT APPLICABLE,NOT APPLICABLE) / V2:(FOLLOWING TOO CLOSELY,UNSAFE SPEED)
ROUTE 17M	0M OF ROUTE 6	17M83013003	03/13/21	7:15 PM	TRAFFIC SIGNAL	PDO	2-0	DARK-ROAD LIGHTED	DRY	CLOUDY	LEFT TURN (AGAINST OTHER CAR)	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
DOLSON AVE	41M NORTH OF ROUTE 6	17M83013003	04/02/21	2:13 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
DOLSON AVE	1M NORTH OF ROUTE 6	17M83013003	04/23/21	10:45 PM	TRAFFIC SIGNAL	PDO	2-0	DARK-ROAD LIGHTED	DRY	CLEAR	RIGHT ANGLE	V1:(UNKNOWN,UNKNOWN) / V2:(UNKNOWN,UNKNOWN)
ROUTE 17M	1M SOUTH-EAST OF SUNRISE PARK RD		05/23/21	9:12 PM	TRAFFIC SIGNAL	PDO	2-0	DARK-ROAD LIGHTED	DRY	CLOUDY	LEFT TURN (AGAINST OTHER CAR)	V1:(FAILURE TO YIELD RIGHT OF WAY,UNSAFE LANE CHANGE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 17M	AT THE INTERSECTION OF ROUTE 6		07/05/21	9:00 AM	TRAFFIC SIGNAL	I	2-2	DAYLIGHT	DRY	CLEAR	RIGHT ANGLE	V1:(NOT APPLICABLE,NOT APPLICABLE) / V2:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE)
DOLSON AVE	0M NORTH OF ROUTE 6	17M83013003	12/31/21	4:20 PM	TRAFFIC SIGNAL	PDO	2-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	LEFT TURN (AGAINST OTHER CAR)	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 17M	0M OF ROUTE 6	17M83013003	02/06/22	11:00 PM	TRAFFIC SIGNAL	I	2-2	DARK-ROAD LIGHTED	DRY	CLOUDY	HEAD ON	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 17M	37M SOUTH-EAST OF ROUTE 6		02/11/22	7:40 AM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	LEFT TURN (AGAINST OTHER CAR)	V1:(FAILURE TO YIELD RIGHT OF WAY,UNSAFE LANE CHANGE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
DOLSON AVE	0M NORTH OF ROUTE 6	17M83013003	02/18/22	2:05 PM	TRAFFIC SIGNAL	I	2-1	DAYLIGHT	DRY	CLOUDY	SIDESWIPE	V1:(NOT APPLICABLE,NOT APPLICABLE) / V2:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE)
ROUTE 17M	0M OF ROUTE 6	17M83013003	04/24/22	9:05 PM	TRAFFIC SIGNAL	I	2-1	DARK-ROAD LIGHTED	DRY	CLOUDY	LEFT TURN (AGAINST OTHER CAR)	V1:(TRAFFIC CONTROL DEVICES DISREGARDED,FAILURE TO YIELD RIGHT OF WAY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 6	AT THE INTERSECTION OF SUNRISE PARK RD		06/07/22	4:04 PM	NONE	I	2-1	DAYLIGHT	WET	RAIN	SIDESWIPE	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 17M	0M NORTH OF RAMP	6 83012155	07/14/22	9:15 PM	TRAFFIC SIGNAL	I	2-2	DARK-ROAD LIGHTED	DRY	CLEAR	LEFT TURN (AGAINST OTHER CAR)	V1:(FAILURE TO YIELD RIGHT OF WAY,TURNING IMPROPER) / V2:(NOT APPLICABLE,NOT APPLICABLE)
SUNRISE PARK RD	16.60936663M EAST OF ROUTE 6	6 83012155	07/26/22	3:10 PM	YIELD SIGN	PDO	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
SUNRISE PARK RD	AT THE INTERSECTION OF ROUTE 17M	6 83012155	10/16/22	8:45 PM	TRAFFIC SIGNAL	I	2-1	DARK-ROAD UNLIGHTED	DRY	CLOUDY	REAR END	V1:(TURNING IMPROPER,FAILURE TO YIELD RIGHT OF WAY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 17M	0M NORTH OF RAMP	6 83012155	10/25/22	10:11 AM	TRAFFIC SIGNAL	I	2-1	DAYLIGHT	WET	CLOUDY	REAR END	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(UNSAFE LANE CHANGE,NOT APPLICABLE)
RAMP	131.16604347M NORTH OF RAMP	17M83013003	12/28/22	5:09 PM	TRAFFIC SIGNAL	PDO	2-0	DARK-ROAD LIGHTED	DRY	CLOUDY	REAR END	V1:(UNSAFE SPEED,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)

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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
SUNRISE PARK RD	43.62292203M NORTH OF SUNRISE PARK RD	17M83013003	05/07/23	3:35 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 17M	0M NORTH OF RAMP	17M83013003	05/08/23	9:25 AM	TRAFFIC SIGNAL	I	2-1	DAYLIGHT	DRY	CLEAR	LEFT TURN (AGAINST OTHER CAR)	V1:(TURNING IMPROPER,PASSING OR LANE USAGE IMPROPERLY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
SUNRISE PARK RD	43.62292203M NORTH OF SUNRISE PARK RD	17M83013003	05/15/23	7:45 AM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	LEFT TURN (AGAINST OTHER CAR)	V1:(FAILURE TO YIELD RIGHT OF WAY,TRAFFIC CONTROL DEVICES DISREGARDED) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 17M	0M NORTH OF RAMP	17M83013003	07/18/23	5:30 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	V1:(NOT APPLICABLE,NOT APPLICABLE) / V2:(FOLLOWING TOO CLOSELY,NOT APPLICABLE)
ROUTE 17M	0M NORTH OF RAMP	6 83012155	07/20/23	10:35 AM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
SUNRISE PARK RD	AT THE INTERSECTION OF ROUTE 17M	6 83012155	07/24/23	6:33 AM	TRAFFIC SIGNAL	I	2-3	DAYLIGHT	DRY	CLEAR	HEAD ON	V1:(NOT APPLICABLE,NOT APPLICABLE) / V2:(FAILURE TO YIELD RIGHT OF WAY,TURNING IMPROPER)
ROUTE 17M	0M NORTH OF RAMP	17M83013003	07/31/23	7:00 AM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(AGGRESSIVE DRIVING/ROAD RAGE,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 17M	AT THE INTERSECTION OF RAMP	17M83013003	09/07/23	8:59 AM	TRAFFIC SIGNAL	I	2-2	DAYLIGHT	DRY	CLEAR	LEFT TURN (AGAINST OTHER CAR)	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
RAMP	105.93641369M SOUTH OF RAMP	17M83013003	09/29/23	10:15 PM	TRAFFIC SIGNAL	PDO	2-0	DARK-ROAD UNLIGHTED	WET	RAIN	REAR END	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
RAMP	AT THE INTERSECTION OF RAMP	17M83013003	10/26/23	7:45 PM	TRAFFIC SIGNAL	I	2-1	DARK-ROAD LIGHTED	DRY	CLEAR	LEFT TURN (AGAINST OTHER CAR)	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 17M	9M NORTH-WEST OF RAMP	6 83012156	06/05/21	10:00 PM	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	OTHER	V1:(ANIMALS ACTION,NOT APPLICABLE)
ROUTE 17M	0M OF	6 83012156	06/05/21	10:00 PM	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	OTHER	V1:(ANIMALS ACTION,NOT APPLICABLE)
ROUTE 17M	22M SOUTH-EAST OF RAMP	6 83012156	04/26/22	6:40 PM	NONE	PDO	1-0	DAYLIGHT	WET	RAIN	OTHER	V1:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 17M WESTBOUND TO INTERSTATE 84 WESTBOUND	289.64493424M SOUTH OF ROUTE 17M WESTBOUND TO INTERSTATE 84 WESTBOUND	6 83012156	10/26/22	7:55 AM	NONE	PDO	2-0	DAYLIGHT	WET	RAIN	OVERTAKING	V1:(UNSAFE LANE CHANGE,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
SOUTH ST	97.59352335M SOUTH OF ROUTE 17M WESTBOUND TO INTERSTATE 84 WESTBOUND	6 83012156	10/29/23	10:45 AM	STOP SIGN	PDO	2-0	DAYLIGHT	WET	RAIN	REAR END	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 17M	103M NORTH OF RAMP	6 83012157	01/05/21	5:21 PM	STOP SIGN	PDO	2-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	REAR END	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 17M	18M SOUTH-EAST OF RAMP	6 83012157	10/12/21	5:00 PM	NONE	I	2-1	DAYLIGHT	DRY	CLOUDY	REAR END	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
EXIT 15B INTERSTATE 84 WESTBOUND TO ROUTE 17M WESTBOUND	273.19024365M SOUTH OF EXIT 15B INTERSTATE 84 WESTBOUND TO ROUTE 17M WESTBOUND	6 83012157	12/10/22	7:00 AM	NONE	PDO	1-0	DAYLIGHT	DRY	CLEAR	OTHER	V1:(ANIMALS ACTION,NOT APPLICABLE)
SOUTH ST	460.59802708M SOUTH OF RAMP	6 83012157	04/03/23	5:10 AM	OTHER	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	OTHER	V1:(ANIMALS ACTION,NOT APPLICABLE)
SOUTH ST	375.63715929M SOUTH OF RAMP	6 83012157	04/24/23	9:41 AM	NONE	I	2-1	DAYLIGHT	DRY	CLEAR	OVERTAKING	V1:(PASSING OR LANE USAGE IMPROPERLY,TURNING IMPROPER) / V2:(NOT APPLICABLE,NOT APPLICABLE)

\*PDO = PROPERTY DAMAGE ONLY I = INJURY F = FATALITY N/R = NON-REPORTABLE

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 17M	83M SOUTH-EAST OF RAMP	6 83012158	09/09/21	8:20 AM	NONE	PDO	2-0	DAYLIGHT	WET	CLOUDY	RIGHT ANGLE	V1:(NOT APPLICABLE,NOT APPLICABLE) / V2:(TURNING IMPROPER,UNSAFE LANE CHANGE)
ROUTE 17M	0M OF	6 83012158	04/12/22	5:33 PM	NONE	I	2-1	DAYLIGHT	DRY	CLEAR	REAR END	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 17M	70.65793393M SOUTH OF INTERSTATE 84	6 83012158	11/12/22	3:08 AM	NO PASSING ZONE	F	1-0	DARK-ROAD UNLIGHTED	WET	RAIN	OTHER	V1:(NOT APPLICABLE,NOT APPLICABLE) V1:(UNSAFE SPEED,PAVEMENT SLIPPERY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 17M	68.16854942M SOUTH OF INTERSTATE 84	6 83012158	11/15/22	9:20 PM	NONE	PDO	2-0	DARK-ROAD UNLIGHTED	SNOW/ICE	SNOW	HEAD ON	V1:(NOT APPLICABLE,NOT APPLICABLE) / V2:(UNSAFE LANE CHANGE,NOT APPLICABLE)
ROUTE 17M	5M SOUTH-EAST OF RAMP	6 83012159	09/10/21	4:46 PM	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	OVERTAKING	V1:(NOT APPLICABLE,NOT APPLICABLE) / V2:(FOLLOWING TOO CLOSELY,DRIVER INATTENTION)
ROUTE 17M	33M SOUTH-EAST OF RAMP	6 83012159	10/05/21	3:52 PM	STOP SIGN	I	2-1	DAYLIGHT	DRY	CLOUDY	REAR END	V1:(ANIMALS ACTION,NOT APPLICABLE)
ROUTE 17M	254.37531306M SOUTH OF INTERSTATE 84	6 83012159	12/02/22	11:57 PM	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	OTHER	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 17M EASTBOUND TO INTERSTATE 84 EASTBOUND	271.23199231M SOUTH OF 163.08977283M SOUTH OF ROUTE 17M EASTBOUND TO INTERSTATE 84 EASTBOUND	6 83012159	01/19/23	9:43 PM	STOP SIGN	I	2-1	DARK-ROAD UNLIGHTED	WET	CLOUDY	REAR END	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
		6 83012159	11/15/23	5:15 AM	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	OTHER	V1:(ANIMALS ACTION,NOT APPLICABLE)
	SOUTH ST 14.40338093M SOUTH OF SOUTH ST	6 83012159	11/16/23	4:00 PM	NONE	PDO	1-0	DAYLIGHT	DRY	CLEAR	OTHER	V1:(BACKING UNSAFELY,OUTSIDE CAR DISTRACTION)
ROUTE 17M	89M NORTH-WEST OF RAMP	6 83012160	05/18/21	4:44 PM	NO PASSING ZONE	PDO	1-0	DAYLIGHT	DRY	CLEAR	OTHER	V1:(OBSTRUCTION/DEBRIS,NOT APPLICABLE)
EXIT 15A INTERSTATE 84 EASTBOUND TO ROUTE 17M EASTBOUND	637.66177091M NORTH OF EXIT 15A INTERSTATE 84 EASTBOUND TO ROUTE 17M EASTBOUND	6 83012160	03/23/23	6:40 AM	NONE	PDO	1-0	DAWN	DRY	CLEAR	OTHER	V1:(ANIMALS ACTION,NOT APPLICABLE)
ROUTE 17M	34M NORTH-WEST OF BATES GATES RD	6 83012161	02/09/21	7:45 AM	NONE	PDO	2-0	DAYLIGHT	SNOW/ICE	/HAIL/FREEZING	LEFT TURN (AGAINST OTHER CAR)	V1:(FAILURE TO YIELD RIGHT OF WAY,PAVEMENT SLIPPERY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 17M	86M SOUTH-EAST OF RAMP	6 83012161	08/26/21	4:11 PM	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(FOLLOWING TOO CLOSELY,UNSAFE SPEED) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 17M	0M NORTH-WEST OF BATES GATES RD	6 83012161	02/28/22	3:00 PM	STOP SIGN	PDO	2-0	DAYLIGHT	DRY	CLEAR	RIGHT ANGLE	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 17M	0M NORTH-WEST OF BATES GATES RD	6 83012161	02/28/22	5:15 PM	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 17M	58M NORTH-WEST OF BATES GATES RD	6 83012161	07/07/22	9:30 AM	NONE	PDO	2-0	DAYLIGHT	DRY	CLOUDY	OVERTAKING	V1:(UNKNOWN,UNKNOWN) / V2:(NOT APPLICABLE,NOT APPLICABLE)
EXIT 15A INTERSTATE 84 EASTBOUND TO ROUTE 17M EASTBOUND	235.09142288M NORTH OF EXIT 15A INTERSTATE 84 EASTBOUND TO ROUTE 17M EASTBOUND	6 83012161	08/10/22	6:25 PM	TRAFFIC SIGNAL	I	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
EXIT 15A INTERSTATE 84 EASTBOUND TO ROUTE 17M EASTBOUND	175.59985664M NORTH OF EXIT 15A INTERSTATE 84 EASTBOUND TO ROUTE 17M EASTBOUND	6 83012161	10/27/22	4:10 AM	NONE	PDO	1-0	DAYLIGHT	WET	CLOUDY	OTHER	V1:(ANIMALS ACTION,NOT APPLICABLE)
EXIT 15A INTERSTATE 84 EASTBOUND TO ROUTE 17M EASTBOUND	272.19417831M NORTH OF EXIT 15A INTERSTATE 84 EASTBOUND TO ROUTE 17M EASTBOUND	6 83012161	03/31/23	6:00 PM	NONE	PDO	1-0	DAYLIGHT	WET	RAIN	OTHER	V1:(PASSING OR LANE USAGE IMPROPERLY,AGGRESSIVE DRIVING/ROAD RAGE)
EXIT 15A INTERSTATE 84 EASTBOUND TO ROUTE 17M EASTBOUND	175.59985664M NORTH OF EXIT 15A INTERSTATE 84 EASTBOUND TO ROUTE 17M EASTBOUND	6 83012161	09/21/23	2:10 PM	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	OVERTAKING	V1:(NOT ENTERED,NOT ENTERED) / V2:(NOT ENTERED,NOT ENTERED)

\*PDO = PROPERTY DAMAGE ONLY I = INJURY F = FATALITY N/R = NON-REPORTABLE

**Table No. 4  
Other Development Projects  
Hourly Trip Generation Rates (HTGR) and  
Anticipated Site Generated Traffic Volumes**

Other Development Projects	Entry		Exit	
	HTGR <sup>1</sup>	Total	HTGR <sup>1</sup>	Total
<b>RDM 1081<sup>1</sup></b> (241,000 s.f.)				
Peak AM Hour	0.31	75	0.04	10
Peak PM Hour	0.04	10	0.24	58
<b>Dewpoint South<sup>2</sup></b> (234,900 s.f.)				
Peak AM Hour	0.36	85	0.05	12
Peak PM Hour	0.08	19	0.32	75
<b>Dewpoint North<sup>2</sup></b> (32,000 s.f.)				
Peak AM Hour	0.36	11	0.05	2
Peak PM Hour	0.08	3	0.32	10
<b>Dolsontown Road East<sup>2</sup></b> (463,000 s.f.)				
Peak AM Hour	0.36	167	0.05	23
Peak PM Hour	0.08	37	0.32	149
<b>RDM - Simon<sup>2</sup></b> (300,000 s.f.)				
Peak AM Hour	0.36	108	0.05	15
Peak PM Hour	0.08	24	0.32	96
<b>Marangi Facility<sup>3</sup></b>				
Peak AM Hour	----	37	----	11
Peak PM Hour	----	8	----	39
<b>Project Liberty<sup>4</sup></b> (854,000 s.f.)				
Peak AM Hour	0.36	307	0.05	43
Peak PM Hour	0.08	68	0.32	273
<b>3333 US Route 6 Logistics<sup>5</sup></b> (402,854 s.f.)				
Peak AM Hour	0.36	145	0.05	20
Peak PM Hour	0.08	32	0.32	129
<b>RDM CR 56<sup>6</sup></b> (277,500 s.f.)				
Peak AM Hour	0.37	102	0.05	15
Peak PM Hour	0.04	11	0.30	82
<b>Slate Hill Commerce Center<sup>7</sup></b> (1,000,000 s.f.)				
Peak AM Hour	0.36	360	0.05	50
Peak PM Hour	0.08	84	0.32	316

**NOTES:**

- 1) BASED ON TRAFFIC EVALUATION DATED JUNE 24, 2020 PREPARED BY MASER CONSULTING.
- 2) BASED ON GEIS TRAFFIC EVALUATION DATED APRIL 11, 2022 AND SUPPLEMENTAL LETTER REPORT DATED JUNE 6, 2024 PREPARED BY COLLIERS ENGINEERING & DESIGN.
- 3) BASED ON MARANGI TRAFFIC EVALUATION DATED JULY 7, 2021 BY THE CHAZEN COMPANIES.
- 4) BASED ON TRAFFIC EVALUATION DATED JANUARY 24, 2023 PREPARED BY COLLIERS ENGINEERING & DESIGN.
- 5) BASED ON TRAFFIC EVALUATION DATED MAY 5, 2023 PREPARED BY COLLIERS ENGINEERING & DESIGN.
- 6) BASED ON TRAFFIC EVALUATION DATED MARCH 10, 2021 PREPARED BY MASER CONSULTING.
- 7) BASED ON TRAFFIC EVALUATION DATED NOVEMBER 18, 2022 PREPARED BY COLLIERS ENGINEERING & DESIGN.

# Traffic Impact Study

## Appendix C | Typical Tenant Specific Sortation Traffic Schedule Operation

# Appendix C

## 800K Sortation Distribution Facility Trip Generation - 15 Minute Bin

Headcount				
Headcount - Day Shift	781	Local Jurisdiction Commuter Peak Periods		
Headcount - Night Shift	781	AM	7:00 AM	9:00 AM
Headcount - Total	1562	PM	4:00 PM	6:00 PM

Shift Structure				
		Start	End	
<b>Adjustment below accounts for mass transit and carpool users.</b>	Day Shift - Inbound Ops Employees	7:00 AM	5:30 PM	*Inbound Ops Employees are Working Receiving Side of Operation
	Day Shift - Outbound Ops Employees	7:30 AM	6:00 PM	*Outbound Ops Employees are Working Shipping Side of Operation
<b>Adjust as needed for jurisdiction</b>	Night Shift - Inbound Ops Employees	6:00 PM	4:30 AM	
<b>Net Cars Factor:</b>	Night Shift - Outbound Ops Employees	6:30 PM	5:00 AM	
	95%			

Traffic Schedule											
Cars				Trucks				Total Vehicles			
Average Weekday				Average Weekday				Cars + Trucks Average Weekday			
Time	In	Out	Total	Time	In	Out	Total	Time	In	Out	Total
0:00	3	7	10	0:00	2	2	4	0:00	5	9	14
0:15	1	4	5	0:15	2	2	4	0:15	3	6	9
0:30	1	5	6	0:30	2	2	4	0:30	3	7	10
0:45	1	4	5	0:45	1	2	3	0:45	2	6	8
1:00	1	6	7	1:00	1	1	2	1:00	2	7	9
1:15	1	4	5	1:15	3	2	5	1:15	4	6	10
1:30	2	5	7	1:30	2	2	4	1:30	4	7	11
1:45	2	6	8	1:45	2	2	4	1:45	4	8	12
2:00	2	13	15	2:00	1	3	4	2:00	3	16	19
2:15	4	7	11	2:15	2	2	4	2:15	6	9	15
2:30	5	16	21	2:30	1	2	3	2:30	6	18	24
2:45	6	6	12	2:45	3	2	5	2:45	9	8	17
3:00	2	22	24	3:00	2	2	4	3:00	4	24	28
3:15	2	7	9	3:15	2	2	4	3:15	4	9	13
3:30	2	13	15	3:30	2	2	4	3:30	4	15	19
3:45	3	9	12	3:45	2	2	4	3:45	5	11	16
4:00	6	25	31	4:00	2	2	4	4:00	8	27	35
4:15	14	16	30	4:15	3	3	6	4:15	17	19	36
4:30	13	109	122	4:30	2	2	4	4:30	15	111	126
4:45	16	41	57	4:45	2	2	4	4:45	18	43	61
5:00	12	205	217	5:00	1	3	4	5:00	13	208	221
5:15	8	49	57	5:15	2	3	5	5:15	10	52	62
5:30	11	23	34	5:30	3	1	4	5:30	14	24	38
5:45	21	12	33	5:45	1	2	3	5:45	22	14	36
6:00	28	9	37	6:00	2	1	3	6:00	30	10	40
6:15	51	8	59	6:15	2	2	4	6:15	53	10	63
6:30	113	10	123	6:30	2	2	4	6:30	115	12	127
6:45	161	19	180	6:45	2	1	3	6:45	163	20	183
7:00	139	17	156	7:00	2	2	4	7:00	141	19	160
7:15	167	21	188	7:15	3	2	5	7:15	170	23	193
7:30	54	15	69	7:30	1	1	2	7:30	55	16	71
7:45	29	7	36	7:45	3	2	5	7:45	32	9	41
8:00	17	6	23	8:00	3	3	6	8:00	20	9	29
8:15	15	4	19	8:15	3	3	6	8:15	18	7	25
8:30	13	5	18	8:30	4	2	6	8:30	17	7	24
8:45	12	7	19	8:45	3	3	6	8:45	15	10	25
9:00	8	9	17	9:00	3	3	6	9:00	11	12	23
9:15	8	7	15	9:15	3	3	6	9:15	11	10	21
9:30	7	6	13	9:30	4	3	7	9:30	11	9	20
9:45	8	6	14	9:45	3	3	6	9:45	11	9	20
10:00	7	6	13	10:00	4	4	8	10:00	11	10	21
10:15	7	7	14	10:15	4	4	8	10:15	11	11	22
10:30	10	13	23	10:30	4	3	7	10:30	14	16	30
10:45	12	9	21	10:45	4	4	8	10:45	16	13	29
11:00	9	17	26	11:00	5	5	10	11:00	14	22	36
11:15	17	21	38	11:15	4	5	9	11:15	21	26	47
11:30	19	22	41	11:30	4	4	8	11:30	23	26	49
11:45	20	13	33	11:45	4	4	8	11:45	24	17	41

BASED ON TENANT SPECIFIC SORTATION WAREHOUSE TRAFFIC SCHEDULE (10-25-24) WITH NET CAR FACTOR ADJUSTMENT (95%)

# Appendix C

## 800K Sortation Distribution Facility Trip Generation - 15 Minute Bin

Headcount					
Headcount - Day Shift	781	Local Jurisdiction Commuter Peak Periods			
Headcount - Night Shift	781	AM	7:00 AM	9:00 AM	
Headcount - Total	1562	PM	4:00 PM	6:00 PM	

Shift Structure					
		Start	End		
<b>Adjustment below accounts for mass transit and carpool users.</b>	Day Shift - Inbound Ops Employees	7:00 AM	5:30 PM	*Inbound Ops Employees are Working Receiving Side of Operation	
	Day Shift - Outbound Ops Employees	7:30 AM	6:00 PM	*Outbound Ops Employees are Working Shipping Side of Operation	
<b>Adjust as needed for jurisdiction</b>	Night Shift - Inbound Ops Employees	6:00 PM	4:30 AM		
<b>Net Cars Factor:</b>	Night Shift - Outbound Ops Employees	6:30 PM	5:00 AM		
	95%				

Traffic Schedule													
Cars				Trucks				Total Vehicles					
Average Weekday				Average Weekday				Cars + Trucks Average Weekday					
Time	In	Out	Total	Time	In	Out	Total	In	Out	Total			
12:00	12	14	26	12:00	3	4	7	12:00	15	18	33		
12:15	12	11	23	12:15	2	3	5	12:15	14	14	28		
12:30	12	20	32	12:30	3	3	6	12:30	15	23	38		
12:45	13	10	23	12:45	3	3	6	12:45	16	13	29		
13:00	8	12	20	13:00	3	3	6	13:00	11	15	26		
13:15	5	10	15	13:15	3	4	7	13:15	8	14	22		
13:30	8	10	18	13:30	4	3	7	13:30	12	13	25		
13:45	7	8	15	13:45	3	3	6	13:45	10	11	21		
14:00	8	13	21	14:00	4	4	8	14:00	12	17	29		
14:15	6	10	16	14:15	4	3	7	14:15	10	13	23		
14:30	8	14	22	14:30	5	4	9	14:30	13	18	31		
14:45	11	13	24	14:45	4	3	7	14:45	15	16	31		
15:00	12	27	39	15:00	3	4	7	15:00	15	31	46		
15:15	10	21	31	15:15	3	5	8	15:15	13	26	39		
15:30	9	24	33	15:30	5	2	7	15:30	14	26	40		
15:45	10	12	22	15:45	2	4	6	15:45	12	16	28		
16:00	9	29	38	16:00	3	3	6	16:00	12	32	44		
16:15	12	13	25	16:15	4	3	7	16:15	16	16	32		
16:30	16	28	44	16:30	3	3	6	16:30	19	31	50		
16:45	19	15	34	16:45	2	4	6	16:45	21	19	40		
17:00	31	64	95	17:00	4	4	8	17:00	35	37	72		
17:15	56	33	89	17:15	3	4	7	17:15	59	37	96		
17:30	95	152	247	17:30	3	3	6	17:30	98	155	253		
17:45	131	67	198	17:45	3	3	6	17:45	134	70	204		
18:00	121	265	386	18:00	2	4	6	18:00	123	269	392		
18:15	129	77	206	18:15	2	3	5	18:15	131	80	211		
18:30	41	36	77	18:30	2	2	4	18:30	43	38	81		
18:45	16	15	31	18:45	2	2	4	18:45	18	17	35		
19:00	9	14	23	19:00	2	2	4	19:00	11	16	27		
19:15	7	9	16	19:15	2	1	3	19:15	9	10	19		
19:30	6	7	13	19:30	2	1	3	19:30	8	8	16		
19:45	6	3	9	19:45	2	1	3	19:45	8	4	12		
20:00	5	5	10	20:00	2	2	4	20:00	7	7	14		
20:15	5	4	9	20:15	4	2	6	20:15	9	6	15		
20:30	5	5	10	20:30	2	2	4	20:30	7	7	14		
20:45	6	3	9	20:45	2	2	4	20:45	8	5	13		
21:00	4	5	9	21:00	2	3	5	21:00	6	8	14		
21:15	5	6	11	21:15	2	2	4	21:15	7	8	15		
21:30	5	9	14	21:30	2	1	3	21:30	7	10	17		
21:45	9	7	16	21:45	2	2	4	21:45	11	9	20		
22:00	8	13	21	22:00	1	3	4	22:00	9	16	25		
22:15	14	19	33	22:15	3	2	5	22:15	17	21	38		
22:30	15	13	28	22:30	1	2	3	22:30	16	15	31		
22:45	9	9	18	22:45	2	2	4	22:45	11	11	22		
23:00	6	12	18	23:00	3	2	5	23:00	9	14	23		
23:15	5	5	10	23:15	3	2	5	23:15	8	7	15		
23:30	3	12	15	23:30	2	3	5	23:30	5	15	20		
23:45	4	5	9	23:45	2	2	4	23:45	6	7	13		
<b>Total</b>	<b>2,033</b>	<b>2,035</b>	<b>4,068</b>	<b>Total</b>	<b>252</b>	<b>251</b>	<b>503</b>	<b>Total</b>	<b>2,285</b>	<b>2,286</b>	<b>4,571</b>		

BASED ON TENANT SPECIFIC SORTATION WAREHOUSE TRAFFIC SCHEDULE (10-25-24) WITH NET CAR FACTOR ADJUSTMENT (95%)

# Traffic Impact Study

## Appendix D | 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, 6<sup>th</sup> Edition* published by the Transportation Research Board.

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

Control Delay (s/veh)	$v/c \leq 1.0$	$v/c \geq 1.0$
$\leq 10$	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, 6<sup>th</sup> 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.

## LEVEL OF SERVICE CRITERIA FOR MERGE/DIVERGE AREA

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

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

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

### Exhibit 14-3

#### Level of Service Criteria for Merge/Diverge Areas

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

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

## LEVEL OF SERVICE CRITERIA FOR WEAVING SEGMENTS

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

Level of Service thresholds for weaving conditions are summarized below:

### Exhibit 13-6

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

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

## LEVEL OF SERVICE CRITERIA FOR FREEWAY SEGMENTS

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

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

### Exhibit 10-6

#### Level of Service Criteria for Basic Freeway Segments

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

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

# Traffic Impact Study

## Appendix E | Capacity Analysis



2024 Existing Traffic Volumes  
 1: NYS Route 284 & US Route 6

AM Peak Hour  
 11/19/2024



Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	327	42	77	160	46	166
Future Volume (vph)	327	42	77	160	46	166
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	0.985			0.894		
Flt Protected				0.984	0.989	
Satd. Flow (prot)	1764	0	0	1669	1559	0
Flt Permitted				0.984	0.989	
Satd. Flow (perm)	1764	0	0	1669	1559	0
Link Speed (mph)	55			55	35	
Link Distance (ft)	733			606	476	
Travel Time (s)	11.1			9.2	10.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	6%	7%	10%	13%	7%	8%
Adj. Flow (vph)	355	46	84	174	50	180
Shared Lane Traffic (%)						
Lane Group Flow (vph)	401	0	0	258	230	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2024 Existing Traffic Volumes  
1: NYS Route 284 & US Route 6

AM Peak Hour  
11/19/2024

Intersection						
Int Delay, s/veh	5					
Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	327	42	77	160	46	166
Future Vol, veh/h	327	42	77	160	46	166
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	92	92	92	92	92	92
Heavy Vehicles, %	6	7	10	13	7	8
Mvmt Flow	355	46	84	174	50	180

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	401	0	720	378
Stage 1	-	-	-	-	378	-
Stage 2	-	-	-	-	341	-
Critical Hdwy	-	-	4.2	-	6.47	6.28
Critical Hdwy Stg 1	-	-	-	-	5.47	-
Critical Hdwy Stg 2	-	-	-	-	5.47	-
Follow-up Hdwy	-	-	2.29	-	3.563	3.372
Pot Cap-1 Maneuver	-	-	1116	-	388	655
Stage 1	-	-	-	-	682	-
Stage 2	-	-	-	-	709	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1116	-	355	655
Mov Cap-2 Maneuver	-	-	-	-	355	-
Stage 1	-	-	-	-	682	-
Stage 2	-	-	-	-	650	-

Approach	EB	WB	NE
HCM Control Delay, s/v	0	2.76	16.05
HCM LOS			C

Minor Lane/Major Mvmt	NELn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	554	-	-	585	-
HCM Lane V/C Ratio	0.416	-	-	0.075	-
HCM Control Delay (s/veh)	16	-	-	8.5	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	2	-	-	0.2	-

2024 Existing Traffic Volumes  
 2: US Route 6 & Ridgebury Hill Rd

AM Peak Hour  
 11/19/2024



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	20	46	459	35	47	216
Future Volume (vph)	20	46	459	35	47	216
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		0.990			
Flt Protected	0.985					0.991
Satd. Flow (prot)	1625	0	1760	0	0	1689
Flt Permitted	0.985					0.991
Satd. Flow (perm)	1625	0	1760	0	0	1689
Link Speed (mph)	35		55			55
Link Distance (ft)	535		1495			1423
Travel Time (s)	12.2		22.7			21.6
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	10%	2%	6%	11%	9%	12%
Adj. Flow (vph)	22	49	494	38	51	232
Shared Lane Traffic (%)						
Lane Group Flow (vph)	71	0	532	0	0	283
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.01	1.01	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2024 Existing Traffic Volumes  
2: US Route 6 & Ridgebury Hill Rd

AM Peak Hour  
11/19/2024

Intersection						
Int Delay, s/veh	1.7					
Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	20	46	459	35	47	216
Future Vol, veh/h	20	46	459	35	47	216
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	93	93	93	93	93	93
Heavy Vehicles, %	10	2	6	11	9	12
Mvmt Flow	22	49	494	38	51	232

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	846	512	0	0	531	0
Stage 1	512	-	-	-	-	-
Stage 2	333	-	-	-	-	-
Critical Hdwy	6.5	6.22	-	-	4.19	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.318	-	-	2.281	-
Pot Cap-1 Maneuver	322	562	-	-	1002	-
Stage 1	585	-	-	-	-	-
Stage 2	708	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	304	562	-	-	1002	-
Mov Cap-2 Maneuver	304	-	-	-	-	-
Stage 1	585	-	-	-	-	-
Stage 2	667	-	-	-	-	-

Approach	WB	NE	SW
HCM Control Delay, s/v	14.58	0	1.57
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NERWBLn1	SWL	SWT
Capacity (veh/h)	-	-	447	322
HCM Lane V/C Ratio	-	-	0.159	0.05
HCM Control Delay (s/veh)	-	-	14.6	8.8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.6	0.2

2024 Existing Traffic Volumes  
3: US Route 6 & McBride Rd

AM Peak Hour  
11/19/2024



Lane Group	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	61	19	19	479	221	26
Future Volume (vph)	61	19	19	479	221	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	12	12
Grade (%)	2%			1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.968				0.986	
Flt Protected	0.963			0.998		
Satd. Flow (prot)	1485	0	0	1784	1619	0
Flt Permitted	0.963			0.998		
Satd. Flow (perm)	1485	0	0	1784	1619	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	266			1423	2064	
Travel Time (s)	6.0			21.6	31.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	10%	11%	0%	6%	12%	42%
Adj. Flow (vph)	68	21	21	532	246	29
Shared Lane Traffic (%)						
Lane Group Flow (vph)	89	0	0	553	275	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	10			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.01	1.01	1.01	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2024 Existing Traffic Volumes  
3: US Route 6 & McBride Rd

AM Peak Hour  
11/19/2024

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations	T			T		T
Traffic Vol, veh/h	61	19	19	479	221	26
Future Vol, veh/h	61	19	19	479	221	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, %	2	-	-	1	1	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	10	11	0	6	12	42
Mvmt Flow	68	21	21	532	246	29

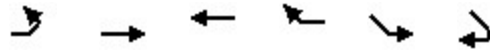
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	834	260	274	0	-	0
Stage 1	260	-	-	-	-	-
Stage 2	574	-	-	-	-	-
Critical Hdwy	6.9	6.51	4.1	-	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.59	3.399	2.2	-	-	-
Pot Cap-1 Maneuver	298	746	1300	-	-	-
Stage 1	743	-	-	-	-	-
Stage 2	514	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	292	746	1300	-	-	-
Mov Cap-2 Maneuver	292	-	-	-	-	-
Stage 1	726	-	-	-	-	-
Stage 2	514	-	-	-	-	-

Approach	EB	NE	SW
HCM Control Delay, s/v19.24		0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	EBLn1	SWT	SWR
Capacity (veh/h)	69	-	341	-	-
HCM Lane V/C Ratio	0.016	-	0.261	-	-
HCM Control Delay (s/veh)	7.8	0	19.2	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	1	-	-

2024 Existing Traffic Volumes  
4: US Route 6 & Hoops Rd

AM Peak Hour  
11/19/2024



Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↔	↔		↔	
Traffic Volume (vph)	0	493	234	1	1	1
Future Volume (vph)	0	493	234	1	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	11
Grade (%)		2%	-5%		0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>					0.932	
Fl <sub>t</sub> Protected					0.976	
Satd. Flow (prot)	0	1758	1755	0	1114	0
Fl <sub>t</sub> Permitted					0.976	
Satd. Flow (perm)	0	1758	1755	0	1114	0
Link Speed (mph)		55	55		30	
Link Distance (ft)		219	226		485	
Travel Time (s)		3.3	3.4		11.0	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	7%	11%	0%	100%	0%
Adj. Flow (vph)	0	573	272	1	1	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	573	273	0	2	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		11	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	0.97	0.97	1.04	1.04
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					

2024 Existing Traffic Volumes  
4: US Route 6 & Hoops Rd

AM Peak Hour  
11/19/2024

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	0	493	234	1	1	1
Future Vol, veh/h	0	493	234	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	2	-5	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	7	11	0	100	0
Mvmt Flow	0	573	272	1	1	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	273	0	-	0	846 273
Stage 1	-	-	-	-	273 -
Stage 2	-	-	-	-	573 -
Critical Hdwy	4.1	-	-	-	7.4 6.2
Critical Hdwy Stg 1	-	-	-	-	6.4 -
Critical Hdwy Stg 2	-	-	-	-	6.4 -
Follow-up Hdwy	2.2	-	-	-	4.4 3.3
Pot Cap-1 Maneuver	1302	-	-	-	231 771
Stage 1	-	-	-	-	592 -
Stage 2	-	-	-	-	411 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1302	-	-	-	231 771
Mov Cap-2 Maneuver	-	-	-	-	231 -
Stage 1	-	-	-	-	592 -
Stage 2	-	-	-	-	411 -

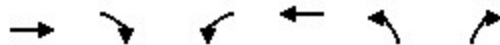
Approach	EB	WB	SE
HCM Control Delay, s/v	0	0	15.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SELn1
Capacity (veh/h)	1302	-	-	-	355
HCM Lane V/C Ratio	-	-	-	-	0.007
HCM Control Delay (s/veh)	0	-	-	-	15.2
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0



2024 Existing Traffic Volumes  
5: Creedon Hill Rd & US Route 6

AM Peak Hour  
11/19/2024



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	493	1	3	235	0	4
Future Volume (vph)	493	1	3	235	0	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	11
Grade (%)	5%			-5%	8%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>					0.865	
Fl <sub>t</sub> Protected				0.999		
Satd. Flow (prot)	1732	0	0	1749	1525	0
Fl <sub>t</sub> Permitted				0.999		
Satd. Flow (perm)	1732	0	0	1749	1525	0
Link Speed (mph)	55			55	30	
Link Distance (ft)	226			439	325	
Travel Time (s)	3.4			6.7	7.4	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	7%	0%	33%	11%	0%	0%
Adj. Flow (vph)	567	1	3	270	0	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	568	0	0	273	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	0.97	0.97	1.10	1.10
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2024 Existing Traffic Volumes  
5: Creedon Hill Rd & US Route 6

AM Peak Hour  
11/19/2024

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	493	1	3	235	0	4
Future Vol, veh/h	493	1	3	235	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	5	-	-	-5	8	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	7	0	33	11	0	0
Mvmt Flow	567	1	3	270	0	5

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	568	0	844
Stage 1	-	-	-	-	567
Stage 2	-	-	-	-	277
Critical Hdwy	-	-	4.43	-	8
Critical Hdwy Stg 1	-	-	-	-	7
Critical Hdwy Stg 2	-	-	-	-	7
Follow-up Hdwy	-	-	2.497	-	3.5
Pot Cap-1 Maneuver	-	-	867	-	231
Stage 1	-	-	-	-	444
Stage 2	-	-	-	-	685
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	867	-	230
Mov Cap-2 Maneuver	-	-	-	-	230
Stage 1	-	-	-	-	444
Stage 2	-	-	-	-	681

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.12	12.83
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	464	-	-	23	-
HCM Lane V/C Ratio	0.01	-	-	0.004	-
HCM Control Delay (s/veh)	12.8	-	-	9.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

2024 Existing Traffic Volumes  
6: US Route 6 & CR 56

AM Peak Hour  
11/19/2024



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	56	11	338	179	8	191
Future Volume (vph)	56	11	338	179	8	191
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	13
Grade (%)	-2%		-2%			1%
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.977		0.953			
Flt Protected	0.960				0.950	
Satd. Flow (prot)	1423	0	1644	0	1437	1670
Flt Permitted	0.960				0.950	
Satd. Flow (perm)	1423	0	1644	0	1437	1670
Link Speed (mph)	55		55			55
Link Distance (ft)	2121		872			1130
Travel Time (s)	48.2		13.2			17.1
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	25%	9%	13%	8%	25%	17%
Adj. Flow (vph)	64	13	389	206	9	220
Shared Lane Traffic (%)						
Lane Group Flow (vph)	77	0	595	0	9	220
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	0.99	0.99	1.01	0.96
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection						
Int Delay, s/veh	1.4					
Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations	↘		↗		↘	↗
Traffic Vol, veh/h	56	11	338	179	8	191
Future Vol, veh/h	56	11	338	179	8	191
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	None
Storage Length	0	-	-	-	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-2	-	-2	-	-	1
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	25	9	13	8	25	17
Mvmt Flow	64	13	389	206	9	220






















Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	729	491	0	0	389
Stage 1	491	-	-	-	-
Stage 2	238	-	-	-	-
Critical Hdwy	6.25	6.09	-	-	4.35
Critical Hdwy Stg 1	5.25	-	-	-	-
Critical Hdwy Stg 2	5.25	-	-	-	-
Follow-up Hdwy	3.725	3.381	-	-	2.425
Pot Cap-1 Maneuver	388	579	-	-	1055
Stage 1	602	-	-	-	-
Stage 2	771	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	385	579	-	-	1055
Mov Cap-2 Maneuver	385	-	-	-	-
Stage 1	602	-	-	-	-
Stage 2	764	-	-	-	-

Approach	WB	NE	SW
HCM Control Delay, s/v15.89		0	0.34
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NERWBLn1	SWL	SWT
Capacity (veh/h)	-	-	407	1055
HCM Lane V/C Ratio	-	-	0.189	0.009
HCM Control Delay (s/veh)	-	-	15.9	8.4
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.7	0

2024 Existing Traffic Volumes  
7: NYS Route 17M & US Route 6/Sunrise Park Rd

AM Peak Hour  
11/19/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	214	13	380	9	7	10	212	1066	41	27	939	125
Future Volume (vph)	214	13	380	9	7	10	212	1066	41	27	939	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			4%			-1%			0%	
Storage Length (ft)	0		0	0		0	525		0	100		300
Storage Lanes	0		1	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt			0.850		0.949			0.994				0.850
Flt Protected		0.955			0.983		0.950			0.950		
Satd. Flow (prot)	0	1702	1482	0	1372	0	1550	3470	0	1570	3471	1553
Flt Permitted		0.717			0.875		0.123			0.228		
Satd. Flow (perm)	0	1278	1482	0	1221	0	201	3470	0	377	3471	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			362		11			7				139
Link Speed (mph)		55			55			45				45
Link Distance (ft)		319			392			755				940
Travel Time (s)		4.0			4.9			11.4				14.2
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	7%	0%	9%	11%	14%	50%	17%	4%	2%	15%	4%	4%
Adj. Flow (vph)	238	14	422	10	8	11	236	1184	46	30	1043	139
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	252	422	0	29	0	236	1230	0	30	1043	139
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			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.03	1.03	1.03	0.99	0.99	0.99	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	2	1	2		2	2		2	2	2
Detector Template	Left			Left								
Leading Detector (ft)	20	83	83	20	83		83	83		83	83	83
Trailing Detector (ft)	0	-5	-5	0	-5		-5	-5		-5	-5	-5
Detector 1 Position(ft)	0	-5	-5	0	-5		-5	-5		-5	-5	-5
Detector 1 Size(ft)	20	40	40	20	40		40	40		40	40	40
Detector 1 Type	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
Detector 2 Size(ft)		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
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm

2024 Existing Traffic Volumes  
7: NYS Route 17M & US Route 6/Sunrise Park Rd

AM Peak Hour  
11/19/2024

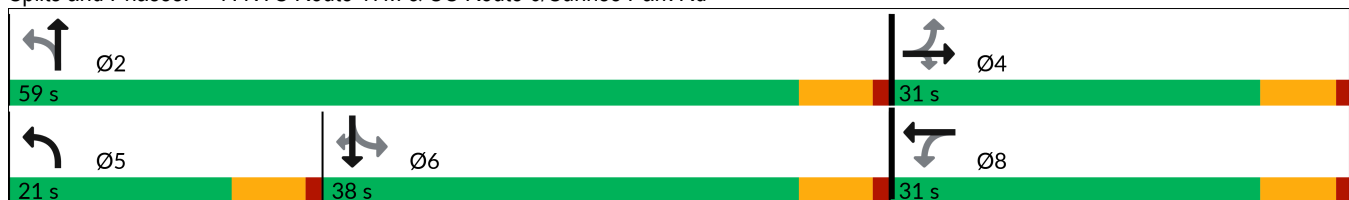


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		6
Detector Phase	4	4	4	8	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0		11.0	24.0		24.0	24.0	24.0
Total Split (s)	31.0	31.0	31.0	31.0	31.0		21.0	59.0		38.0	38.0	38.0
Total Split (%)	34.4%	34.4%	34.4%	34.4%	34.4%		23.3%	65.6%		42.2%	42.2%	42.2%
Maximum Green (s)	25.0	25.0	25.0	25.0	25.0		15.0	53.0		32.0	32.0	32.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	Max		Max	Max	Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0		0	0	0
v/c Ratio		0.81	0.66		0.09		0.73	0.57		0.19	0.74	0.19
Control Delay (s/veh)		51.7	10.9		18.4		29.8	11.6		24.2	27.7	4.5
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)		51.7	10.9		18.4		29.8	11.6		24.2	27.7	4.5
Queue Length 50th (ft)		129	26		8		68	205		11	273	0
Queue Length 95th (ft)		#236	116		29		#168	275		36	#370	37
Internal Link Dist (ft)		239			312			675			860	
Turn Bay Length (ft)							525			100		300
Base Capacity (vph)		372	688		363		359	2145		152	1399	709
Starvation Cap Reductn		0	0		0		0	0		0	0	0
Spillback Cap Reductn		0	0		0		0	0		0	0	0
Storage Cap Reductn		0	0		0		0	0		0	0	0
Reduced v/c Ratio		0.68	0.61		0.08		0.66	0.57		0.20	0.75	0.20

Intersection Summary

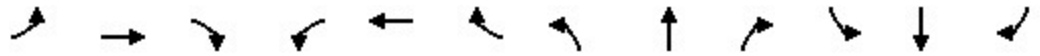
Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 86.1  
 Natural Cycle: 65  
 Control Type: Actuated-Uncoordinated  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 7: NYS Route 17M & US Route 6/Sunrise Park Rd



2024 Existing Traffic Volumes  
 7: NYS Route 17M & US Route 6/Sunrise Park Rd

AM Peak Hour  
 11/19/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↗	↕↗		↗	↕↕	↗
Traffic Volume (veh/h)	214	13	380	9	7	10	212	1066	41	27	939	125
Future Volume (veh/h)	214	13	380	9	7	10	212	1066	41	27	939	125
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1900	1767	1643	1598	1065	1684	1879	1909	1678	1841	1841
Adj Flow Rate, veh/h	238	14	0	10	8	11	236	1184	46	30	1043	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	7	0	9	11	14	50	17	4	2	15	4	4
Cap, veh/h	361	16		140	106	114	375	2290	89	282	1677	
Arrive On Green	0.20	0.20	0.00	0.20	0.20	0.20	0.10	0.65	0.65	0.48	0.48	0.00
Sat Flow, veh/h	1385	81	1497	405	536	574	1604	3504	136	406	3497	1560
Grp Volume(v), veh/h	252	0	0	29	0	0	236	603	627	30	1043	0
Grp Sat Flow(s),veh/h/ln	1466	0	1497	1515	0	0	1604	1785	1855	406	1749	1560
Q Serve(g_s), s	12.1	0.0	0.0	0.0	0.0	0.0	5.5	14.3	14.4	3.4	17.9	0.0
Cycle Q Clear(g_c), s	13.4	0.0	0.0	1.3	0.0	0.0	5.5	14.3	14.4	3.6	17.9	0.0
Prop In Lane	0.94		1.00	0.34		0.38	1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	377	0		360	0	0	375	1167	1212	282	1677	
V/C Ratio(X)	0.67	0.00		0.08	0.00	0.00	0.63	0.52	0.52	0.11	0.62	
Avail Cap(c_a), veh/h	535	0		508	0	0	511	1167	1212	282	1677	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	31.3	0.0	0.0	26.6	0.0	0.0	12.2	7.4	7.4	12.0	15.7	0.0
Incr Delay (d2), s/veh	2.0	0.0	0.0	0.1	0.0	0.0	1.7	1.6	1.6	0.8	1.7	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	4.5	0.0	0.0	0.4	0.0	0.0	1.7	4.4	4.6	0.3	6.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.3	0.0	0.0	26.7	0.0	0.0	13.9	9.0	8.9	12.8	17.4	0.0
LnGrp LOS	C			C			B	A	A	B	B	
Approach Vol, veh/h		252			29			1466			1073	
Approach Delay, s/veh		33.3			26.7			9.8			17.3	
Approach LOS		C			C			A			B	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		59.0		22.1	14.1	44.9		22.1				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		53.0		25.0	15.0	32.0		25.0				
Max Q Clear Time (g_c+I1), s		16.4		15.4	7.5	19.9		3.3				
Green Ext Time (p_c), s		8.1		0.7	0.6	5.2		0.1				

Intersection Summary		
HCM 7th Control Delay, s/veh		14.9
HCM 7th LOS		B

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

2024 Existing Traffic Volumes  
 8: WB On Ramp & NYS Route 17M & WB Off Ramp

AM Peak Hour  
 11/19/2024



Lane Group	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations										
Traffic Volume (vph)	0	428	0	891	0	0	1263	65	0	0
Future Volume (vph)	0	428	0	891	0	0	1263	65	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00
Frt		0.865					0.993			
Flt Protected										
Satd. Flow (prot)	0	1638	0	3374	0	0	3424	0	0	0
Flt Permitted										
Satd. Flow (perm)	0	1638	0	3374	0	0	3424	0	0	0
Link Speed (mph)	30			45			45		30	
Link Distance (ft)	567			429			228		250	
Travel Time (s)	12.9			6.5			3.5		5.7	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	7%	0%	7%	0%	0%	4%	18%	0%	0%
Adj. Flow (vph)	0	492	0	1024	0	0	1452	75	0	0
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	492	0	1024	0	0	1527	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)	0			0			0		0	
Link Offset(ft)	0			0			0		0	
Crosswalk Width(ft)	16			16			16		16	
Two way Left Turn Lane										
Headway Factor	1.00	0.92	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15		9	15		9	15	9
Sign Control	Stop			Free			Free		Free	

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized



2024 Existing Traffic Volumes  
 8: WB On Ramp & NYS Route 17M & WB Off Ramp

AM Peak Hour  
 11/19/2024

Intersection										
Int Delay, s/veh	11.1									
Movement	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations		↗		↕↕			↕↗			
Traffic Vol, veh/h	0	428	0	891	0	0	1263	65	0	0
Future Vol, veh/h	0	428	0	891	0	0	1263	65	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None	-	-
Storage Length	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	-	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	7	0	7	0	0	4	18	0	0
Mvmt Flow	0	492	0	1024	0	0	1452	75	0	0

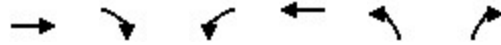
Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	512	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	7.04	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.37	-
Pot Cap-1 Maneuver	0	494	0
Stage 1	0	-	0
Stage 2	0	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	494	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v68.52		0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBTWBLn1	SBT	SBR
Capacity (veh/h)	- 494	-	-
HCM Lane V/C Ratio	- 0.996	-	-
HCM Control Delay (s/veh)	- 68.5	-	-
HCM Lane LOS	- F	-	-
HCM 95th %tile Q(veh)	- 13.5	-	-

2024 Existing Traffic Volumes  
10: Seward Road & US Route 6

AM Peak Hour  
11/19/2024



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	497	0	10	237	1	20
Future Volume (vph)	497	0	10	237	1	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	13	12	12
Grade (%)	-5%			2%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.871	
Flt Protected				0.998	0.998	
Satd. Flow (prot)	1820	0	0	1754	1652	0
Flt Permitted				0.998	0.998	
Satd. Flow (perm)	1820	0	0	1754	1652	0
Link Speed (mph)	55			55	35	
Link Distance (ft)	1697			872	363	
Travel Time (s)	25.7			13.2	8.3	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	7%	0%	0%	11%	0%	0%
Adj. Flow (vph)	558	0	11	266	1	22
Shared Lane Traffic (%)						
Lane Group Flow (vph)	558	0	0	277	23	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	0.97	0.97	0.97	1.00	1.00
Turning Speed (mph)		60	60		60	60
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other  
Control Type: Unsignalized

2024 Existing Traffic Volumes  
10: Seward Road & US Route 6

AM Peak Hour  
11/19/2024

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	497	0	10	237	1	20
Future Vol, veh/h	497	0	10	237	1	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, %	-5	-	-	2	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	7	0	0	11	0	0
Mvmt Flow	558	0	11	266	1	22

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	558	0	847 558
Stage 1	-	-	-	-	558 -
Stage 2	-	-	-	-	289 -
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	-	-	1023	-	335 533
Stage 1	-	-	-	-	577 -
Stage 2	-	-	-	-	765 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1023	-	330 533
Mov Cap-2 Maneuver	-	-	-	-	330 -
Stage 1	-	-	-	-	577 -
Stage 2	-	-	-	-	755 -

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.35	12.29
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	518	-	-	73	-
HCM Lane V/C Ratio	0.046	-	-	0.011	-
HCM Control Delay (s/veh)	12.3	-	-	8.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

2024 Existing Traffic Volumes

AM Peak Hour

11: NYS Route 17M & James P. Kelly Way/Dolsontown Road

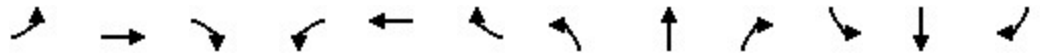
11/19/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	165	498	107	119	51	430	696	164	80	416	14
Future Volume (vph)	37	165	498	107	119	51	430	696	164	80	416	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	12	12	12
Grade (%)		-3%			0%			1%			-1%	
Storage Length (ft)	0		0	0		90	440		0	125		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			86			60		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.955			0.971			0.995	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1687	1828	1509	1631	1711	0	1710	3331	0	1796	3475	0
Flt Permitted	0.637			0.378			0.476			0.354		
Satd. Flow (perm)	1131	1828	1509	649	1711	0	857	3331	0	669	3475	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			157		19			35			3	
Link Speed (mph)		30			45			45			45	
Link Distance (ft)		628			2064			940			1031	
Travel Time (s)		14.3			31.3			14.2			15.6	
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 (%)	5%	2%	5%	7%	1%	6%	5%	3%	12%	1%	4%	0%
Adj. Flow (vph)	42	185	560	120	134	57	483	782	184	90	467	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	42	185	560	120	191	0	483	966	0	90	483	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												Yes
Headway Factor	1.02	1.02	1.02	1.04	1.04	1.04	1.01	1.01	1.01	0.99	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2		2	2		2	2	
Detector Template												
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	

2024 Existing Traffic Volumes  
 11: NYS Route 17M & James P. Kelly Way/Dolsontown Road

AM Peak Hour  
 11/19/2024

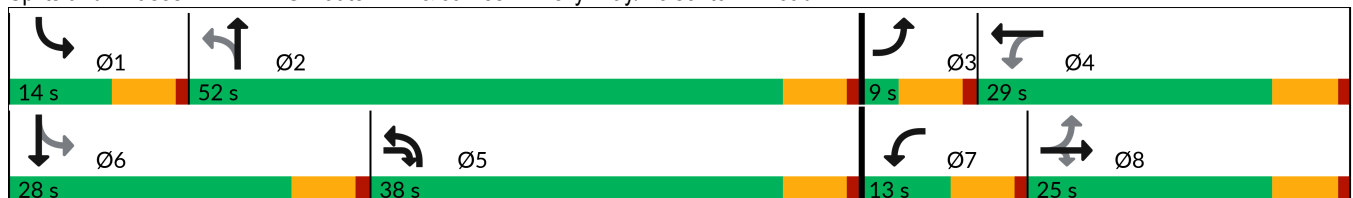


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8	5	7	4		5	2		1	6	
Permitted Phases	8		8	4			2			6		
Detector Phase	3	8	5	7	4		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	3.0	10.0	4.0	4.0		10.0	10.0		3.0	10.0	
Minimum Split (s)	9.0	9.0	16.0	10.0	10.0		16.0	16.0		9.0	16.0	
Total Split (s)	9.0	25.0	38.0	13.0	29.0		38.0	52.0		14.0	28.0	
Total Split (%)	8.7%	24.0%	36.5%	12.5%	27.9%		36.5%	50.0%		13.5%	26.9%	
Maximum Green (s)	3.0	19.0	32.0	7.0	23.0		32.0	46.0		8.0	22.0	
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	Lag	Lead	Lag		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	3.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	None	Max	None	None		Max	Max		None	None	
v/c Ratio	0.19	0.70	0.67	0.49	0.47		0.66	0.58		0.44	0.77	
Control Delay (s/veh)	29.8	55.1	11.5	35.4	35.4		29.3	20.4		41.9	47.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	29.8	55.1	11.5	35.4	35.4		29.3	20.4		41.9	47.1	
Queue Length 50th (ft)	20	113	96	59	100		222	226		50	153	
Queue Length 95th (ft)	45	183	186	105	168		351	312		94	207	
Internal Link Dist (ft)		548			1984			860			951	
Turn Bay Length (ft)							440			125		
Base Capacity (vph)	214	360	832	244	429		721	1639		213	796	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.20	0.51	0.67	0.49	0.45		0.67	0.59		0.42	0.61	

Intersection Summary

Area Type: Other  
 Cycle Length: 104  
 Actuated Cycle Length: 96.9  
 Natural Cycle: 60  
 Control Type: Actuated-Uncoordinated

Splits and Phases: 11: NYS Route 17M & James P. Kelly Way/Dolsontown Road



2024 Existing Traffic Volumes

AM Peak Hour

11: NYS Route 17M & James P. Kelly Way/Dolsontown Road

11/19/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	165	498	107	119	51	430	696	164	80	416	14
Future Volume (veh/h)	37	165	498	107	119	51	430	696	164	80	416	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1943	1988	1943	1796	1885	1811	1820	1850	1716	1924	1879	1939
Adj Flow Rate, veh/h	42	185	560	120	134	57	483	782	184	90	467	16
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
Percent Heavy Veh, %	5	2	5	7	1	6	5	3	12	1	4	0
Cap, veh/h	225	263	850	251	224	95	749	1361	320	187	561	19
Arrive On Green	0.03	0.13	0.13	0.07	0.18	0.18	0.38	0.48	0.48	0.06	0.16	0.16
Sat Flow, veh/h	1850	1988	1647	1711	1255	534	1733	2823	664	1833	3522	121
Grp Volume(v), veh/h	42	185	560	120	0	191	483	487	479	90	236	247
Grp Sat Flow(s),veh/h/ln	1850	1988	1647	1711	0	1789	1733	1757	1730	1833	1785	1858
Q Serve(g_s), s	1.9	8.5	6.7	5.7	0.0	9.4	16.3	18.9	18.9	4.4	12.2	12.3
Cycle Q Clear(g_c), s	1.9	8.5	6.7	5.7	0.0	9.4	16.3	18.9	18.9	4.4	12.2	12.3
Prop In Lane	1.00		1.00	1.00		0.30	1.00		0.38	1.00		0.06
Lane Grp Cap(c), veh/h	225	263	850	251	0	319	749	847	834	187	284	296
V/C Ratio(X)	0.19	0.70	0.66	0.48	0.00	0.60	0.65	0.57	0.57	0.48	0.83	0.83
Avail Cap(c_a), veh/h	233	396	960	251	0	431	749	847	834	229	412	428
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.6	39.6	4.9	32.5	0.0	36.0	21.7	17.7	17.7	39.3	38.9	38.9
Incr Delay (d2), s/veh	0.1	1.3	1.0	1.4	0.0	0.7	4.3	2.8	2.9	0.7	6.3	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	4.2	2.8	2.3	0.0	3.9	8.6	7.5	7.4	1.9	5.6	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.8	40.9	5.9	33.9	0.0	36.7	26.0	20.5	20.6	40.0	45.2	45.1
LnGrp LOS	C	D	A	C		D	C	C	C	D	D	D
Approach Vol, veh/h		787			311			1449			573	
Approach Delay, s/veh		15.6			35.6			22.4			44.3	
Approach LOS		B			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.8	52.0	8.6	23.0	42.6	21.2	13.0	18.6				
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	8.0	46.0	3.0	23.0	32.0	22.0	7.0	19.0				
Max Q Clear Time (g_c+I1), s	6.4	20.9	3.9	11.4	18.3	14.3	7.7	10.5				
Green Ext Time (p_c), s	0.0	3.1	0.0	0.4	1.3	0.9	0.0	2.1				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			26.0									
HCM 7th LOS			C									

2024 Existing Traffic Volumes  
 1: NYS Route 284 & US Route 6

PM Peak Hour  
 11/19/2024



Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	163	55	234	352	44	133
Future Volume (vph)	163	55	234	352	44	133
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	0.966			0.899		
Flt Protected				0.980	0.988	
Satd. Flow (prot)	1799	0	0	1822	1638	0
Flt Permitted				0.980	0.988	
Satd. Flow (perm)	1799	0	0	1822	1638	0
Link Speed (mph)	55			55	35	
Link Distance (ft)	733			606	476	
Travel Time (s)	11.1			9.2	10.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	4%	1%	0%	4%
Adj. Flow (vph)	177	60	254	383	48	145
Shared Lane Traffic (%)						
Lane Group Flow (vph)	237	0	0	637	193	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2024 Existing Traffic Volumes  
1: NYS Route 284 & US Route 6

PM Peak Hour  
11/19/2024

Intersection						
Int Delay, s/veh	5.5					
Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	163	55	234	352	44	133
Future Vol, veh/h	163	55	234	352	44	133
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	4	1	0	4
Mvmt Flow	177	60	254	383	48	145

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	237	0	1098 207
Stage 1	-	-	-	-	207 -
Stage 2	-	-	-	-	891 -
Critical Hdwy	-	-	4.14	-	6.4 6.24
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.236	-	3.5 3.336
Pot Cap-1 Maneuver	-	-	1318	-	237 828
Stage 1	-	-	-	-	832 -
Stage 2	-	-	-	-	404 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1318	-	179 828
Mov Cap-2 Maneuver	-	-	-	-	179 -
Stage 1	-	-	-	-	832 -
Stage 2	-	-	-	-	305 -

Approach	EB	WB	NE
HCM Control Delay, s/v	0	3.35	19.62
HCM LOS			C

Minor Lane/Major Mvmt	NELn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	436	-	-	719	-
HCM Lane V/C Ratio	0.441	-	-	0.193	-
HCM Control Delay (s/veh)	19.6	-	-	8.4	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	2.2	-	-	0.7	-



2024 Existing Traffic Volumes  
2: US Route 6 & Ridgebury Hill Rd

PM Peak Hour  
11/19/2024



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	47	73	266	19	60	526
Future Volume (vph)	47	73	266	19	60	526
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	0.918		0.991			
Flt Protected	0.981					0.995
Satd. Flow (prot)	1672	0	1823	0	0	1848
Flt Permitted	0.981					0.995
Satd. Flow (perm)	1672	0	1823	0	0	1848
Link Speed (mph)	35		55			55
Link Distance (ft)	535		1495			1423
Travel Time (s)	12.2		22.7			21.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	6%	0%	3%	0%	5%	2%
Adj. Flow (vph)	51	79	289	21	65	572
Shared Lane Traffic (%)						
Lane Group Flow (vph)	130	0	310	0	0	637
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.01	1.01	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other  
Control Type: Unsignalized

2024 Existing Traffic Volumes  
2: US Route 6 & Ridgebury Hill Rd

PM Peak Hour  
11/19/2024

Intersection						
Int Delay, s/veh	2.6					
Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	47	73	266	19	60	526
Future Vol, veh/h	47	73	266	19	60	526
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	92	92	92	92	92	92
Heavy Vehicles, %	6	0	3	0	5	2
Mvmt Flow	51	79	289	21	65	572

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1002	299	0	0	310	0
Stage 1	299	-	-	-	-	-
Stage 2	702	-	-	-	-	-
Critical Hdwy	6.46	6.2	-	-	4.15	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.3	-	-	2.245	-
Pot Cap-1 Maneuver	264	745	-	-	1234	-
Stage 1	743	-	-	-	-	-
Stage 2	484	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	244	745	-	-	1234	-
Mov Cap-2 Maneuver	244	-	-	-	-	-
Stage 1	743	-	-	-	-	-
Stage 2	447	-	-	-	-	-

Approach	WB	NE	SW
HCM Control Delay, s/v	17.7	0	0.83
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NERWBLn1	SWL	SWT
Capacity (veh/h)	-	-	413	184
HCM Lane V/C Ratio	-	-	0.316	0.053
HCM Control Delay (s/veh)	-	-	17.7	8.1
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	1.3	0.2

2024 Existing Traffic Volumes  
3: US Route 6 & McBride Rd

PM Peak Hour  
11/19/2024



Lane Group	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	30	26	26	292	520	59
Future Volume (vph)	30	26	26	292	520	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	12	12
Grade (%)	2%			1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.937				0.986	
Flt Protected	0.974			0.996		
Satd. Flow (prot)	1491	0	0	1816	1815	0
Flt Permitted	0.974			0.996		
Satd. Flow (perm)	1491	0	0	1816	1815	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	266			1423	2064	
Travel Time (s)	6.0			21.6	31.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	7%	8%	0%	4%	3%	0%
Adj. Flow (vph)	33	29	29	324	578	66
Shared Lane Traffic (%)						
Lane Group Flow (vph)	62	0	0	353	644	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	10			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.01	1.01	1.01	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2024 Existing Traffic Volumes  
3: US Route 6 & McBride Rd

PM Peak Hour  
11/19/2024

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations	T			T		T
Traffic Vol, veh/h	30	26	26	292	520	59
Future Vol, veh/h	30	26	26	292	520	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, %	2	-	-	1	1	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	7	8	0	4	3	0
Mvmt Flow	33	29	29	324	578	66

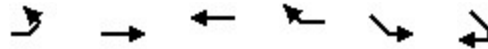
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	993	611	643	0	-	0
Stage 1	611	-	-	-	-	-
Stage 2	382	-	-	-	-	-
Critical Hdwy	6.87	6.48	4.1	-	-	-
Critical Hdwy Stg 1	5.87	-	-	-	-	-
Critical Hdwy Stg 2	5.87	-	-	-	-	-
Follow-up Hdwy	3.563	3.372	2.2	-	-	-
Pot Cap-1 Maneuver	239	467	951	-	-	-
Stage 1	497	-	-	-	-	-
Stage 2	651	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	230	467	951	-	-	-
Mov Cap-2 Maneuver	230	-	-	-	-	-
Stage 1	479	-	-	-	-	-
Stage 2	651	-	-	-	-	-

Approach	EB	NE	SW
HCM Control Delay, s/v20.07		0.73	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	EBLn1	SWT	SWR
Capacity (veh/h)	147	-	301	-	-
HCM Lane V/C Ratio	0.03	-	0.207	-	-
HCM Control Delay (s/veh)	8.9	0	20.1	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.8	-	-

2024 Existing Traffic Volumes  
4: US Route 6 & Hoops Rd

PM Peak Hour  
11/19/2024



Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↔	↔		↔	
Traffic Volume (vph)	1	367	532	3	1	1
Future Volume (vph)	1	367	532	3	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	11
Grade (%)		2%	-5%		0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.932	
Flt Protected					0.976	
Satd. Flow (prot)	0	1792	1871	0	1114	0
Flt Permitted					0.976	
Satd. Flow (perm)	0	1792	1871	0	1114	0
Link Speed (mph)		55	55		30	
Link Distance (ft)		219	226		485	
Travel Time (s)		3.3	3.4		11.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	5%	4%	0%	100%	0%
Adj. Flow (vph)	1	378	548	3	1	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	379	551	0	2	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		11	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	0.97	0.97	1.04	1.04
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					

2024 Existing Traffic Volumes  
4: US Route 6 & Hoops Rd

PM Peak Hour  
11/19/2024

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	1	367	532	3	1	1
Future Vol, veh/h	1	367	532	3	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	2	-5	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	5	4	0	100	0
Mvmt Flow	1	378	548	3	1	1

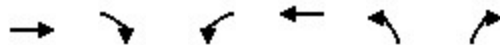
Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	552	0	-	0	930
Stage 1	-	-	-	-	550
Stage 2	-	-	-	-	380
Critical Hdwy	4.1	-	-	-	7.4
Critical Hdwy Stg 1	-	-	-	-	6.4
Critical Hdwy Stg 2	-	-	-	-	6.4
Follow-up Hdwy	2.2	-	-	-	4.4
Pot Cap-1 Maneuver	1029	-	-	-	202
Stage 1	-	-	-	-	423
Stage 2	-	-	-	-	520
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1029	-	-	-	202
Mov Cap-2 Maneuver	-	-	-	-	202
Stage 1	-	-	-	-	422
Stage 2	-	-	-	-	520

Approach	EB	WB	SE
HCM Control Delay, s/v	0.02	0	17.34
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SELn1
Capacity (veh/h)	5	-	-	-	294
HCM Lane V/C Ratio	0.001	-	-	-	0.007
HCM Control Delay (s/veh)	8.5	0	-	-	17.3
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0

2024 Existing Traffic Volumes  
5: Creedon Hill Rd & US Route 6

PM Peak Hour  
11/19/2024



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	→			←	↘	↙
Traffic Volume (vph)	368	0	11	535	0	11
Future Volume (vph)	368	0	11	535	0	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	11
Grade (%)	5%			-5%	8%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.865	
Flt Protected				0.999		
Satd. Flow (prot)	1764	0	0	1847	1121	0
Flt Permitted				0.999		
Satd. Flow (perm)	1764	0	0	1847	1121	0
Link Speed (mph)	55			55	30	
Link Distance (ft)	226			439	325	
Travel Time (s)	3.4			6.7	7.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	5%	0%	73%	4%	0%	36%
Adj. Flow (vph)	379	0	11	552	0	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	379	0	0	563	11	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	0.97	0.97	1.10	1.10
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2024 Existing Traffic Volumes  
5: Creedon Hill Rd & US Route 6

PM Peak Hour  
11/19/2024

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	368	0	11	535	0	11
Future Vol, veh/h	368	0	11	535	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	5	-	-	-5	8	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	5	0	73	4	0	36
Mvmt Flow	379	0	11	552	0	11

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	379	0	954 379
Stage 1	-	-	-	-	379 -
Stage 2	-	-	-	-	574 -
Critical Hdwy	-	-	4.83	-	8 7.36
Critical Hdwy Stg 1	-	-	-	-	7 -
Critical Hdwy Stg 2	-	-	-	-	7 -
Follow-up Hdwy	-	-	2.857	-	3.5 3.624
Pot Cap-1 Maneuver	-	-	877	-	190 550
Stage 1	-	-	-	-	588 -
Stage 2	-	-	-	-	439 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	877	-	186 550
Mov Cap-2 Maneuver	-	-	-	-	186 -
Stage 1	-	-	-	-	588 -
Stage 2	-	-	-	-	431 -

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.18	11.68
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	550	-	-	36	-
HCM Lane V/C Ratio	0.021	-	-	0.013	-
HCM Control Delay (s/veh)	11.7	-	-	9.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-



2024 Existing Traffic Volumes  
6: US Route 6 & CR 56

PM Peak Hour  
11/19/2024



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	198	20	307	83	8	368
Future Volume (vph)	198	20	307	83	8	368
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	13
Grade (%)	-2%		-2%			1%
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.988		0.971			
Flt Protected	0.957				0.950	
Satd. Flow (prot)	1723	0	1781	0	1796	1915
Flt Permitted	0.957				0.950	
Satd. Flow (perm)	1723	0	1781	0	1796	1915
Link Speed (mph)	55		55			55
Link Distance (ft)	2121		872			1130
Travel Time (s)	48.2		13.2			17.1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	10%	4%	7%	0%	2%
Adj. Flow (vph)	208	21	323	87	8	387
Shared Lane Traffic (%)						
Lane Group Flow (vph)	229	0	410	0	8	387
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	0.99	0.99	1.01	0.96
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection						
Int Delay, s/veh	5.3					
Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations	Y		T		T	T
Traffic Vol, veh/h	198	20	307	83	8	368
Future Vol, veh/h	198	20	307	83	8	368
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	None
Storage Length	0	-	-	-	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-2	-	-2	-	-	1
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	10	4	7	0	2
Mvmt Flow	208	21	323	87	8	387






















Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	771	367	0	0	323	0
Stage 1	367	-	-	-	-	-
Stage 2	404	-	-	-	-	-
Critical Hdwy	6.01	6.1	-	-	4.1	-
Critical Hdwy Stg 1	5.01	-	-	-	-	-
Critical Hdwy Stg 2	5.01	-	-	-	-	-
Follow-up Hdwy	3.509	3.39	-	-	2.2	-
Pot Cap-1 Maneuver	403	675	-	-	1248	-
Stage 1	732	-	-	-	-	-
Stage 2	707	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	400	675	-	-	1248	-
Mov Cap-2 Maneuver	400	-	-	-	-	-
Stage 1	732	-	-	-	-	-
Stage 2	702	-	-	-	-	-

Approach	WB	NE	SW
HCM Control Delay, s/v23.83		0	0.17
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NERWBLn1	SWL	SWT
Capacity (veh/h)	-	-	416	1248
HCM Lane V/C Ratio	-	-	0.552	0.007
HCM Control Delay (s/veh)	-	-	23.8	7.9
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	3.2	0

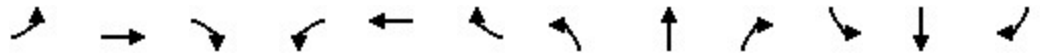
2024 Existing Traffic Volumes  
7: NYS Route 17M & US Route 6/Sunrise Park Rd

PM Peak Hour  
11/19/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	231	7	263	36	10	36	339	1103	15	15	971	292
Future Volume (vph)	231	7	263	36	10	36	339	1103	15	15	971	292
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			4%			-1%			0%	
Storage Length (ft)	0		0	0		0	525		0	100		0
Storage Lanes	0		1	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt			0.850		0.941			0.998				0.850
Flt Protected		0.954			0.978		0.950			0.950		
Satd. Flow (prot)	0	1754	1583	0	1691	0	1778	3576	0	1805	3574	1583
Flt Permitted		0.732			0.737		0.127			0.246		
Satd. Flow (perm)	0	1346	1583	0	1274	0	238	3576	0	467	3574	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			271		37			2				301
Link Speed (mph)		55			55			45				45
Link Distance (ft)		319			392			755				940
Travel Time (s)		4.0			4.9			11.4				14.2
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	14%	2%	0%	0%	3%	2%	1%	20%	0%	1%	2%
Adj. Flow (vph)	238	7	271	37	10	37	349	1137	15	15	1001	301
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	245	271	0	84	0	349	1152	0	15	1001	301
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			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.03	1.03	1.03	0.99	0.99	0.99	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	2	1	2		2	2		2	2	2
Detector Template	Left			Left								
Leading Detector (ft)	20	83	83	20	83		83	83		83	83	83
Trailing Detector (ft)	0	-5	-5	0	-5		-5	-5		-5	-5	-5
Detector 1 Position(ft)	0	-5	-5	0	-5		-5	-5		-5	-5	-5
Detector 1 Size(ft)	20	40	40	20	40		40	40		40	40	40
Detector 1 Type	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
Detector 2 Size(ft)		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
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm

2024 Existing Traffic Volumes  
7: NYS Route 17M & US Route 6/Sunrise Park Rd

PM Peak Hour  
11/19/2024

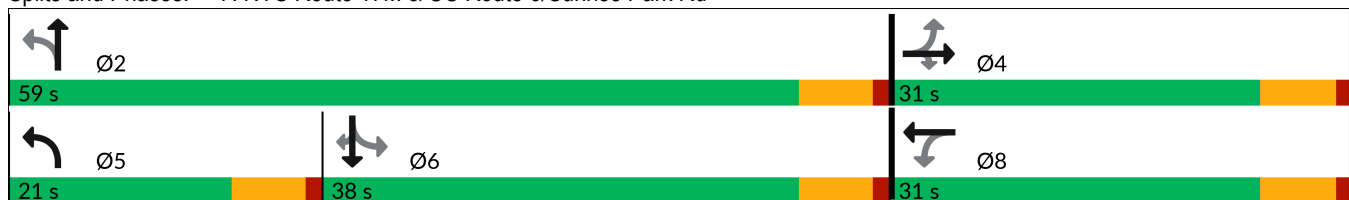


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		6
Detector Phase	4	4	4	8	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0		11.0	24.0		24.0	24.0	24.0
Total Split (s)	31.0	31.0	31.0	31.0	31.0		21.0	59.0		38.0	38.0	38.0
Total Split (%)	34.4%	34.4%	34.4%	34.4%	34.4%		23.3%	65.6%		42.2%	42.2%	42.2%
Maximum Green (s)	25.0	25.0	25.0	25.0	25.0		15.0	53.0		32.0	32.0	32.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	Max		Max	Max	Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0		0	0	0
v/c Ratio		0.78	0.46		0.25		0.85	0.51		0.08	0.72	0.37
Control Delay (s/veh)		48.0	6.3		18.0		39.2	10.5		20.7	27.1	4.1
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)		48.0	6.3		18.0		39.2	10.5		20.7	27.1	4.1
Queue Length 50th (ft)		123	0		20		118	168		5	244	0
Queue Length 95th (ft)		207	57		56		#287	247		20	342	53
Internal Link Dist (ft)		239			312			675			860	
Turn Bay Length (ft)							525			100		
Base Capacity (vph)		396	657		401		420	2234		179	1375	794
Starvation Cap Reductn		0	0		0		0	0		0	0	0
Spillback Cap Reductn		0	0		0		0	0		0	0	0
Storage Cap Reductn		0	0		0		0	0		0	0	0
Reduced v/c Ratio		0.62	0.41		0.21		0.83	0.52		0.08	0.73	0.38

Intersection Summary

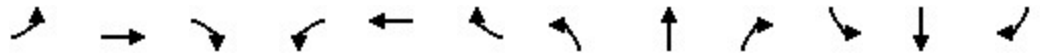
Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 85.1  
 Natural Cycle: 70  
 Control Type: Actuated-Uncoordinated  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 7: NYS Route 17M & US Route 6/Sunrise Park Rd



2024 Existing Traffic Volumes  
7: NYS Route 17M & US Route 6/Sunrise Park Rd

PM Peak Hour  
11/19/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↗	↕↗		↗	↕↕	↗
Traffic Volume (veh/h)	231	7	263	36	10	36	339	1103	15	15	971	292
Future Volume (veh/h)	231	7	263	36	10	36	339	1103	15	15	971	292
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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		No		No
Adj Sat Flow, veh/h/ln	1856	1693	1870	1806	1806	1761	1909	1924	1639	1900	1885	1870
Adj Flow Rate, veh/h	238	7	0	37	10	37	349	1137	15	15	1001	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	14	2	0	0	3	2	1	20	0	1	2
Cap, veh/h	355	8		199	66	159	452	2377	31	306	1579	
Arrive On Green	0.21	0.21	0.00	0.21	0.21	0.21	0.13	0.64	0.64	0.44	0.44	0.00
Sat Flow, veh/h	1275	37	1585	646	310	753	1818	3695	49	496	3582	1585
Grp Volume(v), veh/h	245	0	0	84	0	0	349	563	589	15	1001	0
Grp Sat Flow(s),veh/h/ln	1312	0	1585	1709	0	0	1818	1828	1916	496	1791	1585
Q Serve(g_s), s	11.4	0.0	0.0	0.0	0.0	0.0	7.9	13.1	13.1	1.4	17.9	0.0
Cycle Q Clear(g_c), s	14.7	0.0	0.0	3.4	0.0	0.0	7.9	13.1	13.1	1.4	17.9	0.0
Prop In Lane	0.97		1.00	0.44		0.44	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	363	0		424	0	0	452	1176	1232	306	1579	
V/C Ratio(X)	0.67	0.00		0.20	0.00	0.00	0.77	0.48	0.48	0.05	0.63	
Avail Cap(c_a), veh/h	478	0		560	0	0	547	1176	1232	306	1579	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	31.1	0.0	0.0	27.0	0.0	0.0	13.9	7.6	7.6	13.3	17.9	0.0
Incr Delay (d2), s/veh	2.4	0.0	0.0	0.2	0.0	0.0	5.5	1.4	1.3	0.3	2.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.0	0.0	1.3	0.0	0.0	3.1	4.2	4.4	0.2	6.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.5	0.0	0.0	27.2	0.0	0.0	19.4	9.0	8.9	13.6	19.8	0.0
LnGrp LOS	C			C			B	A	A	B	B	
Approach Vol, veh/h		245			84			1501			1016	
Approach Delay, s/veh		33.5			27.2			11.4			19.7	
Approach LOS		C			C			B			B	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		59.0		23.4	16.7	42.3		23.4				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		53.0		25.0	15.0	32.0		25.0				
Max Q Clear Time (g_c+I1), s		15.1		16.7	9.9	19.9		5.4				
Green Ext Time (p_c), s		7.3		0.6	0.8	4.8		0.3				

Intersection Summary		
HCM 7th Control Delay, s/veh		16.7
HCM 7th LOS		B

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

2024 Existing Traffic Volumes  
 8: WB On Ramp & NYS Route 17M & WB Off Ramp

PM Peak Hour  
 11/19/2024



Lane Group	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations										
Traffic Volume (vph)	0	523	0	935	0	0	1115	155	0	0
Future Volume (vph)	0	523	0	935	0	0	1115	155	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00
Frt		0.865					0.982			
Flt Protected										
Satd. Flow (prot)	0	1686	0	3438	0	0	3376	0	0	0
Flt Permitted										
Satd. Flow (perm)	0	1686	0	3438	0	0	3376	0	0	0
Link Speed (mph)	30			45			45		30	
Link Distance (ft)	567			429			228		250	
Travel Time (s)	12.9			6.5			3.5		5.7	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	4%	0%	5%	0%	0%	5%	5%	0%	0%
Adj. Flow (vph)	0	539	0	964	0	0	1149	160	0	0
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	539	0	964	0	0	1309	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)	0			0			0		0	
Link Offset(ft)	0			0			0		0	
Crosswalk Width(ft)	16			16			16		16	
Two way Left Turn Lane										
Headway Factor	1.00	0.92	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15		9	15		9	15	9
Sign Control	Stop			Free			Free		Free	

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized

2024 Existing Traffic Volumes  
 8: WB On Ramp & NYS Route 17M & WB Off Ramp

PM Peak Hour  
 11/19/2024

Intersection										
Int Delay, s/veh	14.3									
Movement	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations		↗		↕			↕			
Traffic Vol, veh/h	0	523	0	935	0	0	1115	155	0	0
Future Vol, veh/h	0	523	0	935	0	0	1115	155	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None	-	-
Storage Length	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	-	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	4	0	5	0	0	5	5	0	0
Mvmt Flow	0	539	0	964	0	0	1149	160	0	0

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	482	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.98	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.34	-
Pot Cap-1 Maneuver	0 ~ 525	0	0
Stage 1	0	0	0
Stage 2	0	0	0
Platoon blocked, %			
Mov Cap-1 Maneuver	- ~ 525	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

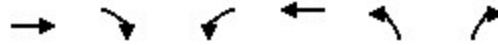
Approach	WB	NB	SB
HCM Control Delay, s/v74.52		0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBTWBLn1	SBT	SBR
Capacity (veh/h)	- 525	-	-
HCM Lane V/C Ratio	- 1.027	-	-
HCM Control Delay (s/veh)	- 74.5	-	-
HCM Lane LOS	- F	-	-
HCM 95th %tile Q(veh)	- 15.1	-	-

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

2024 Existing Traffic Volumes  
10: Seward Road & US Route 6

PM Peak Hour  
11/19/2024



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	379	0	22	544	2	11
Future Volume (vph)	379	0	22	544	2	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	13	12	12
Grade (%)	-5%			2%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.884	
Flt Protected				0.998	0.993	
Satd. Flow (prot)	1837	0	0	1885	1668	0
Flt Permitted				0.998	0.993	
Satd. Flow (perm)	1837	0	0	1885	1668	0
Link Speed (mph)	55			55	35	
Link Distance (ft)	1697			872	363	
Travel Time (s)	25.7			13.2	8.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	6%	0%	0%	3%	0%	0%
Adj. Flow (vph)	412	0	24	591	2	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	412	0	0	615	14	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	0.97	0.97	0.97	1.00	1.00
Turning Speed (mph)		60	60		60	60
Sign Control	Free			Free	Stop	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					



2024 Existing Traffic Volumes  
10: Seward Road & US Route 6

PM Peak Hour  
11/19/2024

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	379	0	22	544	2	11
Future Vol, veh/h	379	0	22	544	2	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-5	-	-	2	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	6	0	0	3	0	0
Mvmt Flow	412	0	24	591	2	12

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	412	0	1051
Stage 1	-	-	-	-	412
Stage 2	-	-	-	-	639
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	-	-	1158	-	253
Stage 1	-	-	-	-	673
Stage 2	-	-	-	-	529
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1158	-	246
Mov Cap-2 Maneuver	-	-	-	-	246
Stage 1	-	-	-	-	673
Stage 2	-	-	-	-	513

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.32	12.18
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	516	-	-	70	-
HCM Lane V/C Ratio	0.027	-	-	0.021	-
HCM Control Delay (s/veh)	12.2	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

2024 Existing Traffic Volumes

PM Peak Hour

11: NYS Route 17M & James P. Kelly Way/Dolsontown Road

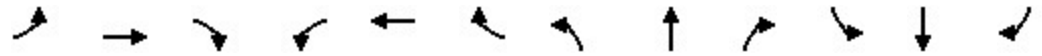
11/19/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	49	180	341	232	234	134	455	698	217	139	610	43
Future Volume (vph)	49	180	341	232	234	134	455	698	217	139	610	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	12	12	12
Grade (%)		-3%			0%			1%			-1%	
Storage Length (ft)	0		0	0		90	440		0	125		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			86			60		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.945			0.964			0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1771	1846	1554	1728	1708	0	1761	3412	0	1814	3559	0
Flt Permitted	0.357			0.389			0.399			0.303		
Satd. Flow (perm)	666	1846	1554	707	1708	0	740	3412	0	579	3559	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			220		27			45			7	
Link Speed (mph)		30			45			45			45	
Link Distance (ft)		628			2064			940			1031	
Travel Time (s)		14.3			31.3			14.2			15.6	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	1%	2%	1%	2%	1%	2%	1%	3%	0%	1%	0%
Adj. Flow (vph)	50	184	348	237	239	137	464	712	221	142	622	44
Shared Lane Traffic (%)												
Lane Group Flow (vph)	50	184	348	237	376	0	464	933	0	142	666	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												Yes
Headway Factor	1.02	1.02	1.02	1.04	1.04	1.04	1.01	1.01	1.01	0.99	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2		2	2		2	2	
Detector Template												
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	

2024 Existing Traffic Volumes  
 11: NYS Route 17M & James P. Kelly Way/Dolsontown Road

PM Peak Hour  
 11/19/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8	5	7	4		5	2		1	6	
Permitted Phases	8		8	4			2			6		
Detector Phase	3	8	5	7	4		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	3.0	10.0	4.0	4.0		10.0	10.0		3.0	10.0	
Minimum Split (s)	9.0	9.0	16.0	10.0	10.0		16.0	16.0		9.0	16.0	
Total Split (s)	9.0	27.0	27.0	16.0	34.0		27.0	45.0		16.0	34.0	
Total Split (%)	8.7%	26.0%	26.0%	15.4%	32.7%		26.0%	43.3%		15.4%	32.7%	
Maximum Green (s)	3.0	21.0	21.0	10.0	28.0		21.0	39.0		10.0	28.0	
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	Lag	Lead	Lag		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	3.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	None	Max	None	None		Max	Max		None	None	
v/c Ratio	0.30	0.59	0.43	0.70	0.81		0.82	0.67		0.58	0.82	
Control Delay (s/veh)	29.5	46.4	5.8	38.7	48.0		46.5	27.2		42.0	45.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	29.5	46.4	5.8	38.7	48.0		46.5	27.2		42.0	45.4	
Queue Length 50th (ft)	22	109	28	116	216		249	253		78	215	
Queue Length 95th (ft)	48	179	74	184	#359		#505	337		129	272	
Internal Link Dist (ft)		548			1984			860			951	
Turn Bay Length (ft)							440			125		
Base Capacity (vph)	164	393	792	336	504		560	1378		256	1016	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.30	0.47	0.44	0.71	0.75		0.83	0.68		0.55	0.66	

Intersection Summary

Area Type: Other  
 Cycle Length: 104  
 Actuated Cycle Length: 98.9  
 Natural Cycle: 90  
 Control Type: Actuated-Uncoordinated  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 11: NYS Route 17M & James P. Kelly Way/Dolsontown Road



2024 Existing Traffic Volumes

PM Peak Hour

11: NYS Route 17M & James P. Kelly Way/Dolsontown Road

11/19/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	180	341	232	234	134	455	698	217	139	610	43
Future Volume (veh/h)	49	180	341	232	234	134	455	698	217	139	610	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2018	2003	1988	1885	1870	1885	1864	1879	1850	1939	1924	1939
Adj Flow Rate, veh/h	50	184	348	237	239	137	464	712	221	142	622	44
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	1	2	1	2	1	2	1	3	0	1	0
Cap, veh/h	162	327	746	353	262	150	581	1072	333	237	723	51
Arrive On Green	0.03	0.16	0.16	0.10	0.24	0.24	0.28	0.40	0.40	0.09	0.21	0.21
Sat Flow, veh/h	1922	2003	1685	1795	1116	640	1776	2682	832	1847	3464	245
Grp Volume(v), veh/h	50	184	348	237	0	376	464	474	459	142	328	338
Grp Sat Flow(s),veh/h/ln	1922	2003	1685	1795	0	1755	1776	1785	1729	1847	1828	1880
Q Serve(g_s), s	2.1	8.3	4.2	10.0	0.0	20.3	18.5	21.2	21.2	6.8	16.9	16.9
Cycle Q Clear(g_c), s	2.1	8.3	4.2	10.0	0.0	20.3	18.5	21.2	21.2	6.8	16.9	16.9
Prop In Lane	1.00		1.00	1.00		0.36	1.00		0.48	1.00		0.13
Lane Grp Cap(c), veh/h	162	327	746	353	0	413	581	714	691	237	382	392
V/C Ratio(X)	0.31	0.56	0.47	0.67	0.00	0.91	0.80	0.66	0.66	0.60	0.86	0.86
Avail Cap(c_a), veh/h	162	431	833	353	0	504	581	714	691	263	525	540
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.5	37.6	6.1	29.8	0.0	36.3	30.3	23.9	23.9	36.9	37.2	37.2
Incr Delay (d2), s/veh	0.4	0.6	0.2	4.9	0.0	16.8	10.9	4.8	5.0	1.7	7.9	7.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	4.1	2.0	4.8	0.0	10.1	11.0	9.1	8.9	3.0	8.0	8.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.9	38.2	6.3	34.7	0.0	53.1	41.2	28.8	28.9	38.6	45.2	45.1
LnGrp LOS	C	D	A	C		D	D	C	C	D	D	D
Approach Vol, veh/h		582			613			1397			808	
Approach Delay, s/veh		18.7			46.0			33.0			44.0	
Approach LOS		B			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.6	45.0	9.0	28.9	33.3	26.4	16.0	21.9				
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	10.0	39.0	3.0	28.0	21.0	28.0	10.0	21.0				
Max Q Clear Time (g_c+I1), s	8.8	23.2	4.1	22.3	20.5	18.9	12.0	10.3				
Green Ext Time (p_c), s	0.0	2.7	0.0	0.6	0.1	1.4	0.0	1.5				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			35.5									
HCM 7th LOS			D									

2027 No-Build Traffic Volumes  
 1: NYS Route 284 & US Route 6

AM Peak Hour  
 12/04/2024



Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	626	43	89	201	47	260
Future Volume (vph)	626	43	89	201	47	260
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	0.991			0.886		
Flt Protected				0.985	0.992	
Satd. Flow (prot)	1807	0	0	1680	1586	0
Flt Permitted				0.985	0.992	
Satd. Flow (perm)	1807	0	0	1680	1586	0
Link Speed (mph)	55			55	35	
Link Distance (ft)	733			606	476	
Travel Time (s)	9.1			7.5	9.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	7%	10%	12%	7%	5%
Adj. Flow (vph)	680	47	97	218	51	283
Shared Lane Traffic (%)						
Lane Group Flow (vph)	727	0	0	315	334	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized

2027 No-Build Traffic Volumes  
 1: NYS Route 284 & US Route 6

AM Peak Hour  
 12/04/2024

Intersection						
Int Delay, s/veh	15.8					
Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	626	43	89	201	47	260
Future Vol, veh/h	626	43	89	201	47	260
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	92	92	92	92	92	92
Heavy Vehicles, %	4	7	10	12	7	5
Mvmt Flow	680	47	97	218	51	283

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	727	0	1116
Stage 1	-	-	-	-	704
Stage 2	-	-	-	-	412
Critical Hdwy	-	-	4.2	-	6.47
Critical Hdwy Stg 1	-	-	-	-	5.47
Critical Hdwy Stg 2	-	-	-	-	5.47
Follow-up Hdwy	-	-	2.29	-	3.563
Pot Cap-1 Maneuver	-	-	841	-	225
Stage 1	-	-	-	-	481
Stage 2	-	-	-	-	658
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	841	-	195
Mov Cap-2 Maneuver	-	-	-	-	195
Stage 1	-	-	-	-	481
Stage 2	-	-	-	-	572

Approach	EB	WB	NE
HCM Ctrl Dly, s/v	0	3.02	62.49
HCM LOS			F

Minor Lane/Major Mvmt	NELn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	364	-	-	552	-
HCM Lane V/C Ratio	0.916	-	-	0.115	-
HCM Ctrl Dly (s/v)	62.5	-	-	9.8	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	9.4	-	-	0.4	-

2027 No-Build Traffic Volumes  
 2: US Route 6 & Ridgebury Hill Rd

AM Peak Hour  
 12/04/2024



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	20	47	851	36	48	269
Future Volume (vph)	20	47	851	36	48	269
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	0.906		0.994			
Flt Protected	0.985					0.992
Satd. Flow (prot)	1624	0	1802	0	0	1703
Flt Permitted	0.985					0.992
Satd. Flow (perm)	1624	0	1802	0	0	1703
Link Speed (mph)	35		55			55
Link Distance (ft)	535		1495			1423
Travel Time (s)	10.4		18.5			17.6
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	10%	2%	4%	11%	9%	11%
Adj. Flow (vph)	22	51	915	39	52	289
Shared Lane Traffic (%)						
Lane Group Flow (vph)	73	0	954	0	0	341
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.01	1.01	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized

2027 No-Build Traffic Volumes  
 2: US Route 6 & Ridgebury Hill Rd

AM Peak Hour  
 12/04/2024

Intersection						
Int Delay, s/veh	1.8					
Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	20	47	851	36	48	269
Future Vol, veh/h	20	47	851	36	48	269
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	93	93	93	93	93	93
Heavy Vehicles, %	10	2	4	11	9	11
Mvmt Flow	22	51	915	39	52	289

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1327	934	0	0	954	0
Stage 1	934	-	-	-	-	-
Stage 2	392	-	-	-	-	-
Critical Hdwy	6.5	6.22	-	-	4.19	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.318	-	-	2.281	-
Pot Cap-1 Maneuver	165	322	-	-	693	-
Stage 1	370	-	-	-	-	-
Stage 2	665	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	150	322	-	-	693	-
Mov Cap-2 Maneuver	150	-	-	-	-	-
Stage 1	370	-	-	-	-	-
Stage 2	606	-	-	-	-	-

Approach	WB	NE	SW
HCM Ctrl Dly, s/v	26.31	0	1.61
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NERWBLn1	SWL	SWT
Capacity (veh/h)	-	-	240	273
HCM Lane V/C Ratio	-	-	0.3	0.074
HCM Ctrl Dly (s/v)	-	-	26.3	10.6
HCM Lane LOS	-	-	D	B
HCM 95th %tile Q(veh)	-	-	1.2	0.2



2027 No-Build Traffic Volumes  
3: US Route 6 & McBride Rd

AM Peak Hour  
12/04/2024



Lane Group	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	62	19	19	871	274	26
Future Volume (vph)	62	19	19	871	274	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	12	12
Grade (%)	2%			1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.968				0.988	
Flt Protected	0.963			0.999		
Satd. Flow (prot)	1485	0	0	1817	1630	0
Flt Permitted	0.963			0.999		
Satd. Flow (perm)	1485	0	0	1817	1630	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	266			1423	2064	
Travel Time (s)	6.0			17.6	25.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	10%	11%	0%	4%	12%	42%
Adj. Flow (vph)	69	21	21	968	304	29
Shared Lane Traffic (%)						
Lane Group Flow (vph)	90	0	0	989	333	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	10			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.01	1.01	1.01	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2027 No-Build Traffic Volumes  
 3: US Route 6 & McBride Rd

AM Peak Hour  
 12/04/2024

Intersection						
Int Delay, s/veh	3.2					
Movement	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations	T			T		T
Traffic Vol, veh/h	62	19	19	871	274	26
Future Vol, veh/h	62	19	19	871	274	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, %	2	-	-	1	1	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	10	11	0	4	12	42
Mvmt Flow	69	21	21	968	304	29

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1329	319	333	0	-	0
Stage 1	319	-	-	-	-	-
Stage 2	1010	-	-	-	-	-
Critical Hdwy	6.9	6.51	4.1	-	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.59	3.399	2.2	-	-	-
Pot Cap-1 Maneuver	142	689	1237	-	-	-
Stage 1	694	-	-	-	-	-
Stage 2	304	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	137	689	1237	-	-	-
Mov Cap-2 Maneuver	137	-	-	-	-	-
Stage 1	669	-	-	-	-	-
Stage 2	304	-	-	-	-	-

Approach	EB	NE	SW
HCM Ctrl Dly, s/v	48.7	0.17	0
HCM LOS	E		

Minor Lane/Major Mvmt	NEL	NET	EBLn1	SWT	SWR
Capacity (veh/h)	38	-	168	-	-
HCM Lane V/C Ratio	0.017	-	0.535	-	-
HCM Ctrl Dly (s/v)	8	0	48.7	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0.1	-	2.7	-	-

2027 No-Build Traffic Volumes  
5: Creedon Hill Rd & US Route 6

AM Peak Hour  
12/04/2024



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	855	1	3	288	0	4
Future Volume (vph)	855	1	3	288	0	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	11
Grade (%)	5%			-5%	8%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>					0.865	
Fl <sub>t</sub> Protected						
Satd. Flow (prot)	1764	0	0	1767	1525	0
Fl <sub>t</sub> Permitted						
Satd. Flow (perm)	1764	0	0	1767	1525	0
Link Speed (mph)	55			55	30	
Link Distance (ft)	226			439	325	
Travel Time (s)	2.8			5.4	7.4	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	5%	0%	33%	10%	0%	0%
Adj. Flow (vph)	983	1	3	331	0	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	984	0	0	334	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	0.97	0.97	1.10	1.10
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other  
Control Type: Unsignalized

2027 No-Build Traffic Volumes  
5: Creedon Hill Rd & US Route 6

AM Peak Hour  
12/04/2024

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	855	1	3	288	0	4
Future Vol, veh/h	855	1	3	288	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	5	-	-	-5	8	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	5	0	33	10	0	0
Mvmt Flow	983	1	3	331	0	5

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	984	0	1321 983
Stage 1	-	-	-	-	983 -
Stage 2	-	-	-	-	338 -
Critical Hdwy	-	-	4.43	-	8 7
Critical Hdwy Stg 1	-	-	-	-	7 -
Critical Hdwy Stg 2	-	-	-	-	7 -
Follow-up Hdwy	-	-	2.497	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	593	-	97 245
Stage 1	-	-	-	-	236 -
Stage 2	-	-	-	-	626 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	593	-	96 245
Mov Cap-2 Maneuver	-	-	-	-	96 -
Stage 1	-	-	-	-	236 -
Stage 2	-	-	-	-	621 -

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.11	20
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	245	-	-	19	-
HCM Lane V/C Ratio	0.019	-	-	0.006	-
HCM Ctrl Dly (s/v)	20	-	-	11.1	0
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

2027 No-Build Traffic Volumes  
6: US Route 6 & CR 56

AM Peak Hour  
12/04/2024



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	61	19	508	207	59	619
Future Volume (vph)	61	19	508	207	59	619
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	13
Grade (%)	-2%		-2%			1%
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.968		0.961			
Flt Protected	0.963				0.950	
Satd. Flow (prot)	1457	0	1657	0	1744	1760
Flt Permitted	0.963				0.950	
Satd. Flow (perm)	1457	0	1657	0	1744	1760
Link Speed (mph)	55		55			55
Link Distance (ft)	2121		872			1130
Travel Time (s)	26.3		10.8			14.0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	23%	5%	13%	7%	3%	11%
Adj. Flow (vph)	70	22	584	238	68	711
Shared Lane Traffic (%)						
Lane Group Flow (vph)	92	0	822	0	68	711
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	0.99	0.99	1.01	0.96
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection						
Int Delay, s/veh	3.7					
Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations	↔		↔		↔	↔
Traffic Vol, veh/h	61	19	508	207	59	619
Future Vol, veh/h	61	19	508	207	59	619
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	None
Storage Length	0	-	-	-	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-2	-	-2	-	-	1
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	23	5	13	7	3	11
Mvmt Flow	70	22	584	238	68	711

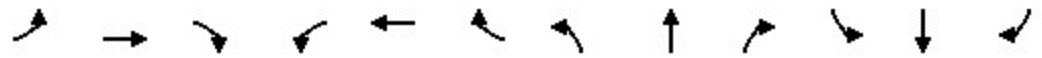
Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1550	703	0	0	584
Stage 1	703	-	-	-	-
Stage 2	847	-	-	-	-
Critical Hdwy	6.23	6.05	-	-	4.13
Critical Hdwy Stg 1	5.23	-	-	-	-
Critical Hdwy Stg 2	5.23	-	-	-	-
Follow-up Hdwy	3.707	3.345	-	-	2.227
Pot Cap-1 Maneuver	133	450	-	-	986
Stage 1	492	-	-	-	-
Stage 2	425	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	124	450	-	-	986
Mov Cap-2 Maneuver	124	-	-	-	-
Stage 1	492	-	-	-	-
Stage 2	396	-	-	-	-

Approach	WB	NE	SW
HCM Ctrl Dly, s/v	61.44	0	0.78
HCM LOS	F		

Minor Lane/Major Mvmt	NET	NERWBLn1	SWL	SWT
Capacity (veh/h)	-	-	150	986
HCM Lane V/C Ratio	-	-	0.615	0.069
HCM Ctrl Dly (s/v)	-	-	61.4	8.9
HCM Lane LOS	-	-	F	A
HCM 95th %tile Q(veh)	-	-	3.3	0.2

2027 No-Build Traffic Volumes  
 7: NYS Route 17M & US Route 6/Sunrise Park Rd

AM Peak Hour  
 12/04/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↗	↕↗		↗	↕↕	↗
Traffic Volume (vph)	297	13	437	9	7	10	514	1233	42	27	979	387
Future Volume (vph)	297	13	437	9	7	10	514	1233	42	27	979	387
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			4%			-1%			0%	
Storage Length (ft)	0		0	0		0	525		0	100		300
Storage Lanes	0		1	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt			0.850		0.949			0.995				0.850
Flt Protected		0.954			0.983		0.950			0.950		
Satd. Flow (prot)	0	1699	1429	0	1372	0	1577	3441	0	1570	3438	1583
Flt Permitted		0.714			0.864		0.105			0.189		
Satd. Flow (perm)	0	1271	1429	0	1206	0	174	3441	0	312	3438	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			360		11			7				430
Link Speed (mph)		55			55			45				45
Link Distance (ft)		319			392			755				940
Travel Time (s)		4.0			4.9			11.4				14.2
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	7%	0%	13%	11%	14%	50%	15%	5%	2%	15%	5%	2%
Adj. Flow (vph)	330	14	486	10	8	11	571	1370	47	30	1088	430
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	344	486	0	29	0	571	1417	0	30	1088	430
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			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.03	1.03	1.03	0.99	0.99	0.99	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	2	1	2		2	2		2	2	2
Detector Template	Left			Left								
Leading Detector (ft)	20	83	83	20	83		83	83		83	83	83
Trailing Detector (ft)	0	-5	-5	0	-5		-5	-5		-5	-5	-5
Detector 1 Position(ft)	0	-5	-5	0	-5		-5	-5		-5	-5	-5
Detector 1 Size(ft)	20	40	40	20	40		40	40		40	40	40
Detector 1 Type	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
Detector 2 Size(ft)		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
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm

2027 No-Build Traffic Volumes  
 7: NYS Route 17M & US Route 6/Sunrise Park Rd

AM Peak Hour  
 12/04/2024

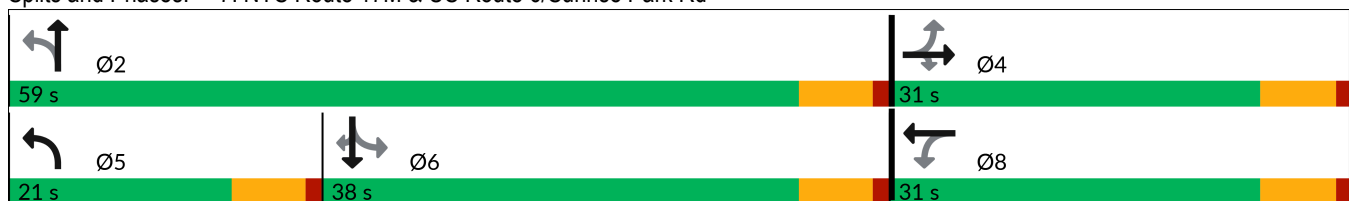


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		6
Detector Phase	4	4	4	8	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0		11.0	24.0		24.0	24.0	24.0
Total Split (s)	31.0	31.0	31.0	31.0	31.0		21.0	59.0		38.0	38.0	38.0
Total Split (%)	34.4%	34.4%	34.4%	34.4%	34.4%		23.3%	65.6%		42.2%	42.2%	42.2%
Maximum Green (s)	25.0	25.0	25.0	25.0	25.0		15.0	53.0		32.0	32.0	32.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	Max		Max	Max	Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0		7.0	7.0	7.0
Flash Don't Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0		0	0	0
v/c Ratio		0.97	0.74		0.08		1.70	0.70		0.27	0.89	0.51
Control Delay (s/veh)		76.5	15.8		18.2		349.9	15.2		28.7	38.1	4.6
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)		76.5	15.8		18.2		349.9	15.2		28.7	38.1	4.6
Queue Length 50th (ft)		193	57		8		~442	271		12	302	0
Queue Length 95th (ft)		#366	185		29		#646	348		38	#425	60
Internal Link Dist (ft)		239			312			675			860	
Turn Bay Length (ft)							525			100		300
Base Capacity (vph)		353	656		342		336	2029		110	1222	839
Starvation Cap Reductn		0	0		0		0	0		0	0	0
Spillback Cap Reductn		0	0		0		0	0		0	0	0
Storage Cap Reductn		0	0		0		0	0		0	0	0
Reduced v/c Ratio		0.97	0.74		0.08		1.70	0.70		0.27	0.89	0.51

Intersection Summary

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 90  
 Natural Cycle: 130  
 Control Type: Actuated-Uncoordinated  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.






















Splits and Phases: 7: NYS Route 17M & US Route 6/Sunrise Park Rd





2027 No-Build Traffic Volumes  
7: NYS Route 17M & US Route 6/Sunrise Park Rd

AM Peak Hour  
12/04/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	297	13	437	9	7	10	514	1233	42	27	979	387
Future Volume (veh/h)	297	13	437	9	7	10	514	1233	42	27	979	387
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1900	1707	1643	1598	1065	1714	1864	1909	1678	1826	1870
Adj Flow Rate, veh/h	330	14	0	10	8	11	571	1370	47	30	1088	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	7	0	13	11	14	50	15	5	2	15	5	2
Cap, veh/h	440	15		169	131	150	398	2115	72	201	1268	
Arrive On Green	0.26	0.26	0.00	0.26	0.26	0.26	0.17	0.61	0.61	0.37	0.37	0.00
Sat Flow, veh/h	1393	59	1447	443	510	582	1633	3494	120	340	3469	1585
Grp Volume(v), veh/h	344	0	0	29	0	0	571	694	723	30	1088	0
Grp Sat Flow(s),veh/h/ln	1452	0	1447	1535	0	0	1633	1771	1843	340	1735	1585
Q Serve(g_s), s	18.8	0.0	0.0	0.0	0.0	0.0	15.0	22.2	22.3	5.5	25.4	0.0
Cycle Q Clear(g_c), s	20.1	0.0	0.0	1.3	0.0	0.0	15.0	22.2	22.3	6.8	25.4	0.0
Prop In Lane	0.96		1.00	0.34		0.38	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	455	0		451	0	0	398	1072	1115	201	1268	
V/C Ratio(X)	0.76	0.00		0.06	0.00	0.00	1.44	0.65	0.65	0.15	0.86	
Avail Cap(c_a), veh/h	495	0		488	0	0	398	1072	1115	201	1268	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	31.4	0.0	0.0	24.6	0.0	0.0	22.3	11.2	11.2	20.3	25.7	0.0
Incr Delay (d2), s/veh	6.1	0.0	0.0	0.1	0.0	0.0	209.9	3.0	2.9	1.6	7.7	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	7.1	0.0	0.0	0.4	0.0	0.0	26.9	7.8	8.1	0.5	10.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.5	0.0	0.0	24.7	0.0	0.0	232.2	14.2	14.2	21.8	33.4	0.0
LnGrp LOS	D			C			F	B	B	C	C	
Approach Vol, veh/h		344			29			1988			1118	
Approach Delay, s/veh		37.5			24.7			76.8			33.0	
Approach LOS		D			C			E			C	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		59.0		28.6	21.0	38.0		28.6				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		53.0		25.0	15.0	32.0		25.0				
Max Q Clear Time (g_c+I1), s		24.3		22.1	17.0	27.4		3.3				
Green Ext Time (p_c), s		9.6		0.4	0.0	2.7		0.1				

**Intersection Summary**  
 HCM 7th Control Delay, s/veh 58.4  
 HCM 7th LOS E

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

2027 No-Build Traffic Volumes  
 8: WB On Ramp & NYS Route 17M & WB Off Ramp

AM Peak Hour  
 12/04/2024



Lane Group	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations										
Traffic Volume (vph)	0	591	0	1198	0	0	1330	95	0	0
Future Volume (vph)	0	591	0	1198	0	0	1330	95	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00
Frt		0.865					0.990			
Flt Protected										
Satd. Flow (prot)	0	1594	0	3343	0	0	3359	0	0	0
Flt Permitted										
Satd. Flow (perm)	0	1594	0	3343	0	0	3359	0	0	0
Link Speed (mph)	30			45			45		30	
Link Distance (ft)	567			429			228		250	
Travel Time (s)	12.9			6.5			3.5		5.7	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	10%	0%	8%	0%	0%	5%	26%	0%	0%
Adj. Flow (vph)	0	679	0	1377	0	0	1529	109	0	0
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	679	0	1377	0	0	1638	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)	0			0			0		0	
Link Offset(ft)	0			0			0		0	
Crosswalk Width(ft)	16			16			16		16	
Two way Left Turn Lane										
Headway Factor	1.00	0.92	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15		9	15		9	15	9
Sign Control	Stop			Free			Free		Free	

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized

2027 No-Build Traffic Volumes  
 8: WB On Ramp & NYS Route 17M & WB Off Ramp

AM Peak Hour  
 12/04/2024

Intersection										
Int Delay, s/veh	75.4									
Movement	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations		↗		↕			↕↗			
Traffic Vol, veh/h	0	591	0	1198	0	0	1330	95	0	0
Future Vol, veh/h	0	591	0	1198	0	0	1330	95	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None	-	-
Storage Length	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	-	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	10	0	8	0	0	5	26	0	0
Mvmt Flow	0	679	0	1377	0	0	1529	109	0	0

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	689	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	7.1	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.4	-
Pot Cap-1 Maneuver	0 ~ 370	0	0
Stage 1	0	0	0
Stage 2	0	0	0
Platoon blocked, %			
Mov Cap-1 Maneuver	- ~ 370	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

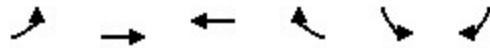
Approach	WB	NB	SB
HCM Ctrl Dly, s/v	\$ 410.28	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBTWBLn1	SBT	SBR
Capacity (veh/h)	- 370	-	-
HCM Lane V/C Ratio	- 1.834	-	-
HCM Ctrl Dly (s/v)	-\$ 410.3	-	-
HCM Lane LOS	- F	-	-
HCM 95th %tile Q(veh)	- 44.4	-	-

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

2027 No-Build Traffic Volumes  
 9: US Route 6 & Site Access

AM Peak Hour  
 12/04/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	256	634	259	411	62	32
Future Volume (vph)	256	634	259	411	62	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		5%	0%		0%	
Storage Length (ft)	150			150	150	0
Storage Lanes	1			0	0	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.917		0.954	
Flt Protected	0.950				0.968	
Satd. Flow (prot)	1742	1748	1596	0	1457	0
Flt Permitted	0.950				0.968	
Satd. Flow (perm)	1742	1748	1596	0	1457	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		439	1697		451	
Travel Time (s)		6.7	25.7		10.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	6%	11%	8%	28%	6%
Adj. Flow (vph)	278	689	282	447	67	35
Shared Lane Traffic (%)						
Lane Group Flow (vph)	278	689	729	0	102	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					

Intersection						
Int Delay, s/veh	17.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑	↗		↘	
Traffic Vol, veh/h	256	634	259	411	62	32
Future Vol, veh/h	256	634	259	411	62	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	5	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	6	11	8	28	6
Mvmt Flow	278	689	282	447	67	35

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	728	0	-	0	1751 505
Stage 1	-	-	-	-	505 -
Stage 2	-	-	-	-	1246 -
Critical Hdwy	4.11	-	-	-	6.68 6.26
Critical Hdwy Stg 1	-	-	-	-	5.68 -
Critical Hdwy Stg 2	-	-	-	-	5.68 -
Follow-up Hdwy	2.209	-	-	-	3.752 3.354
Pot Cap-1 Maneuver	880	-	-	-	81 559
Stage 1	-	-	-	-	556 -
Stage 2	-	-	-	-	240 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	880	-	-	-	~ 55 559
Mov Cap-2 Maneuver	-	-	-	-	~ 55 -
Stage 1	-	-	-	-	380 -
Stage 2	-	-	-	-	240 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	3.16	0	285.17
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	880	-	-	-	80
HCM Lane V/C Ratio	0.316	-	-	-	1.278
HCM Ctrl Dly (s/v)	11	-	-	-	285.2
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	1.4	-	-	-	7.7

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

2027 No-Build Traffic Volumes  
 10: Seward Road & US Route 6

AM Peak Hour  
 12/04/2024



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	695	0	10	670	1	20
Future Volume (vph)	695	0	10	670	1	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	13	12	12
Grade (%)	-5%			2%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>					0.871	
Fl <sub>t</sub> Protected				0.999	0.998	
Satd. Flow (prot)	1803	0	0	1784	1652	0
Fl <sub>t</sub> Permitted				0.999	0.998	
Satd. Flow (perm)	1803	0	0	1784	1652	0
Link Speed (mph)	55			55	35	
Link Distance (ft)	1697			872	363	
Travel Time (s)	21.0			10.8	7.1	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	8%	0%	0%	9%	0%	0%
Adj. Flow (vph)	781	0	11	753	1	22
Shared Lane Traffic (%)						
Lane Group Flow (vph)	781	0	0	764	23	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	0.97	0.97	0.97	1.00	1.00
Turning Speed (mph)		60	60		60	60
Sign Control	Free			Free	Stop	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	695	0	10	670	1	20
Future Vol, veh/h	695	0	10	670	1	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, %	-5	-	-	2	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	8	0	0	9	0	0
Mvmt Flow	781	0	11	753	1	22

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	781	0	1556	781
Stage 1	-	-	-	-	781	-
Stage 2	-	-	-	-	775	-
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	-	-	846	-	125	398
Stage 1	-	-	-	-	455	-
Stage 2	-	-	-	-	458	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	846	-	123	398
Mov Cap-2 Maneuver	-	-	-	-	123	-
Stage 1	-	-	-	-	455	-
Stage 2	-	-	-	-	447	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.14	15.71
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	360	-	-	26	-
HCM Lane V/C Ratio	0.066	-	-	0.013	-
HCM Ctrl Dly (s/v)	15.7	-	-	9.3	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

2027 No-Build Traffic Volumes  
 1: NYS Route 284 & US Route 6

PM Peak Hour  
 12/04/2024



Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	222	56	315	609	45	152
Future Volume (vph)	222	56	315	609	45	152
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	0.973			0.896		
Flt Protected				0.983	0.989	
Satd. Flow (prot)	1785	0	0	1819	1633	0
Flt Permitted				0.983	0.989	
Satd. Flow (perm)	1785	0	0	1819	1633	0
Link Speed (mph)	55			55	35	
Link Distance (ft)	733			606	476	
Travel Time (s)	9.1			7.5	9.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	2%	4%	2%	0%	4%
Adj. Flow (vph)	241	61	342	662	49	165
Shared Lane Traffic (%)						
Lane Group Flow (vph)	302	0	0	1004	214	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized



2027 No-Build Traffic Volumes  
 1: NYS Route 284 & US Route 6

PM Peak Hour  
 12/04/2024

Intersection						
Int Delay, s/veh	15.9					
Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	222	56	315	609	45	152
Future Vol, veh/h	222	56	315	609	45	152
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	92	92	92	92	92	92
Heavy Vehicles, %	4	2	4	2	0	4
Mvmt Flow	241	61	342	662	49	165

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	302	0	1618 272
Stage 1	-	-	-	-	272 -
Stage 2	-	-	-	-	1347 -
Critical Hdwy	-	-	4.14	-	6.4 6.24
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.236	-	3.5 3.336
Pot Cap-1 Maneuver	-	-	1247	-	115 762
Stage 1	-	-	-	-	779 -
Stage 2	-	-	-	-	245 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1247	-	65 762
Mov Cap-2 Maneuver	-	-	-	-	65 -
Stage 1	-	-	-	-	779 -
Stage 2	-	-	-	-	138 -

Approach	EB	WB	NE
HCM Ctrl Dly, s/v	0	3.06	98.85
HCM LOS			F

Minor Lane/Major Mvmt	NELn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	221	-	-	614	-
HCM Lane V/C Ratio	0.969	-	-	0.274	-
HCM Ctrl Dly (s/v)	98.9	-	-	9	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	8.5	-	-	1.1	-

2027 No-Build Traffic Volumes  
 2: US Route 6 & Ridgebury Hill Rd

PM Peak Hour  
 12/04/2024



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	48	74	344	19	61	863
Future Volume (vph)	48	74	344	19	61	863
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	0.918		0.993			
Flt Protected	0.981					0.997
Satd. Flow (prot)	1672	0	1809	0	0	1837
Flt Permitted	0.981					0.997
Satd. Flow (perm)	1672	0	1809	0	0	1837
Link Speed (mph)	35		55			55
Link Distance (ft)	535		1495			1423
Travel Time (s)	10.4		18.5			17.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	6%	0%	4%	0%	5%	3%
Adj. Flow (vph)	52	80	374	21	66	938
Shared Lane Traffic (%)						
Lane Group Flow (vph)	132	0	395	0	0	1004
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.01	1.01	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized

2027 No-Build Traffic Volumes  
 2: US Route 6 & Ridgebury Hill Rd

PM Peak Hour  
 12/04/2024

Intersection						
Int Delay, s/veh	3.5					
Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations	W	R	T	R	L	T
Traffic Vol, veh/h	48	74	344	19	61	863
Future Vol, veh/h	48	74	344	19	61	863
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	92	92	92	92	92	92
Heavy Vehicles, %	6	0	4	0	5	3
Mvmt Flow	52	80	374	21	66	938

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1455	384	0	0	395
Stage 1	384	-	-	-	-
Stage 2	1071	-	-	-	-
Critical Hdwy	6.46	6.2	-	-	4.15
Critical Hdwy Stg 1	5.46	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-
Follow-up Hdwy	3.554	3.3	-	-	2.245
Pot Cap-1 Maneuver	140	668	-	-	1148
Stage 1	680	-	-	-	-
Stage 2	323	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	123	668	-	-	1148
Mov Cap-2 Maneuver	123	-	-	-	-
Stage 1	680	-	-	-	-
Stage 2	284	-	-	-	-

Approach	WB	NE	SW
HCM Ctrl Dly, s/v	36.03	0	0.55
HCM LOS	E		

Minor Lane/Major Mvmt	NET	NERWBLn1	SWL	SWT
Capacity (veh/h)	-	-	244	119
HCM Lane V/C Ratio	-	-	0.543	0.058
HCM Ctrl Dly (s/v)	-	-	36	8.3
HCM Lane LOS	-	-	E	A
HCM 95th %tile Q(veh)	-	-	2.9	0.2

2027 No-Build Traffic Volumes  
 3: US Route 6 & McBride Rd

PM Peak Hour  
 12/04/2024



Lane Group	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	30	26	26	370	857	60
Future Volume (vph)	30	26	26	370	857	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	12	12
Grade (%)	2%			1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.937				0.991	
Flt Protected	0.974			0.997		
Satd. Flow (prot)	1491	0	0	1801	1822	0
Flt Permitted	0.974			0.997		
Satd. Flow (perm)	1491	0	0	1801	1822	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	266			1423	2064	
Travel Time (s)	6.0			17.6	25.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	7%	8%	0%	5%	3%	0%
Adj. Flow (vph)	33	29	29	411	952	67
Shared Lane Traffic (%)						
Lane Group Flow (vph)	62	0	0	440	1019	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	10			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.01	1.01	1.01	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized

2027 No-Build Traffic Volumes  
3: US Route 6 & McBride Rd

PM Peak Hour  
12/04/2024

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations	T			T		T
Traffic Vol, veh/h	30	26	26	370	857	60
Future Vol, veh/h	30	26	26	370	857	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, %	2	-	-	1	1	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	7	8	0	5	3	0
Mvmt Flow	33	29	29	411	952	67

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1454	986	1019	0	0
Stage 1	986	-	-	-	-
Stage 2	469	-	-	-	-
Critical Hdwy	6.87	6.48	4.1	-	-
Critical Hdwy Stg 1	5.87	-	-	-	-
Critical Hdwy Stg 2	5.87	-	-	-	-
Follow-up Hdwy	3.563	3.372	2.2	-	-
Pot Cap-1 Maneuver	119	277	689	-	-
Stage 1	317	-	-	-	-
Stage 2	588	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	112	277	689	-	-
Mov Cap-2 Maneuver	112	-	-	-	-
Stage 1	300	-	-	-	-
Stage 2	588	-	-	-	-

Approach	EB	NE	SW
HCM Ctrl Dly, s/v	42.91	0.69	0
HCM LOS	E		

Minor Lane/Major Mvmt	NEL	NET	EBLn1	SWT	SWR
Capacity (veh/h)	118	-	155	-	-
HCM Lane V/C Ratio	0.042	-	0.401	-	-
HCM Ctrl Dly (s/v)	10.5	0	42.9	-	-
HCM Lane LOS	B	A	E	-	-
HCM 95th %tile Q(veh)	0.1	-	1.7	-	-

2027 No-Build Traffic Volumes  
5: Creedon Hill Rd & US Route 6

PM Peak Hour  
12/04/2024



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	447	0	11	872	0	11
Future Volume (vph)	447	0	11	872	0	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	11
Grade (%)	5%			-5%	8%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>					0.865	
Fl <sub>t</sub> Protected				0.999		
Satd. Flow (prot)	1748	0	0	1856	1121	0
Fl <sub>t</sub> Permitted				0.999		
Satd. Flow (perm)	1748	0	0	1856	1121	0
Link Speed (mph)	55			55	30	
Link Distance (ft)	226			439	325	
Travel Time (s)	2.8			5.4	7.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	6%	0%	73%	4%	0%	36%
Adj. Flow (vph)	461	0	11	899	0	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	461	0	0	910	11	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	0.97	0.97	1.10	1.10
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other  
Control Type: Unsignalized

2027 No-Build Traffic Volumes  
5: Creedon Hill Rd & US Route 6

PM Peak Hour  
12/04/2024

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Vol, veh/h	447	0	11	872	0	11
Future Vol, veh/h	447	0	11	872	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	5	-	-	-5	8	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	6	0	73	4	0	36
Mvmt Flow	461	0	11	899	0	11

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	461	0	1382
Stage 1	-	-	-	-	461
Stage 2	-	-	-	-	922
Critical Hdwy	-	-	4.83	-	8
Critical Hdwy Stg 1	-	-	-	-	7
Critical Hdwy Stg 2	-	-	-	-	7
Follow-up Hdwy	-	-	2.857	-	3.5
Pot Cap-1 Maneuver	-	-	811	-	87
Stage 1	-	-	-	-	521
Stage 2	-	-	-	-	259
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	811	-	84
Mov Cap-2 Maneuver	-	-	-	-	84
Stage 1	-	-	-	-	521
Stage 2	-	-	-	-	252

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.12	12.62
HCM LOS	B		

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	484	-	-	22	-
HCM Lane V/C Ratio	0.023	-	-	0.014	-
HCM Ctrl Dly (s/v)	12.6	-	-	9.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

2027 No-Build Traffic Volumes  
6: US Route 6 & CR 56

PM Peak Hour  
12/04/2024



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	221	61	703	87	14	566
Future Volume (vph)	221	61	703	87	14	566
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	13
Grade (%)	-2%		-2%			1%
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.971		0.985			
Flt Protected	0.962				0.950	
Satd. Flow (prot)	1708	0	1724	0	1796	1809
Flt Permitted	0.962				0.950	
Satd. Flow (perm)	1708	0	1724	0	1796	1809
Link Speed (mph)	55		55			55
Link Distance (ft)	2121		872			1130
Travel Time (s)	26.3		10.8			14.0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	3%	10%	7%	0%	8%
Adj. Flow (vph)	233	64	740	92	15	596
Shared Lane Traffic (%)						
Lane Group Flow (vph)	297	0	832	0	15	596
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	0.99	0.99	1.01	0.96
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other

Control Type: Unsignalized



Intersection						
Int Delay, s/veh	48.6					
Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations	↔		↔		↔	↔
Traffic Vol, veh/h	221	61	703	87	14	566
Future Vol, veh/h	221	61	703	87	14	566
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	None
Storage Length	0	-	-	-	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-2	-	-2	-	-	1
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	3	10	7	0	8
Mvmt Flow	233	64	740	92	15	596

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1411	786	0	0	740
Stage 1	786	-	-	-	-
Stage 2	625	-	-	-	-
Critical Hdwy	6.01	6.03	-	-	4.1
Critical Hdwy Stg 1	5.01	-	-	-	-
Critical Hdwy Stg 2	5.01	-	-	-	-
Follow-up Hdwy	3.509	3.327	-	-	2.2
Pot Cap-1 Maneuver	~ 179	408	-	-	876
Stage 1	492	-	-	-	-
Stage 2	574	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	~ 176	408	-	-	876
Mov Cap-2 Maneuver	~ 176	-	-	-	-
Stage 1	492	-	-	-	-
Stage 2	564	-	-	-	-

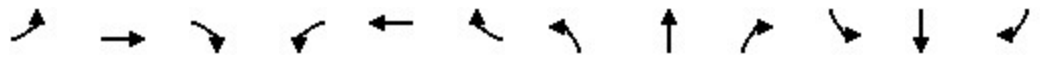
Approach	WB	NE	SW
HCM Ctrl Dly, s/v	284.04	0	0.22
HCM LOS	F		

Minor Lane/Major Mvmt	NET	NERWBLn1	SWL	SWT
Capacity (veh/h)	-	-	201	876
HCM Lane V/C Ratio	-	-	1.479	0.017
HCM Ctrl Dly (s/v)	-	-	284	9.2
HCM Lane LOS	-	-	F	A
HCM 95th %tile Q(veh)	-	-	18.1	0.1

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

2027 No-Build Traffic Volumes  
7: NYS Route 17M & US Route 6/Sunrise Park Rd

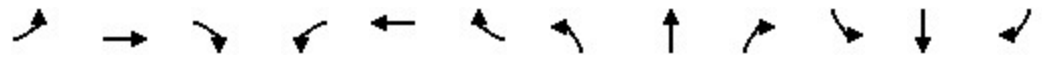
PM Peak Hour  
12/04/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↗	↕↗		↗	↕↕	↗
Traffic Volume (vph)	459	7	545	37	10	37	426	1155	15	15	1122	386
Future Volume (vph)	459	7	545	37	10	37	426	1155	15	15	1122	386
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			4%			-1%			0%	
Storage Length (ft)	0		0	0		0	525		0	100		0
Storage Lanes	0		1	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt			0.850		0.940			0.998				0.850
Flt Protected		0.953			0.978		0.950			0.950		
Satd. Flow (prot)	0	1755	1442	0	1689	0	1649	3508	0	1805	3505	1568
Flt Permitted		0.718			0.384		0.105			0.233		
Satd. Flow (perm)	0	1322	1442	0	663	0	182	3508	0	443	3505	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			357		38			2				398
Link Speed (mph)		55			55			45				45
Link Distance (ft)		319			392			755				940
Travel Time (s)		4.0			4.9			11.4				14.2
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	14%	12%	0%	0%	3%	10%	3%	20%	0%	3%	3%
Adj. Flow (vph)	473	7	562	38	10	38	439	1191	15	15	1157	398
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	480	562	0	86	0	439	1206	0	15	1157	398
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			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.03	1.03	1.03	0.99	0.99	0.99	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	2	1	2		2	2		2	2	2
Detector Template	Left			Left								
Leading Detector (ft)	20	83	83	20	83		83	83		83	83	83
Trailing Detector (ft)	0	-5	-5	0	-5		-5	-5		-5	-5	-5
Detector 1 Position(ft)	0	-5	-5	0	-5		-5	-5		-5	-5	-5
Detector 1 Size(ft)	20	40	40	20	40		40	40		40	40	40
Detector 1 Type	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
Detector 2 Size(ft)		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
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm

2027 No-Build Traffic Volumes  
7: NYS Route 17M & US Route 6/Sunrise Park Rd

PM Peak Hour  
12/04/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		6
Detector Phase	4	4	4	8	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0		11.0	24.0		24.0	24.0	24.0
Total Split (s)	31.0	31.0	31.0	31.0	31.0		21.0	59.0		38.0	38.0	38.0
Total Split (%)	34.4%	34.4%	34.4%	34.4%	34.4%		23.3%	65.6%		42.2%	42.2%	42.2%
Maximum Green (s)	25.0	25.0	25.0	25.0	25.0		15.0	53.0		32.0	32.0	32.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	Max		Max	Max	Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0		7.0	7.0	7.0
Flash Don't Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0		0	0	0
v/c Ratio		1.31	0.85		0.41		1.25	0.58		0.10	0.93	0.49
Control Delay (s/veh)		187.1	25.5		22.8		159.5	13.0		21.5	42.1	4.5
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)		187.1	25.5		22.8		159.5	13.0		21.5	42.1	4.5
Queue Length 50th (ft)		~354	113		21		~269	207		6	328	0
Queue Length 95th (ft)		#542	#317		67		#455	266		20	#463	59
Internal Link Dist (ft)		239			312			675			860	
Turn Bay Length (ft)							525			100		
Base Capacity (vph)		367	658		211		351	2066		157	1246	814
Starvation Cap Reductn		0	0		0		0	0		0	0	0
Spillback Cap Reductn		0	0		0		0	0		0	0	0
Storage Cap Reductn		0	0		0		0	0		0	0	0
Reduced v/c Ratio		1.31	0.85		0.41		1.25	0.58		0.10	0.93	0.49

**Intersection Summary**

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

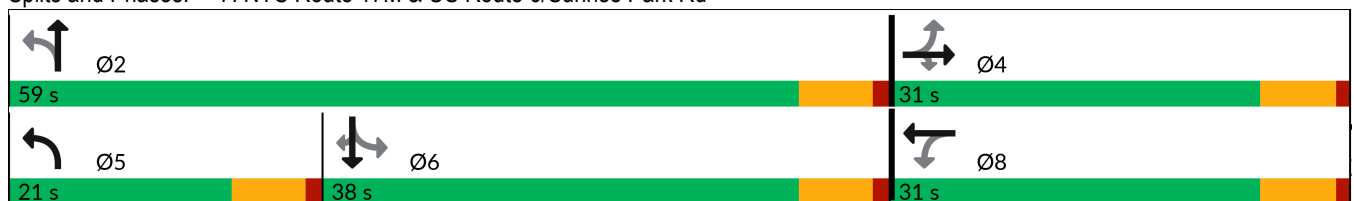
Natural Cycle: 120

Control Type: Actuated-Uncoordinated

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

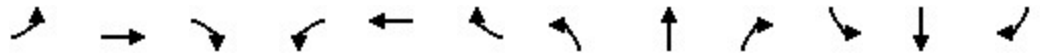
# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

Splits and Phases: 7: NYS Route 17M & US Route 6/Sunrise Park Rd



2027 No-Build Traffic Volumes  
 7: NYS Route 17M & US Route 6/Sunrise Park Rd

PM Peak Hour  
 12/04/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↗	↕↗		↗	↕↗	↗
Traffic Volume (veh/h)	459	7	545	37	10	37	426	1155	15	15	1122	386
Future Volume (veh/h)	459	7	545	37	10	37	426	1155	15	15	1122	386
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1693	1722	1806	1806	1761	1789	1894	1639	1900	1856	1856
Adj Flow Rate, veh/h	473	7	0	38	10	38	439	1191	15	15	1157	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	14	12	0	0	3	10	3	20	0	3	3
Cap, veh/h	431	5		253	77	216	383	2143	27	247	1254	
Arrive On Green	0.28	0.28	0.00	0.28	0.28	0.28	0.17	0.59	0.59	0.36	0.36	0.00
Sat Flow, veh/h	1267	19	1459	702	279	776	1704	3640	46	471	3526	1572
Grp Volume(v), veh/h	480	0	0	86	0	0	439	589	617	15	1157	0
Grp Sat Flow(s),veh/h/ln	1286	0	1459	1757	0	0	1704	1800	1886	471	1763	1572
Q Serve(g_s), s	21.5	0.0	0.0	0.0	0.0	0.0	15.0	18.0	18.0	1.9	28.3	0.0
Cycle Q Clear(g_c), s	25.0	0.0	0.0	3.5	0.0	0.0	15.0	18.0	18.0	1.9	28.3	0.0
Prop In Lane	0.99		1.00	0.44		0.44	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	437	0		546	0	0	383	1060	1111	247	1254	
V/C Ratio(X)	1.10	0.00		0.16	0.00	0.00	1.15	0.56	0.56	0.06	0.92	
Avail Cap(c_a), veh/h	437	0		546	0	0	383	1060	1111	247	1254	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	34.4	0.0	0.0	24.7	0.0	0.0	24.9	11.3	11.3	19.3	27.8	0.0
Incr Delay (d2), s/veh	72.8	0.0	0.0	0.1	0.0	0.0	92.2	2.1	2.0	0.5	12.6	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.0	0.0	0.0	1.3	0.0	0.0	13.6	6.5	6.8	0.2	13.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	107.2	0.0	0.0	24.9	0.0	0.0	117.1	13.4	13.3	19.8	40.4	0.0
LnGrp LOS	F			C			F	B	B	B	D	
Approach Vol, veh/h		480			86			1645			1172	
Approach Delay, s/veh		107.2			24.9			41.0			40.2	
Approach LOS		F			C			D			D	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		59.0		31.0	21.0	38.0		31.0				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		53.0		25.0	15.0	32.0		25.0				
Max Q Clear Time (g_c+I1), s		20.0		27.0	17.0	30.3		5.5				
Green Ext Time (p_c), s		7.7		0.0	0.0	1.1		0.3				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh				49.7								
HCM 7th LOS				D								
<b>Notes</b>												
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

2027 No-Build Traffic Volumes  
 8: WB On Ramp & NYS Route 17M & WB Off Ramp

PM Peak Hour  
 12/04/2024



Lane Group	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations										
Traffic Volume (vph)	0	576	0	1022	0	0	1398	306	0	0
Future Volume (vph)	0	576	0	1022	0	0	1398	306	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00
Frt		0.865					0.973			
Flt Protected										
Satd. Flow (prot)	0	1623	0	3374	0	0	3239	0	0	0
Flt Permitted										
Satd. Flow (perm)	0	1623	0	3374	0	0	3239	0	0	0
Link Speed (mph)	30			45			45		30	
Link Distance (ft)	567			429			228		250	
Travel Time (s)	12.9			6.5			3.5		5.7	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	8%	0%	7%	0%	0%	7%	15%	0%	0%
Adj. Flow (vph)	0	594	0	1054	0	0	1441	315	0	0
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	594	0	1054	0	0	1756	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)	0			0			0		0	
Link Offset(ft)	0			0			0		0	
Crosswalk Width(ft)	16			16			16		16	
Two way Left Turn Lane										
Headway Factor	1.00	0.92	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15		9	15		9	15	9
Sign Control	Stop			Free			Free		Free	

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized

2027 No-Build Traffic Volumes  
 8: WB On Ramp & NYS Route 17M & WB Off Ramp

PM Peak Hour  
 12/04/2024

Intersection										
Int Delay, s/veh	26									
Movement	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations		↗		↕			↕↗			
Traffic Vol, veh/h	0	576	0	1022	0	0	1398	306	0	0
Future Vol, veh/h	0	576	0	1022	0	0	1398	306	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None	-	-
Storage Length	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	-	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	8	0	7	0	0	7	15	0	0
Mvmt Flow	0	594	0	1054	0	0	1441	315	0	0

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	527	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	7.06	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.38	-
Pot Cap-1 Maneuver	0 ~ 480	0	0
Stage 1	0	0	0
Stage 2	0	0	0
Platoon blocked, %			
Mov Cap-1 Maneuver	- ~ 480	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

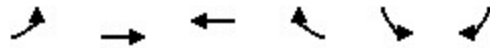
Approach	WB	NB	SB
HCM Ctrl Dly, s/v	149.11	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBTWBLn1	SBT	SBR
Capacity (veh/h)	- 480	-	-
HCM Lane V/C Ratio	- 1.236	-	-
HCM Ctrl Dly (s/v)	- 149.1	-	-
HCM Lane LOS	- F	-	-
HCM 95th %tile Q(veh)	- 23.6	-	-

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

2027 No-Build Traffic Volumes  
 9: US Route 6 & Site Access

PM Peak Hour  
 12/04/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	50	408	665	102	371	218
Future Volume (vph)	50	408	665	102	371	218
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Grade (%)		5%	0%		0%	
Storage Length (ft)	150			150	150	0
Storage Lanes	1			0	0	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.982		0.950	
Flt Protected	0.950				0.969	
Satd. Flow (prot)	1645	1748	1734	0	1591	0
Flt Permitted	0.950				0.969	
Satd. Flow (perm)	1645	1748	1734	0	1591	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		439	1697		451	
Travel Time (s)		6.7	25.7		10.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	7%	6%	4%	31%	14%	3%
Adj. Flow (vph)	54	443	723	111	403	237
Shared Lane Traffic (%)						
Lane Group Flow (vph)	54	443	834	0	640	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					

Intersection						
Int Delay, s/veh	352					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑	↗		↘	
Traffic Vol, veh/h	50	408	665	102	371	218
Future Vol, veh/h	50	408	665	102	371	218
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	5	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	6	4	31	14	3
Mvmt Flow	54	443	723	111	403	237

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	834	0	-	0	1330 778
Stage 1	-	-	-	-	778 -
Stage 2	-	-	-	-	552 -
Critical Hdwy	4.17	-	-	-	6.54 6.23
Critical Hdwy Stg 1	-	-	-	-	5.54 -
Critical Hdwy Stg 2	-	-	-	-	5.54 -
Follow-up Hdwy	2.263	-	-	-	3.626 3.327
Pot Cap-1 Maneuver	778	-	-	-	~ 161 395
Stage 1	-	-	-	-	432 -
Stage 2	-	-	-	-	553 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	778	-	-	-	~ 150 395
Mov Cap-2 Maneuver	-	-	-	-	~ 150 -
Stage 1	-	-	-	-	~ 402 -
Stage 2	-	-	-	-	553 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.09	0	\$ 1083.3
HCM LOS			F

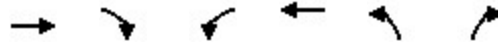
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	778	-	-	-	194
HCM Lane V/C Ratio	0.07	-	-	-	3.297
HCM Ctrl Dly (s/v)	10	-	-	-	\$ 1083.3
HCM Lane LOS	A	-	-	-	F
HCM 95th %tile Q(veh)	0.2	-	-	-	59.8

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



2027 No-Build Traffic Volumes  
 10: Seward Road & US Route 6

PM Peak Hour  
 12/04/2024



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	779	0	22	765	2	11
Future Volume (vph)	779	0	22	765	2	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	13	12	12
Grade (%)	-5%			2%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.884	
Flt Protected				0.999	0.993	
Satd. Flow (prot)	1770	0	0	1818	1668	0
Flt Permitted				0.999	0.993	
Satd. Flow (perm)	1770	0	0	1818	1668	0
Link Speed (mph)	55			55	35	
Link Distance (ft)	1697			872	363	
Travel Time (s)	21.0			10.8	7.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	0%	0%	7%	0%	0%
Adj. Flow (vph)	847	0	24	832	2	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	847	0	0	856	14	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	0.97	0.97	0.97	1.00	1.00
Turning Speed (mph)		60	60		60	60
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	779	0	22	765	2	11
Future Vol, veh/h	779	0	22	765	2	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-5	-	-	2	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	10	0	0	7	0	0
Mvmt Flow	847	0	24	832	2	12

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	847	0	1726 847
Stage 1	-	-	-	-	847 -
Stage 2	-	-	-	-	879 -
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	-	-	799	-	99 365
Stage 1	-	-	-	-	424 -
Stage 2	-	-	-	-	409 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	799	-	93 365
Mov Cap-2 Maneuver	-	-	-	-	93 -
Stage 1	-	-	-	-	424 -
Stage 2	-	-	-	-	386 -

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.27	20.14
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	252	-	-	50	-
HCM Lane V/C Ratio	0.056	-	-	0.03	-
HCM Ctrl Dly (s/v)	20.1	-	-	9.6	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

2027 No-Build Traffic Volumes w/ Improvements  
6: US Route 6 & CR 56

AM Peak Hour  
12/05/2024



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	61	19	508	207	59	619
Future Volume (vph)	61	19	508	207	59	619
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	13
Grade (%)	-2%		-2%			1%
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.968		0.961			
Flt Protected	0.963				0.950	
Satd. Flow (prot)	1457	0	1657	0	1744	1760
Flt Permitted	0.963				0.267	
Satd. Flow (perm)	1457	0	1657	0	490	1760
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	21		82			
Link Speed (mph)	55		55			55
Link Distance (ft)	2121		872			1130
Travel Time (s)	26.3		10.8			14.0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	23%	5%	13%	7%	3%	11%
Adj. Flow (vph)	70	22	584	238	68	711
Shared Lane Traffic (%)						
Lane Group Flow (vph)	92	0	822	0	68	711
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	0.99	0.99	1.01	0.96
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template						
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	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)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	11.0		11.0		11.0	11.0
Total Split (s)	12.0		48.0		48.0	48.0
Total Split (%)	20.0%		80.0%		80.0%	80.0%
Maximum Green (s)	6.0		42.0		42.0	42.0
Yellow Time (s)	5.0		5.0		5.0	5.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.0		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		None		None	None
v/c Ratio	0.31		0.62		0.18	0.51
Control Delay (s/veh)	22.4		7.0		4.7	5.8
Queue Delay	0.0		0.0		0.0	0.0
Total Delay (s/veh)	22.4		7.0		4.7	5.8
Queue Length 50th (ft)	16		116		7	100
Queue Length 95th (ft)	#73		203		18	159
Internal Link Dist (ft)	2041		792			1050
Turn Bay Length (ft)					200	
Base Capacity (vph)	302		1501		441	1586
Starvation Cap Reductn	0		0		0	0
Spillback Cap Reductn	0		0		0	0
Storage Cap Reductn	0		0		0	0
Reduced v/c Ratio	0.30		0.55		0.15	0.45

Intersection Summary

Area Type: Other  
 Cycle Length: 60  
 Actuated Cycle Length: 38.9  
 Natural Cycle: 55  
 Control Type: Actuated-Uncoordinated  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

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



2027 No-Build Traffic Volumes w/ Improvements  
6: US Route 6 & CR 56

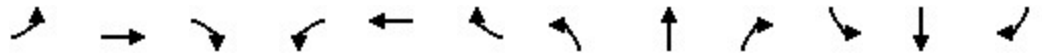
AM Peak Hour  
12/05/2024



Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	61	19	508	207	59	619
Future Volume (veh/h)	61	19	508	207	59	619
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.04
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	1633	1904	1784	1874	1850	1800
Adj Flow Rate, veh/h	70	22	584	0	68	711
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	23	5	13	7	3	11
Cap, veh/h	101	32	947		477	956
Arrive On Green	0.09	0.09	0.53	0.00	0.53	0.53
Sat Flow, veh/h	1138	358	1784	0	822	1800
Grp Volume(v), veh/h	93	0	584	0	68	711
Grp Sat Flow(s),veh/h/ln	1512	0	1784	0	822	1800
Q Serve(g_s), s	1.9	0.0	7.2	0.0	2.0	9.7
Cycle Q Clear(g_c), s	1.9	0.0	7.2	0.0	9.2	9.7
Prop In Lane	0.75	0.24		0.00	1.00	
Lane Grp Cap(c), veh/h	134	0	947		477	956
V/C Ratio(X)	0.70	0.00	0.62		0.14	0.74
Avail Cap(c_a), veh/h	288	0	2375		1135	2397
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	14.0	0.0	5.2	0.0	8.4	5.7
Incr Delay (d2), s/veh	6.4	0.0	0.7	0.0	0.1	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.2	0.0	0.2	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	20.3	0.0	5.8	0.0	8.5	6.9
LnGrp LOS	C		A		A	A
Approach Vol, veh/h	93		584			779
Approach Delay, s/veh	20.3		5.8			7.0
Approach LOS	C		A			A
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		22.8			22.8	8.8
Change Period (Y+Rc), s		6.0			6.0	6.0
Max Green Setting (Gmax), s		42.0			42.0	6.0
Max Q Clear Time (g_c+I1), s		9.2			11.7	3.9
Green Ext Time (p_c), s		3.5			5.1	0.0
<b>Intersection Summary</b>						
HCM 7th Control Delay, s/veh			7.4			
HCM 7th LOS			A			
<b>Notes</b>						
User approved volume balancing among the lanes for turning movement.						
Unsignalized Delay for [NER] is excluded from calculations of the approach delay and intersection delay.						

2027 No-Build Traffic Volumes w/ Improvements  
 7: NYS Route 17M & US Route 6/Sunrise Park Rd

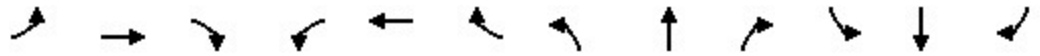
AM Peak Hour  
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	297	13	437	9	7	10	514	1233	42	27	979	387
Future Volume (vph)	297	13	437	9	7	10	514	1233	42	27	979	387
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			4%			-1%			0%	
Storage Length (ft)	310		250	0		0	475		0	100		0
Storage Lanes	1		1	0		0	2		0	1		1
Taper Length (ft)	50			25			50			50		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.97	0.95	0.95	1.00	0.95	1.00
Frt			0.850		0.949			0.995				0.850
Flt Protected	0.950	0.956			0.983		0.950			0.950		
Satd. Flow (prot)	1603	1621	1429	0	1372	0	3060	3441	0	1570	3438	1583
Flt Permitted	0.950	0.956			0.983		0.950			0.950		
Satd. Flow (perm)	1603	1621	1429	0	1372	0	3060	3441	0	1570	3438	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			486		11			5				200
Link Speed (mph)		55			45			45			45	
Link Distance (ft)		517			504			775			940	
Travel Time (s)		6.4			7.6			11.7			14.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	7%	0%	13%	11%	14%	50%	15%	5%	2%	15%	5%	2%
Adj. Flow (vph)	330	14	486	10	8	11	571	1370	47	30	1088	430
Shared Lane Traffic (%)	48%											
Lane Group Flow (vph)	172	172	486	0	29	0	571	1417	0	30	1088	430
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			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			30			45			25	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.03	1.03	1.03	0.99	0.99	0.99	1.00	1.00	1.00
Turning Speed (mph)	15		25	15		9	15		9	15		15
Number of Detectors	2	2	2	2	2		2	2		1	2	2
Detector Template				Left								
Leading Detector (ft)	83	83	83	83	83		83	83		15	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		20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43		43	43			43	43
Detector 2 Size(ft)	40	40	40	40	40		40	40			40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	0.0
Turn Type	Split	NA	Free	Split	NA		Prot	NA		Prot	NA	pt+ov

2027 No-Build Traffic Volumes w/ Improvements  
 7: NYS Route 17M & US Route 6/Sunrise Park Rd

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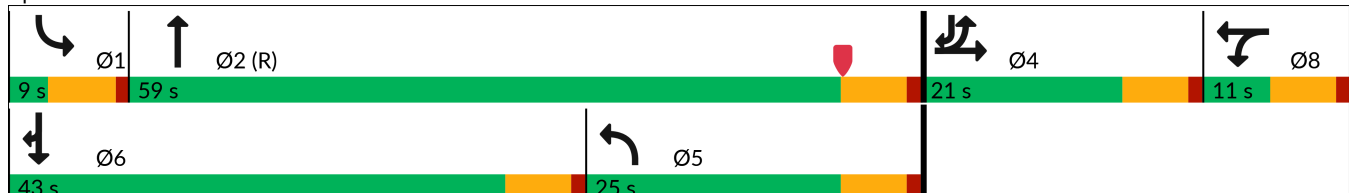


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	6 4
Permitted Phases			Free									
Detector Phase	4	4		8	8		5	2		1	6	6 4
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	11.0	11.0		11.0	11.0		9.0	16.0		9.0	16.0	
Total Split (s)	21.0	21.0		11.0	11.0		25.0	59.0		9.0	43.0	
Total Split (%)	21.0%	21.0%		11.0%	11.0%		25.0%	59.0%		9.0%	43.0%	
Maximum Green (s)	15.0	15.0		5.0	5.0		19.0	53.0		3.0	37.0	
Yellow Time (s)	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	
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							Lag	Lag		Lead	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		3.0	2.0	
Recall Mode	None	None		None	None		None	C-Min		None	Min	
v/c Ratio	0.80	0.79	0.34		0.37		0.91	0.66		0.43	0.77	0.43
Control Delay (s/veh)	68.2	66.9	0.6		46.2		52.3	12.3		68.6	30.9	5.6
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	68.2	66.9	0.6		46.2		52.3	12.3		68.6	30.9	5.6
Queue Length 50th (ft)	111	111	0		11		194	256		19	332	47
Queue Length 95th (ft)	#211	#209	0		41		#297	303		#70	#422	89
Internal Link Dist (ft)		437			424			695			860	
Turn Bay Length (ft)	310		250				475			100		
Base Capacity (vph)	240	243	1429		79		630	2154		69	1420	979
Starvation Cap Reductn	0	0	0		0		0	0		0	0	0
Spillback Cap Reductn	0	0	0		0		0	0		0	0	0
Storage Cap Reductn	0	0	0		0		0	0		0	0	0
Reduced v/c Ratio	0.72	0.71	0.34		0.37		0.91	0.66		0.43	0.77	0.44

Intersection Summary

Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 10 (10%), 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.

Splits and Phases: 7: NYS Route 17M & US Route 6/Sunrise Park Rd



2027 No-Build Traffic Volumes w/ Improvements  
 7: NYS Route 17M & US Route 6/Sunrise Park Rd

AM Peak Hour  
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	297	13	437	9	7	10	514	1233	42	27	979	387
Future Volume (veh/h)	297	13	437	9	7	10	514	1233	42	27	979	387
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1900	1707	1643	1598	1065	1714	1864	1909	1678	1826	1870
Adj Flow Rate, veh/h	340	0	0	10	8	11	571	1370	47	30	1088	430
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	7	0	13	11	14	50	15	5	2	15	5	2
Cap, veh/h	413	0		14	11	15	840	2061	71	35	1202	740
Arrive On Green	0.12	0.00	0.00	0.03	0.03	0.03	0.27	0.59	0.59	0.02	0.35	0.35
Sat Flow, veh/h	3421	0	1447	508	406	558	3167	3494	120	1598	3469	1585
Grp Volume(v), veh/h	340	0	0	29	0	0	571	694	723	30	1088	430
Grp Sat Flow(s),veh/h/ln	1711	0	1447	1472	0	0	1584	1771	1843	1598	1735	1585
Q Serve(g_s), s	9.7	0.0	0.0	2.0	0.0	0.0	16.2	26.4	26.5	1.9	29.9	19.8
Cycle Q Clear(g_c), s	9.7	0.0	0.0	2.0	0.0	0.0	16.2	26.4	26.5	1.9	29.9	19.8
Prop In Lane	1.00		1.00	0.34		0.38	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	413	0		41	0	0	840	1045	1087	35	1202	740
V/C Ratio(X)	0.82	0.00		0.71	0.00	0.00	0.68	0.66	0.67	0.86	0.91	0.58
Avail Cap(c_a), veh/h	513	0		74	0	0	840	1045	1087	48	1284	778
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.45	0.45	0.45
Uniform Delay (d), s/veh	42.9	0.0	0.0	48.2	0.0	0.0	32.9	13.8	13.9	48.8	31.1	19.5
Incr Delay (d2), s/veh	7.1	0.0	0.0	8.2	0.0	0.0	1.8	3.3	3.2	36.7	4.2	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	0.0	0.0	0.8	0.0	0.0	6.1	9.9	10.3	1.1	12.3	8.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	50.0	0.0	0.0	56.5	0.0	0.0	34.8	17.2	17.1	85.4	35.3	19.8
LnGrp LOS	D			E			C	B	B	F	D	B
Approach Vol, veh/h		340			29			1988			1548	
Approach Delay, s/veh		50.0			56.5			22.2			32.0	
Approach LOS		D			E			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.2	65.0		18.1	32.5	40.6		8.8				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	3.0	53.0		15.0	19.0	37.0		5.0				
Max Q Clear Time (g_c+1), s	3.9	28.5		11.7	18.2	31.9		4.0				
Green Ext Time (p_c), s	0.0	5.2		0.4	0.2	2.8		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh				28.7								
HCM 7th LOS				C								

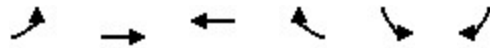
Notes  
 User approved pedestrian interval to be less than phase max green.  
 User approved volume balancing among the lanes for turning movement.



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

2027 No-Build Traffic Volumes w/ Improvements  
 9: US Route 6 & Slate Hill Commerce Center

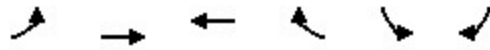
AM Peak Hour  
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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	256	634	259	411	62	32
Future Volume (vph)	256	634	259	411	62	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		5%	0%		0%	
Storage Length (ft)	150			150	150	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>				0.850		0.850
Fl <sub>t</sub> Protected	0.950				0.950	
Satd. Flow (prot)	1742	1748	1712	1495	1410	1524
Fl <sub>t</sub> Permitted	0.411				0.950	
Satd. Flow (perm)	754	1748	1712	1495	1410	1524
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				447		35
Link Speed (mph)		55	55		30	
Link Distance (ft)		439	1697		451	
Travel Time (s)		5.4	21.0		10.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	6%	11%	8%	28%	6%
Adj. Flow (vph)	278	689	282	447	67	35
Shared Lane Traffic (%)						
Lane Group Flow (vph)	278	689	282	447	67	35
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	1.00	1.00	1.00	1.00
Turning Speed (mph)	60			60	60	60
Number of Detectors	2	2	2	2	2	2
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	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	pm+pt	NA	NA	Perm	Prot	Perm

2027 No-Build Traffic Volumes w/ Improvements  
 9: US Route 6 & Slate Hill Commerce Center

AM Peak Hour  
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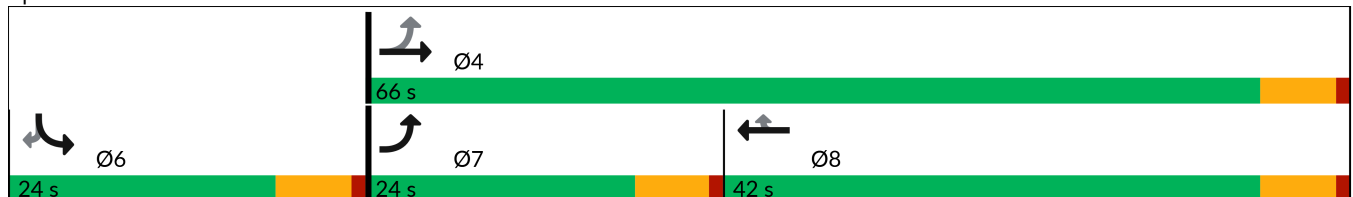


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Protected Phases	7	4	8		6	
Permitted Phases	4			8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	24.0	66.0	42.0	42.0	24.0	24.0
Total Split (%)	26.7%	73.3%	46.7%	46.7%	26.7%	26.7%
Maximum Green (s)	18.0	60.0	36.0	36.0	18.0	18.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None
v/c Ratio	0.36	0.50	0.54	0.58	0.27	0.12
Control Delay (s/veh)	5.4	6.7	20.2	5.5	25.4	10.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	5.4	6.7	20.2	5.5	25.4	10.6
Queue Length 50th (ft)	32	110	74	0	19	0
Queue Length 95th (ft)	71	231	161	57	60	23
Internal Link Dist (ft)		359	1617		371	
Turn Bay Length (ft)	150			150	150	
Base Capacity (vph)	948	1698	1307	1247	599	667
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.41	0.22	0.36	0.11	0.05

Intersection Summary

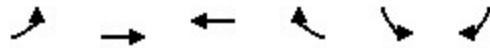
Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 48.2  
 Natural Cycle: 45  
 Control Type: Actuated-Uncoordinated

Splits and Phases: 9: US Route 6 & Slate Hill Commerce Center



2027 No-Build Traffic Volumes w/ Improvements  
 9: US Route 6 & Slate Hill Commerce Center









AM Peak Hour  
 12/05/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	256	634	259	411	62	32	
Future Volume (veh/h)	256	634	259	411	62	32	
Initial Q (Qb), veh	0	0	0	0	0	0	
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1738	1664	1737	1781	1485	1811	
Adj Flow Rate, veh/h	278	689	282	447	67	35	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	1	6	11	8	28	6	
Cap, veh/h	667	1098	667	580	112	121	
Arrive On Green	0.15	0.66	0.38	0.38	0.08	0.08	
Sat Flow, veh/h	1655	1664	1737	1510	1414	1535	
Grp Volume(v), veh/h	278	689	282	447	67	35	
Grp Sat Flow(s),veh/h/ln	1655	1664	1737	1510	1414	1535	
Q Serve(g_s), s	4.0	11.1	5.5	11.9	2.1	1.0	
Cycle Q Clear(g_c), s	4.0	11.1	5.5	11.9	2.1	1.0	
Prop In Lane	1.00			1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	667	1098	667	580	112	121	
V/C Ratio(X)	0.42	0.63	0.42	0.77	0.60	0.29	
Avail Cap(c_a), veh/h	1074	2169	1359	1181	553	600	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	5.9	4.5	10.4	12.4	20.5	20.0	
Incr Delay (d2), s/veh	0.4	0.6	0.4	2.2	5.0	1.3	
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	0.6	1.4	2.8	0.8	0.0	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	6.3	5.1	10.8	14.6	25.5	21.3	
LnGrp LOS	A	A	B	B	C	C	
Approach Vol, veh/h		967	729		102		
Approach Delay, s/veh		5.5	13.2		24.1		
Approach LOS		A	B		C		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				36.4	9.6	12.7	23.7
Change Period (Y+Rc), s				6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s				60.0	18.0	18.0	36.0
Max Q Clear Time (g_c+I1), s				13.1	4.1	6.0	13.9
Green Ext Time (p_c), s				4.0	0.3	0.9	3.8
<b>Intersection Summary</b>							
HCM 7th Control Delay, s/veh			9.6				
HCM 7th LOS			A				

2027 No-Build Traffic Volumes w/ Improvements  
 8: NYS Route 17M & WB Off Ramp

AM Peak Hour  
 12/05/2024

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	591	1198	0	0	0
Future Volume (vph)	0	591	1198	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	12	12
Lane Util. Factor	1.00	0.88	0.95	1.00	1.00	1.00
Frt		0.850				
Flt Protected						
Satd. Flow (prot)	0	2756	3343	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	2756	3343	0	0	0
Right Turn on Red		No		Yes		
Satd. Flow (RTOR)						
Link Speed (mph)	30		45			45
Link Distance (ft)	567		279			167
Travel Time (s)	12.9		4.2			2.5
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	10%	8%	0%	0%	0%
Adj. Flow (vph)	0	679	1377	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	679	1377	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Right	Left	Left
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	0.92	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors		2	2			
Detector Template						
Leading Detector (ft)		83	83			
Trailing Detector (ft)		-5	-5			
Detector 1 Position(ft)		-5	-5			
Detector 1 Size(ft)		40	40			
Detector 1 Type		Cl+Ex	Cl+Ex			
Detector 1 Channel						
Detector 1 Extend (s)		0.0	0.0			
Detector 1 Queue (s)		0.0	0.0			
Detector 1 Delay (s)		0.0	0.0			
Detector 2 Position(ft)		43	43			
Detector 2 Size(ft)		40	40			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type		Perm	NA			
Protected Phases			2			
Permitted Phases		8				
Detector Phase		8	2			

2027 No-Build Traffic Volumes w/ Improvements  
 8: NYS Route 17M & WB Off Ramp

AM Peak Hour  
 12/05/2024

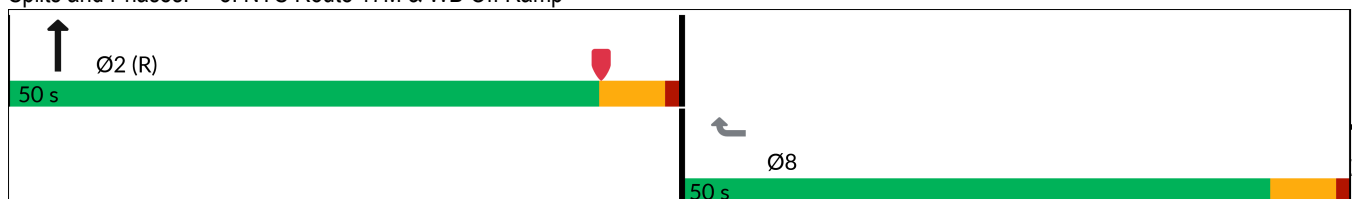


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
<b>Switch Phase</b>						
Minimum Initial (s)		5.0	5.0			
Minimum Split (s)		24.0	24.0			
Total Split (s)		50.0	50.0			
Total Split (%)		50.0%	50.0%			
Maximum Green (s)		44.0	44.0			
Yellow Time (s)		5.0	5.0			
All-Red Time (s)		1.0	1.0			
Lost Time Adjust (s)		0.0	0.0			
Total Lost Time (s)		6.0	6.0			
<b>Lead/Lag</b>						
Lead-Lag Optimize?						
Vehicle Extension (s)		3.0	3.0			
Recall Mode		None	C-Max			
Act Effct Green (s)		31.8	56.2			
Actuated g/C Ratio		0.32	0.56			
v/c Ratio		0.77	0.73			
Control Delay (s/veh)		36.8	20.6			
Queue Delay		0.0	0.0			
Total Delay (s/veh)		36.8	20.6			
LOS		D	C			
Approach Delay (s/veh)	36.8		20.6			
Approach LOS	D		C			
Queue Length 50th (ft)		219	328			
Queue Length 95th (ft)		247	463			
Internal Link Dist (ft)	487		199		87	
<b>Turn Bay Length (ft)</b>						
Base Capacity (vph)		1212	1878			
Starvation Cap Reductn		0	0			
Spillback Cap Reductn		0	0			
Storage Cap Reductn		0	0			
Reduced v/c Ratio		0.56	0.73			

**Intersection Summary**

Area Type:	Other
Cycle Length:	100
Actuated Cycle Length:	100
Offset:	0 (0%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.77
Intersection Signal Delay (s/veh):	26.0
Intersection Capacity Utilization:	63.8%
Analysis Period (min):	15
Intersection LOS:	C
ICU Level of Service:	B

Splits and Phases: 8: NYS Route 17M & WB Off Ramp



2027 No-Build Traffic Volumes w/ Improvements  
6: US Route 6 & CR 56

PM Peak Hour  
12/05/2024



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	221	61	703	87	14	566
Future Volume (vph)	221	61	703	87	14	566
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	13
Grade (%)	-2%		-2%			1%
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.971		0.985			
Flt Protected	0.962				0.950	
Satd. Flow (prot)	1708	0	1724	0	1796	1809
Flt Permitted	0.962				0.181	
Satd. Flow (perm)	1708	0	1724	0	342	1809
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	21		19			
Link Speed (mph)	55		55			55
Link Distance (ft)	2121		872			1130
Travel Time (s)	26.3		10.8			14.0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	3%	10%	7%	0%	8%
Adj. Flow (vph)	233	64	740	92	15	596
Shared Lane Traffic (%)						
Lane Group Flow (vph)	297	0	832	0	15	596
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	0.99	0.99	1.01	0.96
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template						
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	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)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0

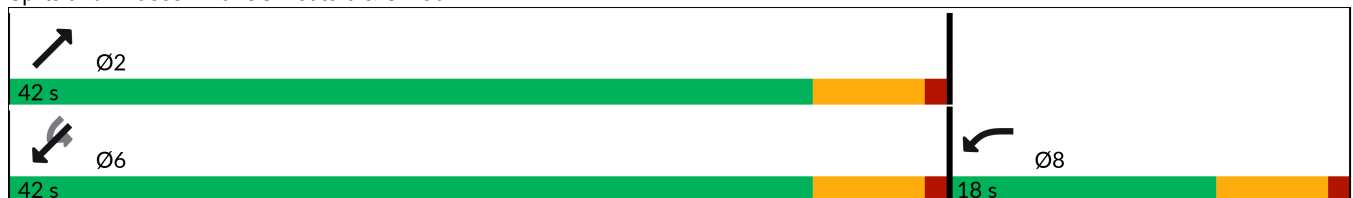


Lane Group	WBL	WBR	NET	NER	SWL	SWT
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	11.0		11.0		11.0	11.0
Total Split (s)	18.0		42.0		42.0	42.0
Total Split (%)	30.0%		70.0%		70.0%	70.0%
Maximum Green (s)	12.0		36.0		36.0	36.0
Yellow Time (s)	5.0		5.0		5.0	5.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.0		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		None		None	None
v/c Ratio	0.77		0.87		0.08	0.60
Control Delay (s/veh)	36.6		21.6		6.3	10.7
Queue Delay	0.0		0.0		0.0	0.0
Total Delay (s/veh)	36.6		21.6		6.3	10.7
Queue Length 50th (ft)	89		195		2	111
Queue Length 95th (ft)	#218		#433		9	186
Internal Link Dist (ft)	2041		792			1050
Turn Bay Length (ft)					200	
Base Capacity (vph)	413		1208		238	1261
Starvation Cap Reductn	0		0		0	0
Spillback Cap Reductn	0		0		0	0
Storage Cap Reductn	0		0		0	0
Reduced v/c Ratio	0.72		0.69		0.06	0.47

Intersection Summary

Area Type: Other  
 Cycle Length: 60  
 Actuated Cycle Length: 53.1  
 Natural Cycle: 60  
 Control Type: Actuated-Uncoordinated  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

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





2027 No-Build Traffic Volumes w/ Improvements  
6: US Route 6 & CR 56

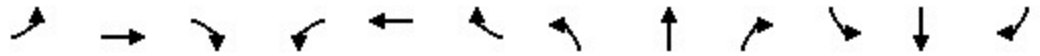
PM Peak Hour  
12/05/2024



Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	221	61	703	87	14	566
Future Volume (veh/h)	221	61	703	87	14	566
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.04
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	1964	1934	1829	1874	1894	1847
Adj Flow Rate, veh/h	233	64	740	0	15	596
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	3	10	7	0	8
Cap, veh/h	292	80	912		293	921
Arrive On Green	0.21	0.21	0.50	0.00	0.50	0.50
Sat Flow, veh/h	1425	391	1829	0	728	1847
Grp Volume(v), veh/h	298	0	740	0	15	596
Grp Sat Flow(s),veh/h/ln	1822	0	1829	0	728	1847
Q Serve(g_s), s	6.3	0.0	13.8	0.0	0.7	9.7
Cycle Q Clear(g_c), s	6.3	0.0	13.8	0.0	14.5	9.7
Prop In Lane	0.78	0.21		0.00	1.00	
Lane Grp Cap(c), veh/h	374	0	912		293	921
V/C Ratio(X)	0.80	0.00	0.81		0.05	0.65
Avail Cap(c_a), veh/h	540	0	1625		576	1641
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	15.3	0.0	8.5	0.0	14.7	7.5
Incr Delay (d2), s/veh	5.3	0.0	1.8	0.0	0.1	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	2.5	0.0	0.1	1.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	20.7	0.0	10.3	0.0	14.7	8.3
LnGrp LOS	C		B		B	A
Approach Vol, veh/h			740			611
Approach Delay, s/veh			10.3			8.4
Approach LOS			B			A
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		26.2			26.2	14.3
Change Period (Y+Rc), s		6.0			6.0	6.0
Max Green Setting (Gmax), s		36.0			36.0	12.0
Max Q Clear Time (g_c+11), s		15.8			16.5	8.3
Green Ext Time (p_c), s		4.4			3.3	0.3
<b>Intersection Summary</b>						
HCM 7th Control Delay, s/veh			11.5			
HCM 7th LOS			B			
<b>Notes</b>						
User approved volume balancing among the lanes for turning movement.						
Unsignalized Delay for [NER] is excluded from calculations of the approach delay and intersection delay.						

2027 No-Build Traffic Volumes w/ Improvements  
 7: NYS Route 17M & US Route 6/Sunrise Park Rd

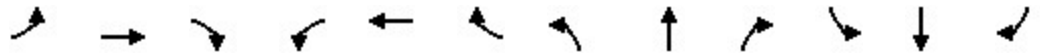
PM Peak Hour  
 12/05/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	459	7	545	37	10	37	426	1155	15	15	1122	386	
Future Volume (vph)	459	7	545	37	10	37	426	1155	15	15	1122	386	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Grade (%)		0%			4%			-1%			0%		
Storage Length (ft)	310		250	0		0	475		0	100		0	
Storage Lanes	1		1	0		0	2		0	1		1	
Taper Length (ft)	50			25			50			50			
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.97	0.95	0.95	1.00	0.95	1.00	
Frt			0.850			0.940			0.998			0.850	
Flt Protected	0.950	0.954			0.978		0.950			0.950			
Satd. Flow (prot)	1665	1667	1442	0	1689	0	3199	3508	0	1805	3505	1568	
Flt Permitted	0.950	0.954			0.978		0.950			0.950			
Satd. Flow (perm)	1665	1667	1442	0	1689	0	3199	3508	0	1805	3505	1568	
Right Turn on Red			Yes			Yes			Yes			Yes	
Satd. Flow (RTOR)			562			31			2			289	
Link Speed (mph)		55			45			45			45		
Link Distance (ft)		501			504			775			940		
Travel Time (s)		6.2			7.6			11.7			14.2		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	
Heavy Vehicles (%)	3%	14%	12%	0%	0%	3%	10%	3%	20%	0%	3%	3%	
Adj. Flow (vph)	473	7	562	38	10	38	439	1191	15	15	1157	398	
Shared Lane Traffic (%)	49%												
Lane Group Flow (vph)	241	239	562	0	86	0	439	1206	0	15	1157	398	
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			0			24			24		
Link Offset(ft)		0			0			0			0		
Crosswalk Width(ft)		16			30			45			25		
Two way Left Turn Lane		Yes											
Headway Factor	1.00	1.00	1.00	1.03	1.03	1.03	0.99	0.99	0.99	1.00	1.00	1.00	
Turning Speed (mph)	15		25	15		9	15		9	15		15	
Number of Detectors	2	2	2	2	2		2	2		1	2	2	
Detector Template	Left												
Leading Detector (ft)	83	83	83	83	83		83	83		15	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		20	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel													
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)	43	43	43	43	43		43	43			43	43	
Detector 2 Size(ft)	40	40	40	40	40		40	40			40	40	
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 2 Channel													
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	0.0	
Turn Type	Split	NA	Free	Split	NA		Prot	NA		Prot	NA	pt+ov	

2027 No-Build Traffic Volumes w/ Improvements  
7: NYS Route 17M & US Route 6/Sunrise Park Rd

PM Peak Hour  
12/05/2024

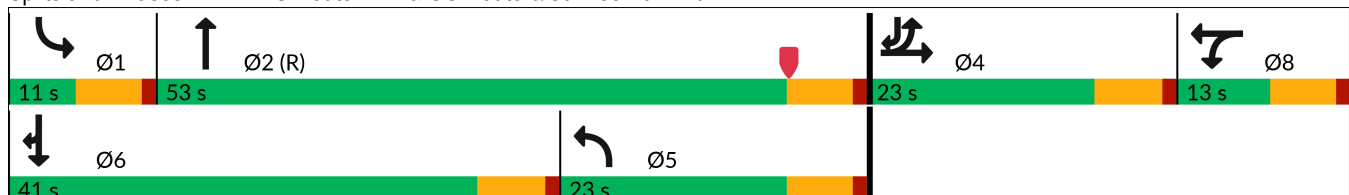


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	6 4
Permitted Phases			Free									
Detector Phase	4	4		8	8		5	2		1	6	6 4
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	11.0	11.0		11.0	11.0		9.0	16.0		9.0	16.0	
Total Split (s)	23.0	23.0		13.0	13.0		23.0	53.0		11.0	41.0	
Total Split (%)	23.0%	23.0%		13.0%	13.0%		23.0%	53.0%		11.0%	41.0%	
Maximum Green (s)	17.0	17.0		7.0	7.0		17.0	47.0		5.0	35.0	
Yellow Time (s)	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	
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							Lag	Lag		Lead	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		3.0	2.0	
Recall Mode	None	None		None	None		None	C-Min		None	Min	
v/c Ratio	0.89	0.88	0.39		0.63		0.85	0.60		0.16	0.84	0.39
Control Delay (s/veh)	73.8	72.6	0.8		51.0		54.0	15.0		49.5	36.1	3.2
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	73.8	72.6	0.8		51.0		54.0	15.0		49.5	36.1	3.2
Queue Length 50th (ft)	158	156	0		34		146	201		9	372	19
Queue Length 95th (ft)	#300	#296	0		#96		#215	350		30	#513	47
Internal Link Dist (ft)		421			424			695			860	
Turn Bay Length (ft)	310		250				475			100		
Base Capacity (vph)	284	284	1442		147		543	2001		95	1377	1010
Starvation Cap Reductn	0	0	0		0		0	0		0	0	0
Spillback Cap Reductn	0	0	0		0		0	0		0	0	0
Storage Cap Reductn	0	0	0		0		0	0		0	0	0
Reduced v/c Ratio	0.85	0.84	0.39		0.59		0.81	0.60		0.16	0.84	0.39

Intersection Summary

Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 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.

Splits and Phases: 7: NYS Route 17M & US Route 6/Sunrise Park Rd



2027 No-Build Traffic Volumes w/ Improvements  
 7: NYS Route 17M & US Route 6/Sunrise Park Rd

PM Peak Hour  
 12/05/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	459	7	545	37	10	37	426	1155	15	15	1122	386
Future Volume (veh/h)	459	7	545	37	10	37	426	1155	15	15	1122	386
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1693	1722	1806	1806	1761	1789	1894	1639	1900	1856	1856
Adj Flow Rate, veh/h	478	0	0	38	10	38	439	1191	15	15	1157	398
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	14	12	0	0	3	10	3	20	0	3	3
Cap, veh/h	549	0		47	12	47	638	1926	24	18	1221	789
Arrive On Green	0.16	0.00	0.00	0.07	0.07	0.07	0.19	0.53	0.53	0.01	0.35	0.35
Sat Flow, veh/h	3534	0	1459	724	191	724	3306	3640	46	1810	3526	1572
Grp Volume(v), veh/h	478	0	0	86	0	0	439	589	617	15	1157	398
Grp Sat Flow(s),veh/h/ln	1767	0	1459	1639	0	0	1653	1800	1886	1810	1763	1572
Q Serve(g_s), s	13.2	0.0	0.0	5.2	0.0	0.0	12.4	22.9	22.9	0.8	31.9	16.9
Cycle Q Clear(g_c), s	13.2	0.0	0.0	5.2	0.0	0.0	12.4	22.9	22.9	0.8	31.9	16.9
Prop In Lane	1.00		1.00	0.44		0.44	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	549	0		107	0	0	638	952	998	18	1221	789
V/C Ratio(X)	0.87	0.00		0.80	0.00	0.00	0.69	0.62	0.62	0.81	0.95	0.50
Avail Cap(c_a), veh/h	601	0		115	0	0	638	952	998	90	1234	795
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.49	0.49	0.49
Uniform Delay (d), s/veh	41.2	0.0	0.0	46.1	0.0	0.0	37.6	16.5	16.5	49.4	31.8	16.6
Incr Delay (d2), s/veh	11.4	0.0	0.0	28.3	0.0	0.0	2.6	3.0	2.9	32.1	8.5	0.1
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	6.2	0.0	0.0	2.9	0.0	0.0	5.0	9.1	9.5	0.5	14.0	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.7	0.0	0.0	74.5	0.0	0.0	40.2	19.5	19.4	81.5	40.3	16.7
LnGrp LOS	D			E			D	B	B	F	D	B
Approach Vol, veh/h		478			86			1645			1570	
Approach Delay, s/veh		52.7			74.5			25.0			34.7	
Approach LOS		D			E			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.0	58.9		21.5	25.3	40.6		12.5				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	47.0		17.0	17.0	35.0		7.0				
Max Q Clear Time (g_c+1), s	2.8	24.9		15.2	14.4	33.9		7.2				
Green Ext Time (p_c), s	0.0	3.9		0.3	0.5	0.7		0.0				

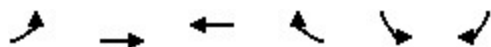
Intersection Summary		
HCM 7th Control Delay, s/veh		33.6
HCM 7th LOS		C

Notes  
 User approved pedestrian interval to be less than phase max green.  
 User approved volume balancing among the lanes for turning movement.

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

2027 No-Build Traffic Volumes w/ Improvements  
 9: US Route 6 & Slate Hill Commerce Center

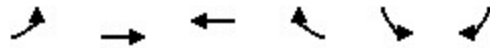
PM Peak Hour  
 12/05/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	50	408	665	102	371	218
Future Volume (vph)	50	408	665	102	371	218
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		5%	0%		0%	
Storage Length (ft)	150			150	150	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Flt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1645	1748	1827	1233	1583	1568
Flt Permitted	0.221				0.950	
Satd. Flow (perm)	383	1748	1827	1233	1583	1568
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				111		84
Link Speed (mph)		55	55		30	
Link Distance (ft)		439	1697		451	
Travel Time (s)		5.4	21.0		10.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	7%	6%	4%	31%	14%	3%
Adj. Flow (vph)	54	443	723	111	403	237
Shared Lane Traffic (%)						
Lane Group Flow (vph)	54	443	723	111	403	237
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	1.00	1.00	1.00	1.00
Turning Speed (mph)	60			60	60	60
Number of Detectors	2	2	2	2	2	2
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	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	NA	Perm	Prot	Perm

2027 No-Build Traffic Volumes w/ Improvements  
 9: US Route 6 & Slate Hill Commerce Center

PM Peak Hour  
 12/05/2024

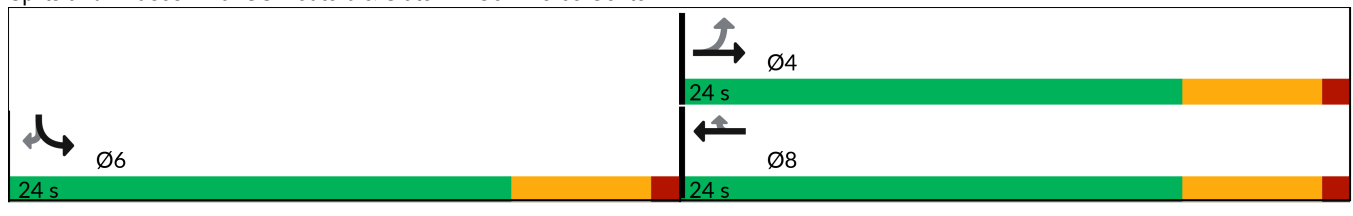


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Protected Phases		4	8		6	
Permitted Phases	4			8		6
Detector Phase	4	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Maximum Green (s)	18.0	18.0	18.0	18.0	18.0	18.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	Min	Min
v/c Ratio	0.36	0.64	1.00	0.20	0.75	0.41
Control Delay (s/veh)	19.2	17.5	52.9	3.8	23.9	9.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	19.2	17.5	52.9	3.8	23.9	9.6
Queue Length 50th (ft)	11	99	~233	0	90	28
Queue Length 95th (ft)	38	#187	#399	23	#182	69
Internal Link Dist (ft)		359	1617		371	
Turn Bay Length (ft)	150			150	150	
Base Capacity (vph)	152	694	725	556	628	673
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.64	1.00	0.20	0.64	0.35

Intersection Summary

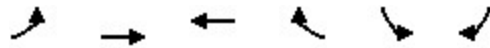
Area Type: Other  
 Cycle Length: 48  
 Actuated Cycle Length: 45.6  
 Natural Cycle: 60  
 Control Type: Actuated-Uncoordinated  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 9: US Route 6 & Slate Hill Commerce Center



2027 No-Build Traffic Volumes w/ Improvements  
 9: US Route 6 & Slate Hill Commerce Center

PM Peak Hour  
 12/05/2024











Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	50	408	665	102	371	218
Future Volume (veh/h)	50	408	665	102	371	218
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1649	1664	1841	1441	1693	1856
Adj Flow Rate, veh/h	54	443	723	111	403	237
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	7	6	4	31	14	3
Cap, veh/h	182	682	754	500	511	499
Arrive On Green	0.41	0.41	0.41	0.41	0.32	0.32
Sat Flow, veh/h	644	1664	1841	1221	1612	1572
Grp Volume(v), veh/h	54	443	723	111	403	237
Grp Sat Flow(s),veh/h/ln	644	1664	1841	1221	1612	1572
Q Serve(g_s), s	1.2	9.4	16.8	2.6	10.0	5.3
Cycle Q Clear(g_c), s	18.0	9.4	16.8	2.6	10.0	5.3
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	182	682	754	500	511	499
V/C Ratio(X)	0.30	0.65	0.96	0.22	0.79	0.48
Avail Cap(c_a), veh/h	182	682	754	500	660	644
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.8	10.4	12.6	8.4	13.7	12.1
Incr Delay (d2), s/veh	0.9	2.2	23.1	0.2	4.8	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	2.3	8.7	0.4	3.6	1.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	22.7	12.6	35.7	8.6	18.5	12.8
LnGrp LOS	C	B	D	A	B	B
Approach Vol, veh/h		497	834		640	
Approach Delay, s/veh		13.7	32.1		16.4	
Approach LOS		B	C		B	
Timer - Assigned Phs				4	6	8
Phs Duration (G+Y+Rc), s				24.0	19.9	24.0
Change Period (Y+Rc), s				6.0	6.0	6.0
Max Green Setting (Gmax), s				18.0	18.0	18.0
Max Q Clear Time (g_c+I1), s				20.0	12.0	18.8
Green Ext Time (p_c), s				0.0	1.9	0.0
<b>Intersection Summary</b>						
HCM 7th Control Delay, s/veh			22.4			
HCM 7th LOS			C			



2027 No-Build Traffic Volumes w/ Improvements  
 8: NYS Route 17M & WB Off Ramp

PM Peak Hour  
 12/05/2024

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	576	1022	0	0	0
Future Volume (vph)	0	576	1022	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	12	12
Lane Util. Factor	1.00	0.88	0.95	1.00	1.00	1.00
Frt		0.850				
Flt Protected						
Satd. Flow (prot)	0	2807	3374	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	2807	3374	0	0	0
Right Turn on Red		No		Yes		
Satd. Flow (RTOR)						
Link Speed (mph)	30		45			45
Link Distance (ft)	567		279			167
Travel Time (s)	12.9		4.2			2.5
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	8%	7%	0%	0%	0%
Adj. Flow (vph)	0	594	1054	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	594	1054	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Right	Left	Left
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	0.92	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors		2	2			
Detector Template						
Leading Detector (ft)		83	83			
Trailing Detector (ft)		-5	-5			
Detector 1 Position(ft)		-5	-5			
Detector 1 Size(ft)		40	40			
Detector 1 Type		Cl+Ex	Cl+Ex			
Detector 1 Channel						
Detector 1 Extend (s)		0.0	0.0			
Detector 1 Queue (s)		0.0	0.0			
Detector 1 Delay (s)		0.0	0.0			
Detector 2 Position(ft)		43	43			
Detector 2 Size(ft)		40	40			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type		Perm	NA			
Protected Phases			2			
Permitted Phases		8				
Detector Phase		8	2			

2027 No-Build Traffic Volumes w/ Improvements  
 8: NYS Route 17M & WB Off Ramp

PM Peak Hour  
 12/05/2024

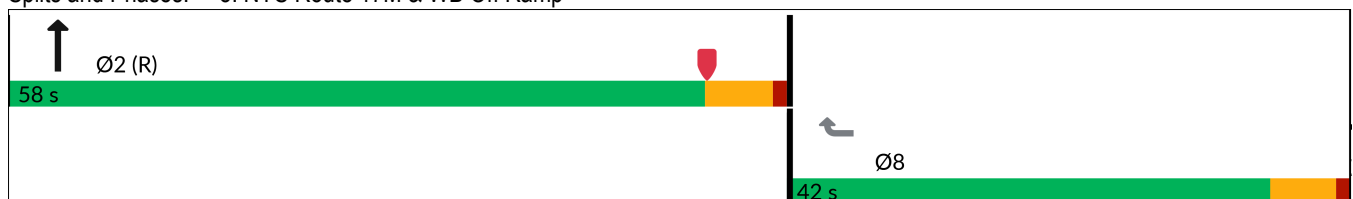


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
<b>Switch Phase</b>						
Minimum Initial (s)		5.0	5.0			
Minimum Split (s)		24.0	24.0			
Total Split (s)		42.0	58.0			
Total Split (%)		42.0%	58.0%			
Maximum Green (s)		36.0	52.0			
Yellow Time (s)		5.0	5.0			
All-Red Time (s)		1.0	1.0			
Lost Time Adjust (s)		0.0	0.0			
Total Lost Time (s)		6.0	6.0			
<b>Lead/Lag</b>						
Lead-Lag Optimize?						
Vehicle Extension (s)		3.0	3.0			
Recall Mode		None	C-Max			
Act Effct Green (s)		27.4	60.6			
Actuated g/C Ratio		0.27	0.61			
v/c Ratio		0.77	0.52			
Control Delay (s/veh)		40.4	13.2			
Queue Delay		0.0	0.0			
Total Delay (s/veh)		40.4	13.2			
LOS		D	B			
Approach Delay (s/veh)	40.4		13.2			
Approach LOS	D		B			
Queue Length 50th (ft)		197	187			
Queue Length 95th (ft)		242	288			
Internal Link Dist (ft)	487		199		87	
<b>Turn Bay Length (ft)</b>						
Base Capacity (vph)		1010	2045			
Starvation Cap Reductn		0	0			
Spillback Cap Reductn		0	0			
Storage Cap Reductn		0	0			
Reduced v/c Ratio		0.59	0.52			

**Intersection Summary**

Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow  
 Natural Cycle: 50  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.77  
 Intersection Signal Delay (s/veh): 23.0  
 Intersection LOS: C  
 Intersection Capacity Utilization 58.4%  
 ICU Level of Service B  
 Analysis Period (min) 15

Splits and Phases: 8: NYS Route 17M & WB Off Ramp



2027 Build Traffic Volumes  
 1: NYS Route 284 & US Route 6

AM Peak Hour  
 12/09/2024



Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	557	43	89	198	47	237
Future Volume (vph)	557	43	89	198	47	237
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990			0.887		
Flt Protected				0.985	0.992	
Satd. Flow (prot)	1805	0	0	1680	1575	0
Flt Permitted				0.985	0.992	
Satd. Flow (perm)	1805	0	0	1680	1575	0
Link Speed (mph)	55			55	35	
Link Distance (ft)	733			606	476	
Travel Time (s)	9.1			7.5	9.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	7%	10%	12%	7%	6%
Adj. Flow (vph)	605	47	97	215	51	258
Shared Lane Traffic (%)						
Lane Group Flow (vph)	652	0	0	312	309	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection						
Int Delay, s/veh	10.2					
Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	557	43	89	198	47	237
Future Vol, veh/h	557	43	89	198	47	237
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	92	92	92	92	92	92
Heavy Vehicles, %	4	7	10	12	7	6
Mvmt Flow	605	47	97	215	51	258

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	652	0	1038 629
Stage 1	-	-	-	-	629 -
Stage 2	-	-	-	-	409 -
Critical Hdwy	-	-	4.2	-	6.47 6.26
Critical Hdwy Stg 1	-	-	-	-	5.47 -
Critical Hdwy Stg 2	-	-	-	-	5.47 -
Follow-up Hdwy	-	-	2.29	-	3.563 3.354
Pot Cap-1 Maneuver	-	-	897	-	250 475
Stage 1	-	-	-	-	522 -
Stage 2	-	-	-	-	660 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	897	-	220 475
Mov Cap-2 Maneuver	-	-	-	-	220 -
Stage 1	-	-	-	-	522 -
Stage 2	-	-	-	-	579 -

Approach	EB	WB	NE
HCM Ctrl Dly, s/v	0	2.94	38.94
HCM LOS			E

Minor Lane/Major Mvmt	NELn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	399	-	-	558	-
HCM Lane V/C Ratio	0.775	-	-	0.108	-
HCM Ctrl Dly (s/v)	38.9	-	-	9.5	0
HCM Lane LOS	E	-	-	A	A
HCM 95th %tile Q(veh)	6.5	-	-	0.4	-

2027 Build Traffic Volumes  
 2: US Route 6 & Ridgebury Hill Rd

AM Peak Hour  
 12/09/2024



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	20	47	760	36	48	265
Future Volume (vph)	20	47	760	36	48	265
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	0.906		0.994			
Flt Protected	0.985					0.992
Satd. Flow (prot)	1624	0	1801	0	0	1703
Flt Permitted	0.985					0.992
Satd. Flow (perm)	1624	0	1801	0	0	1703
Link Speed (mph)	35		55			55
Link Distance (ft)	535		1495			1423
Travel Time (s)	10.4		18.5			17.6
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	10%	2%	4%	11%	9%	11%
Adj. Flow (vph)	22	51	817	39	52	285
Shared Lane Traffic (%)						
Lane Group Flow (vph)	73	0	856	0	0	337
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.01	1.01	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized

Intersection						
Int Delay, s/veh	1.7					
Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	20	47	760	36	48	265
Future Vol, veh/h	20	47	760	36	48	265
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	93	93	93	93	93	93
Heavy Vehicles, %	10	2	4	11	9	11
Mvmt Flow	22	51	817	39	52	285

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1225	837	0	0	856	0
Stage 1	837	-	-	-	-	-
Stage 2	388	-	-	-	-	-
Critical Hdwy	6.5	6.22	-	-	4.19	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.318	-	-	2.281	-
Pot Cap-1 Maneuver	190	367	-	-	755	-
Stage 1	412	-	-	-	-	-
Stage 2	668	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	175	367	-	-	755	-
Mov Cap-2 Maneuver	175	-	-	-	-	-
Stage 1	412	-	-	-	-	-
Stage 2	614	-	-	-	-	-

Approach	WB	NE	SW
HCM Ctrl Dly, s/v	22.57	0	1.55
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NERWBLn1	SWL	SWT
Capacity (veh/h)	-	-	276	276
HCM Lane V/C Ratio	-	-	0.261	0.068
HCM Ctrl Dly (s/v)	-	-	22.6	10.1
HCM Lane LOS	-	-	C	B
HCM 95th %tile Q(veh)	-	-	1	0.2

2027 Build Traffic Volumes  
 3: US Route 6 & McBride Rd

AM Peak Hour  
 12/09/2024



Lane Group	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	62	19	19	780	270	26
Future Volume (vph)	62	19	19	780	270	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	12	12
Grade (%)	2%			1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.968				0.988	
Flt Protected	0.963			0.999		
Satd. Flow (prot)	1485	0	0	1801	1629	0
Flt Permitted	0.963			0.999		
Satd. Flow (perm)	1485	0	0	1801	1629	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	266			1423	2064	
Travel Time (s)	6.0			17.6	25.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	10%	11%	0%	5%	12%	42%
Adj. Flow (vph)	69	21	21	867	300	29
Shared Lane Traffic (%)						
Lane Group Flow (vph)	90	0	0	888	329	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	10			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.01	1.01	1.01	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					

Intersection						
Int Delay, s/veh	2.7					
Movement	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations	T			T		T
Traffic Vol, veh/h	62	19	19	780	270	26
Future Vol, veh/h	62	19	19	780	270	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, %	2	-	-	1	1	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	10	11	0	5	12	42
Mvmt Flow	69	21	21	867	300	29

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1223	314	329	0	0
Stage 1	314	-	-	-	-
Stage 2	909	-	-	-	-
Critical Hdwy	6.9	6.51	4.1	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-
Follow-up Hdwy	3.59	3.399	2.2	-	-
Pot Cap-1 Maneuver	166	693	1242	-	-
Stage 1	698	-	-	-	-
Stage 2	344	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	161	693	1242	-	-
Mov Cap-2 Maneuver	161	-	-	-	-
Stage 1	675	-	-	-	-
Stage 2	344	-	-	-	-

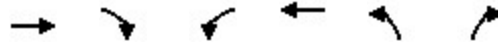
Approach	EB	NE	SW
HCM Ctrl Dly, s/v	37.98	0.19	0
HCM LOS	E		

Minor Lane/Major Mvmt	NEL	NET	EBLn1	SWT	SWR
Capacity (veh/h)	43	-	196	-	-
HCM Lane V/C Ratio	0.017	-	0.458	-	-
HCM Ctrl Dly (s/v)	7.9	0	38	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0.1	-	2.2	-	-



2027 Build Traffic Volumes  
5: Creedon Hill Rd & US Route 6

AM Peak Hour  
12/09/2024



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	794	1	3	285	0	4
Future Volume (vph)	794	1	3	285	0	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	11
Grade (%)	5%			-5%	8%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>					0.865	
Fl <sub>t</sub> Protected						
Satd. Flow (prot)	1748	0	0	1767	1525	0
Fl <sub>t</sub> Permitted						
Satd. Flow (perm)	1748	0	0	1767	1525	0
Link Speed (mph)	55			55	30	
Link Distance (ft)	226			439	325	
Travel Time (s)	2.8			5.4	7.4	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	6%	0%	33%	10%	0%	0%
Adj. Flow (vph)	913	1	3	328	0	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	914	0	0	331	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	0.97	0.97	1.10	1.10
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other  
Control Type: Unsignalized

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	794	1	3	285	0	4
Future Vol, veh/h	794	1	3	285	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	5	-	-	-5	8	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	6	0	33	10	0	0
Mvmt Flow	913	1	3	328	0	5

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	914	0	1248
Stage 1	-	-	-	-	913
Stage 2	-	-	-	-	334
Critical Hdwy	-	-	4.43	-	8
Critical Hdwy Stg 1	-	-	-	-	7
Critical Hdwy Stg 2	-	-	-	-	7
Follow-up Hdwy	-	-	2.497	-	3.5
Pot Cap-1 Maneuver	-	-	632	-	111
Stage 1	-	-	-	-	263
Stage 2	-	-	-	-	629
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	632	-	110
Mov Cap-2 Maneuver	-	-	-	-	110
Stage 1	-	-	-	-	263
Stage 2	-	-	-	-	625

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.11	18.42
HCM LOS			C

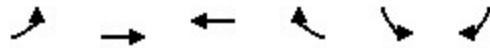
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	273	-	-	19	-
HCM Lane V/C Ratio	0.017	-	-	0.005	-
HCM Ctrl Dly (s/v)	18.4	-	-	10.7	0
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

2027 Build Traffic Volumes  
9: US Route 6 & Site Access

AM Peak Hour  
12/09/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	165	634	259	267	56	28
Future Volume (vph)	165	634	259	267	56	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		5%	0%		0%	
Storage Length (ft)	150			150	150	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>				0.850		0.850
Fl <sub>t</sub> Protected	0.950				0.950	
Satd. Flow (prot)	1725	1748	1712	1482	1399	1524
Fl <sub>t</sub> Permitted	0.424				0.950	
Satd. Flow (perm)	770	1748	1712	1482	1399	1524
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				290		30
Link Speed (mph)		45	45		30	
Link Distance (ft)		439	1697		451	
Travel Time (s)		6.7	25.7		10.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	6%	11%	9%	29%	6%
Adj. Flow (vph)	179	689	282	290	61	30
Shared Lane Traffic (%)						
Lane Group Flow (vph)	179	689	282	290	61	30
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2	2	2	2
Detector Template						
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	pm+pt	NA	NA	Perm	Prot	Perm

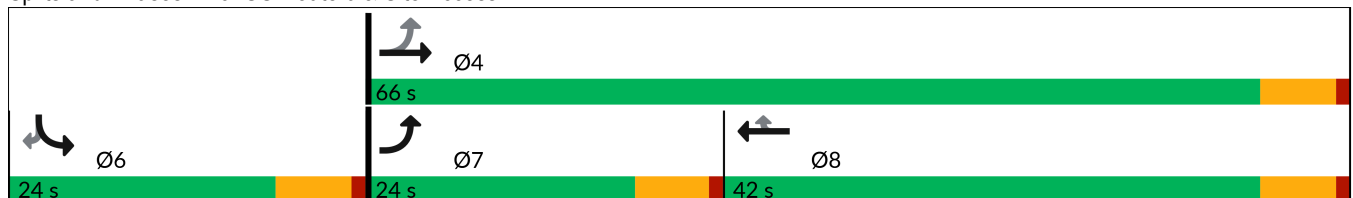


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Protected Phases	7	4	8		6	
Permitted Phases	4			8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	24.0	66.0	42.0	42.0	24.0	24.0
Total Split (%)	26.7%	73.3%	46.7%	46.7%	26.7%	26.7%
Maximum Green (s)	18.0	60.0	36.0	36.0	18.0	18.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None
Walk Time (s)		7.0	7.0	7.0	7.0	7.0
Flash Don't Walk (s)		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0
v/c Ratio	0.24	0.52	0.36	0.35	0.20	0.08
Control Delay (s/veh)	5.0	7.2	15.6	3.7	21.6	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	5.0	7.2	15.6	3.7	21.6	9.9
Queue Length 50th (ft)	19	107	67	0	15	0
Queue Length 95th (ft)	45	228	144	44	50	19
Internal Link Dist (ft)		359	1617		371	
Turn Bay Length (ft)	150			150	150	
Base Capacity (vph)	1054	1736	1375	1248	726	805
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.40	0.21	0.23	0.08	0.04

Intersection Summary

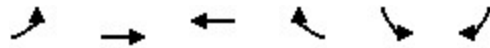
Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 41.7  
 Natural Cycle: 60  
 Control Type: Actuated-Uncoordinated

Splits and Phases: 9: US Route 6 & Site Access



2027 Build Traffic Volumes  
9: US Route 6 & Site Access

AM Peak Hour  
12/09/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	165	634	259	267	56	28	
Future Volume (veh/h)	165	634	259	267	56	28	
Initial Q (Qb), veh	0	0	0	0	0	0	
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	
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	1723	1664	1737	1767	1470	1811	
Adj Flow Rate, veh/h	179	689	282	290	61	30	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2	6	11	9	29	6	
Cap, veh/h	561	976	532	459	116	127	
Arrive On Green	0.12	0.59	0.31	0.31	0.08	0.08	
Sat Flow, veh/h	1641	1664	1737	1497	1400	1535	
Grp Volume(v), veh/h	179	689	282	290	61	30	
Grp Sat Flow(s),veh/h/ln	1641	1664	1737	1497	1400	1535	
Q Serve(g_s), s	2.3	10.6	4.9	6.0	1.5	0.7	
Cycle Q Clear(g_c), s	2.3	10.6	4.9	6.0	1.5	0.7	
Prop In Lane	1.00			1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	561	976	532	459	116	127	
V/C Ratio(X)	0.32	0.71	0.53	0.63	0.53	0.24	
Avail Cap(c_a), veh/h	1186	2750	1723	1485	694	761	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	6.4	5.3	10.4	10.8	16.0	15.6	
Incr Delay (d2), s/veh	0.3	0.9	0.8	1.4	3.7	0.9	
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.4	1.0	1.3	1.4	0.5	0.0	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	6.7	6.2	11.2	12.3	19.6	16.5	
LnGrp LOS	A	A	B	B	B	B	
Approach Vol, veh/h		868	572		91		
Approach Delay, s/veh		6.3	11.8		18.6		
Approach LOS		A	B		B		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				27.3	9.0	10.2	17.1
Change Period (Y+Rc), s				6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s				60.0	18.0	18.0	36.0
Max Q Clear Time (g_c+I1), s				12.6	3.5	4.3	8.0
Green Ext Time (p_c), s				4.3	0.3	0.6	3.1
<b>Intersection Summary</b>							
HCM 7th Control Delay, s/veh			9.1				
HCM 7th LOS			A				



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	690	0	10	526	1	20
Future Volume (vph)	690	0	10	526	1	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	13	12	12
Grade (%)	-5%			2%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>					0.871	
Fl <sub>t</sub> Protected				0.999	0.998	
Satd. Flow (prot)	1803	0	0	1768	1652	0
Fl <sub>t</sub> Permitted				0.999	0.998	
Satd. Flow (perm)	1803	0	0	1768	1652	0
Link Speed (mph)	55			55	35	
Link Distance (ft)	1697			872	363	
Travel Time (s)	21.0			10.8	7.1	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	8%	0%	0%	10%	0%	0%
Adj. Flow (vph)	775	0	11	591	1	22
Shared Lane Traffic (%)						
Lane Group Flow (vph)	775	0	0	602	23	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	0.97	0.97	0.97	1.00	1.00
Turning Speed (mph)		60	60		60	60
Sign Control	Free			Free	Stop	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	690	0	10	526	1	20
Future Vol, veh/h	690	0	10	526	1	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, %	-5	-	-	2	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	8	0	0	10	0	0
Mvmt Flow	775	0	11	591	1	22

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	775	0	1389
Stage 1	-	-	-	-	775
Stage 2	-	-	-	-	613
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	-	-	850	-	159
Stage 1	-	-	-	-	458
Stage 2	-	-	-	-	544
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	850	-	156
Mov Cap-2 Maneuver	-	-	-	-	156
Stage 1	-	-	-	-	458
Stage 2	-	-	-	-	533

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.17	15.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	373	-	-	34	-
HCM Lane V/C Ratio	0.063	-	-	0.013	-
HCM Ctrl Dly (s/v)	15.3	-	-	9.3	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

2027 Build Traffic Volumes  
 1: NYS Route 284 & US Route 6

PM Peak Hour  
 12/09/2024



Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	239	56	297	555	45	157
Future Volume (vph)	239	56	297	555	45	157
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	0.974			0.895		
Flt Protected				0.983	0.989	
Satd. Flow (prot)	1786	0	0	1819	1631	0
Flt Permitted				0.983	0.989	
Satd. Flow (perm)	1786	0	0	1819	1631	0
Link Speed (mph)	55			55	35	
Link Distance (ft)	733			606	476	
Travel Time (s)	9.1			7.5	9.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	2%	4%	2%	0%	4%
Adj. Flow (vph)	260	61	323	603	49	171
Shared Lane Traffic (%)						
Lane Group Flow (vph)	321	0	0	926	220	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		15	15		9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized



Intersection						
Int Delay, s/veh	12.1					
Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	239	56	297	555	45	157
Future Vol, veh/h	239	56	297	555	45	157
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	92	92	92	92	92	92
Heavy Vehicles, %	4	2	4	2	0	4
Mvmt Flow	260	61	323	603	49	171

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	321	0	1539	290
Stage 1	-	-	-	-	290	-
Stage 2	-	-	-	-	1249	-
Critical Hdwy	-	-	4.14	-	6.4	6.24
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.236	-	3.5	3.336
Pot Cap-1 Maneuver	-	-	1228	-	129	744
Stage 1	-	-	-	-	764	-
Stage 2	-	-	-	-	273	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1228	-	78	744
Mov Cap-2 Maneuver	-	-	-	-	78	-
Stage 1	-	-	-	-	764	-
Stage 2	-	-	-	-	165	-

Approach	EB	WB	NE
HCM Ctrl Dly, s/v	0	3.13	67.6
HCM LOS			F

Minor Lane/Major Mvmt	NELn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	256	-	-	627	-
HCM Lane V/C Ratio	0.859	-	-	0.263	-
HCM Ctrl Dly (s/v)	67.6	-	-	9	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	7.1	-	-	1.1	-

2027 Build Traffic Volumes  
 2: US Route 6 & Ridgebury Hill Rd

PM Peak Hour  
 12/09/2024



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	48	74	366	19	61	791
Future Volume (vph)	48	74	366	19	61	791
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	0.918		0.993			
Flt Protected	0.981					0.996
Satd. Flow (prot)	1672	0	1809	0	0	1835
Flt Permitted	0.981					0.996
Satd. Flow (perm)	1672	0	1809	0	0	1835
Link Speed (mph)	35		55			55
Link Distance (ft)	535		1495			1423
Travel Time (s)	10.4		18.5			17.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	6%	0%	4%	0%	5%	3%
Adj. Flow (vph)	52	80	398	21	66	860
Shared Lane Traffic (%)						
Lane Group Flow (vph)	132	0	419	0	0	926
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.01	1.01	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized

Intersection						
Int Delay, s/veh	3.3					
Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	48	74	366	19	61	791
Future Vol, veh/h	48	74	366	19	61	791
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	92	92	92	92	92	92
Heavy Vehicles, %	6	0	4	0	5	3
Mvmt Flow	52	80	398	21	66	860

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1401	408	0	0	418
Stage 1	408	-	-	-	-
Stage 2	992	-	-	-	-
Critical Hdwy	6.46	6.2	-	-	4.15
Critical Hdwy Stg 1	5.46	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-
Follow-up Hdwy	3.554	3.3	-	-	2.245
Pot Cap-1 Maneuver	151	647	-	-	1125
Stage 1	663	-	-	-	-
Stage 2	353	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	134	647	-	-	1125
Mov Cap-2 Maneuver	134	-	-	-	-
Stage 1	663	-	-	-	-
Stage 2	313	-	-	-	-

Approach	WB	NE	SW
HCM Ctrl Dly, s/v	32.68	0	0.6
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NERWBLn1	SWL	SWT
Capacity (veh/h)	-	-	259	129
HCM Lane V/C Ratio	-	-	0.513	0.059
HCM Ctrl Dly (s/v)	-	-	32.7	8.4
HCM Lane LOS	-	-	D	A
HCM 95th %tile Q(veh)	-	-	2.7	0.2

2027 Build Traffic Volumes  
3: US Route 6 & McBride Rd

PM Peak Hour  
12/09/2024



Lane Group	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	30	26	26	392	785	60
Future Volume (vph)	30	26	26	392	785	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	12	12	12
Grade (%)	2%			1%	1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.937				0.990	
Flt Protected	0.974			0.997		
Satd. Flow (prot)	1491	0	0	1817	1821	0
Flt Permitted	0.974			0.997		
Satd. Flow (perm)	1491	0	0	1817	1821	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	266			1423	2064	
Travel Time (s)	6.0			17.6	25.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	7%	8%	0%	4%	3%	0%
Adj. Flow (vph)	33	29	29	436	872	67
Shared Lane Traffic (%)						
Lane Group Flow (vph)	62	0	0	465	939	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	10			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.01	1.01	1.01	1.01
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations	T			T		T
Traffic Vol, veh/h	30	26	26	392	785	60
Future Vol, veh/h	30	26	26	392	785	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, %	2	-	-	1	1	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	7	8	0	4	3	0
Mvmt Flow	33	29	29	436	872	67

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1399	906	939	0	-	0
Stage 1	906	-	-	-	-	-
Stage 2	493	-	-	-	-	-
Critical Hdwy	6.87	6.48	4.1	-	-	-
Critical Hdwy Stg 1	5.87	-	-	-	-	-
Critical Hdwy Stg 2	5.87	-	-	-	-	-
Follow-up Hdwy	3.563	3.372	2.2	-	-	-
Pot Cap-1 Maneuver	129	310	738	-	-	-
Stage 1	349	-	-	-	-	-
Stage 2	571	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	123	310	738	-	-	-
Mov Cap-2 Maneuver	123	-	-	-	-	-
Stage 1	331	-	-	-	-	-
Stage 2	571	-	-	-	-	-

Approach	EB	NE	SW
HCM Ctrl Dly, s/v	37.77	0.63	0
HCM LOS	E		

Minor Lane/Major Mvmt	NEL	NET	EBLn1	SWT	SWR
Capacity (veh/h)	112	-	171	-	-
HCM Lane V/C Ratio	0.039	-	0.365	-	-
HCM Ctrl Dly (s/v)	10.1	0	37.8	-	-
HCM Lane LOS	B	A	E	-	-
HCM 95th %tile Q(veh)	0.1	-	1.5	-	-

2027 Build Traffic Volumes  
5: Creedon Hill Rd & US Route 6

PM Peak Hour  
12/09/2024



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	469	0	11	800	0	11
Future Volume (vph)	469	0	11	800	0	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	11
Grade (%)	5%			-5%	8%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>					0.865	
Fl <sub>t</sub> Protected				0.999		
Satd. Flow (prot)	1764	0	0	1855	1121	0
Fl <sub>t</sub> Permitted				0.999		
Satd. Flow (perm)	1764	0	0	1855	1121	0
Link Speed (mph)	55			55	30	
Link Distance (ft)	226			439	325	
Travel Time (s)	2.8			5.4	7.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	5%	0%	73%	4%	0%	36%
Adj. Flow (vph)	484	0	11	825	0	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	484	0	0	836	11	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	0.97	0.97	1.10	1.10
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other  
Control Type: Unsignalized

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	469	0	11	800	0	11
Future Vol, veh/h	469	0	11	800	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	5	-	-	-5	8	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	5	0	73	4	0	36
Mvmt Flow	484	0	11	825	0	11

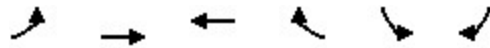
Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	484	0	1331
Stage 1	-	-	-	-	484
Stage 2	-	-	-	-	847
Critical Hdwy	-	-	4.83	-	8
Critical Hdwy Stg 1	-	-	-	-	7
Critical Hdwy Stg 2	-	-	-	-	7
Follow-up Hdwy	-	-	2.857	-	3.5
Pot Cap-1 Maneuver	-	-	793	-	95
Stage 1	-	-	-	-	504
Stage 2	-	-	-	-	291
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	793	-	93
Mov Cap-2 Maneuver	-	-	-	-	93
Stage 1	-	-	-	-	504
Stage 2	-	-	-	-	283

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.13	12.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	467	-	-	24	-
HCM Lane V/C Ratio	0.024	-	-	0.014	-
HCM Ctrl Dly (s/v)	12.9	-	-	9.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

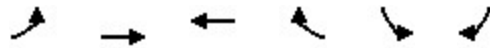
2027 Build Traffic Volumes  
9: US Route 6 & Site Access

PM Peak Hour  
12/09/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	72	408	665	130	251	146
Future Volume (vph)	72	408	665	130	251	146
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		5%	0%		0%	
Storage Length (ft)	150			150	150	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>				0.850		0.850
Fl <sub>t</sub> Protected	0.950				0.950	
Satd. Flow (prot)	1692	1748	1827	1357	1570	1568
Fl <sub>t</sub> Permitted	0.221				0.950	
Satd. Flow (perm)	394	1748	1827	1357	1570	1568
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				141		84
Link Speed (mph)		45	45		30	
Link Distance (ft)		439	1697		451	
Travel Time (s)		6.7	25.7		10.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	6%	4%	19%	15%	3%
Adj. Flow (vph)	78	443	723	141	273	159
Shared Lane Traffic (%)						
Lane Group Flow (vph)	78	443	723	141	273	159
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2	2	2	2
Detector Template						
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	NA	Perm	Prot	Perm



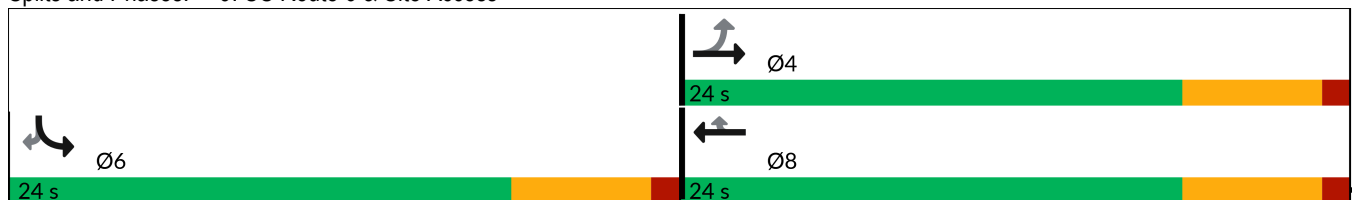


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Protected Phases		4	8		6	
Permitted Phases	4			8		6
Detector Phase	4	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Maximum Green (s)	18.0	18.0	18.0	18.0	18.0	18.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	Min	Min
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0
Flash Don't Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
v/c Ratio	0.47	0.60	0.93	0.21	0.59	0.31
Control Delay (s/veh)	24.6	15.2	37.7	3.5	18.4	7.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.6	15.2	37.7	3.5	18.4	7.7
Queue Length 50th (ft)	12	76	153	0	55	13
Queue Length 95th (ft)	#67	#187	#399	26	108	43
Internal Link Dist (ft)		359	1617		371	
Turn Bay Length (ft)	150			150	150	
Base Capacity (vph)	167	741	774	656	665	713
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.60	0.93	0.21	0.41	0.22

Intersection Summary

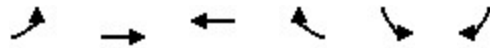
Area Type: Other  
 Cycle Length: 48  
 Actuated Cycle Length: 42.8  
 Natural Cycle: 60  
 Control Type: Actuated-Uncoordinated  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 9: US Route 6 & Site Access



2027 Build Traffic Volumes  
9: US Route 6 & Site Access

PM Peak Hour  
12/09/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	72	408	665	130	251	146
Future Volume (veh/h)	72	408	665	130	251	146
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
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	1693	1664	1841	1618	1678	1856
Adj Flow Rate, veh/h	78	443	723	141	273	159
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	6	4	19	15	3
Cap, veh/h	244	751	831	619	396	390
Arrive On Green	0.45	0.45	0.45	0.45	0.25	0.25
Sat Flow, veh/h	661	1664	1841	1372	1598	1572
Grp Volume(v), veh/h	78	443	723	141	273	159
Grp Sat Flow(s),veh/h/ln	661	1664	1841	1372	1598	1572
Q Serve(g_s), s	3.8	7.9	14.2	2.5	6.2	3.4
Cycle Q Clear(g_c), s	18.0	7.9	14.2	2.5	6.2	3.4
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	244	751	831	619	396	390
V/C Ratio(X)	0.32	0.59	0.87	0.23	0.69	0.41
Avail Cap(c_a), veh/h	244	751	831	619	721	710
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.4	8.2	9.9	6.7	13.6	12.5
Incr Delay (d2), s/veh	0.7	1.2	9.9	0.2	2.1	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	1.8	5.3	0.4	2.0	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	19.1	9.4	19.8	6.9	15.7	13.2
LnGrp LOS	B	A	B	A	B	B
Approach Vol, veh/h		521	864		432	
Approach Delay, s/veh		10.9	17.7		14.8	
Approach LOS		B	B		B	
Timer - Assigned Phs				4	6	8
Phs Duration (G+Y+Rc), s				24.0	15.9	24.0
Change Period (Y+Rc), s				6.0	6.0	6.0
Max Green Setting (Gmax), s				18.0	18.0	18.0
Max Q Clear Time (g_c+I1), s				20.0	8.2	16.2
Green Ext Time (p_c), s				0.0	1.7	0.9
<b>Intersection Summary</b>						
HCM 7th Control Delay, s/veh			15.1			
HCM 7th LOS			B			



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	659	0	22	793	2	11
Future Volume (vph)	659	0	22	793	2	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	13	12	12
Grade (%)	-5%			2%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.884	
Flt Protected				0.999	0.993	
Satd. Flow (prot)	1770	0	0	1835	1668	0
Flt Permitted				0.999	0.993	
Satd. Flow (perm)	1770	0	0	1835	1668	0
Link Speed (mph)	55			55	35	
Link Distance (ft)	1697			872	363	
Travel Time (s)	21.0			10.8	7.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	0%	0%	6%	0%	0%
Adj. Flow (vph)	716	0	24	862	2	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	716	0	0	886	14	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	0.97	0.97	0.97	1.00	1.00
Turning Speed (mph)		60	60		60	60
Sign Control	Free			Free	Stop	

**Intersection Summary**

Area Type: Other  
 Control Type: Unsignalized

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	659	0	22	793	2	11
Future Vol, veh/h	659	0	22	793	2	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-5	-	-	2	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	10	0	0	6	0	0
Mvmt Flow	716	0	24	862	2	12

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	716	0	1626 716
Stage 1	-	-	-	-	716 -
Stage 2	-	-	-	-	910 -
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	-	-	894	-	114 433
Stage 1	-	-	-	-	488 -
Stage 2	-	-	-	-	396 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	894	-	108 433
Mov Cap-2 Maneuver	-	-	-	-	108 -
Stage 1	-	-	-	-	488 -
Stage 2	-	-	-	-	376 -

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.25	17.77
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	296	-	-	49	-
HCM Lane V/C Ratio	0.048	-	-	0.027	-
HCM Ctrl Dly (s/v)	17.8	-	-	9.1	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

2027 Build Traffic Volumes w/ Improvements  
6: US Route 6 & CR 56

AM Peak Hour  
12/04/2024



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	61	19	503	207	59	475
Future Volume (vph)	61	19	503	207	59	475
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	13
Grade (%)	-2%		-2%			1%
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.968		0.961			
Flt Protected	0.963				0.950	
Satd. Flow (prot)	1457	0	1658	0	1744	1744
Flt Permitted	0.963				0.270	
Satd. Flow (perm)	1457	0	1658	0	496	1744
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	21		82			
Link Speed (mph)	55		55			55
Link Distance (ft)	2121		872			1130
Travel Time (s)	26.3		10.8			14.0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	23%	5%	13%	7%	3%	12%
Adj. Flow (vph)	70	22	578	238	68	546
Shared Lane Traffic (%)						
Lane Group Flow (vph)	92	0	816	0	68	546
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	0.99	0.99	1.01	0.96
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template						
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	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)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	11.0		11.0		11.0	11.0
Total Split (s)	12.0		48.0		48.0	48.0
Total Split (%)	20.0%		80.0%		80.0%	80.0%
Maximum Green (s)	6.0		42.0		42.0	42.0
Yellow Time (s)	5.0		5.0		5.0	5.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.0		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		None		None	None
v/c Ratio	0.31		0.62		0.17	0.40
Control Delay (s/veh)	22.3		7.0		4.7	4.7
Queue Delay	0.0		0.0		0.0	0.0
Total Delay (s/veh)	22.3		7.0		4.7	4.7
Queue Length 50th (ft)	16		114		7	67
Queue Length 95th (ft)	#73		199		18	106
Internal Link Dist (ft)	2041		792			1050
Turn Bay Length (ft)					200	
Base Capacity (vph)	304		1506		448	1576
Starvation Cap Reductn	0		0		0	0
Spillback Cap Reductn	0		0		0	0
Storage Cap Reductn	0		0		0	0
Reduced v/c Ratio	0.30		0.54		0.15	0.35

Intersection Summary

Area Type: Other  
 Cycle Length: 60  
 Actuated Cycle Length: 38.7  
 Natural Cycle: 55  
 Control Type: Actuated-Uncoordinated  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

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



2027 Build Traffic Volumes w/ Improvements  
6: US Route 6 & CR 56

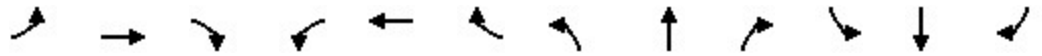
AM Peak Hour  
12/04/2024



Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	61	19	503	207	59	475
Future Volume (veh/h)	61	19	503	207	59	475
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.04
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	1633	1904	1784	1874	1850	1785
Adj Flow Rate, veh/h	70	22	578	0	68	546
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	23	5	13	7	3	12
Cap, veh/h	103	32	891		460	892
Arrive On Green	0.09	0.09	0.50	0.00	0.50	0.50
Sat Flow, veh/h	1138	358	1784	0	826	1785
Grp Volume(v), veh/h	93	0	578	0	68	546
Grp Sat Flow(s),veh/h/ln	1512	0	1784	0	826	1785
Q Serve(g_s), s	1.7	0.0	7.0	0.0	1.9	6.5
Cycle Q Clear(g_c), s	1.7	0.0	7.0	0.0	9.0	6.5
Prop In Lane	0.75	0.24		0.00	1.00	
Lane Grp Cap(c), veh/h	137	0	891		460	892
V/C Ratio(X)	0.68	0.00	0.65		0.15	0.61
Avail Cap(c_a), veh/h	310	0	2558		1233	2560
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	12.9	0.0	5.4	0.0	8.7	5.3
Incr Delay (d2), s/veh	5.8	0.0	0.8	0.0	0.1	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.2	0.0	0.2	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	18.7	0.0	6.2	0.0	8.9	6.0
LnGrp LOS	B		A		A	A
Approach Vol, veh/h	93		578			614
Approach Delay, s/veh	18.7		6.2			6.3
Approach LOS	B		A			A
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		20.6			20.6	8.7
Change Period (Y+Rc), s		6.0			6.0	6.0
Max Green Setting (Gmax), s		42.0			42.0	6.0
Max Q Clear Time (g_c+I1), s		9.0			11.0	3.7
Green Ext Time (p_c), s		3.5			3.7	0.0
<b>Intersection Summary</b>						
HCM 7th Control Delay, s/veh			7.2			
HCM 7th LOS			A			
<b>Notes</b>						
User approved volume balancing among the lanes for turning movement.						
Unsignalized Delay for [NER] is excluded from calculations of the approach delay and intersection delay.						

2027 Build Traffic Volumes w/ Improvements  
 7: NYS Route 17M & US Route 6/Sunrise Park Rd

AM Peak Hour  
 12/04/2024

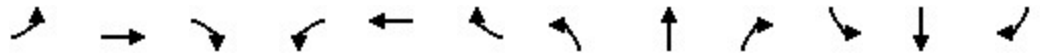


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	294	13	434	9	7	10	438	1233	42	27	979	319
Future Volume (vph)	294	13	434	9	7	10	438	1233	42	27	979	319
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			4%			-1%			0%	
Storage Length (ft)	310		250	0		0	475		0	100		0
Storage Lanes	1		1	0		0	1		0	1		1
Taper Length (ft)	50			25			50			50		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.97	0.95	0.95	1.00	0.95	1.00
Frt			0.850		0.949			0.995				0.850
Flt Protected	0.950	0.956			0.983		0.950			0.950		
Satd. Flow (prot)	1603	1621	1429	0	1372	0	3060	3441	0	1570	3438	1568
Flt Permitted	0.950	0.956			0.983		0.950			0.950		
Satd. Flow (perm)	1603	1621	1429	0	1372	0	3060	3441	0	1570	3438	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			482		11			5				212
Link Speed (mph)		55			45			45			45	
Link Distance (ft)		395			504			775			940	
Travel Time (s)		4.9			7.6			11.7			14.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	7%	0%	13%	11%	14%	50%	15%	5%	2%	15%	5%	3%
Adj. Flow (vph)	327	14	482	10	8	11	487	1370	47	30	1088	354
Shared Lane Traffic (%)	48%											
Lane Group Flow (vph)	170	171	482	0	29	0	487	1417	0	30	1088	354
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			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			30			45			25	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.03	1.03	1.03	0.99	0.99	0.99	1.00	1.00	1.00
Turning Speed (mph)	15		25	15		9	15		9	15		15
Number of Detectors	2	2	2	2	2		2	2		1	2	2
Detector Template				Left								
Leading Detector (ft)	83	83	83	83	83		83	83		15	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		20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43		43	43			43	43
Detector 2 Size(ft)	40	40	40	40	40		40	40			40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	0.0
Turn Type	Split	NA	Free	Split	NA		Prot	NA		Prot	NA	pt+ov



2027 Build Traffic Volumes w/ Improvements  
 7: NYS Route 17M & US Route 6/Sunrise Park Rd

AM Peak Hour  
 12/04/2024

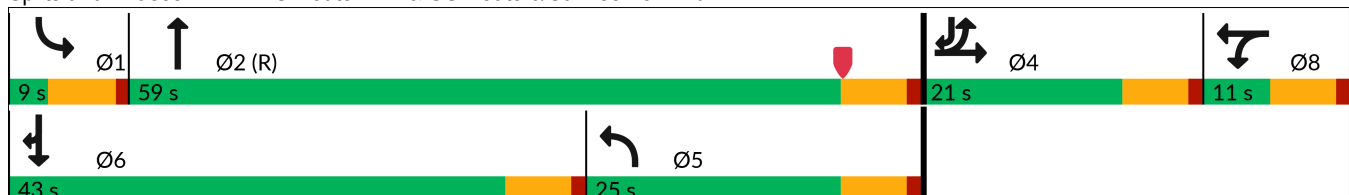


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	6 4
Permitted Phases			Free									
Detector Phase	4	4		8	8		5	2		1	6	6 4
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	11.0	11.0		11.0	11.0		9.0	16.0		9.0	16.0	
Total Split (s)	21.0	21.0		11.0	11.0		25.0	59.0		9.0	43.0	
Total Split (%)	21.0%	21.0%		11.0%	11.0%		25.0%	59.0%		9.0%	43.0%	
Maximum Green (s)	15.0	15.0		5.0	5.0		19.0	53.0		3.0	37.0	
Yellow Time (s)	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	
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							Lag	Lag		Lead	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		3.0	2.0	
Recall Mode	None	None		None	None		None	C-Min		None	Min	
v/c Ratio	0.79	0.79	0.34		0.37		0.88	0.66		0.43	0.72	0.35
Control Delay (s/veh)	67.6	66.8	0.6		46.2		51.1	12.4		68.6	28.5	3.8
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	67.6	66.8	0.6		46.2		51.1	12.4		68.6	28.5	3.8
Queue Length 50th (ft)	109	110	0		11		162	267		19	332	27
Queue Length 95th (ft)	#209	#208	0		41		#234	286		#70	#422	58
Internal Link Dist (ft)		315			424			695			860	
Turn Bay Length (ft)	310		250				475			100		
Base Capacity (vph)	240	243	1429		79		581	2156		69	1507	1010
Starvation Cap Reductn	0	0	0		0		0	0		0	0	0
Spillback Cap Reductn	0	0	0		0		0	0		0	0	0
Storage Cap Reductn	0	0	0		0		0	0		0	0	0
Reduced v/c Ratio	0.71	0.70	0.34		0.37		0.84	0.66		0.43	0.72	0.35

Intersection Summary

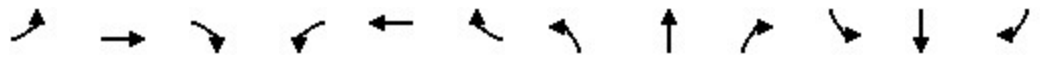
Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 10 (10%), Referenced to phase 2:NBT, Start of Yellow  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 7: NYS Route 17M & US Route 6/Sunrise Park Rd



2027 Build Traffic Volumes w/ Improvements  
 7: NYS Route 17M & US Route 6/Sunrise Park Rd

AM Peak Hour  
 12/04/2024

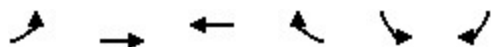


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	294	13	434	9	7	10	438	1233	42	27	979	319	
Future Volume (veh/h)	294	13	434	9	7	10	438	1233	42	27	979	319	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
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	1900	1707	1643	1598	1065	1714	1864	1909	1678	1826	1856	
Adj Flow Rate, veh/h	337	0	0	10	8	11	487	1370	47	30	1088	354	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	
Percent Heavy Veh, %	7	0	13	11	14	50	15	5	2	15	5	3	
Cap, veh/h	410	0		14	11	15	846	2064	71	35	1199	732	
Arrive On Green	0.12	0.00	0.00	0.03	0.03	0.03	0.27	0.59	0.59	0.02	0.35	0.35	
Sat Flow, veh/h	3421	0	1447	508	406	558	3167	3494	120	1598	3469	1572	
Grp Volume(v), veh/h	337	0	0	29	0	0	487	694	723	30	1088	354	
Grp Sat Flow(s),veh/h/ln	1711	0	1447	1472	0	0	1584	1771	1843	1598	1735	1572	
Q Serve(g_s), s	9.6	0.0	0.0	2.0	0.0	0.0	13.3	26.4	26.5	1.9	29.9	15.5	
Cycle Q Clear(g_c), s	9.6	0.0	0.0	2.0	0.0	0.0	13.3	26.4	26.5	1.9	29.9	15.5	
Prop In Lane	1.00		1.00	0.34		0.38	1.00		0.06	1.00		1.00	
Lane Grp Cap(c), veh/h	410	0		41	0	0	846	1046	1088	35	1199	732	
V/C Ratio(X)	0.82	0.00		0.71	0.00	0.00	0.58	0.66	0.66	0.86	0.91	0.48	
Avail Cap(c_a), veh/h	513	0		74	0	0	846	1046	1088	48	1284	770	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.50	0.50	0.50	
Uniform Delay (d), s/veh	43.0	0.0	0.0	48.2	0.0	0.0	31.7	13.8	13.8	48.8	31.2	18.4	
Incr Delay (d2), s/veh	6.9	0.0	0.0	8.2	0.0	0.0	0.6	3.3	3.2	39.6	4.8	0.1	
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	4.2	0.0	0.0	0.8	0.0	0.0	4.9	9.9	10.3	1.1	12.4	6.7	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d), s/veh	49.8	0.0	0.0	56.5	0.0	0.0	32.4	17.1	17.0	88.4	36.0	18.5	
LnGrp LOS	D			E			C	B	B	F	D	B	
Approach Vol, veh/h	337		29				1904			1472			
Approach Delay, s/veh	49.8		56.5				21.0			32.9			
Approach LOS	D		E				C			C			
Timer - Assigned Phs	1	2	4		5	6	8						
Phs Duration (G+Y+Rc), s	8.2	65.1	18.0		32.7	40.5	8.8						
Change Period (Y+Rc), s	6.0	6.0	6.0		6.0	6.0	6.0						
Max Green Setting (Gmax), s	3.0	53.0	15.0		19.0	37.0	5.0						
Max Q Clear Time (g_c+1), s	3.9	28.5	11.6		15.3	31.9	4.0						
Green Ext Time (p_c), s	0.0	5.2	0.4		0.7	2.6	0.0						
<b>Intersection Summary</b>													
HCM 7th Control Delay, s/veh			28.5										
HCM 7th LOS			C										
<b>Notes</b>													
User approved pedestrian interval to be less than phase max green.													
User approved volume balancing among the lanes for turning movement.													

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

2027 Build Traffic Volumes w/ Improvements  
 9: US Route 6 & Slate Hill Commerce Center

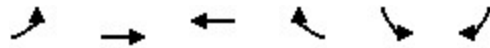
AM Peak Hour  
 12/04/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	165	634	259	267	56	28
Future Volume (vph)	165	634	259	267	56	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		5%	0%		0%	
Storage Length (ft)	150			150	150	0
Storage Lanes	1			1	2	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.97	1.00
Fr <sub>t</sub>				0.850		0.850
Fl <sub>t</sub> Protected	0.950				0.950	
Satd. Flow (prot)	1725	1748	1712	1482	2714	1524
Fl <sub>t</sub> Permitted	0.409				0.950	
Satd. Flow (perm)	743	1748	1712	1482	2714	1524
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				290		30
Link Speed (mph)		55	55		30	
Link Distance (ft)		439	1697		451	
Travel Time (s)		5.4	21.0		10.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	6%	11%	9%	29%	6%
Adj. Flow (vph)	179	689	282	290	61	30
Shared Lane Traffic (%)						
Lane Group Flow (vph)	179	689	282	290	61	30
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		24	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	1.00	1.00	1.00	1.00
Turning Speed (mph)	60			60	60	60
Number of Detectors	2	2	2	2	2	2
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	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	pm+pt	NA	NA	pm+ov	Prot	pm+ov

2027 Build Traffic Volumes w/ Improvements  
 9: US Route 6 & Slate Hill Commerce Center

AM Peak Hour  
 12/04/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Protected Phases	7	4	8	6	6	7
Permitted Phases	4			8		6
Detector Phase	7	4	8	6	6	7
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	16.0	40.0	24.0	20.0	20.0	16.0
Total Split (%)	26.7%	66.7%	40.0%	33.3%	33.3%	26.7%
Maximum Green (s)	10.0	34.0	18.0	14.0	14.0	10.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None
v/c Ratio	0.30	0.70	0.53	0.27	0.14	0.04
Control Delay (s/veh)	5.8	11.3	18.7	1.5	19.6	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	5.8	11.3	18.7	1.5	19.6	3.9
Queue Length 50th (ft)	17	99	64	0	7	0
Queue Length 95th (ft)	42	212	134	22	22	11
Internal Link Dist (ft)		359	1617		371	
Turn Bay Length (ft)	150			150	150	
Base Capacity (vph)	647	1347	725	1201	894	827
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.51	0.39	0.24	0.07	0.04

Intersection Summary

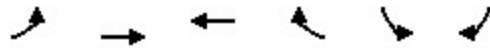
Area Type: Other  
 Cycle Length: 60  
 Actuated Cycle Length: 44.4  
 Natural Cycle: 40  
 Control Type: Actuated-Uncoordinated

Splits and Phases: 9: US Route 6 & Slate Hill Commerce Center



2027 Build Traffic Volumes w/ Improvements  
 9: US Route 6 & Slate Hill Commerce Center

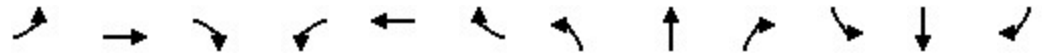
AM Peak Hour  
 12/04/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	165	634	259	267	56	28	
Future Volume (veh/h)	165	634	259	267	56	28	
Initial Q (Qb), veh	0	0	0	0	0	0	
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	
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	1723	1664	1737	1767	1470	1811	
Adj Flow Rate, veh/h	179	689	282	290	61	30	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2	6	11	9	29	6	
Cap, veh/h	539	943	475	536	229	312	
Arrive On Green	0.12	0.57	0.27	0.27	0.08	0.08	
Sat Flow, veh/h	1641	1664	1737	1497	2716	1535	
Grp Volume(v), veh/h	179	689	282	290	61	30	
Grp Sat Flow(s),veh/h/ln	1641	1664	1737	1497	1358	1535	
Q Serve(g_s), s	2.3	10.5	4.8	5.3	0.7	0.5	
Cycle Q Clear(g_c), s	2.3	10.5	4.8	5.3	0.7	0.5	
Prop In Lane	1.00			1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	539	943	475	536	229	312	
V/C Ratio(X)	0.33	0.73	0.59	0.54	0.27	0.10	
Avail Cap(c_a), veh/h	820	1644	909	910	1105	807	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	6.7	5.5	10.8	8.8	14.8	11.1	
Incr Delay (d2), s/veh	0.4	1.1	1.2	0.9	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	0.3	0.5	1.1	1.2	0.2	0.0	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	7.0	6.6	12.0	9.7	15.4	11.3	
LnGrp LOS	A	A	B	A	B	B	
Approach Vol, veh/h		868	572		91		
Approach Delay, s/veh		6.7	10.8		14.0		
Approach LOS		A	B		B		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				25.5	8.9	10.1	15.4
Change Period (Y+Rc), s				6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s				34.0	14.0	10.0	18.0
Max Q Clear Time (g_c+I1), s				12.5	2.7	4.3	7.3
Green Ext Time (p_c), s				3.6	0.3	0.3	2.1
<b>Intersection Summary</b>							
HCM 7th Control Delay, s/veh			8.7				
HCM 7th LOS			A				

2027 Build Traffic Volumes w/ Improvements  
 11: NYS Route 17M & Dolsontown Road

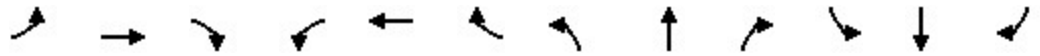
AM Peak Hour  
 12/04/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	240	538	174	131	71	441	725	371	218	543	14
Future Volume (vph)	38	240	538	174	131	71	441	725	371	218	543	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	12	12	12
Grade (%)		-3%			0%			1%				-1%
Storage Length (ft)	0		0	530		190	440		0	125		0
Storage Lanes	1		1	1		1	2		1	2		0
Taper Length (ft)	25			86			86			60		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00	1.00	0.95	0.95
Frt			0.850		0.947				0.850		0.996	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1687	1810	1524	1558	3153	0	3318	3487	1448	1744	3478	0
Flt Permitted	0.610			0.280			0.950			0.526		
Satd. Flow (perm)	1083	1810	1524	459	3153	0	3318	3487	1448	966	3478	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			157		80				230			2
Link Speed (mph)		30			45			45				45
Link Distance (ft)		628			2027			940				503
Travel Time (s)		14.3			30.7			14.2				7.6
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 (%)	5%	3%	4%	12%	2%	10%	5%	3%	11%	4%	4%	0%
Adj. Flow (vph)	43	270	604	196	147	80	496	815	417	245	610	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	43	270	604	196	227	0	496	815	417	245	626	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							Yes
Headway Factor	1.02	1.02	1.02	1.04	1.04	1.04	1.01	1.01	1.01	0.99	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2		2	2	1	2	2	
Detector Template									Right			
Leading Detector (ft)	83	83	83	83	83		83	83	20	83	83	
Trailing Detector (ft)	-5	-5	-5	-5	-5		-5	-5	0	-5	-5	
Detector 1 Position(ft)	-5	-5	-5	-5	-5		-5	-5	0	-5	-5	
Detector 1 Size(ft)	40	40	40	40	40		40	40	20	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43	43	43	43		43	43		43	43	
Detector 2 Size(ft)	40	40	40	40	40		40	40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	

2027 Build Traffic Volumes w/ Improvements  
 11: NYS Route 17M & Dolsontown Road

AM Peak Hour  
 12/04/2024

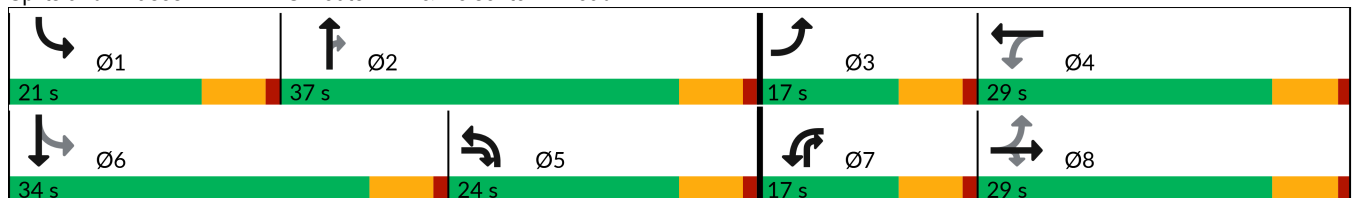


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Prot	NA	pm+ov	pm+pt	NA	
Protected Phases	3	8	5	7	4		5	2	7	1	6	
Permitted Phases	8		8	4					2	6		
Detector Phase	3	8	5	7	4		5	2	7	1	6	
Switch Phase												
Minimum Initial (s)	3.0	3.0	10.0	4.0	4.0		10.0	10.0	4.0	3.0	10.0	
Minimum Split (s)	9.0	9.0	16.0	10.0	10.0		16.0	16.0	10.0	9.0	16.0	
Total Split (s)	17.0	29.0	24.0	17.0	29.0		24.0	37.0	17.0	21.0	34.0	
Total Split (%)	16.3%	27.9%	23.1%	16.3%	27.9%		23.1%	35.6%	16.3%	20.2%	32.7%	
Maximum Green (s)	11.0	23.0	18.0	11.0	23.0		18.0	31.0	11.0	15.0	28.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	3.0	2.0		2.0	2.0	3.0	2.0	2.0	
Recall Mode	None	None	Max	None	None		Max	Max	None	None	None	
v/c Ratio	0.14	0.81	0.82	0.70	0.24		0.63	0.74	0.51	0.76	0.81	
Control Delay (s/veh)	22.3	57.3	22.4	38.7	19.6		40.0	35.8	10.3	50.3	45.5	
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)	22.3	57.3	22.4	38.7	19.6		40.0	35.8	10.3	50.3	45.5	
Queue Length 50th (ft)	18	166	135	90	39		146	245	71	143	200	
Queue Length 95th (ft)	40	252	#337	#160	72		#248	329	162	215	253	
Internal Link Dist (ft)		548			1947			860			423	
Turn Bay Length (ft)				530			440			125		
Base Capacity (vph)	389	424	735	281	942		790	1102	826	332	994	
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	0.11	0.64	0.82	0.70	0.24		0.63	0.74	0.50	0.74	0.63	

Intersection Summary

Area Type: Other  
 Cycle Length: 104  
 Actuated Cycle Length: 98.5  
 Natural Cycle: 80  
 Control Type: Actuated-Uncoordinated  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

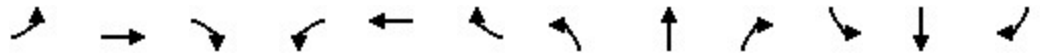
Splits and Phases: 11: NYS Route 17M & Dolsontown Road





2027 Build Traffic Volumes w/ Improvements  
 11: NYS Route 17M & Dolsontown Road









AM Peak Hour  
 12/04/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	240	538	174	131	71	441	725	371	218	543	14
Future Volume (veh/h)	38	240	538	174	131	71	441	725	371	218	543	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1943	1973	1958	1722	1870	1752	1820	1850	1731	1879	1879	1939
Adj Flow Rate, veh/h	43	270	604	196	147	80	496	815	417	245	610	16
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
Percent Heavy Veh, %	5	3	4	12	2	10	5	3	11	4	4	0
Cap, veh/h	335	347	736	303	591	305	901	1108	627	346	711	19
Arrive On Green	0.03	0.18	0.18	0.11	0.26	0.26	0.27	0.32	0.32	0.15	0.20	0.20
Sat Flow, veh/h	1850	1973	1659	1640	2267	1170	3363	3514	1467	1790	3555	93
Grp Volume(v), veh/h	43	270	604	196	113	114	496	815	417	245	306	320
Grp Sat Flow(s),veh/h/ln	1850	1973	1659	1640	1777	1660	1681	1757	1467	1790	1785	1863
Q Serve(g_s), s	1.9	12.8	9.7	9.2	5.0	5.3	12.5	20.3	22.4	13.1	16.3	16.3
Cycle Q Clear(g_c), s	1.9	12.8	9.7	9.2	5.0	5.3	12.5	20.3	22.4	13.1	16.3	16.3
Prop In Lane	1.00		1.00	1.00		0.70	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	335	347	736	303	463	432	901	1108	627	346	357	373
V/C Ratio(X)	0.13	0.78	0.82	0.65	0.25	0.26	0.55	0.74	0.67	0.71	0.86	0.86
Avail Cap(c_a), veh/h	491	462	833	303	463	432	901	1108	627	346	509	531
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.9	38.7	7.6	28.1	28.7	28.9	30.9	30.0	22.5	40.2	38.0	38.0
Incr Delay (d2), s/veh	0.1	4.1	5.2	4.7	0.1	0.1	2.4	4.4	5.5	5.6	7.3	7.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	6.5	5.1	3.8	2.0	2.0	5.1	8.7	8.4	6.0	7.5	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.0	42.8	12.8	32.8	28.8	29.0	33.3	34.3	28.0	45.8	45.2	45.0
LnGrp LOS	C	D	B	C	C	C	C	C	C	D	D	D
Approach Vol, veh/h		917			423			1728			871	
Approach Delay, s/veh		22.5			30.7			32.5			45.3	
Approach LOS		C			C			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.0	37.0	8.7	31.6	32.3	25.7	17.0	23.3				
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	31.0	11.0	23.0	18.0	28.0	11.0	23.0				
Max Q Clear Time (g_c+I1), s	15.1	24.4	3.9	7.3	14.5	18.3	11.2	14.8				
Green Ext Time (p_c), s	0.0	2.4	0.0	0.5	0.7	1.4	0.0	2.5				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			32.8									
HCM 7th LOS			C									

2027 Build Traffic Volumes w/ Improvements  
 8: NYS Route 17M & WB Off Ramp

AM Peak Hour  
 12/04/2024

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	565	1148	0	0	0
Future Volume (vph)	0	565	1148	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	12	12
Lane Util. Factor	1.00	0.88	0.95	1.00	1.00	1.00
Frt		0.850				
Flt Protected						
Satd. Flow (prot)	0	2782	3374	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	2782	3374	0	0	0
Right Turn on Red		No		Yes		
Satd. Flow (RTOR)						
Link Speed (mph)	30		45			45
Link Distance (ft)	567		279			167
Travel Time (s)	12.9		4.2			2.5
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	9%	7%	0%	0%	0%
Adj. Flow (vph)	0	649	1320	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	649	1320	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Right	Left	Left
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	0.92	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors		2	2			
Detector Template						
Leading Detector (ft)		83	83			
Trailing Detector (ft)		-5	-5			
Detector 1 Position(ft)		-5	-5			
Detector 1 Size(ft)		40	40			
Detector 1 Type		Cl+Ex	Cl+Ex			
Detector 1 Channel						
Detector 1 Extend (s)		0.0	0.0			
Detector 1 Queue (s)		0.0	0.0			
Detector 1 Delay (s)		0.0	0.0			
Detector 2 Position(ft)		43	43			
Detector 2 Size(ft)		40	40			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type		Perm	NA			
Protected Phases			2			
Permitted Phases		8				
Detector Phase		8	2			

2027 Build Traffic Volumes w/ Improvements  
 8: NYS Route 17M & WB Off Ramp

AM Peak Hour  
 12/04/2024

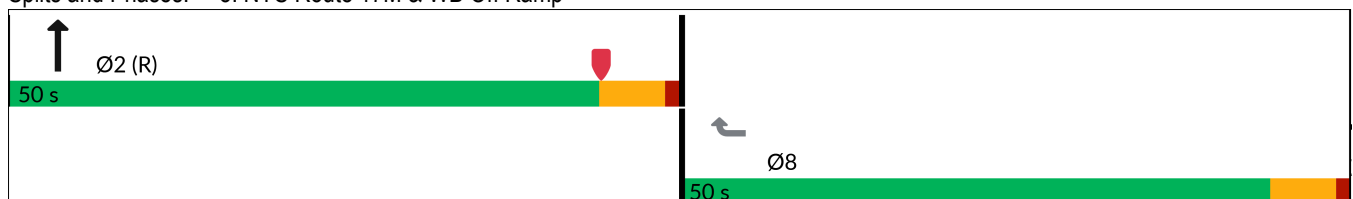


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
<b>Switch Phase</b>						
Minimum Initial (s)		5.0	5.0			
Minimum Split (s)		24.0	24.0			
Total Split (s)		50.0	50.0			
Total Split (%)		50.0%	50.0%			
Maximum Green (s)		44.0	44.0			
Yellow Time (s)		5.0	5.0			
All-Red Time (s)		1.0	1.0			
Lost Time Adjust (s)		0.0	0.0			
Total Lost Time (s)		6.0	6.0			
<b>Lead/Lag</b>						
Lead-Lag Optimize?						
Vehicle Extension (s)		3.0	3.0			
Recall Mode		None	C-Max			
Act Effct Green (s)		30.4	57.6			
Actuated g/C Ratio		0.30	0.58			
v/c Ratio		0.77	0.68			
Control Delay (s/veh)		37.5	18.2			
Queue Delay		0.0	0.0			
Total Delay (s/veh)		37.5	18.2			
LOS		D	B			
Approach Delay (s/veh)	37.5		18.2			
Approach LOS	D		B			
Queue Length 50th (ft)		213	287			
Queue Length 95th (ft)		239	417			
Internal Link Dist (ft)	487		199		87	
<b>Turn Bay Length (ft)</b>						
Base Capacity (vph)		1224	1942			
Starvation Cap Reductn		0	0			
Spillback Cap Reductn		0	0			
Storage Cap Reductn		0	0			
Reduced v/c Ratio		0.53	0.68			

**Intersection Summary**

Area Type:	Other
Cycle Length:	100
Actuated Cycle Length:	100
Offset:	0 (0%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.77
Intersection Signal Delay (s/veh):	24.6
Intersection Capacity Utilization:	61.5%
Analysis Period (min):	15
Intersection LOS:	C
ICU Level of Service:	B

Splits and Phases: 8: NYS Route 17M & WB Off Ramp



2027 Build Traffic Volumes w/ Improvements  
6: US Route 6 & CR 56

PM Peak Hour  
12/04/2024



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	221	61	583	87	14	594
Future Volume (vph)	221	61	583	87	14	594
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	13
Grade (%)	-2%		-2%			1%
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.971		0.982			
Flt Protected	0.962				0.950	
Satd. Flow (prot)	1708	0	1733	0	1796	1843
Flt Permitted	0.962				0.246	
Satd. Flow (perm)	1708	0	1733	0	465	1843
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	21		22			
Link Speed (mph)	55		55			55
Link Distance (ft)	2121		872			1130
Travel Time (s)	26.3		10.8			14.0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	3%	9%	7%	0%	6%
Adj. Flow (vph)	233	64	614	92	15	625
Shared Lane Traffic (%)						
Lane Group Flow (vph)	297	0	706	0	15	625
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	0.99	0.99	1.01	0.96
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template						
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	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)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	11.0		11.0		11.0	11.0
Total Split (s)	18.0		42.0		42.0	42.0
Total Split (%)	30.0%		70.0%		70.0%	70.0%
Maximum Green (s)	12.0		36.0		36.0	36.0
Yellow Time (s)	5.0		5.0		5.0	5.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.0		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		None		None	None
v/c Ratio	0.70		0.80		0.06	0.68
Control Delay (s/veh)	29.8		17.3		6.1	12.8
Queue Delay	0.0		0.0		0.0	0.0
Total Delay (s/veh)	29.8		17.3		6.1	12.8
Queue Length 50th (ft)	69		143		2	119
Queue Length 95th (ft)	#218		250		8	197
Internal Link Dist (ft)	2041		792			1050
Turn Bay Length (ft)					200	
Base Capacity (vph)	457		1334		357	1413
Starvation Cap Reductn	0		0		0	0
Spillback Cap Reductn	0		0		0	0
Storage Cap Reductn	0		0		0	0
Reduced v/c Ratio	0.65		0.53		0.04	0.44

Intersection Summary

Area Type: Other  
 Cycle Length: 60  
 Actuated Cycle Length: 48.1  
 Natural Cycle: 60  
 Control Type: Actuated-Uncoordinated  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

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



2027 Build Traffic Volumes w/ Improvements  
6: US Route 6 & CR 56






















PM Peak Hour  
12/04/2024



Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	221	61	583	87	14	594
Future Volume (veh/h)	221	61	583	87	14	594
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.04
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	1964	1934	1844	1874	1894	1877
Adj Flow Rate, veh/h	233	64	614	0	15	625
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	3	9	7	0	6
Cap, veh/h	299	82	832		348	847
Arrive On Green	0.21	0.21	0.45	0.00	0.45	0.45
Sat Flow, veh/h	1425	391	1844	0	818	1877
Grp Volume(v), veh/h	298	0	614	0	15	625
Grp Sat Flow(s),veh/h/ln	1822	0	1844	0	818	1877
Q Serve(g_s), s	5.5	0.0	9.7	0.0	0.5	9.7
Cycle Q Clear(g_c), s	5.5	0.0	9.7	0.0	10.2	9.7
Prop In Lane	0.78	0.21		0.00	1.00	
Lane Grp Cap(c), veh/h	382	0	832		348	847
V/C Ratio(X)	0.78	0.00	0.74		0.04	0.74
Avail Cap(c_a), veh/h	618	0	1877		813	1911
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	13.2	0.0	8.0	0.0	12.2	8.0
Incr Delay (d2), s/veh	3.5	0.0	1.3	0.0	0.1	1.3
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	1.6	0.0	0.1	1.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	16.7	0.0	9.3	0.0	12.3	9.3
LnGrp LOS	B		A		B	A
Approach Vol, veh/h			614			640
Approach Delay, s/veh			9.3			9.3
Approach LOS			A			A
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		21.9			21.9	13.4
Change Period (Y+Rc), s		6.0			6.0	6.0
Max Green Setting (Gmax), s		36.0			36.0	12.0
Max Q Clear Time (g_c+I1), s		11.7			12.2	7.5
Green Ext Time (p_c), s		3.6			3.7	0.4
<b>Intersection Summary</b>						
HCM 7th Control Delay, s/veh			10.7			
HCM 7th LOS			B			
<b>Notes</b>						
User approved volume balancing among the lanes for turning movement.						
Unsignalized Delay for [NER] is excluded from calculations of the approach delay and intersection delay.						

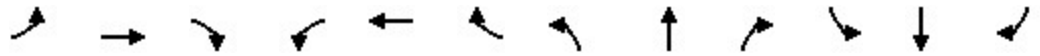
2027 Build Traffic Volumes w/ Improvements  
 7: NYS Route 17M & US Route 6/Sunrise Park Rd

PM Peak Hour  
 12/04/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	405	7	479	37	10	37	437	1155	15	15	1122	402
Future Volume (vph)	405	7	479	37	10	37	437	1155	15	15	1122	402
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			4%			-1%			0%	
Storage Length (ft)	310		250	0		0	475		0	100		0
Storage Lanes	1		1	0		0	1		0	1		1
Taper Length (ft)	50			25			50			50		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.97	0.95	0.95	1.00	0.95	1.00
Frt			0.850		0.940			0.998				0.850
Flt Protected	0.950	0.954			0.978		0.950			0.950		
Satd. Flow (prot)	1665	1666	1455	0	1689	0	3229	3508	0	1805	3505	1568
Flt Permitted	0.950	0.954			0.978		0.950			0.950		
Satd. Flow (perm)	1665	1666	1455	0	1689	0	3229	3508	0	1805	3505	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			494		31			2				287
Link Speed (mph)		55			45			45				45
Link Distance (ft)		395			504			775				940
Travel Time (s)		4.9			7.6			11.7				14.2
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	14%	11%	0%	0%	3%	9%	3%	20%	0%	3%	3%
Adj. Flow (vph)	418	7	494	38	10	38	451	1191	15	15	1157	414
Shared Lane Traffic (%)	49%											
Lane Group Flow (vph)	213	212	494	0	86	0	451	1206	0	15	1157	414
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			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			30			45			25	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.03	1.03	1.03	0.99	0.99	0.99	1.00	1.00	1.00
Turning Speed (mph)	15		25	15		9	15		9	15		15
Number of Detectors	2	2	2	2	2		2	2		1	2	2
Detector Template	Left											
Leading Detector (ft)	83	83	83	83	83		83	83		15	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		20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43		43	43			43	43
Detector 2 Size(ft)	40	40	40	40	40		40	40			40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	0.0
Turn Type	Split	NA	Free	Split	NA		Prot	NA		Prot	NA	pt+ov

2027 Build Traffic Volumes w/ Improvements  
 7: NYS Route 17M & US Route 6/Sunrise Park Rd

PM Peak Hour  
 12/04/2024

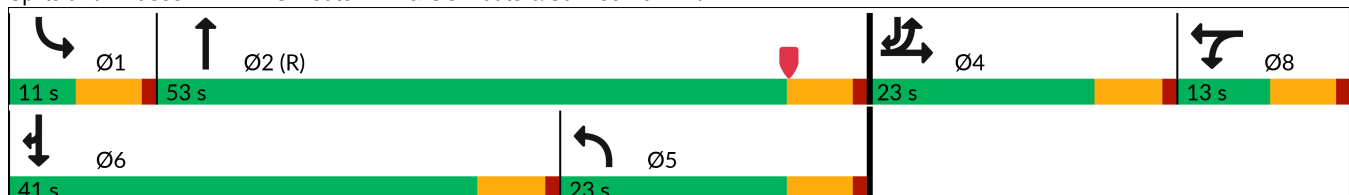


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	6 4
Permitted Phases			Free									
Detector Phase	4	4		8	8		5	2		1	6	6 4
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	11.0	11.0		11.0	11.0		9.0	16.0		9.0	16.0	
Total Split (s)	23.0	23.0		13.0	13.0		23.0	53.0		11.0	41.0	
Total Split (%)	23.0%	23.0%		13.0%	13.0%		23.0%	53.0%		11.0%	41.0%	
Maximum Green (s)	17.0	17.0		7.0	7.0		17.0	47.0		5.0	35.0	
Yellow Time (s)	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	
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							Lag	Lag		Lead	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		3.0	2.0	
Recall Mode	None	None		None	None		None	C-Min		None	Min	
v/c Ratio	0.83	0.83	0.34		0.63		0.86	0.59		0.16	0.82	0.41
Control Delay (s/veh)	67.3	66.9	0.6		51.0		54.5	14.5		49.5	34.9	3.5
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	67.3	66.9	0.6		51.0		54.5	14.5		49.5	34.9	3.5
Queue Length 50th (ft)	137	136	0		34		150	201		9	372	22
Queue Length 95th (ft)	#251	#250	0		#96		#223	347		30	#513	51
Internal Link Dist (ft)		315			424			695			860	
Turn Bay Length (ft)	310		250				475			100		
Base Capacity (vph)	283	283	1455		147		548	2034		95	1405	1018
Starvation Cap Reductn	0	0	0		0		0	0		0	0	0
Spillback Cap Reductn	0	0	0		0		0	0		0	0	0
Storage Cap Reductn	0	0	0		0		0	0		0	0	0
Reduced v/c Ratio	0.75	0.75	0.34		0.59		0.82	0.59		0.16	0.82	0.41

Intersection Summary

Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 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.

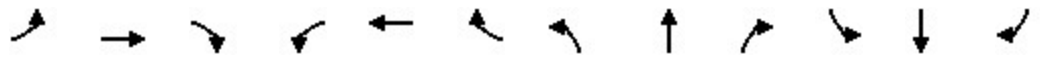
Splits and Phases: 7: NYS Route 17M & US Route 6/Sunrise Park Rd





2027 Build Traffic Volumes w/ Improvements  
7: NYS Route 17M & US Route 6/Sunrise Park Rd

PM Peak Hour  
12/04/2024

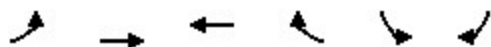


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	405	7	479	37	10	37	437	1155	15	15	1122	402
Future Volume (veh/h)	405	7	479	37	10	37	437	1155	15	15	1122	402
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	1693	1737	1806	1806	1761	1804	1894	1639	1900	1856	1856
Adj Flow Rate, veh/h	423	0	0	38	10	38	451	1191	15	15	1157	414
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	14	11	0	0	3	9	3	20	0	3	3
Cap, veh/h	500	0		47	12	47	689	1976	25	18	1222	768
Arrive On Green	0.14	0.00	0.00	0.07	0.07	0.07	0.21	0.54	0.54	0.01	0.35	0.35
Sat Flow, veh/h	3534	0	1472	724	191	724	3334	3640	46	1810	3526	1572
Grp Volume(v), veh/h	423	0	0	86	0	0	451	589	617	15	1157	414
Grp Sat Flow(s),veh/h/ln	1767	0	1472	1639	0	0	1667	1800	1886	1810	1763	1572
Q Serve(g_s), s	11.7	0.0	0.0	5.2	0.0	0.0	12.4	22.2	22.2	0.8	31.9	18.3
Cycle Q Clear(g_c), s	11.7	0.0	0.0	5.2	0.0	0.0	12.4	22.2	22.2	0.8	31.9	18.3
Prop In Lane	1.00		1.00	0.44		0.44	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	500	0		107	0	0	689	977	1024	18	1222	768
V/C Ratio(X)	0.85	0.00		0.80	0.00	0.00	0.65	0.60	0.60	0.81	0.95	0.54
Avail Cap(c_a), veh/h	601	0		115	0	0	689	977	1024	90	1234	773
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.48	0.48	0.48
Uniform Delay (d), s/veh	41.9	0.0	0.0	46.1	0.0	0.0	36.4	15.5	15.5	49.4	31.8	17.8
Incr Delay (d2), s/veh	8.0	0.0	0.0	28.3	0.0	0.0	1.8	2.8	2.6	31.6	8.3	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	0.0	0.0	2.9	0.0	0.0	5.0	8.7	9.1	0.5	14.0	8.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	49.9	0.0	0.0	74.5	0.0	0.0	38.2	18.3	18.1	81.0	40.1	18.0
LnGrp LOS	D			E			D	B	B	F	D	B
Approach Vol, veh/h		423			86			1657			1586	
Approach Delay, s/veh		49.9			74.5			23.6			34.7	
Approach LOS		D			E			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.0	60.3		20.2	26.7	40.6		12.5				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	47.0		17.0	17.0	35.0		7.0				
Max Q Clear Time (g_c+1), s	2.8	24.2		13.7	14.4	33.9		7.2				
Green Ext Time (p_c), s	0.0	4.0		0.5	0.5	0.7		0.0				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh				32.4								
HCM 7th LOS				C								
<b>Notes</b>												
User approved pedestrian interval to be less than phase max green.												
User approved volume balancing among the lanes for turning movement.												

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

2027 Build Traffic Volumes w/ Improvements  
 9: US Route 6 & Slate Hill Commerce Center

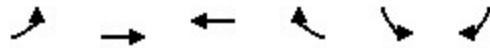
PM Peak Hour  
 12/04/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	72	408	665	130	251	146
Future Volume (vph)	72	408	665	130	251	146
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		5%	0%		0%	
Storage Length (ft)	150			150	150	0
Storage Lanes	1			1	2	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.97	1.00
Fr <sub>t</sub>				0.850		0.850
Fl <sub>t</sub> Protected	0.950				0.950	
Satd. Flow (prot)	1692	1748	1827	1357	3045	1568
Fl <sub>t</sub> Permitted	0.130				0.950	
Satd. Flow (perm)	232	1748	1827	1357	3045	1568
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				141		131
Link Speed (mph)		55	55		30	
Link Distance (ft)		439	1697		451	
Travel Time (s)		5.4	21.0		10.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	6%	4%	19%	15%	3%
Adj. Flow (vph)	78	443	723	141	273	159
Shared Lane Traffic (%)						
Lane Group Flow (vph)	78	443	723	141	273	159
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		24	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	1.00	1.00	1.00	1.00
Turning Speed (mph)	60			60	60	60
Number of Detectors	2	2	2	2	2	2
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	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	pm+pt	NA	NA	pm+ov	Prot	pm+ov

2027 Build Traffic Volumes w/ Improvements  
 9: US Route 6 & Slate Hill Commerce Center

PM Peak Hour  
 12/04/2024

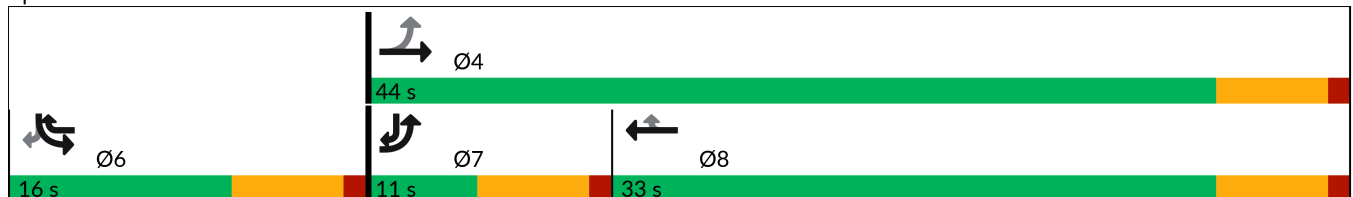


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Protected Phases	7	4	8	6	6	7
Permitted Phases	4			8		6
Detector Phase	7	4	8	6	6	7
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	11.0	44.0	33.0	16.0	16.0	11.0
Total Split (%)	18.3%	73.3%	55.0%	26.7%	26.7%	18.3%
Maximum Green (s)	5.0	38.0	27.0	10.0	10.0	5.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	Min	Min	None
v/c Ratio	0.28	0.42	0.88	0.13	0.52	0.23
Control Delay (s/veh)	6.8	7.0	29.4	0.9	26.5	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	6.8	7.0	29.4	0.9	26.5	5.5
Queue Length 50th (ft)	9	66	225	0	47	7
Queue Length 95th (ft)	21	113	#427	10	79	40
Internal Link Dist (ft)		359	1617		371	
Turn Bay Length (ft)	150			150	150	
Base Capacity (vph)	278	1237	947	1063	584	680
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.36	0.76	0.13	0.47	0.23

Intersection Summary

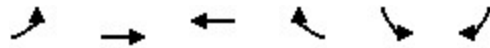
Area Type: Other  
 Cycle Length: 60  
 Actuated Cycle Length: 54.7  
 Natural Cycle: 60  
 Control Type: Actuated-Uncoordinated  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 9: US Route 6 & Slate Hill Commerce Center



2027 Build Traffic Volumes w/ Improvements  
 9: US Route 6 & Slate Hill Commerce Center

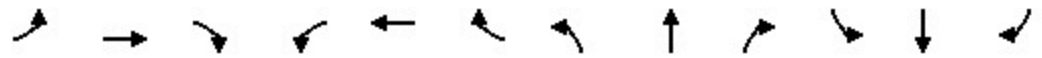
PM Peak Hour  
 12/04/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	72	408	665	130	251	146	
Future Volume (veh/h)	72	408	665	130	251	146	
Initial Q (Qb), veh	0	0	0	0	0	0	
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	
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	1693	1664	1841	1618	1678	1856	
Adj Flow Rate, veh/h	78	443	723	141	273	159	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	4	6	4	19	15	3	
Cap, veh/h	300	1041	819	807	444	328	
Arrive On Green	0.07	0.63	0.45	0.45	0.14	0.14	
Sat Flow, veh/h	1613	1664	1841	1372	3100	1572	
Grp Volume(v), veh/h	78	443	723	141	273	159	
Grp Sat Flow(s),veh/h/ln	1613	1664	1841	1372	1550	1572	
Q Serve(g_s), s	1.2	7.1	18.6	2.4	4.3	4.6	
Cycle Q Clear(g_c), s	1.2	7.1	18.6	2.4	4.3	4.6	
Prop In Lane	1.00			1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	300	1041	819	807	444	328	
V/C Ratio(X)	0.26	0.43	0.88	0.17	0.61	0.49	
Avail Cap(c_a), veh/h	351	1217	957	910	597	405	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	10.2	5.0	13.2	4.9	20.9	18.1	
Incr Delay (d2), s/veh	0.5	0.3	8.7	0.1	1.4	1.1	
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	0.9	6.7	0.6	1.5	0.1	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	10.7	5.2	21.9	5.0	22.3	19.2	
LnGrp LOS	B	A	C	A	C	B	
Approach Vol, veh/h		521	864		432		
Approach Delay, s/veh		6.0	19.1		21.2		
Approach LOS		A	B		C		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				38.5	13.4	9.4	29.1
Change Period (Y+Rc), s				6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s				38.0	10.0	5.0	27.0
Max Q Clear Time (g_c+I1), s				9.1	6.6	3.2	20.6
Green Ext Time (p_c), s				2.1	0.8	0.0	2.5
<b>Intersection Summary</b>							
HCM 7th Control Delay, s/veh			15.9				
HCM 7th LOS			B				

2027 Build Traffic Volumes w/ Improvements  
 11: NYS Route 17M & Dolsontown Road

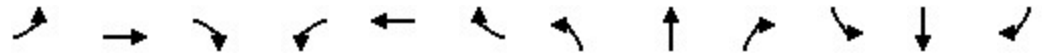
PM Peak Hour  
 12/04/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	197	357	425	302	254	490	814	294	168	662	44
Future Volume (vph)	50	197	357	425	302	254	490	814	294	168	662	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	12	12	12
Grade (%)		-3%			0%			1%			-1%	
Storage Length (ft)	0		0	530		190	440		0	125		0
Storage Lanes	1		1	1		1	2		1	2		0
Taper Length (ft)	25			86			86			60		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00	1.00	0.95	0.95
Frt			0.850			0.931				0.850		0.991
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1771	1828	1554	1616	3140	0	3416	3556	1488	1761	3562	0
Flt Permitted	0.439			0.251			0.950			0.252		
Satd. Flow (perm)	818	1828	1554	427	3140	0	3416	3556	1488	467	3562	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			220			212			153			6
Link Speed (mph)		30			45			45			45	
Link Distance (ft)		628			2027			940			498	
Travel Time (s)		14.3			30.7			14.2			7.5	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	2%	2%	8%	3%	4%	2%	1%	8%	3%	1%	0%
Adj. Flow (vph)	51	201	364	434	308	259	500	831	300	171	676	45
Shared Lane Traffic (%)												
Lane Group Flow (vph)	51	201	364	434	567	0	500	831	300	171	721	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes						Yes	
Headway Factor	1.02	1.02	1.02	1.04	1.04	1.04	1.01	1.01	1.01	0.99	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2		2	2	1	2	2	
Detector Template									Right			
Leading Detector (ft)	83	83	83	83	83		83	83	20	83	83	
Trailing Detector (ft)	-5	-5	-5	-5	-5		-5	-5	0	-5	-5	
Detector 1 Position(ft)	-5	-5	-5	-5	-5		-5	-5	0	-5	-5	
Detector 1 Size(ft)	40	40	40	40	40		40	40	20	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43	43	43	43		43	43		43	43	
Detector 2 Size(ft)	40	40	40	40	40		40	40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	

2027 Build Traffic Volumes w/ Improvements  
 11: NYS Route 17M & Dolsontown Road

PM Peak Hour  
 12/04/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Prot	NA	pm+ov	pm+pt	NA	
Protected Phases	3	8	5	7	4		5	2	7	1	6	
Permitted Phases	8		8	4					2	6		
Detector Phase	3	8	5	7	4		5	2	7	1	6	
Switch Phase												
Minimum Initial (s)	3.0	3.0	10.0	4.0	4.0		10.0	10.0	4.0	3.0	10.0	
Minimum Split (s)	9.0	9.0	16.0	10.0	10.0		16.0	16.0	10.0	9.0	16.0	
Total Split (s)	11.0	18.0	20.0	31.0	38.0		20.0	40.0	31.0	15.0	35.0	
Total Split (%)	10.6%	17.3%	19.2%	29.8%	36.5%		19.2%	38.5%	29.8%	14.4%	33.7%	
Maximum Green (s)	5.0	12.0	14.0	25.0	32.0		14.0	34.0	25.0	9.0	29.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	3.0	2.0		2.0	2.0	3.0	2.0	2.0	
Recall Mode	None	None	Max	None	None		Max	Max	None	None	None	
v/c Ratio	0.29	0.96	0.60	0.94	0.48		0.84	0.72	0.30	0.77	0.84	
Control Delay (s/veh)	26.3	98.9	11.0	56.5	19.0		57.2	34.9	5.0	55.9	46.8	
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)	26.3	98.9	11.0	56.5	19.0		57.2	34.9	5.0	55.9	46.8	
Queue Length 50th (ft)	20	135	34	228	98		168	253	37	96	238	
Queue Length 95th (ft)	44	#276	84	#423	152		#296	325	77	#172	293	
Internal Link Dist (ft)		548			1947			860			418	
Turn Bay Length (ft)				530			440			125		
Base Capacity (vph)	179	210	605	462	1174		593	1162	987	223	997	
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	0.28	0.96	0.60	0.94	0.48		0.84	0.72	0.30	0.77	0.72	

Intersection Summary

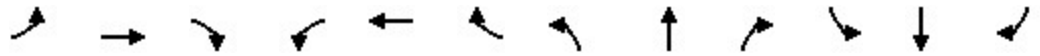
Area Type: Other  
 Cycle Length: 104  
 Actuated Cycle Length: 104  
 Natural Cycle: 90  
 Control Type: Actuated-Uncoordinated  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 11: NYS Route 17M & Dolsontown Road



2027 Build Traffic Volumes w/ Improvements  
11: NYS Route 17M & Dolsontown Road

PM Peak Hour  
12/04/2024











Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	197	357	425	302	254	490	814	294	168	662	44
Future Volume (veh/h)	50	197	357	425	302	254	490	814	294	168	662	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2018	1988	1988	1781	1856	1841	1864	1879	1776	1894	1924	1939
Adj Flow Rate, veh/h	51	201	364	434	308	259	500	831	300	171	676	45
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	8	3	4	2	1	8	3	1	0
Cap, veh/h	238	230	523	490	588	483	669	1173	851	226	770	51
Arrive On Green	0.03	0.12	0.12	0.24	0.32	0.32	0.19	0.33	0.33	0.09	0.22	0.22
Sat Flow, veh/h	1922	1988	1685	1697	1839	1508	3445	3571	1505	1804	3479	231
Grp Volume(v), veh/h	51	201	364	434	295	272	500	831	300	171	355	366
Grp Sat Flow(s),veh/h/ln	1922	1988	1685	1697	1763	1584	1722	1785	1505	1804	1828	1883
Q Serve(g_s), s	2.4	10.3	8.4	22.3	14.1	14.6	14.2	21.1	11.2	8.9	19.4	19.5
Cycle Q Clear(g_c), s	2.4	10.3	8.4	22.3	14.1	14.6	14.2	21.1	11.2	8.9	19.4	19.5
Prop In Lane	1.00		1.00	1.00		0.95	1.00		1.00	1.00		0.12
Lane Grp Cap(c), veh/h	238	230	523	490	564	507	669	1173	851	226	404	416
V/C Ratio(X)	0.21	0.87	0.70	0.89	0.52	0.54	0.75	0.71	0.35	0.76	0.88	0.88
Avail Cap(c_a), veh/h	268	230	523	498	564	507	669	1173	851	226	512	527
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.5	45.0	10.9	28.3	28.7	28.9	39.3	30.4	12.2	38.7	39.0	39.0
Incr Delay (d2), s/veh	0.2	27.5	3.4	17.1	0.4	0.6	7.5	3.6	1.1	12.1	11.5	11.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	6.8	3.1	10.8	5.7	5.3	6.4	9.1	3.9	4.5	9.6	9.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.7	72.5	14.3	45.4	29.2	29.5	46.8	34.0	13.4	50.8	50.4	50.3
LnGrp LOS	D	E	B	D	C	C	D	C	B	D	D	D
Approach Vol, veh/h		616			1001			1631			892	
Approach Delay, s/veh		35.3			36.3			34.1			50.5	
Approach LOS		D			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	40.0	9.4	39.1	26.1	28.9	30.5	18.0				
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	34.0	5.0	32.0	14.0	29.0	25.0	12.0				
Max Q Clear Time (g_c+I1), s	10.9	23.1	4.4	16.6	16.2	21.5	24.3	12.3				
Green Ext Time (p_c), s	0.0	2.9	0.0	1.6	0.0	1.4	0.2	0.0				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			38.4									
HCM 7th LOS			D									



2027 Build Traffic Volumes w/ Improvements  
 8: NYS Route 17M & WB Off Ramp

PM Peak Hour  
 12/04/2024

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	579	1030	0	0	0
Future Volume (vph)	0	579	1030	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	12	12
Lane Util. Factor	1.00	0.88	0.95	1.00	1.00	1.00
Frt		0.850				
Flt Protected						
Satd. Flow (prot)	0	2834	3374	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	2834	3374	0	0	0
Right Turn on Red		No		Yes		
Satd. Flow (RTOR)						
Link Speed (mph)	30		45			45
Link Distance (ft)	567		279			167
Travel Time (s)	12.9		4.2			2.5
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	7%	7%	0%	0%	0%
Adj. Flow (vph)	0	597	1062	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	597	1062	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Right	Left	Left
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	0.92	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors		2	2			
Detector Template						
Leading Detector (ft)		83	83			
Trailing Detector (ft)		-5	-5			
Detector 1 Position(ft)		-5	-5			
Detector 1 Size(ft)		40	40			
Detector 1 Type		Cl+Ex	Cl+Ex			
Detector 1 Channel						
Detector 1 Extend (s)		0.0	0.0			
Detector 1 Queue (s)		0.0	0.0			
Detector 1 Delay (s)		0.0	0.0			
Detector 2 Position(ft)		43	43			
Detector 2 Size(ft)		40	40			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type		Perm	NA			
Protected Phases			2			
Permitted Phases		8				
Detector Phase		8	2			

2027 Build Traffic Volumes w/ Improvements  
 8: NYS Route 17M & WB Off Ramp

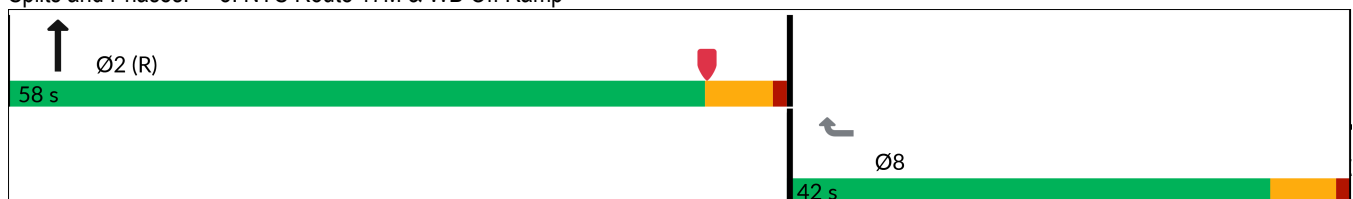
PM Peak Hour  
 12/04/2024



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
<b>Switch Phase</b>						
Minimum Initial (s)		5.0	5.0			
Minimum Split (s)		24.0	24.0			
Total Split (s)		42.0	58.0			
Total Split (%)		42.0%	58.0%			
Maximum Green (s)		36.0	52.0			
Yellow Time (s)		5.0	5.0			
All-Red Time (s)		1.0	1.0			
Lost Time Adjust (s)		0.0	0.0			
Total Lost Time (s)		6.0	6.0			
<b>Lead/Lag</b>						
Lead-Lag Optimize?						
Vehicle Extension (s)		3.0	3.0			
Recall Mode		None	C-Max			
Act Effct Green (s)		27.4	60.6			
Actuated g/C Ratio		0.27	0.61			
v/c Ratio		0.77	0.52			
Control Delay (s/veh)		40.0	13.3			
Queue Delay		0.0	0.0			
Total Delay (s/veh)		40.0	13.3			
LOS		D	B			
Approach Delay (s/veh)	40.0		13.3			
Approach LOS	D		B			
Queue Length 50th (ft)		198	189			
Queue Length 95th (ft)		242	290			
Internal Link Dist (ft)	487		199		87	
<b>Turn Bay Length (ft)</b>						
Base Capacity (vph)		1020	2044			
Starvation Cap Reductn		0	0			
Spillback Cap Reductn		0	0			
Storage Cap Reductn		0	0			
Reduced v/c Ratio		0.59	0.52			

<b>Intersection Summary</b>	
Area Type:	Other
Cycle Length:	100
Actuated Cycle Length:	100
Offset:	0 (0%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle:	50
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.77
Intersection Signal Delay (s/veh):	22.9
Intersection Capacity Utilization:	58.7%
Analysis Period (min):	15
Intersection LOS:	C
ICU Level of Service:	B

Splits and Phases: 8: NYS Route 17M & WB Off Ramp



2026 Build Traffic Volumes  
 1: NYS Route 284 & US Route 6

AM Peak Hour  
 04/27/2023



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

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection						
Int Delay, s/veh	55.2					
Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	648	51	81	208	54	310
Future Vol, veh/h	648	51	81	208	54	310
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	3	7	6	5	7	5
Mvmt Flow	762	60	95	245	64	365

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	822	0	1227 792
Stage 1	-	-	-	-	792 -
Stage 2	-	-	-	-	435 -
Critical Hdwy	-	-	4.16	-	6.47 6.25
Critical Hdwy Stg 1	-	-	-	-	5.47 -
Critical Hdwy Stg 2	-	-	-	-	5.47 -
Follow-up Hdwy	-	-	2.254	-	3.563 3.345
Pot Cap-1 Maneuver	-	-	790	-	192 384
Stage 1	-	-	-	-	438 -
Stage 2	-	-	-	-	642 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	790	-	165 384
Mov Cap-2 Maneuver	-	-	-	-	165 -
Stage 1	-	-	-	-	438 -
Stage 2	-	-	-	-	553 -

Approach	EB	WB	NE
HCM Control Delay, s	0	2.9	202.7
HCM LOS			F

Minor Lane/Major Mvmt	NELn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	321	-	-	790	-
HCM Lane V/C Ratio	1.334	-	-	0.121	-
HCM Control Delay (s)	202.7	-	-	10.2	0
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	21	-	-	0.4	-

2026 Build Traffic Volumes  
 2: US Route 6 & Ridgebury Hill Rd

AM Peak Hour  
 04/27/2023



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	28	67	833	37	37	305
Future Volume (vph)	28	67	833	37	37	305
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		1%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.905		0.994			
Flt Protected	0.985					0.995
Satd. Flow (prot)	1613	0	1823	0	0	1800
Flt Permitted	0.985					0.995
Satd. Flow (perm)	1613	0	1823	0	0	1800
Link Speed (mph)	30		55			55
Link Distance (ft)	535		1495			1423
Travel Time (s)	12.2		18.5			17.6
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	5%	5%	3%	5%	5%	5%
Adj. Flow (vph)	33	79	980	44	44	359
Shared Lane Traffic (%)						
Lane Group Flow (vph)	112	0	1024	0	0	403
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.01	1.01	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized

2026 Build Traffic Volumes  
2: US Route 6 & Ridgebury Hill Rd

AM Peak Hour  
04/27/2023

Intersection						
Int Delay, s/veh	3.2					
Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	28	67	833	37	37	305
Future Vol, veh/h	28	67	833	37	37	305
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	1	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	5	5	3	5	5	5
Mvmt Flow	33	79	980	44	44	359

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1449	1002	0	0	1024	0
Stage 1	1002	-	-	-	-	-
Stage 2	447	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245	-
Pot Cap-1 Maneuver	142	290	-	-	666	-
Stage 1	350	-	-	-	-	-
Stage 2	638	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	130	290	-	-	666	-
Mov Cap-2 Maneuver	130	-	-	-	-	-
Stage 1	350	-	-	-	-	-
Stage 2	585	-	-	-	-	-

Approach	WB	NE	SW
HCM Control Delay, s	39.2	0	1.2
HCM LOS	E		

Minor Lane/Major Mvmt	NET	NERWBLn1	SWL	SWT
Capacity (veh/h)	-	-	213	666
HCM Lane V/C Ratio	-	-	0.525	0.065
HCM Control Delay (s)	-	-	39.2	10.8
HCM Lane LOS	-	-	E	B
HCM 95th %tile Q(veh)	-	-	2.7	0.2

2026 Build Traffic Volumes  
3: US Route 6 & McBride Rd

AM Peak Hour  
04/27/2023



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

Intersection Summary

Area Type: Other  
Control Type: Unsignalized

Intersection						
Int Delay, s/veh	3.9					
Movement	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations	T			T		T
Traffic Vol, veh/h	64	11	16	850	263	17
Future Vol, veh/h	64	11	16	850	263	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	1	1	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	16	0	0	3	7	41
Mvmt Flow	75	13	19	1000	309	20

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1357	319	329	0	0
Stage 1	319	-	-	-	-
Stage 2	1038	-	-	-	-
Critical Hdwy	6.96	6.4	4.1	-	-
Critical Hdwy Stg 1	5.96	-	-	-	-
Critical Hdwy Stg 2	5.96	-	-	-	-
Follow-up Hdwy	3.644	3.3	2.2	-	-
Pot Cap-1 Maneuver	132	714	1242	-	-
Stage 1	682	-	-	-	-
Stage 2	286	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	128	714	1242	-	-
Mov Cap-2 Maneuver	128	-	-	-	-
Stage 1	659	-	-	-	-
Stage 2	286	-	-	-	-

Approach	EB	NE	SW
HCM Control Delay, s	61.6	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NEL	NET	EBLn1	SWT	SWR
Capacity (veh/h)	1242	-	146	-	-
HCM Lane V/C Ratio	0.015	-	0.604	-	-
HCM Control Delay (s)	7.9	0	61.6	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0	-	3.2	-	-



2026 Build Traffic Volumes  
5: Creedon Hill Rd & US Route 6

AM Peak Hour  
04/27/2023



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

Intersection Summary

Area Type: Other

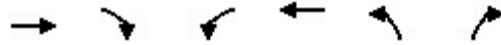
Control Type: Unsignalized

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	926	1	3	282	0	4
Future Vol, veh/h	926	1	3	282	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	5	-	-	-5	8	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	4	0	33	10	0	0
Mvmt Flow	1064	1	3	324	0	5

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1065	0	1395
Stage 1	-	-	-	-	1065
Stage 2	-	-	-	-	330
Critical Hdwy	-	-	4.43	-	8
Critical Hdwy Stg 1	-	-	-	-	7
Critical Hdwy Stg 2	-	-	-	-	7
Follow-up Hdwy	-	-	2.497	-	3.5
Pot Cap-1 Maneuver	-	-	550	-	85
Stage 1	-	-	-	-	208
Stage 2	-	-	-	-	633
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	550	-	84
Mov Cap-2 Maneuver	-	-	-	-	84
Stage 1	-	-	-	-	208
Stage 2	-	-	-	-	629

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	22.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	215	-	-	550	-
HCM Lane V/C Ratio	0.021	-	-	0.006	-
HCM Control Delay (s)	22.1	-	-	11.6	0
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-



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

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	736	0	9	664	1	22
Future Vol, veh/h	736	0	9	664	1	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-5	-	-	2	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	7	0	0	9	0	0
Mvmt Flow	827	0	10	746	1	25

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	827	0	1593
Stage 1	-	-	-	-	827
Stage 2	-	-	-	-	766
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	-	-	813	-	119
Stage 1	-	-	-	-	433
Stage 2	-	-	-	-	462
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	813	-	117
Mov Cap-2 Maneuver	-	-	-	-	117
Stage 1	-	-	-	-	433
Stage 2	-	-	-	-	452

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	16.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	342	-	-	813	-
HCM Lane V/C Ratio	0.076	-	-	0.012	-
HCM Control Delay (s)	16.4	-	-	9.5	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

2026 Build Traffic Volumes  
1: NYS Route 284 & US Route 6

PM Peak Hour  
04/27/2023



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

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection						
Int Delay, s/veh	22.8					
Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	249	52	325	625	46	178
Future Vol, veh/h	249	52	325	625	46	178
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	3	7	5	2	7	6
Mvmt Flow	265	55	346	665	49	189

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	320	0	1650 293
Stage 1	-	-	-	-	293 -
Stage 2	-	-	-	-	1357 -
Critical Hdwy	-	-	4.15	-	6.47 6.26
Critical Hdwy Stg 1	-	-	-	-	5.47 -
Critical Hdwy Stg 2	-	-	-	-	5.47 -
Follow-up Hdwy	-	-	2.245	-	3.563 3.354
Pot Cap-1 Maneuver	-	-	1223	-	106 737
Stage 1	-	-	-	-	746 -
Stage 2	-	-	-	-	234 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1223	-	58 737
Mov Cap-2 Maneuver	-	-	-	-	58 -
Stage 1	-	-	-	-	746 -
Stage 2	-	-	-	-	129 -

Approach	EB	WB	NE
HCM Control Delay, s	0	3.1	136.9
HCM LOS			F

Minor Lane/Major Mvmt	NELn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	217	-	-	1223	-
HCM Lane V/C Ratio	1.098	-	-	0.283	-
HCM Control Delay (s)	136.9	-	-	9.1	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	10.9	-	-	1.2	-

2026 Build Traffic Volumes  
2: US Route 6 & Ridgebury Hill Rd

PM Peak Hour  
04/27/2023



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	42	59	425	39	68	930
Future Volume (vph)	42	59	425	39	68	930
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		1%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.921		0.989			
Flt Protected	0.980					0.997
Satd. Flow (prot)	1633	0	1812	0	0	1853
Flt Permitted	0.980					0.997
Satd. Flow (perm)	1633	0	1812	0	0	1853
Link Speed (mph)	30		55			55
Link Distance (ft)	535		1495			1423
Travel Time (s)	12.2		18.5			17.6
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	5%	5%	3%	5%	5%	2%
Adj. Flow (vph)	45	63	452	41	72	989
Shared Lane Traffic (%)						
Lane Group Flow (vph)	108	0	493	0	0	1061
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.01	1.01	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other  
Control Type: Unsignalized

Intersection						
Int Delay, s/veh	3.4					
Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	42	59	425	39	68	930
Future Vol, veh/h	42	59	425	39	68	930
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	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, %	5	5	3	5	5	2
Mvmt Flow	45	63	452	41	72	989

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1606	473	0	0	493
Stage 1	473	-	-	-	-
Stage 2	1133	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15
Critical Hdwy Stg 1	5.45	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245
Pot Cap-1 Maneuver	114	585	-	-	1055
Stage 1	621	-	-	-	-
Stage 2	303	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	97	585	-	-	1055
Mov Cap-2 Maneuver	97	-	-	-	-
Stage 1	621	-	-	-	-
Stage 2	257	-	-	-	-

Approach	WB	NE	SW
HCM Control Delay, s	46.5	0	0.6
HCM LOS	E		

Minor Lane/Major Mvmt	NET	NERWBLn1	SWL	SWT
Capacity (veh/h)	-	-	189	1055
HCM Lane V/C Ratio	-	-	0.569	0.069
HCM Control Delay (s)	-	-	46.5	8.7
HCM Lane LOS	-	-	E	A
HCM 95th %tile Q(veh)	-	-	3	0.2



2026 Build Traffic Volumes  
3: US Route 6 & McBride Rd

PM Peak Hour  
04/27/2023



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

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations	T			T		T
Traffic Vol, veh/h	29	29	29	391	883	56
Future Vol, veh/h	29	29	29	391	883	56
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, %	2	-	-	1	1	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	14	0	0	3	2	7
Mvmt Flow	31	31	31	416	939	60

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1447	969	999	0	-	0
Stage 1	969	-	-	-	-	-
Stage 2	478	-	-	-	-	-
Critical Hdwy	6.94	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.94	-	-	-	-	-
Critical Hdwy Stg 2	5.94	-	-	-	-	-
Follow-up Hdwy	3.626	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	116	294	701	-	-	-
Stage 1	314	-	-	-	-	-
Stage 2	568	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	109	294	701	-	-	-
Mov Cap-2 Maneuver	109	-	-	-	-	-
Stage 1	296	-	-	-	-	-
Stage 2	568	-	-	-	-	-

Approach	EB	NE	SW
HCM Control Delay, s	41.3	0.7	0
HCM LOS	E		

Minor Lane/Major Mvmt	NEL	NET	EBLn1	SWT	SWR
Capacity (veh/h)	701	-	159	-	-
HCM Lane V/C Ratio	0.044	-	0.388	-	-
HCM Control Delay (s)	10.4	0	41.3	-	-
HCM Lane LOS	B	A	E	-	-
HCM 95th %tile Q(veh)	0.1	-	1.7	-	-

2026 Build Traffic Volumes  
5: Creedon Hill Rd & US Route 6

PM Peak Hour  
04/27/2023



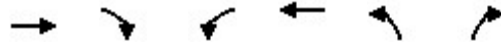
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	453	0	12	910	0	11
Future Volume (vph)	453	0	12	910	0	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	11
Grade (%)	5%			-5%	8%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t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

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	453	0	12	910	0	11
Future Vol, veh/h	453	0	12	910	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	5	-	-	-5	8	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	5	0	67	3	0	36
Mvmt Flow	467	0	12	938	0	11

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	467	0	1429 467
Stage 1	-	-	-	-	467 -
Stage 2	-	-	-	-	962 -
Critical Hdwy	-	-	4.77	-	8 7.36
Critical Hdwy Stg 1	-	-	-	-	7 -
Critical Hdwy Stg 2	-	-	-	-	7 -
Follow-up Hdwy	-	-	2.803	-	3.5 3.624
Pot Cap-1 Maneuver	-	-	825	-	80 479
Stage 1	-	-	-	-	516 -
Stage 2	-	-	-	-	244 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	825	-	78 479
Mov Cap-2 Maneuver	-	-	-	-	78 -
Stage 1	-	-	-	-	516 -
Stage 2	-	-	-	-	237 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	12.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	479	-	-	825	-
HCM Lane V/C Ratio	0.024	-	-	0.015	-
HCM Control Delay (s)	12.7	-	-	9.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-



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

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	785	0	25	803	2	11
Future Vol, veh/h	785	0	25	803	2	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-5	-	-	2	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	10	0	0	6	0	0
Mvmt Flow	853	0	27	873	2	12

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	853	0	1780 853
Stage 1	-	-	-	-	853 -
Stage 2	-	-	-	-	927 -
Critical Hdwy	-	-	4.1	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	795	-	91 362
Stage 1	-	-	-	-	421 -
Stage 2	-	-	-	-	389 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	795	-	85 362
Mov Cap-2 Maneuver	-	-	-	-	85 -
Stage 1	-	-	-	-	421 -
Stage 2	-	-	-	-	363 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	20.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	241	-	-	795	-
HCM Lane V/C Ratio	0.059	-	-	0.034	-
HCM Control Delay (s)	20.9	-	-	9.7	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

2026 Build Traffic Volumes w/ Improvements  
6: US Route 6 & CR 56

AM Peak Hour  
11/19/2024



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

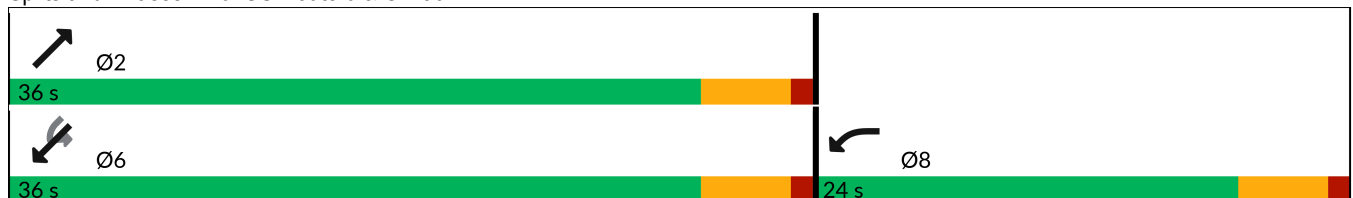


Lane Group	WBL	WBR	NET	NER	SWL	SWT
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	11.0		11.0		11.0	11.0
Total Split (s)	24.0		36.0		36.0	36.0
Total Split (%)	40.0%		60.0%		60.0%	60.0%
Maximum Green (s)	19.0		31.0		31.0	31.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.0		5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		None		None	None
v/c Ratio	0.25		0.63		0.18	0.49
Control Delay (s/veh)	16.5		9.3		6.0	6.3
Queue Delay	0.0		0.0		0.0	0.0
Total Delay (s/veh)	16.5		9.3		6.0	6.3
Queue Length 50th (ft)	19		127		6	88
Queue Length 95th (ft)	50		#388		24	193
Internal Link Dist (ft)	2041		792			1050
Turn Bay Length (ft)					200	
Base Capacity (vph)	935		1346		338	1384
Starvation Cap Reductn	0		0		0	0
Spillback Cap Reductn	0		0		0	0
Storage Cap Reductn	0		0		0	0
Reduced v/c Ratio	0.10		0.64		0.19	0.49

Intersection Summary

Area Type: Other  
 Cycle Length: 60  
 Actuated Cycle Length: 39  
 Natural Cycle: 50  
 Control Type: Actuated-Uncoordinated  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

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





2026 Build Traffic Volumes w/ Improvements  
6: US Route 6 & CR 56






















AM Peak Hour  
11/19/2024



Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	67	16	553	212	57	604
Future Volume (veh/h)	67	16	553	212	57	604
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.04
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1859	1979	1859	1919	1835	1831
Adj Flow Rate, veh/h	75	18	621	0	64	679
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	8	0	8	4	4	9
Cap, veh/h	130	31	992		504	978
Arrive On Green	0.09	0.09	0.53	0.00	0.53	0.53
Sat Flow, veh/h	1380	331	1859	0	788	1831
Grp Volume(v), veh/h	94	0	621	0	64	679
Grp Sat Flow(s),veh/h/ln	1730	0	1859	0	788	1831
Q Serve(g_s), s	1.4	0.0	6.3	0.0	1.7	7.4
Cycle Q Clear(g_c), s	1.4	0.0	6.3	0.0	7.9	7.4
Prop In Lane	0.80	0.19		0.00	1.00	
Lane Grp Cap(c), veh/h	162	0	992		504	978
V/C Ratio(X)	0.58	0.00	0.63		0.13	0.69
Avail Cap(c_a), veh/h	1224	0	2145		993	2113
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	11.7	0.0	4.4	0.0	7.2	4.6
Incr Delay (d2), s/veh	3.2	0.0	0.7	0.0	0.1	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.2	0.0	0.1	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	14.9	0.0	5.0	0.0	7.3	5.5
LnGrp LOS	B		A		A	A
Approach Vol, veh/h	94		621			743
Approach Delay, s/veh	14.9		5.0			5.7
Approach LOS	B		A			A
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		19.3			19.3	7.5
Change Period (Y+Rc), s		5.0			5.0	5.0
Max Green Setting (Gmax), s		31.0			31.0	19.0
Max Q Clear Time (g_c+1), s		8.3			9.9	3.4
Green Ext Time (p_c), s		3.6			4.4	0.2
<b>Intersection Summary</b>						
HCM 7th Control Delay, s/veh			6.0			
HCM 7th LOS			A			
<b>Notes</b>						
User approved volume balancing among the lanes for turning movement.						
Unsignalized Delay for [NER] is excluded from calculations of the approach delay and intersection delay.						

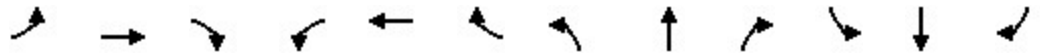
2026 Build Traffic Volumes w/ Improvements  
 7: NYS Route 17M & US Route 6/Sunrise Park Rd

AM Peak Hour  
 11/19/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	299	7	393	9	0	6	501	1350	39	16	1027	405
Future Volume (vph)	299	7	393	9	0	6	501	1350	39	16	1027	405
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			4%			-1%			0%	
Storage Length (ft)	310		250	0		0	475		0	100		0
Storage Lanes	1		1	0		0	1		0	1		1
Taper Length (ft)	50			25			50			50		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.97	0.95	0.95	1.00	0.95	1.00
Frt			0.850		0.944			0.996				0.850
Flt Protected	0.950	0.954			0.971		0.950			0.950		
Satd. Flow (prot)	1633	1643	1455	0	1603	0	3114	3508	0	1805	3505	1599
Flt Permitted	0.950	0.954			0.971		0.950			0.950		
Satd. Flow (perm)	1633	1643	1455	0	1603	0	3114	3508	0	1805	3505	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			457		229			4				240
Link Speed (mph)		55			45			45				45
Link Distance (ft)		395			504			775				940
Travel Time (s)		4.9			7.6			11.7				14.2
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	5%	0%	11%	11%	0%	0%	13%	3%	3%	0%	3%	1%
Adj. Flow (vph)	348	8	457	10	0	7	583	1570	45	19	1194	471
Shared Lane Traffic (%)	49%											
Lane Group Flow (vph)	177	179	457	0	17	0	583	1615	0	19	1194	471
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			30			45			25	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.03	1.03	1.03	0.99	0.99	0.99	1.00	1.00	1.00
Turning Speed (mph)	15		25	15		9	15		9	15		15
Number of Detectors	2	2	2	2	2		2	2		1	2	2
Detector Template	Left											
Leading Detector (ft)	83	83	83	83	83		83	83		15	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		20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43		43	43			43	43
Detector 2 Size(ft)	40	40	40	40	40		40	40			40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	0.0
Turn Type	Split	NA	Free	Split	NA		Prot	NA		Prot	NA	pt+ov

2026 Build Traffic Volumes w/ Improvements  
 7: NYS Route 17M & US Route 6/Sunrise Park Rd

AM Peak Hour  
 11/19/2024

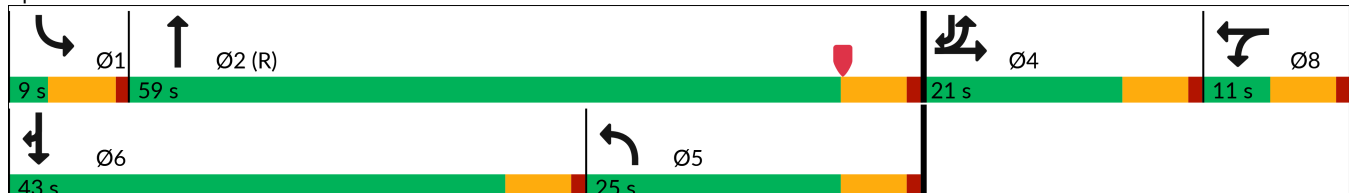


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	6 4
Permitted Phases			Free									
Detector Phase	4	4		8	8		5	2		1	6	6 4
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	11.0	11.0		11.0	11.0		9.0	16.0		9.0	16.0	
Total Split (s)	21.0	21.0		11.0	11.0		25.0	59.0		9.0	43.0	
Total Split (%)	21.0%	21.0%		11.0%	11.0%		25.0%	59.0%		9.0%	43.0%	
Maximum Green (s)	15.0	15.0		5.0	5.0		19.0	53.0		3.0	37.0	
Yellow Time (s)	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	
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							Lag	Lag		Lead	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		3.0	2.0	
Recall Mode	None	None		None	None		None	C-Min		None	Min	
v/c Ratio	0.80	0.80	0.31		0.05		0.92	0.69		0.22	0.77	0.44
Control Delay (s/veh)	68.1	68.4	0.5		0.4		53.6	11.1		53.1	29.8	5.0
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	68.1	68.4	0.5		0.4		53.6	11.1		53.1	29.8	5.0
Queue Length 50th (ft)	114	115	0		0		198	200		12	304	47
Queue Length 95th (ft)	#200	#202	0		0		#279	350		35	#454	80
Internal Link Dist (ft)		315			424			695			860	
Turn Bay Length (ft)	310		250				475			100		
Base Capacity (vph)	244	246	1455		297		631	2332		86	1533	1054
Starvation Cap Reductn	0	0	0		0		0	0		0	0	0
Spillback Cap Reductn	0	0	0		0		0	0		0	0	0
Storage Cap Reductn	0	0	0		0		0	0		0	0	0
Reduced v/c Ratio	0.73	0.73	0.31		0.06		0.92	0.69		0.22	0.78	0.45

Intersection Summary

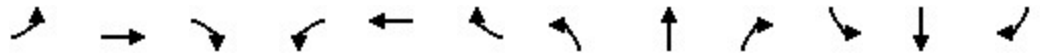
Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 10 (10%), Referenced to phase 2:NBT, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 7: NYS Route 17M & US Route 6/Sunrise Park Rd



2026 Build Traffic Volumes w/ Improvements  
 7: NYS Route 17M & US Route 6/Sunrise Park Rd

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	299	7	393	9	0	6	501	1350	39	16	1027	405
Future Volume (veh/h)	299	7	393	9	0	6	501	1350	39	16	1027	405
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1900	1737	1643	1806	1806	1744	1894	1894	1900	1856	1885
Adj Flow Rate, veh/h	354	0	0	10	0	7	583	1570	45	19	1194	471
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	5	0	11	11	0	0	13	3	3	0	3	1
Cap, veh/h	428	0		18	0	13	825	2164	62	23	1277	775
Arrive On Green	0.12	0.00	0.00	0.02	0.00	0.02	0.26	0.61	0.61	0.01	0.36	0.36
Sat Flow, veh/h	3478	0	1472	963	0	674	3223	3573	102	1810	3526	1598
Grp Volume(v), veh/h	354	0	0	17	0	0	583	789	826	19	1194	471
Grp Sat Flow(s),veh/h/ln	1739	0	1472	1636	0	0	1611	1800	1876	1810	1763	1598
Q Serve(g_s), s	9.9	0.0	0.0	1.0	0.0	0.0	16.4	30.8	31.0	1.0	32.7	21.5
Cycle Q Clear(g_c), s	9.9	0.0	0.0	1.0	0.0	0.0	16.4	30.8	31.0	1.0	32.7	21.5
Prop In Lane	1.00		1.00	0.59		0.41	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	428	0		31	0	0	825	1090	1136	23	1277	775
V/C Ratio(X)	0.83	0.00		0.55	0.00	0.00	0.71	0.72	0.73	0.84	0.94	0.61
Avail Cap(c_a), veh/h	522	0		82	0	0	825	1090	1136	54	1304	788
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.49	0.49	0.49
Uniform Delay (d), s/veh	42.8	0.0	0.0	48.6	0.0	0.0	33.8	13.8	13.9	49.3	30.8	18.8
Incr Delay (d2), s/veh	7.5	0.0	0.0	5.6	0.0	0.0	2.4	4.2	4.1	30.9	6.8	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	0.0	0.0	0.5	0.0	0.0	6.4	11.7	12.2	0.7	14.0	9.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	50.3	0.0	0.0	54.3	0.0	0.0	36.2	18.0	18.0	80.2	37.6	19.3
LnGrp LOS	D			D			D	B	B	F	D	B
Approach Vol, veh/h		354			17			2198			1684	
Approach Delay, s/veh		50.3			54.3			22.8			32.9	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.2	66.6		18.3	31.6	42.2		7.9				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	3.0	53.0		15.0	19.0	37.0		5.0				
Max Q Clear Time (g_c+I1), s	3.0	33.0		11.9	18.4	34.7		3.0				
Green Ext Time (p_c), s	0.0	6.0		0.4	0.2	1.5		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh		29.2
HCM 7th LOS		C









**Notes**  
 User approved pedestrian interval to be less than phase max green.  
 User approved volume balancing among the lanes for turning movement.

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

2026 Build Traffic Volumes w/ Improvements  
8: NYS Route 17M & WB Off Ramp

AM Peak Hour  
11/19/2024

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	635	1254	0	0	0
Future Volume (vph)	0	635	1254	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	12	12
Lane Util. Factor	1.00	0.88	0.95	1.00	1.00	1.00
Frt		0.850				
Flt Protected						
Satd. Flow (prot)	0	2807	3406	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	2807	3406	0	0	0
Right Turn on Red		No		Yes		
Satd. Flow (RTOR)						
Link Speed (mph)	30		45			45
Link Distance (ft)	567		279			167
Travel Time (s)	12.9		4.2			2.5
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	8%	6%	0%	0%	0%
Adj. Flow (vph)	0	730	1441	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	730	1441	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Right	Left	Left
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	0.92	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors		2	2			
Detector Template						
Leading Detector (ft)		83	83			
Trailing Detector (ft)		-5	-5			
Detector 1 Position(ft)		-5	-5			
Detector 1 Size(ft)		40	40			
Detector 1 Type		Cl+Ex	Cl+Ex			
Detector 1 Channel						
Detector 1 Extend (s)		0.0	0.0			
Detector 1 Queue (s)		0.0	0.0			
Detector 1 Delay (s)		0.0	0.0			
Detector 2 Position(ft)		43	43			
Detector 2 Size(ft)		40	40			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type		Perm	NA			
Protected Phases			2			
Permitted Phases		8				
Detector Phase		8	2			

2026 Build Traffic Volumes w/ Improvements  
 8: NYS Route 17M & WB Off Ramp

AM Peak Hour  
 11/19/2024



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
<b>Switch Phase</b>						
Minimum Initial (s)		5.0	5.0			
Minimum Split (s)		24.0	24.0			
Total Split (s)		50.0	50.0			
Total Split (%)		50.0%	50.0%			
Maximum Green (s)		44.0	44.0			
Yellow Time (s)		5.0	5.0			
All-Red Time (s)		1.0	1.0			
Lost Time Adjust (s)		0.0	0.0			
Total Lost Time (s)		6.0	6.0			
<b>Lead/Lag</b>						
Lead-Lag Optimize?						
Vehicle Extension (s)		3.0	3.0			
Recall Mode		None	C-Max			
Act Effct Green (s)		33.3	54.7			
Actuated g/C Ratio		0.33	0.55			
v/c Ratio		0.78	0.77			
Control Delay (s/veh)		35.9	22.8			
Queue Delay		0.0	0.0			
Total Delay (s/veh)		35.9	22.8			
LOS		D	C			
Approach Delay (s/veh)	35.9		22.9			
Approach LOS	D		C			
Queue Length 50th (ft)		234	363			
Queue Length 95th (ft)		262	506			
Internal Link Dist (ft)	487		199		87	
<b>Turn Bay Length (ft)</b>						
Base Capacity (vph)		1235	1861			
Starvation Cap Reductn		0	0			
Spillback Cap Reductn		0	0			
Storage Cap Reductn		0	0			
Reduced v/c Ratio		0.59	0.77			

**Intersection Summary**

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

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

Natural Cycle: 60

Control Type: Actuated-Coordinated

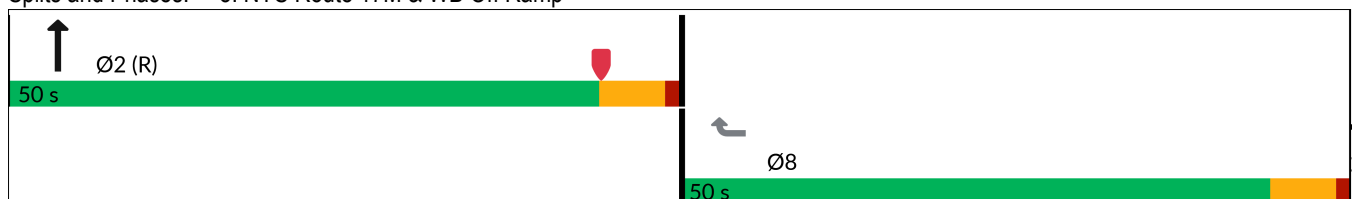
Maximum v/c Ratio: 0.78

Intersection Signal Delay (s/veh): 27.3      Intersection LOS: C

Intersection Capacity Utilization 66.9%      ICU Level of Service C

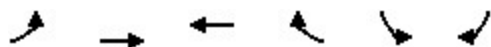
Analysis Period (min) 15

Splits and Phases: 8: NYS Route 17M & WB Off Ramp



2026 Build Traffic Volumes w/ Improvements  
 9: US Route 6 & Slate Hill Commerce Center

AM Peak Hour  
 11/19/2024

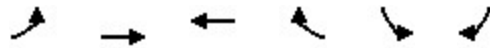


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	256	675	254	411	62	32
Future Volume (vph)	256	675	254	411	62	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		5%	0%		0%	
Storage Length (ft)	150			150	150	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>				0.850		0.850
Fl <sub>t</sub> Protected	0.950				0.950	
Satd. Flow (prot)	1742	1748	1712	1495	1410	1524
Fl <sub>t</sub> Permitted	0.393				0.950	
Satd. Flow (perm)	721	1748	1712	1495	1410	1524
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				478		37
Link Speed (mph)		55	55		30	
Link Distance (ft)		439	1697		451	
Travel Time (s)		5.4	21.0		10.3	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	1%	6%	11%	8%	28%	6%
Adj. Flow (vph)	298	785	295	478	72	37
Shared Lane Traffic (%)						
Lane Group Flow (vph)	298	785	295	478	72	37
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	1.00	1.00	1.00	1.00
Turning Speed (mph)	60			60	60	60
Number of Detectors	2	2	2	2	2	2
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-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	pm+pt	NA	NA	Perm	Prot	Perm



2026 Build Traffic Volumes w/ Improvements  
 9: US Route 6 & Slate Hill Commerce Center

AM Peak Hour  
 11/19/2024

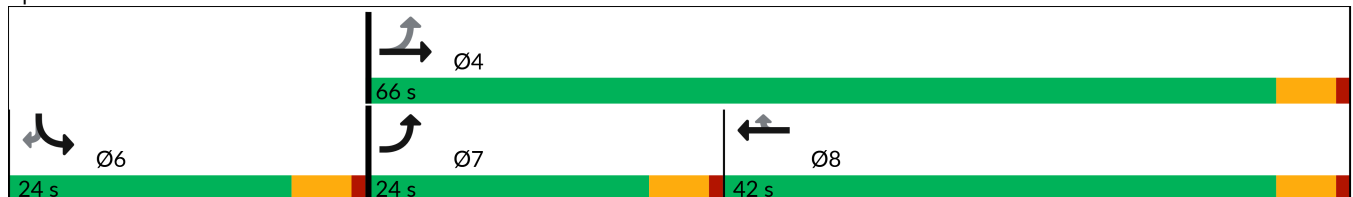


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Protected Phases	7	4	8		6	
Permitted Phases	4			8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	24.0	66.0	42.0	42.0	24.0	24.0
Total Split (%)	26.7%	73.3%	46.7%	46.7%	26.7%	26.7%
Maximum Green (s)	19.0	61.0	37.0	37.0	19.0	19.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None
v/c Ratio	0.40	0.63	0.55	0.60	0.28	0.12
Control Delay (s/veh)	5.8	8.8	20.0	5.5	24.1	9.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	5.8	8.8	20.0	5.5	24.1	9.8
Queue Length 50th (ft)	30	119	70	0	18	0
Queue Length 95th (ft)	67	249	151	47	57	20
Internal Link Dist (ft)		359	1617		371	
Turn Bay Length (ft)	150			150	150	
Base Capacity (vph)	936	1715	1310	1256	626	697
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.46	0.23	0.38	0.12	0.05

Intersection Summary

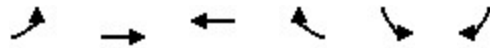
Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 47.9  
 Natural Cycle: 45  
 Control Type: Actuated-Uncoordinated

Splits and Phases: 9: US Route 6 & Slate Hill Commerce Center



2026 Build Traffic Volumes w/ Improvements  
 9: US Route 6 & Slate Hill Commerce Center

AM Peak Hour  
 11/19/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	256	675	254	411	62	32	
Future Volume (veh/h)	256	675	254	411	62	32	
Initial Q (Qb), veh	0	0	0	0	0	0	
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1738	1664	1737	1781	1485	1811	
Adj Flow Rate, veh/h	298	785	295	478	72	37	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	
Percent Heavy Veh, %	1	6	11	8	28	6	
Cap, veh/h	716	1135	719	625	120	130	
Arrive On Green	0.15	0.68	0.41	0.41	0.08	0.08	
Sat Flow, veh/h	1655	1664	1737	1510	1414	1535	
Grp Volume(v), veh/h	298	785	295	478	72	37	
Grp Sat Flow(s),veh/h/ln	1655	1664	1737	1510	1414	1535	
Q Serve(g_s), s	3.7	12.2	5.1	11.7	2.1	1.0	
Cycle Q Clear(g_c), s	3.7	12.2	5.1	11.7	2.1	1.0	
Prop In Lane	1.00			1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	716	1135	719	625	120	130	
V/C Ratio(X)	0.42	0.69	0.41	0.77	0.60	0.28	
Avail Cap(c_a), veh/h	1196	2364	1497	1301	626	679	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	4.8	4.1	8.9	10.8	18.9	18.4	
Incr Delay (d2), s/veh	0.4	0.8	0.4	2.0	4.8	1.2	
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.3	0.2	1.1	2.4	0.8	0.0	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	5.2	4.9	9.3	12.8	23.7	19.6	
LnGrp LOS	A	A	A	B	C	B	
Approach Vol, veh/h		1083	773		109		
Approach Delay, s/veh		4.9	11.4		22.3		
Approach LOS		A	B		C		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				34.3	8.6	11.5	22.8
Change Period (Y+Rc), s				5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s				61.0	19.0	19.0	37.0
Max Q Clear Time (g_c+1), s				14.2	4.1	5.7	13.7
Green Ext Time (p_c), s				4.9	0.4	1.1	4.1
<b>Intersection Summary</b>							
HCM 7th Control Delay, s/veh			8.5				
HCM 7th LOS			A				

2026 Build Traffic Volumes w/ Improvements  
6: US Route 6 & CR 56

PM Peak Hour  
11/19/2024



Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	200	56	707	101	19	632
Future Volume (vph)	200	56	707	101	19	632
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	13
Grade (%)	-2%		-2%			1%
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.970		0.983			
Flt Protected	0.962				0.950	
Satd. Flow (prot)	1671	0	1717	0	1618	1792
Flt Permitted	0.962				0.148	
Satd. Flow (perm)	1671	0	1717	0	252	1792
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	25		18			
Link Speed (mph)	55		55			55
Link Distance (ft)	2121		872			1130
Travel Time (s)	26.3		10.8			14.0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	2%	11%	2%	11%	9%
Adj. Flow (vph)	217	61	768	110	21	687
Shared Lane Traffic (%)						
Lane Group Flow (vph)	278	0	878	0	21	687
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.03	0.99	0.99	0.99	1.01	0.96
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template						
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	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)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0

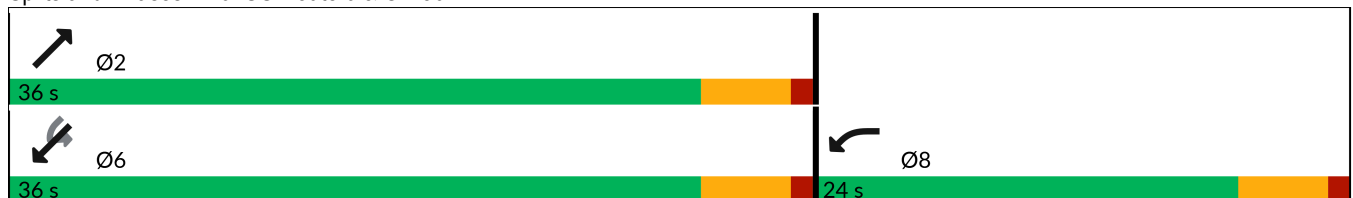


Lane Group	WBL	WBR	NET	NER	SWL	SWT
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	11.0		11.0		11.0	11.0
Total Split (s)	24.0		36.0		36.0	36.0
Total Split (%)	40.0%		60.0%		60.0%	60.0%
Maximum Green (s)	19.0		31.0		31.0	31.0
Yellow Time (s)	4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.0		5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		None		None	None
v/c Ratio	0.64		0.89		0.14	0.67
Control Delay (s/veh)	24.0		26.6		10.2	13.6
Queue Delay	0.0		0.0		0.0	0.0
Total Delay (s/veh)	24.0		26.6		10.2	13.6
Queue Length 50th (ft)	73		211		3	135
Queue Length 95th (ft)	136		#534		16	302
Internal Link Dist (ft)	2041		792			1050
Turn Bay Length (ft)					200	
Base Capacity (vph)	611		1006		146	1042
Starvation Cap Reductn	0		0		0	0
Spillback Cap Reductn	0		0		0	0
Storage Cap Reductn	0		0		0	0
Reduced v/c Ratio	0.45		0.87		0.14	0.66

Intersection Summary

Area Type: Other  
 Cycle Length: 60  
 Actuated Cycle Length: 53.8  
 Natural Cycle: 60  
 Control Type: Actuated-Uncoordinated  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

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



2026 Build Traffic Volumes w/ Improvements  
6: US Route 6 & CR 56

PM Peak Hour  
11/19/2024



Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	200	56	707	101	19	632
Future Volume (veh/h)	200	56	707	101	19	632
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.04
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1919	1949	1814	1949	1731	1831
Adj Flow Rate, veh/h	217	61	768	0	21	687
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	2	11	2	11	9
Cap, veh/h	284	80	956		309	965
Arrive On Green	0.21	0.21	0.53	0.00	0.53	0.53
Sat Flow, veh/h	1384	389	1814	0	648	1831
Grp Volume(v), veh/h	279	0	768	0	21	687
Grp Sat Flow(s),veh/h/ln	1779	0	1814	0	648	1831
Q Serve(g_s), s	5.5	0.0	13.0	0.0	1.0	10.6
Cycle Q Clear(g_c), s	5.5	0.0	13.0	0.0	14.0	10.6
Prop In Lane	0.78	0.22		0.00	1.00	
Lane Grp Cap(c), veh/h	365	0	956		309	965
V/C Ratio(X)	0.76	0.00	0.80		0.07	0.71
Avail Cap(c_a), veh/h	904	0	1504		505	1518
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	14.0	0.0	7.2	0.0	13.0	6.7
Incr Delay (d2), s/veh	3.3	0.0	1.8	0.0	0.1	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	1.7	0.0	0.1	1.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	17.3	0.0	9.0	0.0	13.1	7.7
LnGrp LOS	B		A		B	A
Approach Vol, veh/h			768			708
Approach Delay, s/veh			9.0			7.8
Approach LOS			A			A
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		24.7			24.7	12.7
Change Period (Y+Rc), s		5.0			5.0	5.0
Max Green Setting (Gmax), s		31.0			31.0	19.0
Max Q Clear Time (g_c+1), s		15.0			16.0	7.5
Green Ext Time (p_c), s		4.3			3.7	0.6
<b>Intersection Summary</b>						
HCM 7th Control Delay, s/veh			9.9			
HCM 7th LOS			A			
<b>Notes</b>						
User approved volume balancing among the lanes for turning movement.						
Unsignalized Delay for [NER] is excluded from calculations of the approach delay and intersection delay.						

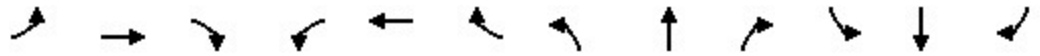
2026 Build Traffic Volumes w/ Improvements  
 7: NYS Route 17M & US Route 6/Sunrise Park Rd

PM Peak Hour  
 11/19/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	485	16	523	31	16	35	435	1159	21	19	1178	430
Future Volume (vph)	485	16	523	31	16	35	435	1159	21	19	1178	430
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			4%			-1%			0%	
Storage Length (ft)	310		250	0		0	475		0	100		0
Storage Lanes	1		1	0		0	1		0	1		1
Taper Length (ft)	50			25			50			50		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.97	0.95	0.95	1.00	0.95	1.00
Frt			0.850		0.942			0.997				0.850
Flt Protected	0.950	0.955			0.981		0.950			0.950		
Satd. Flow (prot)	1681	1692	1404	0	1659	0	3060	3511	0	1719	3539	1583
Flt Permitted	0.950	0.955			0.981		0.950			0.950		
Satd. Flow (perm)	1681	1692	1404	0	1659	0	3060	3511	0	1719	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			539		29			2				260
Link Speed (mph)		55			45			45			45	
Link Distance (ft)		395			504			775			940	
Travel Time (s)		4.9			7.6			11.7			14.2	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	0%	15%	3%	0%	6%	15%	3%	5%	5%	2%	2%
Adj. Flow (vph)	500	16	539	32	16	36	448	1195	22	20	1214	443
Shared Lane Traffic (%)	48%											
Lane Group Flow (vph)	260	256	539	0	84	0	448	1217	0	20	1214	443
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			30			45			25	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.03	1.03	1.03	0.99	0.99	0.99	1.00	1.00	1.00
Turning Speed (mph)	15		25	15		9	15		9	15		15
Number of Detectors	2	2	2	2	2		2	2		1	2	2
Detector Template				Left								
Leading Detector (ft)	83	83	83	83	83		83	83		15	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		20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43		43	43			43	43
Detector 2 Size(ft)	40	40	40	40	40		40	40			40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	0.0
Turn Type	Split	NA	Free	Split	NA		Prot	NA		Prot	NA	pt+ov

2026 Build Traffic Volumes w/ Improvements  
 7: NYS Route 17M & US Route 6/Sunrise Park Rd

PM Peak Hour  
 11/19/2024

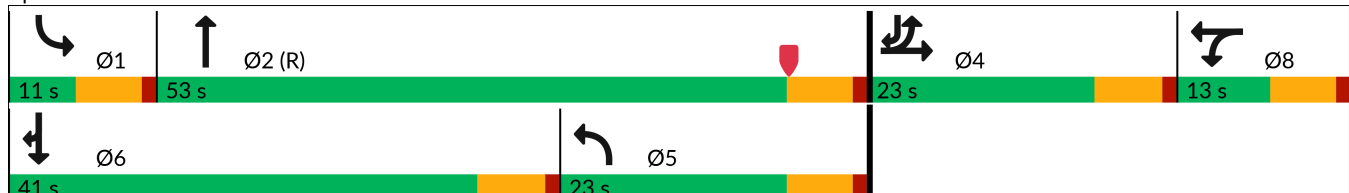


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	4	4		8	8		5	2		1	6	6 4
Permitted Phases			Free									
Detector Phase	4	4		8	8		5	2		1	6	6 4
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	11.0	11.0		11.0	11.0		9.0	16.0		9.0	16.0	
Total Split (s)	23.0	23.0		13.0	13.0		23.0	53.0		11.0	41.0	
Total Split (%)	23.0%	23.0%		13.0%	13.0%		23.0%	53.0%		11.0%	41.0%	
Maximum Green (s)	17.0	17.0		7.0	7.0		17.0	47.0		5.0	35.0	
Yellow Time (s)	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	
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							Lag	Lag		Lead	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		3.0	2.0	
Recall Mode	None	None		None	None		None	C-Min		None	Min	
v/c Ratio	0.92	0.90	0.38		0.62		0.88	0.61		0.22	0.88	0.44
Control Delay (s/veh)	80.9	76.8	0.7		52.1		58.4	15.1		51.7	39.8	4.4
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	80.9	76.8	0.7		52.1		58.4	15.1		51.7	39.8	4.4
Queue Length 50th (ft)	172	169	0		34		150	203		13	398	33
Queue Length 95th (ft)	#328	#322	0		#96		#231	358		37	#549	66
Internal Link Dist (ft)		315			424			695			860	
Turn Bay Length (ft)	310		250				475			100		
Base Capacity (vph)	285	287	1404		143		520	1991		90	1365	995
Starvation Cap Reductn	0	0	0		0		0	0		0	0	0
Spillback Cap Reductn	0	0	0		0		0	0		0	0	0
Storage Cap Reductn	0	0	0		0		0	0		0	0	0
Reduced v/c Ratio	0.91	0.89	0.38		0.59		0.86	0.61		0.22	0.89	0.45

Intersection Summary

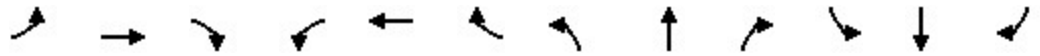
Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 7: NYS Route 17M & US Route 6/Sunrise Park Rd



2026 Build Traffic Volumes w/ Improvements  
 7: NYS Route 17M & US Route 6/Sunrise Park Rd

PM Peak Hour  
 11/19/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	485	16	523	31	16	35	435	1159	21	19	1178	430
Future Volume (veh/h)	485	16	523	31	16	35	435	1159	21	19	1178	430
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1900	1678	1761	1806	1717	1714	1894	1864	1826	1870	1870
Adj Flow Rate, veh/h	511	0	0	32	16	36	448	1195	22	20	1214	443
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	0	15	3	0	6	15	3	5	5	2	2
Cap, veh/h	578	0		40	20	45	583	1883	35	23	1244	812
Arrive On Green	0.16	0.00	0.00	0.06	0.06	0.06	0.18	0.52	0.52	0.01	0.35	0.35
Sat Flow, veh/h	3563	0	1422	628	314	706	3167	3615	67	1739	3554	1585
Grp Volume(v), veh/h	511	0	0	84	0	0	448	595	622	20	1214	443
Grp Sat Flow(s),veh/h/ln	1781	0	1422	1647	0	0	1584	1800	1882	1739	1777	1585
Q Serve(g_s), s	14.0	0.0	0.0	5.0	0.0	0.0	13.4	23.7	23.7	1.1	33.7	18.9
Cycle Q Clear(g_c), s	14.0	0.0	0.0	5.0	0.0	0.0	13.4	23.7	23.7	1.1	33.7	18.9
Prop In Lane	1.00		1.00	0.38		0.43	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	578	0		105	0	0	583	937	980	23	1244	812
V/C Ratio(X)	0.88	0.00		0.80	0.00	0.00	0.77	0.63	0.63	0.86	0.98	0.55
Avail Cap(c_a), veh/h	606	0		115	0	0	583	937	980	87	1244	812
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.40	0.40	0.40
Uniform Delay (d), s/veh	41.0	0.0	0.0	46.2	0.0	0.0	38.8	17.2	17.2	49.2	32.1	16.5
Incr Delay (d2), s/veh	13.4	0.0	0.0	26.9	0.0	0.0	5.6	3.3	3.1	27.8	11.1	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	0.0	0.0	2.8	0.0	0.0	5.4	9.5	9.9	0.7	15.3	8.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.3	0.0	0.0	73.1	0.0	0.0	44.3	20.4	20.3	77.0	43.2	16.7
LnGrp LOS	D			E			D	C	C	E	D	B
Approach Vol, veh/h	511		84				1665			1677		
Approach Delay, s/veh	54.3		73.1				26.8			36.6		
Approach LOS	D		E				C			D		
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	7.3	58.1	22.2		24.4	41.0	12.4					
Change Period (Y+Rc), s	6.0	6.0	6.0		6.0	6.0	6.0					
Max Green Setting (Gmax), s	5.0	47.0	17.0		17.0	35.0	7.0					
Max Q Clear Time (g_c+I1), s	3.1	25.7	16.0		15.4	35.7	7.0					
Green Ext Time (p_c), s	0.0	4.0	0.2		0.3	0.0	0.0					

Intersection Summary

HCM 7th Control Delay, s/veh	35.5
HCM 7th LOS	D

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved volume balancing among the lanes for turning movement.











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

2026 Build Traffic Volumes w/ Improvements  
8: NYS Route 17M & WB Off Ramp

PM Peak Hour  
11/19/2024

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	582	1033	0	0	0
Future Volume (vph)	0	582	1033	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	12	12
Lane Util. Factor	1.00	0.88	0.95	1.00	1.00	1.00
Frt		0.850				
Flt Protected						
Satd. Flow (prot)	0	2834	3406	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	2834	3406	0	0	0
Right Turn on Red		No		Yes		
Satd. Flow (RTOR)						
Link Speed (mph)	30		45			45
Link Distance (ft)	567		279			167
Travel Time (s)	12.9		4.2			2.5
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	7%	6%	0%	0%	0%
Adj. Flow (vph)	0	600	1065	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	600	1065	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Right	Left	Left
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	0.92	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors		2	2			
Detector Template						
Leading Detector (ft)		83	83			
Trailing Detector (ft)		-5	-5			
Detector 1 Position(ft)		-5	-5			
Detector 1 Size(ft)		40	40			
Detector 1 Type		Cl+Ex	Cl+Ex			
Detector 1 Channel						
Detector 1 Extend (s)		0.0	0.0			
Detector 1 Queue (s)		0.0	0.0			
Detector 1 Delay (s)		0.0	0.0			
Detector 2 Position(ft)		43	43			
Detector 2 Size(ft)		40	40			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type		Perm	NA			
Protected Phases			2			
Permitted Phases		8				
Detector Phase		8	2			

2026 Build Traffic Volumes w/ Improvements  
 8: NYS Route 17M & WB Off Ramp

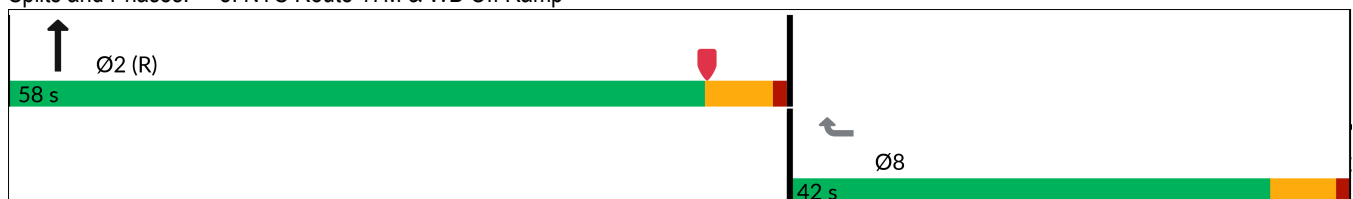
PM Peak Hour  
 11/19/2024



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
<b>Switch Phase</b>						
Minimum Initial (s)		5.0	5.0			
Minimum Split (s)		24.0	24.0			
Total Split (s)		42.0	58.0			
Total Split (%)		42.0%	58.0%			
Maximum Green (s)		36.0	52.0			
Yellow Time (s)		5.0	5.0			
All-Red Time (s)		1.0	1.0			
Lost Time Adjust (s)		0.0	0.0			
Total Lost Time (s)		6.0	6.0			
<b>Lead/Lag</b>						
Lead-Lag Optimize?						
Vehicle Extension (s)		3.0	3.0			
Recall Mode		None	C-Max			
Act Effct Green (s)		27.5	60.5			
Actuated g/C Ratio		0.28	0.61			
v/c Ratio		0.77	0.51			
Control Delay (s/veh)		40.0	13.2			
Queue Delay		0.0	0.0			
Total Delay (s/veh)		40.0	13.2			
LOS		D	B			
Approach Delay (s/veh)	40.0		13.3			
Approach LOS	D		B			
Queue Length 50th (ft)		199	190			
Queue Length 95th (ft)		244	290			
Internal Link Dist (ft)	487		199		87	
<b>Turn Bay Length (ft)</b>						
Base Capacity (vph)		1020	2060			
Starvation Cap Reductn		0	0			
Spillback Cap Reductn		0	0			
Storage Cap Reductn		0	0			
Reduced v/c Ratio		0.59	0.52			

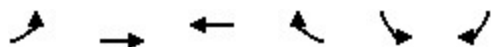
**Intersection Summary**  
 Area Type: Other  
 Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow  
 Natural Cycle: 50  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.77  
 Intersection Signal Delay (s/veh): 22.9  
 Intersection Capacity Utilization 58.9%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service B

Splits and Phases: 8: NYS Route 17M & WB Off Ramp



2026 Build Traffic Volumes w/ Improvements  
 9: US Route 6 & Slate Hill Commerce Center

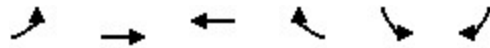
PM Peak Hour  
 11/19/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	50	414	704	102	371	218
Future Volume (vph)	50	414	704	102	371	218
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		5%	0%		0%	
Storage Length (ft)	150			150	150	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>				0.850		0.850
Fl <sub>t</sub> Protected	0.950				0.950	
Satd. Flow (prot)	1645	1748	1845	1233	1583	1568
Fl <sub>t</sub> Permitted	0.221				0.950	
Satd. Flow (perm)	383	1748	1845	1233	1583	1568
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				105		83
Link Speed (mph)		55	55		30	
Link Distance (ft)		439	1697		451	
Travel Time (s)		5.4	21.0		10.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	7%	6%	3%	31%	14%	3%
Adj. Flow (vph)	52	427	726	105	382	225
Shared Lane Traffic (%)						
Lane Group Flow (vph)	52	427	726	105	382	225
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	1.00	1.00	1.00	1.00
Turning Speed (mph)	60			60	60	60
Number of Detectors	2	2	2	2	2	2
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	83	83	83	83	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40
Detector 1 Type	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	NA	Perm	Prot	Perm

2026 Build Traffic Volumes w/ Improvements  
 9: US Route 6 & Slate Hill Commerce Center

PM Peak Hour  
 11/19/2024

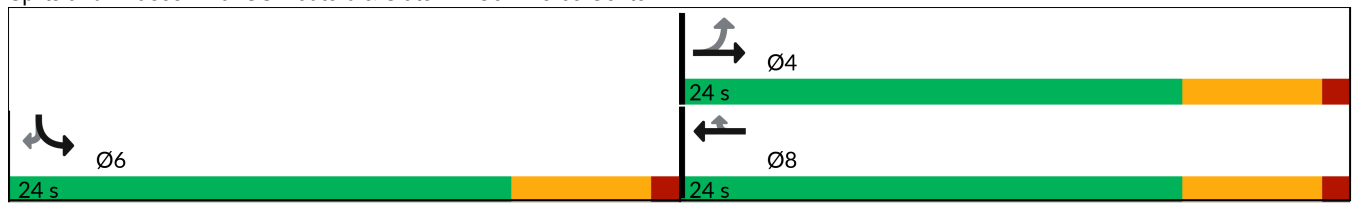


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Protected Phases		4	8		6	
Permitted Phases	4			8		6
Detector Phase	4	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Maximum Green (s)	18.0	18.0	18.0	18.0	18.0	18.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	Min	Min
v/c Ratio	0.33	0.60	0.97	0.18	0.73	0.39
Control Delay (s/veh)	18.4	16.1	48.2	3.8	22.4	9.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	18.4	16.1	48.2	3.8	22.4	9.4
Queue Length 50th (ft)	10	90	~199	0	84	26
Queue Length 95th (ft)	37	172	#400	22	#159	65
Internal Link Dist (ft)		359	1617		371	
Turn Bay Length (ft)	150			150	150	
Base Capacity (vph)	153	702	741	558	636	679
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.61	0.98	0.19	0.60	0.33

Intersection Summary

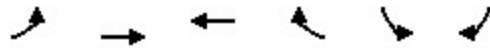
Area Type: Other  
 Cycle Length: 48  
 Actuated Cycle Length: 45.1  
 Natural Cycle: 60  
 Control Type: Actuated-Uncoordinated  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 9: US Route 6 & Slate Hill Commerce Center



2026 Build Traffic Volumes w/ Improvements  
 9: US Route 6 & Slate Hill Commerce Center

PM Peak Hour  
 11/19/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	50	414	704	102	371	218
Future Volume (veh/h)	50	414	704	102	371	218
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1649	1664	1856	1441	1693	1856
Adj Flow Rate, veh/h	52	427	726	105	382	225
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	7	6	3	31	14	3
Cap, veh/h	192	692	771	508	495	483
Arrive On Green	0.42	0.42	0.42	0.42	0.31	0.31
Sat Flow, veh/h	642	1664	1856	1221	1612	1572
Grp Volume(v), veh/h	52	427	726	105	382	225
Grp Sat Flow(s),veh/h/ln	642	1664	1856	1221	1612	1572
Q Serve(g_s), s	1.7	8.7	16.3	2.4	9.3	5.0
Cycle Q Clear(g_c), s	18.0	8.7	16.3	2.4	9.3	5.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	192	692	771	508	495	483
V/C Ratio(X)	0.27	0.62	0.94	0.21	0.77	0.47
Avail Cap(c_a), veh/h	192	692	771	508	670	654
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.2	9.9	12.1	8.1	13.6	12.1
Incr Delay (d2), s/veh	0.7	1.7	19.5	0.2	3.9	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	2.1	7.8	0.4	3.2	1.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	22.0	11.6	31.6	8.3	17.5	12.8
LnGrp LOS	C	B	C	A	B	B
Approach Vol, veh/h		479	831		607	
Approach Delay, s/veh		12.7	28.7		15.8	
Approach LOS		B	C		B	
Timer - Assigned Phs				4	6	8
Phs Duration (G+Y+Rc), s				24.0	19.3	24.0
Change Period (Y+Rc), s				6.0	6.0	6.0
Max Green Setting (Gmax), s				18.0	18.0	18.0
Max Q Clear Time (g_c+11), s				20.0	11.3	18.3
Green Ext Time (p_c), s				0.0	2.0	0.0
<b>Intersection Summary</b>						
HCM 7th Control Delay, s/veh			20.6			
HCM 7th LOS			C			

# HCS7 Freeway Weaving Report

## Project Information

Analyst	PWG	Date	11/20/2024
Agency		Analysis Year	2024
Jurisdiction	Rt 17 WB Weave	Time Period Analyzed	Existing AM Peak Hour
Project Description	Job No. 21002112F	Unit	United States Customary

## Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (Ls), ft	805	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Rolling	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	0.33	Cross Weaving Managed Lane	No

## Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

## Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	706	185	0	80
Peak Hour Factor (PHF)	0.87	0.87	0.87	0.87
Total Trucks, %	7.00	6.00	0.00	18.00
Heavy Vehicle Adjustment Factor (fHV)	0.877	0.893	1.000	0.735
Flow Rate (vi), pc/h	925	238	0	125
Weaving Flow Rate (vw), pc/h	363	Freeway Max Capacity (ciFL), pc/h/ln		2250
Non-Weaving Flow Rate (vNW), pc/h	925	Density-Based Capacity (ciWL), pc/h/ln		1899
Total Flow Rate (v), pc/h	1288	Demand Flow-Based Capacity (ciW), pc/h		8511
Volume Ratio (VR)	0.282	Weaving Segment Capacity (cw), veh/h		4935
Minimum Lane Change Rate (LCMIN), lc/h	363	Adjusted Weaving Area Capacity, pc/h		5697
Maximum Weaving Length (LMAX), ft	5392	Volume-to-Capacity Ratio (v/c)		0.23

## Speed and Density

Non-Weaving Vehicle Index (INW)	25	Average Weaving Speed (Sw), mi/h	49.5
Non-Weaving Lane Change Rate (LCNW), lc/h	49	Average Non-Weaving Speed (SNW), mi/h	50.3
Weaving Lane Change Rate (LCW), lc/h	462	Average Speed (S), mi/h	50.1
Weaving Lane Change Rate (LCAII), lc/h	511	Density (D), pc/mi/ln	8.6
Weaving Intensity Factor (W)	0.158	Level of Service (LOS)	A

# HCS7 Freeway Diverge Report

## Project Information

Analyst	PWG	Date	11/20/2024
Agency		Analysis Year	2024
Jurisdiction	I-84 EB On-Ramp from Rt 17M WB	Time Period Analyzed	Existing AM Peak Hour
Project Description	Job No. 21002112F	Unit	United States Customary

## Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	55.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	1500	175
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

## Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

## Demand and Capacity

Demand Volume (Vi)	786	88
Peak Hour Factor (PHF)	0.87	0.87
Total Trucks, %	9.00	17.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.847	0.746
Flow Rate (vi),pc/h	1067	136
Capacity (c), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.24	0.07

## Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.440
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	49.3
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	60.3
Flow in Lanes 1 and 2 (v12), pc/h	1067	Ramp Junction Speed (S), mi/h	49.3
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	10.8
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	11.9



# HCS7 Freeway Diverge Report

## Project Information

Analyst	PWG	Date	11/20/2024
Agency		Analysis Year	2024
Jurisdiction	I-84 WB On Ramp from 17M EB	Time Period Analyzed	Existing AM Peak Hour
Project Description	Job No. 21002112F	Unit	United States Customary

## Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	55.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	1500	490
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

## Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

## Demand and Capacity

Demand Volume (Vi)	1263	65
Peak Hour Factor (PHF)	0.87	0.87
Total Trucks, %	4.00	18.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.926	0.735
Flow Rate (vi),pc/h	1568	102
Capacity (c), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.35	0.05

## Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (Ds)	0.437
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	49.3
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	60.3
Flow in Lanes 1 and 2 (v12), pc/h	1568	Ramp Junction Speed (S), mi/h	49.3
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	15.9
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	13.3

# HCS7 Freeway Weaving Report

## Project Information

Analyst	PWG	Date	11/20/2024
Agency		Analysis Year	2024
Jurisdiction	Rt 17 EB Weave	Time Period Analyzed	Existing AM Peak Hour
Project Description	Job No. 21002112F	Unit	United States Customary

## Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (Ls), ft	760	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Rolling	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	0.33	Cross Weaving Managed Lane	No

## Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

## Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	653	115	0	610
Peak Hour Factor (PHF)	0.87	0.87	0.87	0.87
Total Trucks, %	6.00	7.00	0.00	4.00
Heavy Vehicle Adjustment Factor (fHV)	0.893	0.877	1.000	0.926
Flow Rate (vi), pc/h	841	151	0	757
Weaving Flow Rate (vw), pc/h	908	Freeway Max Capacity (cIFL), pc/h/ln		2250
Non-Weaving Flow Rate (vNW), pc/h	841	Density-Based Capacity (cIWL), pc/h/ln		1692
Total Flow Rate (v), pc/h	1749	Demand Flow-Based Capacity (cIW), pc/h		4624
Volume Ratio (VR)	0.519	Weaving Segment Capacity (cw), veh/h		4189
Minimum Lane Change Rate (LCMIN), lc/h	908	Adjusted Weaving Area Capacity, pc/h		4624
Maximum Weaving Length (LMAX), ft	8049	Volume-to-Capacity Ratio (v/c)		0.38

## Speed and Density

Non-Weaving Vehicle Index (INW)	21	Average Weaving Speed (Sw), mi/h	46.2
Non-Weaving Lane Change Rate (LCNW), lc/h	7	Average Non-Weaving Speed (SNW), mi/h	45.7
Weaving Lane Change Rate (LCW), lc/h	1003	Average Speed (S), mi/h	46.0
Weaving Lane Change Rate (LCAII), lc/h	1010	Density (D), pc/mi/ln	12.7
Weaving Intensity Factor (W)	0.283	Level of Service (LOS)	B

# HCS7 Freeway Merge Report

## Project Information

Analyst	PWG	Date	11/20/2024
Agency		Analysis Year	2024
Jurisdiction	I-84 EB Off-Ramp to 17M EB	Time Period Analyzed	Existing AM Peak Hour
Project Description	Job No. 21002112F	Unit	United States Customary

## Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	55.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1500	325
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

## Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

## Demand and Capacity

Demand Volume (Vi)	768	262
Peak Hour Factor (PHF)	0.87	0.87
Total Trucks, %	6.00	12.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.893	0.806
Flow Rate (vi),pc/h	989	374
Capacity (c), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.30	0.19

## Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.313
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (VOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	50.9
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	55.0
Flow in Lanes 1 and 2 (v12), pc/h	989	Ramp Junction Speed (S), mi/h	50.9
Flow Entering Ramp-Infl. Area (vR12), pc/h	1363	Average Density (D), pc/mi/ln	13.4
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	14.0

# HCS7 Freeway Weaving Report

## Project Information

Analyst	PWG	Date	11/20/2024
Agency		Analysis Year	2024
Jurisdiction	Rt 17 WB Weave	Time Period Analyzed	Existing PM Peak Hour
Project Description	Job No. 21002112F	Unit	United States Customary

## Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (Ls), ft	805	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Rolling	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	0.33	Cross Weaving Managed Lane	No

## Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

## Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	828	107	0	250
Peak Hour Factor (PHF)	0.97	0.97	0.97	0.97
Total Trucks, %	5.00	2.00	0.00	5.00
Heavy Vehicle Adjustment Factor (fHV)	0.909	0.962	1.000	0.909
Flow Rate (vi), pc/h	939	115	0	284
Weaving Flow Rate (vw), pc/h	399	Freeway Max Capacity (cIFL), pc/h/ln		2250
Non-Weaving Flow Rate (vNW), pc/h	939	Density-Based Capacity (cIWL), pc/h/ln		1886
Total Flow Rate (v), pc/h	1338	Demand Flow-Based Capacity (cIW), pc/h		8054
Volume Ratio (VR)	0.298	Weaving Segment Capacity (cw), veh/h		5169
Minimum Lane Change Rate (LCMIN), lc/h	399	Adjusted Weaving Area Capacity, pc/h		5658
Maximum Weaving Length (LMAX), ft	5562	Volume-to-Capacity Ratio (v/c)		0.24

## Speed and Density

Non-Weaving Vehicle Index (INW)	25	Average Weaving Speed (Sw), mi/h	49.3
Non-Weaving Lane Change Rate (LCNW), lc/h	52	Average Non-Weaving Speed (SNW), mi/h	50.0
Weaving Lane Change Rate (LCW), lc/h	498	Average Speed (S), mi/h	49.8
Weaving Lane Change Rate (LCAII), lc/h	550	Density (D), pc/mi/ln	9.0
Weaving Intensity Factor (W)	0.167	Level of Service (LOS)	A

# HCS7 Freeway Diverge Report

## Project Information

Analyst	PWG	Date	11/20/2024
Agency		Analysis Year	2024
Jurisdiction	I-84 EB On-Ramp from Rt 17M WB	Time Period Analyzed	Existing PM Peak Hour
Project Description	Job No. 21002112F	Unit	United States Customary

## Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	55.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	1500	175
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

## Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

## Demand and Capacity

Demand Volume (Vi)	1078	135
Peak Hour Factor (PHF)	0.97	0.97
Total Trucks, %	5.00	7.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.909	0.877
Flow Rate (vi),pc/h	1223	159
Capacity (c), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.27	0.08

## Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.442
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (VOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	49.3
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	60.3
Flow in Lanes 1 and 2 (v12), pc/h	1223	Ramp Junction Speed (S), mi/h	49.3
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	12.4
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	13.2

# HCS7 Freeway Diverge Report

## Project Information

Analyst	PWG	Date	11/20/2024
Agency		Analysis Year	2024
Jurisdiction	I-84 WB On Ramp from 17M EB	Time Period Analyzed	Existing PM Peak Hour
Project Description	Job No. 21002112F	Unit	United States Customary

## Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	55.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	1500	490
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

## Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

## Demand and Capacity

Demand Volume (Vi)	1115	155
Peak Hour Factor (PHF)	0.97	0.97
Total Trucks, %	5.00	5.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.909	0.909
Flow Rate (vi),pc/h	1265	176
Capacity (c), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.28	0.09

## Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (Ds)	0.444
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	49.2
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	60.3
Flow in Lanes 1 and 2 (v12), pc/h	1265	Ramp Junction Speed (S), mi/h	49.2
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	12.9
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	10.7

# HCS7 Freeway Weaving Report

## Project Information

Analyst	PWG	Date	11/20/2024
Agency		Analysis Year	2024
Jurisdiction	Rt 17 EB Weave	Time Period Analyzed	Existing PM Peak Hour
Project Description	Job No. 21002112F	Unit	United States Customary

## Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (Ls), ft	760	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Rolling	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	0.33	Cross Weaving Managed Lane	No

## Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

## Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	596	140	0	519
Peak Hour Factor (PHF)	0.97	0.97	0.97	0.97
Total Trucks, %	6.00	10.00	0.00	5.00
Heavy Vehicle Adjustment Factor (fHV)	0.893	0.833	1.000	0.909
Flow Rate (vi), pc/h	688	173	0	589
Weaving Flow Rate (vw), pc/h	762	Freeway Max Capacity (cIFL), pc/h/ln		2250
Non-Weaving Flow Rate (vNW), pc/h	688	Density-Based Capacity (cIWL), pc/h/ln		1686
Total Flow Rate (v), pc/h	1450	Demand Flow-Based Capacity (cIW), pc/h		4563
Volume Ratio (VR)	0.526	Weaving Segment Capacity (cw), veh/h		4071
Minimum Lane Change Rate (LCMIN), lc/h	762	Adjusted Weaving Area Capacity, pc/h		4562
Maximum Weaving Length (LMAX), ft	8132	Volume-to-Capacity Ratio (v/c)		0.32

## Speed and Density

Non-Weaving Vehicle Index (INW)	17	Average Weaving Speed (Sw), mi/h	47.1
Non-Weaving Lane Change Rate (LCNW), lc/h	0	Average Non-Weaving Speed (SNW), mi/h	47.2
Weaving Lane Change Rate (LCW), lc/h	857	Average Speed (S), mi/h	47.1
Weaving Lane Change Rate (LCAII), lc/h	857	Density (D), pc/mi/ln	10.3
Weaving Intensity Factor (W)	0.248	Level of Service (LOS)	B

# HCS7 Freeway Merge Report

## Project Information

Analyst	PWG	Date	11/20/2024
Agency		Analysis Year	2024
Jurisdiction	I-84 EB Off-Ramp to 17M EB	Time Period Analyzed	Existing PM Peak Hour
Project Description	Job No. 21002112F	Unit	United States Customary

## Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	55.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1500	325
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

## Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

## Demand and Capacity

Demand Volume (Vi)	736	115
Peak Hour Factor (PHF)	0.97	0.97
Total Trucks, %	6.00	14.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.893	0.781
Flow Rate (vi),pc/h	850	152
Capacity (c), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.22	0.08

## Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.309
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (VOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	51.0
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	55.0
Flow in Lanes 1 and 2 (v12), pc/h	850	Ramp Junction Speed (S), mi/h	51.0
Flow Entering Ramp-Infl. Area (vR12), pc/h	1002	Average Density (D), pc/mi/ln	9.8
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	11.3



# HCS7 Freeway Weaving Report

## Project Information

Analyst	PWG	Date	12/4/2024
Agency		Analysis Year	2027
Jurisdiction	Rt 17 WB Weave	Time Period Analyzed	No-Build AM Peak Hour
Project Description	Job No. 21002112F	Unit	United States Customary

## Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (Ls), ft	805	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Rolling	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	0.33	Cross Weaving Managed Lane	No

## Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

## Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	853	345	0	81
Peak Hour Factor (PHF)	0.87	0.87	0.87	0.87
Total Trucks, %	8.00	11.00	0.00	18.00
Heavy Vehicle Adjustment Factor (fhv)	0.862	0.820	1.000	0.735
Flow Rate (vi), pc/h	1137	484	0	127
Weaving Flow Rate (vw), pc/h	611	Freeway Max Capacity (ciFL), pc/h/ln		2250
Non-Weaving Flow Rate (vNW), pc/h	1137	Density-Based Capacity (ciWL), pc/h/ln		1843
Total Flow Rate (v), pc/h	1748	Demand Flow-Based Capacity (ciW), pc/h		6857
Volume Ratio (VR)	0.350	Weaving Segment Capacity (cw), veh/h		4651
Minimum Lane Change Rate (LCMIN), lc/h	611	Adjusted Weaving Area Capacity, pc/h		5529
Maximum Weaving Length (LMAX), ft	6126	Volume-to-Capacity Ratio (v/c)		0.32

## Speed and Density

Non-Weaving Vehicle Index (INW)	31	Average Weaving Speed (Sw), mi/h	47.6
Non-Weaving Lane Change Rate (LCNW), lc/h	93	Average Non-Weaving Speed (SNW), mi/h	47.8
Weaving Lane Change Rate (LCW), lc/h	710	Average Speed (S), mi/h	47.7
Weaving Lane Change Rate (LCAII), lc/h	803	Density (D), pc/mi/ln	12.2
Weaving Intensity Factor (W)	0.226	Level of Service (LOS)	B

# HCS7 Freeway Diverge Report

## Project Information

Analyst	PWG	Date	12/4/2024
Agency		Analysis Year	2027
Jurisdiction	I-84 EB On-Ramp from Rt 17M WB	Time Period Analyzed	No-Build AM Peak Hour
Project Description	Job No. 21002112F	Unit	United States Customary

## Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	55.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	1500	175
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

## Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

## Demand and Capacity

Demand Volume (Vi)	934	89
Peak Hour Factor (PHF)	0.87	0.87
Total Trucks, %	8.00	17.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.862	0.746
Flow Rate (vi),pc/h	1245	137
Capacity (c), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.28	0.07

## Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.440
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (VOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	49.3
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	60.3
Flow in Lanes 1 and 2 (v12), pc/h	1245	Ramp Junction Speed (S), mi/h	49.3
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	12.6
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	13.4

# HCS7 Freeway Diverge Report

## Project Information

Analyst	PWG	Date	12/4/2024
Agency		Analysis Year	2027
Jurisdiction	I-84 WB On Ramp from 17M EB	Time Period Analyzed	No-Build AM Peak Hour
Project Description	Job No. 21002112F	Unit	United States Customary

## Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	55.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	1500	490
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

## Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

## Demand and Capacity

Demand Volume (Vi)	1330	95
Peak Hour Factor (PHF)	0.87	0.87
Total Trucks, %	5.00	26.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.909	0.658
Flow Rate (vi),pc/h	1682	166
Capacity (c), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.37	0.08

## Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (Ds)	0.443
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	49.2
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	60.3
Flow in Lanes 1 and 2 (v12), pc/h	1682	Ramp Junction Speed (S), mi/h	49.2
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	17.1
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	14.3

# HCS7 Freeway Weaving Report

## Project Information

Analyst	PWG	Date	12/4/2024
Agency		Analysis Year	2027
Jurisdiction	Rt 17 EB Weave	Time Period Analyzed	No-Build AM Peak Hour
Project Description	Job No. 21002112F	Unit	United States Customary

## Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (Ls), ft	760	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Rolling	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	0.33	Cross Weaving Managed Lane	No

## Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

## Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	681	117	0	648
Peak Hour Factor (PHF)	0.87	0.87	0.87	0.87
Total Trucks, %	6.00	7.00	0.00	6.00
Heavy Vehicle Adjustment Factor (fHV)	0.893	0.877	1.000	0.893
Flow Rate (vi), pc/h	877	153	0	834
Weaving Flow Rate (vw), pc/h	987	Freeway Max Capacity (ciFL), pc/h/ln		2250
Non-Weaving Flow Rate (vNW), pc/h	877	Density-Based Capacity (ciWL), pc/h/ln		1682
Total Flow Rate (v), pc/h	1864	Demand Flow-Based Capacity (ciW), pc/h		4528
Volume Ratio (VR)	0.530	Weaving Segment Capacity (cw), veh/h		4038
Minimum Lane Change Rate (LCMIN), lc/h	987	Adjusted Weaving Area Capacity, pc/h		4529
Maximum Weaving Length (LMAX), ft	8179	Volume-to-Capacity Ratio (v/c)		0.41

## Speed and Density

Non-Weaving Vehicle Index (INW)	22	Average Weaving Speed (Sw), mi/h	45.7
Non-Weaving Lane Change Rate (LCNW), lc/h	15	Average Non-Weaving Speed (SNW), mi/h	44.9
Weaving Lane Change Rate (LCW), lc/h	1082	Average Speed (S), mi/h	45.3
Weaving Lane Change Rate (LCAII), lc/h	1097	Density (D), pc/mi/ln	13.7
Weaving Intensity Factor (W)	0.302	Level of Service (LOS)	B

# HCS7 Freeway Merge Report

## Project Information

Analyst	PWG	Date	12/4/2024
Agency		Analysis Year	2027
Jurisdiction	I-84 EB Off-Ramp to 17M EB	Time Period Analyzed	No-Build AM Peak Hour
Project Description	Job No. 21002112F	Unit	United States Customary

## Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	55.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1500	325
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

## Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

## Demand and Capacity

Demand Volume (Vi)	798	266
Peak Hour Factor (PHF)	0.87	0.87
Total Trucks, %	6.00	12.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.893	0.806
Flow Rate (vi),pc/h	1027	379
Capacity (c), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.31	0.19

## Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.314
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (VOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	50.9
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	55.0
Flow in Lanes 1 and 2 (v12), pc/h	1027	Ramp Junction Speed (S), mi/h	50.9
Flow Entering Ramp-Infl. Area (vR12), pc/h	1406	Average Density (D), pc/mi/ln	13.8
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	14.3

# HCS7 Freeway Weaving Report

## Project Information

Analyst	PWG	Date	12/4/2024
Agency		Analysis Year	2027
Jurisdiction	Rt 17 WB Weave	Time Period Analyzed	No-Build PM Peak Hour
Project Description	Job No. 21002112F	Unit	United States Customary

## Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (Ls), ft	805	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Rolling	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	0.33	Cross Weaving Managed Lane	No

## Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

## Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	868	154	0	254
Peak Hour Factor (PHF)	0.97	0.97	0.97	0.97
Total Trucks, %	7.00	16.00	0.00	5.00
Heavy Vehicle Adjustment Factor (fHV)	0.877	0.758	1.000	0.909
Flow Rate (vi), pc/h	1020	209	0	288
Weaving Flow Rate (vw), pc/h	497	Freeway Max Capacity (ciFL), pc/h/ln		2250
Non-Weaving Flow Rate (vNW), pc/h	1020	Density-Based Capacity (ciWL), pc/h/ln		1861
Total Flow Rate (v), pc/h	1517	Demand Flow-Based Capacity (ciW), pc/h		7317
Volume Ratio (VR)	0.328	Weaving Segment Capacity (cw), veh/h		4839
Minimum Lane Change Rate (LCMIN), lc/h	497	Adjusted Weaving Area Capacity, pc/h		5584
Maximum Weaving Length (LMAX), ft	5886	Volume-to-Capacity Ratio (v/c)		0.27

## Speed and Density

Non-Weaving Vehicle Index (INW)	27	Average Weaving Speed (Sw), mi/h	48.5
Non-Weaving Lane Change Rate (LCNW), lc/h	69	Average Non-Weaving Speed (SNW), mi/h	49.0
Weaving Lane Change Rate (LCW), lc/h	596	Average Speed (S), mi/h	48.8
Weaving Lane Change Rate (LCAII), lc/h	665	Density (D), pc/mi/ln	10.4
Weaving Intensity Factor (W)	0.194	Level of Service (LOS)	B

# HCS7 Freeway Diverge Report

## Project Information

Analyst	PWG	Date	12/4/2024
Agency		Analysis Year	2027
Jurisdiction	I-84 EB On-Ramp from Rt 17M WB	Time Period Analyzed	No-Build PM Peak Hour
Project Description	Job No. 21002112F	Unit	United States Customary

## Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	55.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	1500	175
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

## Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

## Demand and Capacity

Demand Volume (Vi)	1122	137
Peak Hour Factor (PHF)	0.97	0.97
Total Trucks, %	5.00	7.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.909	0.877
Flow Rate (vi),pc/h	1272	161
Capacity (c), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.28	0.08

## Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.442
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	49.3
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	60.3
Flow in Lanes 1 and 2 (v12), pc/h	1272	Ramp Junction Speed (S), mi/h	49.3
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	12.9
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	13.6

# HCS7 Freeway Diverge Report

## Project Information

Analyst	PWG	Date	12/4/2024
Agency		Analysis Year	2027
Jurisdiction	I-84 WB On Ramp from 17M EB	Time Period Analyzed	No-Build PM Peak Hour
Project Description	Job No. 21002112F	Unit	United States Customary

## Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	55.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	1500	490
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

## Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

## Demand and Capacity

Demand Volume (Vi)	1398	306
Peak Hour Factor (PHF)	0.97	0.97
Total Trucks, %	7.00	15.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.877	0.769
Flow Rate (vi),pc/h	1643	410
Capacity (c), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.37	0.21

## Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (Ds)	0.465
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	49.0
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	60.3
Flow in Lanes 1 and 2 (v12), pc/h	1643	Ramp Junction Speed (S), mi/h	49.0
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	16.8
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	14.0



# HCS7 Freeway Weaving Report

## Project Information

Analyst	PWG	Date	12/4/2024
Agency		Analysis Year	2027
Jurisdiction	Rt 17 EB Weave	Time Period Analyzed	No-Build PM Peak Hour
Project Description	Job No. 21002112F	Unit	United States Customary

## Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (Ls), ft	760	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Rolling	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	0.33	Cross Weaving Managed Lane	No

## Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

## Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	723	142	0	675
Peak Hour Factor (PHF)	0.97	0.97	0.97	0.97
Total Trucks, %	6.00	10.00	0.00	9.00
Heavy Vehicle Adjustment Factor (fhv)	0.893	0.833	1.000	0.847
Flow Rate (vi), pc/h	835	176	0	822
Weaving Flow Rate (vw), pc/h	998	Freeway Max Capacity (cIFL), pc/h/ln		2250
Non-Weaving Flow Rate (vNW), pc/h	835	Density-Based Capacity (cIWL), pc/h/ln		1670
Total Flow Rate (v), pc/h	1833	Demand Flow-Based Capacity (cIW), pc/h		4412
Volume Ratio (VR)	0.544	Weaving Segment Capacity (cw), veh/h		3823
Minimum Lane Change Rate (LCMIN), lc/h	998	Adjusted Weaving Area Capacity, pc/h		4411
Maximum Weaving Length (LMAX), ft	8345	Volume-to-Capacity Ratio (v/c)		0.42

## Speed and Density

Non-Weaving Vehicle Index (INW)	21	Average Weaving Speed (Sw), mi/h	45.7
Non-Weaving Lane Change Rate (LCNW), lc/h	6	Average Non-Weaving Speed (SNW), mi/h	44.9
Weaving Lane Change Rate (LCW), lc/h	1093	Average Speed (S), mi/h	45.3
Weaving Lane Change Rate (LCAII), lc/h	1099	Density (D), pc/mi/ln	13.5
Weaving Intensity Factor (W)	0.302	Level of Service (LOS)	B

# HCS7 Freeway Merge Report

## Project Information

Analyst	PWG	Date	12/4/2024
Agency		Analysis Year	2027
Jurisdiction	I-84 EB Off-Ramp to 17M EB	Time Period Analyzed	No-Build PM Peak Hour
Project Description	Job No. 21002112F	Unit	United States Customary

## Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	55.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1500	325
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

## Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

## Demand and Capacity

Demand Volume (Vi)	865	117
Peak Hour Factor (PHF)	0.97	0.97
Total Trucks, %	6.00	14.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.893	0.781
Flow Rate (vi),pc/h	999	154
Capacity (c), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.26	0.08

## Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.311
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	51.0
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	55.0
Flow in Lanes 1 and 2 (v12), pc/h	999	Ramp Junction Speed (S), mi/h	51.0
Flow Entering Ramp-Infl. Area (vR12), pc/h	1153	Average Density (D), pc/mi/ln	11.3
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	12.4

# HCS7 Freeway Weaving Report

## Project Information

Analyst	PWG	Date	12/4/2024
Agency		Analysis Year	2027
Jurisdiction	Rt 17 WB Weave	Time Period Analyzed	Build AM Peak Hour
Project Description	Job No. 21002112F	Unit	United States Customary

## Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (Ls), ft	805	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Rolling	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	0.33	Cross Weaving Managed Lane	No

## Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

## Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	830	318	0	81
Peak Hour Factor (PHF)	0.87	0.87	0.87	0.87
Total Trucks, %	7.00	10.00	0.00	18.00
Heavy Vehicle Adjustment Factor (fHV)	0.877	0.833	1.000	0.735
Flow Rate (vi), pc/h	1088	439	0	127
Weaving Flow Rate (vw), pc/h	566	Freeway Max Capacity (ciFL), pc/h/ln		2250
Non-Weaving Flow Rate (vNW), pc/h	1088	Density-Based Capacity (ciWL), pc/h/ln		1850
Total Flow Rate (v), pc/h	1654	Demand Flow-Based Capacity (ciW), pc/h		7018
Volume Ratio (VR)	0.342	Weaving Segment Capacity (cw), veh/h		4742
Minimum Lane Change Rate (LCMIN), lc/h	566	Adjusted Weaving Area Capacity, pc/h		5550
Maximum Weaving Length (LMAX), ft	6039	Volume-to-Capacity Ratio (v/c)		0.30

## Speed and Density

Non-Weaving Vehicle Index (INW)	29	Average Weaving Speed (SW), mi/h	48.0
Non-Weaving Lane Change Rate (LCNW), lc/h	83	Average Non-Weaving Speed (SNW), mi/h	48.3
Weaving Lane Change Rate (LCW), lc/h	665	Average Speed (S), mi/h	48.2
Weaving Lane Change Rate (LCAII), lc/h	748	Density (D), pc/mi/ln	11.4
Weaving Intensity Factor (W)	0.213	Level of Service (LOS)	B

# HCS7 Freeway Diverge Report

## Project Information

Analyst	PWG	Date	12/4/2024
Agency		Analysis Year	2027
Jurisdiction	I-84 EB On-Ramp from Rt 17M WB	Time Period Analyzed	Build AM Peak Hour
Project Description	Job No. 21002112F	Unit	United States Customary

## Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	55.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	1500	175
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

## Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

## Demand and Capacity

Demand Volume (Vi)	911	89
Peak Hour Factor (PHF)	0.87	0.87
Total Trucks, %	8.00	17.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.862	0.746
Flow Rate (vi),pc/h	1215	137
Capacity (c), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.27	0.07

## Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.440
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	49.3
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	60.3
Flow in Lanes 1 and 2 (v12), pc/h	1215	Ramp Junction Speed (S), mi/h	49.3
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	12.3
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	13.1

# HCS7 Freeway Diverge Report

## Project Information

Analyst	PWG	Date	12/4/2024
Agency		Analysis Year	2027
Jurisdiction	I-84 WB On Ramp from 17M EB	Time Period Analyzed	Build AM Peak Hour
Project Description	Job No. 21002112F	Unit	United States Customary

## Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	55.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	1500	490
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

## Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

## Demand and Capacity

Demand Volume (Vi)	1328	94
Peak Hour Factor (PHF)	0.87	0.87
Total Trucks, %	5.00	26.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.909	0.658
Flow Rate (vi),pc/h	1679	164
Capacity (c), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.37	0.08

## Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (Ds)	0.443
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	49.2
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	60.3
Flow in Lanes 1 and 2 (v12), pc/h	1679	Ramp Junction Speed (S), mi/h	49.2
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	17.1
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	14.3

# HCS7 Freeway Weaving Report

## Project Information

Analyst	PWG	Date	12/4/2024
Agency		Analysis Year	2027
Jurisdiction	Rt 17 EB Weave	Time Period Analyzed	Build AM Peak Hour
Project Description	Job No. 21002112F	Unit	United States Customary

## Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (Ls), ft	760	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Rolling	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	0.33	Cross Weaving Managed Lane	No

## Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

## Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	681	117	0	647
Peak Hour Factor (PHF)	0.87	0.87	0.87	0.87
Total Trucks, %	6.00	7.00	0.00	6.00
Heavy Vehicle Adjustment Factor (fHV)	0.893	0.877	1.000	0.893
Flow Rate (vi), pc/h	877	153	0	833
Weaving Flow Rate (vw), pc/h	986	Freeway Max Capacity (ciFL), pc/h/ln		2250
Non-Weaving Flow Rate (vNW), pc/h	877	Density-Based Capacity (ciWL), pc/h/ln		1683
Total Flow Rate (v), pc/h	1863	Demand Flow-Based Capacity (ciW), pc/h		4537
Volume Ratio (VR)	0.529	Weaving Segment Capacity (cw), veh/h		4045
Minimum Lane Change Rate (LCMIN), lc/h	986	Adjusted Weaving Area Capacity, pc/h		4536
Maximum Weaving Length (LMAX), ft	8167	Volume-to-Capacity Ratio (v/c)		0.41

## Speed and Density

Non-Weaving Vehicle Index (INW)	22	Average Weaving Speed (SW), mi/h	45.7
Non-Weaving Lane Change Rate (LCNW), lc/h	15	Average Non-Weaving Speed (SNW), mi/h	44.9
Weaving Lane Change Rate (LCW), lc/h	1081	Average Speed (S), mi/h	45.3
Weaving Lane Change Rate (LCAII), lc/h	1096	Density (D), pc/mi/ln	13.7
Weaving Intensity Factor (W)	0.302	Level of Service (LOS)	B

# HCS7 Freeway Merge Report

## Project Information

Analyst	PWG	Date	12/4/2024
Agency		Analysis Year	2027
Jurisdiction	I-84 EB Off-Ramp to 17M EB	Time Period Analyzed	Build AM Peak Hour
Project Description	Job No. 21002112F	Unit	United States Customary

## Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	55.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1500	325
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

## Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

## Demand and Capacity

Demand Volume (Vi)	798	266
Peak Hour Factor (PHF)	0.87	0.87
Total Trucks, %	6.00	12.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.893	0.806
Flow Rate (vi),pc/h	1027	379
Capacity (c), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.31	0.19

## Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.314
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (VOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	50.9
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	55.0
Flow in Lanes 1 and 2 (v12), pc/h	1027	Ramp Junction Speed (S), mi/h	50.9
Flow Entering Ramp-Infl. Area (vR12), pc/h	1406	Average Density (D), pc/mi/ln	13.8
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	14.3

# HCS7 Freeway Weaving Report

## Project Information

Analyst	PWG	Date	12/4/2024
Agency		Analysis Year	2027
Jurisdiction	Rt 17 WB Weave	Time Period Analyzed	Build PM Peak Hour
Project Description	Job No. 21002112F	Unit	United States Customary

## Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (Ls), ft	805	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Rolling	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	0.33	Cross Weaving Managed Lane	No

## Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

## Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	873	157	0	254
Peak Hour Factor (PHF)	0.97	0.97	0.97	0.97
Total Trucks, %	7.00	14.00	0.00	5.00
Heavy Vehicle Adjustment Factor (fHV)	0.877	0.781	1.000	0.909
Flow Rate (vi), pc/h	1026	207	0	288
Weaving Flow Rate (vw), pc/h	495	Freeway Max Capacity (ciFL), pc/h/ln		2250
Non-Weaving Flow Rate (vNW), pc/h	1026	Density-Based Capacity (ciWL), pc/h/ln		1864
Total Flow Rate (v), pc/h	1521	Demand Flow-Based Capacity (ciW), pc/h		7385
Volume Ratio (VR)	0.325	Weaving Segment Capacity (cw), veh/h		4865
Minimum Lane Change Rate (LCMIN), lc/h	495	Adjusted Weaving Area Capacity, pc/h		5592
Maximum Weaving Length (LMAX), ft	5854	Volume-to-Capacity Ratio (v/c)		0.27

## Speed and Density

Non-Weaving Vehicle Index (INW)	28	Average Weaving Speed (SW), mi/h	48.5
Non-Weaving Lane Change Rate (LCNW), lc/h	70	Average Non-Weaving Speed (SNW), mi/h	49.0
Weaving Lane Change Rate (LCW), lc/h	594	Average Speed (S), mi/h	48.8
Weaving Lane Change Rate (LCAII), lc/h	664	Density (D), pc/mi/ln	10.4
Weaving Intensity Factor (W)	0.194	Level of Service (LOS)	B



# HCS7 Freeway Diverge Report

## Project Information

Analyst	PWG	Date	12/4/2024
Agency		Analysis Year	2027
Jurisdiction	I-84 EB On-Ramp from Rt 17M WB	Time Period Analyzed	Build PM Peak Hour
Project Description	Job No. 21002112F	Unit	United States Customary

## Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	55.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	1500	175
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

## Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

## Demand and Capacity

Demand Volume (Vi)	1127	137
Peak Hour Factor (PHF)	0.97	0.97
Total Trucks, %	5.00	7.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.909	0.877
Flow Rate (vi),pc/h	1278	161
Capacity (c), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.28	0.08

## Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.442
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	49.3
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	60.3
Flow in Lanes 1 and 2 (v12), pc/h	1278	Ramp Junction Speed (S), mi/h	49.3
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	13.0
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	13.7

# HCS7 Freeway Diverge Report

## Project Information

Analyst	PWG	Date	12/4/2024
Agency		Analysis Year	2027
Jurisdiction	I-84 WB On Ramp from 17M EB	Time Period Analyzed	Build PM Peak Hour
Project Description	Job No. 21002112F	Unit	United States Customary

## Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	55.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	1500	490
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

## Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

## Demand and Capacity

Demand Volume (Vi)	1356	282
Peak Hour Factor (PHF)	0.97	0.97
Total Trucks, %	7.00	14.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.877	0.781
Flow Rate (vi),pc/h	1594	372
Capacity (c), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.35	0.19

## Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (Ds)	0.461
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	49.0
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	60.3
Flow in Lanes 1 and 2 (v12), pc/h	1594	Ramp Junction Speed (S), mi/h	49.0
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	16.3
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	13.6

# HCS7 Freeway Weaving Report

## Project Information

Analyst	PWG	Date	12/4/2024
Agency		Analysis Year	2027
Jurisdiction	Rt 17 EB Weave	Time Period Analyzed	Build PM Peak Hour
Project Description	Job No. 21002112F	Unit	United States Customary

## Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (Ls), ft	760	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Rolling	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	0.33	Cross Weaving Managed Lane	No

## Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

## Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	704	142	0	651
Peak Hour Factor (PHF)	0.97	0.97	0.97	0.97
Total Trucks, %	6.00	10.00	0.00	9.00
Heavy Vehicle Adjustment Factor (fHV)	0.893	0.833	1.000	0.847
Flow Rate (vi), pc/h	813	176	0	792
Weaving Flow Rate (vw), pc/h	968	Freeway Max Capacity (ciFL), pc/h/ln		2250
Non-Weaving Flow Rate (vNW), pc/h	813	Density-Based Capacity (ciWL), pc/h/ln		1670
Total Flow Rate (v), pc/h	1781	Demand Flow-Based Capacity (ciW), pc/h		4412
Volume Ratio (VR)	0.544	Weaving Segment Capacity (cw), veh/h		3823
Minimum Lane Change Rate (LCMIN), lc/h	968	Adjusted Weaving Area Capacity, pc/h		4411
Maximum Weaving Length (LMAX), ft	8345	Volume-to-Capacity Ratio (v/c)		0.40

## Speed and Density

Non-Weaving Vehicle Index (INW)	21	Average Weaving Speed (SW), mi/h	45.9
Non-Weaving Lane Change Rate (LCNW), lc/h	2	Average Non-Weaving Speed (SNW), mi/h	45.2
Weaving Lane Change Rate (LCW), lc/h	1063	Average Speed (S), mi/h	45.6
Weaving Lane Change Rate (LCAII), lc/h	1065	Density (D), pc/mi/ln	13.0
Weaving Intensity Factor (W)	0.295	Level of Service (LOS)	B

# HCS7 Freeway Merge Report

## Project Information

Analyst	PWG	Date	12/4/2024
Agency		Analysis Year	2027
Jurisdiction	I-84 EB Off-Ramp to 17M EB	Time Period Analyzed	Build PM Peak Hour
Project Description	Job No. 21002112F	Unit	United States Customary

## Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	55.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1500	325
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

## Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

## Demand and Capacity

Demand Volume (Vi)	846	117
Peak Hour Factor (PHF)	0.97	0.97
Total Trucks, %	6.00	14.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.893	0.781
Flow Rate (vi),pc/h	977	154
Capacity (c), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.25	0.08

## Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.310
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (VOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	51.0
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	55.0
Flow in Lanes 1 and 2 (v12), pc/h	977	Ramp Junction Speed (S), mi/h	51.0
Flow Entering Ramp-Infl. Area (vR12), pc/h	1131	Average Density (D), pc/mi/ln	11.1
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	12.3

# HCS7 Freeway Weaving Report

## Project Information

Analyst	PWG	Date	4/21/2023
Agency		Analysis Year	2026
Jurisdiction	Rt 17 WB Weave	Time Analyzed	Build AM Peak Hour
Project Description	Job No. 22011192A	Units	U.S. Customary

## Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (Ls), ft	805	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Rolling	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	0.33	Cross Weaving Managed Lane	No

## Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

## Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	868	386	0	82
Peak Hour Factor (PHF)	0.87	0.87	0.87	0.87
Total Trucks, %	8.00	8.00	0.00	18.00
Heavy Vehicle Adjustment Factor (fHV)	0.862	0.862	1.000	0.735
Flow Rate (vi), pc/h	1157	515	0	128
Weaving Flow Rate (wv), pc/h	643	Freeway Max Capacity (ciFL), pc/h/ln		2250
Non-Weaving Flow Rate (vNW), pc/h	1157	Density-Based Capacity (ciWL), pc/h/ln		1837
Total Flow Rate (v), pc/h	1800	Demand Flow-Based Capacity (ciW), pc/h		6723
Volume Ratio (VR)	0.357	Weaving Segment Capacity (cw), veh/h		4701
Minimum Lane Change Rate (LCMIN), lc/h	643	Adjusted Weaving Area Capacity, pc/h		5511
Maximum Weaving Length (LMAX), ft	6203	Volume-to-Capacity Ratio (v/c)		0.33

## Speed and Density

Non-Weaving Vehicle Index (INW)	31	Average Weaving Speed (SW), mi/h	47.4
Non-Weaving Lane Change Rate (LCNW), lc/h	97	Average Non-Weaving Speed (SNW), mi/h	47.5
Weaving Lane Change Rate (LCW), lc/h	742	Average Speed (S), mi/h	47.5
Weaving Lane Change Rate (LCAII), lc/h	839	Density (D), pc/mi/ln	12.6
Weaving Intensity Factor (W)	0.233	Level of Service (LOS)	B

# HCS7 Freeway Diverge Report

## Project Information

Analyst	PWG	Date	4/21/2023
Agency		Analysis Year	2026
Jurisdiction	I-84 EB On-Ramp from Rt 17M WB	Time Analyzed	Build AM Peak Hour
Project Description	Job No. 22011192A	Units	U.S. Customary

## Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	55.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	1500	175
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

## Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

## Demand and Capacity

Demand Volume (Vi)	950	90
Peak Hour Factor (PHF)	0.87	0.87
Total Trucks, %	8.00	17.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.862	0.746
Flow Rate (vi),pc/h	1267	139
Capacity (c), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.28	0.07

## Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.441
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	49.3
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	60.3
Flow in Lanes 1 and 2 (v12), pc/h	1267	Ramp Junction Speed (S), mi/h	49.3
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	12.8
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	13.6

# HCS7 Freeway Diverge Report

## Project Information

Analyst	PWG	Date	4/21/2023
Agency		Analysis Year	2026
Jurisdiction	I-84 WB On Ramp from 17M EB	Time Analyzed	Build AM Peak Hour
Project Description	Job No. 22011192A	Units	U.S. Customary

## Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	55.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	1500	490
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

## Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

## Demand and Capacity

Demand Volume (Vi)	1325	104
Peak Hour Factor (PHF)	0.87	0.87
Total Trucks, %	4.00	20.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.926	0.714
Flow Rate (vi),pc/h	1645	167
Capacity (c), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.37	0.08

## Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (Ds)	0.443
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	49.2
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	60.3
Flow in Lanes 1 and 2 (v12), pc/h	1645	Ramp Junction Speed (S), mi/h	49.2
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	16.7
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	14.0

# HCS7 Freeway Weaving Report

## Project Information

Analyst	PWG	Date	4/21/2023
Agency		Analysis Year	2026
Jurisdiction	Rt 17 EB Weave	Time Analyzed	Build AM Peak Hour
Project Description	Job No. 22011192A	Units	U.S. Customary

## Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (Ls), ft	760	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Rolling	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	0.33	Cross Weaving Managed Lane	No

## Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

## Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	679	118	0	646
Peak Hour Factor (PHF)	0.87	0.87	0.87	0.87
Total Trucks, %	4.00	7.00	0.00	5.00
Heavy Vehicle Adjustment Factor (fHV)	0.926	0.877	1.000	0.909
Flow Rate (vi), pc/h	843	155	0	817
Weaving Flow Rate (wv), pc/h	972	Freeway Max Capacity (ciFL), pc/h/ln		2250
Non-Weaving Flow Rate (vNW), pc/h	843	Density-Based Capacity (ciWL), pc/h/ln		1677
Total Flow Rate (v), pc/h	1815	Demand Flow-Based Capacity (ciW), pc/h		4478
Volume Ratio (VR)	0.536	Weaving Segment Capacity (cw), veh/h		4093
Minimum Lane Change Rate (LCMIN), lc/h	972	Adjusted Weaving Area Capacity, pc/h		4477
Maximum Weaving Length (LMAX), ft	8250	Volume-to-Capacity Ratio (v/c)		0.41

## Speed and Density

Non-Weaving Vehicle Index (INW)	21	Average Weaving Speed (SW), mi/h	45.8
Non-Weaving Lane Change Rate (LCNW), lc/h	8	Average Non-Weaving Speed (SNW), mi/h	45.1
Weaving Lane Change Rate (LCW), lc/h	1067	Average Speed (S), mi/h	45.5
Weaving Lane Change Rate (LCAII), lc/h	1075	Density (D), pc/mi/ln	13.3
Weaving Intensity Factor (W)	0.297	Level of Service (LOS)	B



# HCS7 Freeway Merge Report

## Project Information

Analyst	PWG	Date	4/21/2023
Agency		Analysis Year	2026
Jurisdiction	I-84 EB Off-Ramp to 17M EB	Time Analyzed	Build AM Peak Hour
Project Description	Job No. 22011192A	Units	U.S. Customary

## Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	55.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1500	325
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

## Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

## Demand and Capacity

Demand Volume (Vi)	797	269
Peak Hour Factor (PHF)	0.87	0.87
Total Trucks, %	6.00	12.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.893	0.806
Flow Rate (vi),pc/h	1026	384
Capacity (c), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.31	0.19

## Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.314
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	50.9
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	55.0
Flow in Lanes 1 and 2 (v12), pc/h	1026	Ramp Junction Speed (S), mi/h	50.9
Flow Entering Ramp-Infl. Area (vR12), pc/h	1410	Average Density (D), pc/mi/ln	13.9
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	14.3

# HCS7 Freeway Weaving Report

## Project Information

Analyst	PWG	Date	4/21/2023
Agency		Analysis Year	2026
Jurisdiction	Rt 17 WB Weave	Time Analyzed	Build PM Peak Hour
Project Description	Job No. 22011192A	Units	U.S. Customary

## Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (Ls), ft	805	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Rolling	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	0.33	Cross Weaving Managed Lane	No

## Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

## Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	878	155	0	256
Peak Hour Factor (PHF)	0.97	0.97	0.97	0.97
Total Trucks, %	5.00	12.00	0.00	5.00
Heavy Vehicle Adjustment Factor (fHV)	0.909	0.806	1.000	0.909
Flow Rate (vi), pc/h	996	198	0	290
Weaving Flow Rate (wv), pc/h	488	Freeway Max Capacity (ciFL), pc/h/ln		2250
Non-Weaving Flow Rate (vNW), pc/h	996	Density-Based Capacity (ciWL), pc/h/ln		1860
Total Flow Rate (v), pc/h	1484	Demand Flow-Based Capacity (ciW), pc/h		7295
Volume Ratio (VR)	0.329	Weaving Segment Capacity (cw), veh/h		4995
Minimum Lane Change Rate (LCMIN), lc/h	488	Adjusted Weaving Area Capacity, pc/h		5579
Maximum Weaving Length (LMAX), ft	5897	Volume-to-Capacity Ratio (v/c)		0.27

## Speed and Density

Non-Weaving Vehicle Index (INW)	27	Average Weaving Speed (SW), mi/h	48.6
Non-Weaving Lane Change Rate (LCNW), lc/h	64	Average Non-Weaving Speed (SNW), mi/h	49.1
Weaving Lane Change Rate (LCW), lc/h	587	Average Speed (S), mi/h	48.9
Weaving Lane Change Rate (LCAII), lc/h	651	Density (D), pc/mi/ln	10.1
Weaving Intensity Factor (W)	0.191	Level of Service (LOS)	B

# HCS7 Freeway Diverge Report

## Project Information

Analyst	PWG	Date	4/21/2023
Agency		Analysis Year	2026
Jurisdiction	I-84 EB On-Ramp from Rt 17M WB	Time Analyzed	Build PM Peak Hour
Project Description	Job No. 22011192A	Units	U.S. Customary

## Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	55.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	1500	175
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

## Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

## Demand and Capacity

Demand Volume (Vi)	1134	138
Peak Hour Factor (PHF)	0.97	0.97
Total Trucks, %	5.00	7.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.909	0.877
Flow Rate (vi),pc/h	1286	162
Capacity (c), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.29	0.08

## Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.443
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	49.2
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	60.3
Flow in Lanes 1 and 2 (v12), pc/h	1286	Ramp Junction Speed (S), mi/h	49.2
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	13.1
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	13.7

# HCS7 Freeway Diverge Report

## Project Information

Analyst	PWG	Date	4/21/2023
Agency		Analysis Year	2026
Jurisdiction	I-84 WB On Ramp from 17M EB	Time Analyzed	Build PM Peak Hour
Project Description	Job No. 22011192A	Units	U.S. Customary

## Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	55.0	35.0
Segment Length (L) / Deceleration Length (LA),ft	1500	490
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

## Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

## Demand and Capacity

Demand Volume (Vi)	1405	327
Peak Hour Factor (PHF)	0.97	0.97
Total Trucks, %	6.00	11.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.893	0.820
Flow Rate (vi),pc/h	1622	411
Capacity (c), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.36	0.21

## Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (Ds)	0.465
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	49.0
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (SO), mi/h	60.3
Flow in Lanes 1 and 2 (v12), pc/h	1622	Ramp Junction Speed (S), mi/h	49.0
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	16.6
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	13.8

# HCS7 Freeway Weaving Report

## Project Information

Analyst	PWG	Date	4/21/2023
Agency		Analysis Year	2026
Jurisdiction	Rt 17 EB Weave	Time Analyzed	Build PM Peak Hour
Project Description	Job No. 22011192A	Units	U.S. Customary

## Geometric Data

Number of Lanes (N), ln	3	Segment Type	Freeway
Segment Length (Ls), ft	760	Number of Maneuver Lanes (NWL), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Rolling	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	0
Interchange Density (ID), int/mi	0.33	Cross Weaving Managed Lane	No

## Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

## Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	712	144	0	693
Peak Hour Factor (PHF)	0.97	0.97	0.97	0.97
Total Trucks, %	6.00	10.00	0.00	8.00
Heavy Vehicle Adjustment Factor (fHV)	0.893	0.833	1.000	0.862
Flow Rate (vi), pc/h	822	178	0	829
Weaving Flow Rate (wv), pc/h	1007	Freeway Max Capacity (ciFL), pc/h/ln		2250
Non-Weaving Flow Rate (vNW), pc/h	822	Density-Based Capacity (ciWL), pc/h/ln		1663
Total Flow Rate (v), pc/h	1829	Demand Flow-Based Capacity (ciW), pc/h		4356
Volume Ratio (VR)	0.551	Weaving Segment Capacity (cw), veh/h		3803
Minimum Lane Change Rate (LCMIN), lc/h	1007	Adjusted Weaving Area Capacity, pc/h		4356
Maximum Weaving Length (LMAX), ft	8429	Volume-to-Capacity Ratio (v/c)		0.42

## Speed and Density

Non-Weaving Vehicle Index (INW)	21	Average Weaving Speed (SW), mi/h	45.7
Non-Weaving Lane Change Rate (LCNW), lc/h	3	Average Non-Weaving Speed (SNW), mi/h	44.8
Weaving Lane Change Rate (LCW), lc/h	1102	Average Speed (S), mi/h	45.3
Weaving Lane Change Rate (LCAII), lc/h	1105	Density (D), pc/mi/ln	13.5
Weaving Intensity Factor (W)	0.304	Level of Service (LOS)	B

# HCS7 Freeway Merge Report

## Project Information

Analyst	PWG	Date	4/21/2023
Agency		Analysis Year	2026
Jurisdiction	I-84 EB Off-Ramp to 17M EB	Time Analyzed	Build PM Peak Hour
Project Description	Job No. 22011192A	Units	U.S. Customary

## Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	2	1
Free-Flow Speed (FFS), mi/h	55.0	35.0
Segment Length (L) / Acceleration Length (LA),ft	1500	325
Terrain Type	Rolling	Rolling
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

## Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

## Demand and Capacity

Demand Volume (Vi)	855	118
Peak Hour Factor (PHF)	0.97	0.97
Total Trucks, %	5.00	14.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.909	0.781
Flow Rate (vi),pc/h	970	156
Capacity (c), pc/h	4500	2000
Volume-to-Capacity Ratio (v/c)	0.25	0.08

## Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.310
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (VOA), pc/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	51.0
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	1.000	Outer Lanes Freeway Speed (SO), mi/h	55.0
Flow in Lanes 1 and 2 (v12), pc/h	970	Ramp Junction Speed (S), mi/h	51.0
Flow Entering Ramp-Infl. Area (vR12), pc/h	1126	Average Density (D), pc/mi/ln	11.0
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	12.2



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