Traffic Impact Study

Section 7

Colliers Engineering & Design

Traffic Impact Study

April 4, 2023

Summerville Industrial Park
3390 Summerville Way
Village of Chester, Orange County, New York

Prepared for:

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I. Introduction

A. Project Description and Location

(Figure No. 1)

This report has been prepared to evaluate the potential traffic impacts associated with the proposed Summerville Industrial Park development ("the Project"), which is planned to be developed on the property located at 3390 Summerville Way (NYS Route 94) in the Village of Chester, Orange County, New York. The site is proposed to consist of approximately 781,130 square feet of warehouse space. As shown on Figure No. 1, the site is located in the southwest quadrant of the NYS Route 17 and NYS Route 94 interchange (Exit 126). Access to the development is proposed via a driveway access connection from Elizabeth Drive.

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

B. Scope of Study

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

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

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

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

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

II. Existing Roadway and Traffic Descriptions

A. Description of Existing Roadways

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

1. **NYS Route 94 (Summerville Way)**

   NYS Route 94 is classified as an urban minor arterial roadway under jurisdiction of the NYSDOT which traverses throughout Orange County in a northeast/southwest direction. Generally, in the Village of Chester, NYS Route 94 provides one lane in each direction and has turning lanes at its intersection with NYS Route 17M, the NYS Route 17 On/Off Ramps and at Nucifora Boulevard. Traffic signals control each of these intersections. NYS Route 94 has a posted speed limit of 40 MPH. Sidewalks are provided along the southern side of the roadway within the study area, and on-street parking is not permitted.

2. **NYS Route 17**

   NYS Route 17 is classified as an urban major arterial expressway under jurisdiction of the NYSDOT, which traverses throughout Orange County in a generally northwest/southeast direction. NYS Route 17 has two lanes in each direction and a posted speed limit of 65 MPH.

3. **Nucifora Boulevard**

   Nucifora Boulevard is a Village road with one lane in each direction, which provides access to the Chester Industrial Park and Chester Park and Ride. Nucifora Boulevard runs from the signalized intersection with NYS Route 94 opposite Lowe's to Elizabeth Drive. It has a double yellow center line, with edge (fog) line, and narrow paved shoulders. On-street parking is not permitted, and the roadway has a posted speed limit of 30 MPH.

4. **Chester Drive (Chester Park & Ride)**

   Chester Drive (Chester Park & Ride) is a two-lane roadway which originates at a "T" intersection with Nucifora Boulevard and extends in a northwesterly direction and provides access to the Park and Ride lot and terminates at a "dead end". Chester Drive has a double yellow centerline and parking available on both sides of the roadway. There is no posted speed limit on this roadway.

B. 2023 Existing Traffic Volumes

(Figures No. 2 and 3)

Manual traffic counts were collected by representatives of Colliers Engineering & Design CT, P.C. on Wednesday, February 1, 2023 between the hours of 6:30 AM to 9:30 AM and 3:30 PM to 6:30 PM to determine the existing traffic volume conditions for the Weekday Peak AM and Weekday Peak PM hours at the study area intersections. These traffic counts were then compared to traffic volume data from previous traffic studies conducted by our office and to traffic volume data available from the New York State Department of Transportation (NYSDOT) for the NYS Route 94 corridor. Traffic Count Data Sheets can be found in Appendix "F". Based on this information, the Year 2023 Existing Traffic Volumes were established for the Weekday Peak AM and Weekday Peak PM Hours at the following study area intersections.

- NYS Route 94 and NYS Route 17 WB On/Off Ramp
- NYS Route 94 and NYS Route 17 EB On/Off Ramp
- NYS Route 94 and Nucifora Boulevard/Lowe's Driveway
- Nucifora Boulevard and Chester Drive (Chester Park & Ride)
- Elizabeth Drive and Amscan Driveway

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

- Weekday Peak AM Hour 6:30 AM – 7:30 AM
- Weekday Peak PM Hour 3:30 PM – 4:30 PM

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

C. Accident Data

(Table No.3)

Accident data was obtained from NYSDOT for the latest 5½ -year period for a section of NYS Route 94 in the vicinity of the site. This information is summarized in Table No. 3 and can be found in Appendix "B". As seen on this table, the accident data was broken down into three (3) categories such as accidents at the NYS Route 94 and Nucifora Boulevard/Lowe's Access intersection, accidents at the NYS Route 94 and NYS Route 17 EB On/Off Ramps intersection, and accidents at the NYS Route 94 and NYS Route 17 WB On/Off Ramps intersection. The following provides a summary description of the accident data for each of these categories.

1. NYS Route 94 & Nucifora Boulevard/Lowe's Access – A total of seventeen (17) recorded accidents (an average of 3 accidents per year) were identified during the study period with the most common types of accidents being rear end collisions caused by failure to yield the right-of-way and following too closely. Regardless of the proposed project, the potential additions of traffic signal backplates should be conisdered at this location to better improve visibility.

2. NYS Route 94 & NYS Route 17 EB On/Off Ramps – A total of thirty-eight (38) recorded accidents (an average of 7 per year) were identified during the study period with the most common types of accidents being rear end collisions caused by following too closely and traffic control disregarded. Regardless of the proposed project, the potential addition of traffic signal backplates should be considered at this location to better improve visibility.

3. NYS Route 94 & NYS Route 17 WB On/Off Ramps – A total of twenty-three (23) recorded accidents (an average of 4 per year) were identified during the study period with the most common types of accidents being rear end collisions caused by following too closely and traffic control disregarded. Regardless of the proposed project, the potential addition of traffic signal backplates should be considered at this location to better improve visibility.

III. Evaluation of Future Traffic Conditions

A. 2026 No-Build Traffic Volumes

(Figure No. 4 through 9)

The Year 2023 Existing Traffic Volumes were increased by a conservative growth factor of 3% per year for a total background growth of 9% to account for general background growth and other potential future developments in the area including a previously approved residential development located behind the Chester Mall, to result in the Year 2026 Projected Traffic Volumes which are shown on Figures No. 4 and 5 for each of the Peak Hours. In addition, traffic from the Steris Development was identified as well. The resulting traffic volumes associated with this development are shown on Figures No. 6 and 7 for each of the peak hours. These volumes were added to the 2026 Projected Traffic Volumes resulting in the Year 2026 No-Build Traffic Volumes which are shown on Figures No. 8 and 9 for the Weekday Peak AM and Weekday Peak PM Hours, respectively.

B. Site Generated Traffic Volumes

(Table No. 1)

Estimates of the amount of traffic to be generated by the proposed residential development during each of the peak hours were developed based on information published by the Institute of Transportation Engineers (ITE) as contained in the report entitled "Trip Generation", 11th Edition, 2021, based on Land Use Category – 150 Warehouse. Table No. 1 summarizes the trip generation rates and corresponding site generated traffic volumes for the Weekday Peak AM and Weekday Peak PM Hours.

C. Arrival/Departure Distribution

(Figures No. 10, 11, 12 and 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 for passenger cars on Figures No. 10 and 11, and for trucks on Figures No. 12 and 13.

D. 2026 Build Conditions Traffic Volumes

(Figures No. 14 through 21)

The site generated traffic volumes were assigned to the roadway network based on the arrival and departure distributions referenced above. The site generated traffic volumes for passenger cars are shown on Figures No. 14 and 15, and trucks on Figures No. 16 and 17, with the resulting total site generated traffic volumes shown on Figures No. 18 and 19 for each of the peak hours, respectively. The total site generated traffic volumes were then added to the Year 2026 No-Build Traffic Volumes to obtain the Year 2026 Build Traffic Volumes. The resulting Year 2026 Build

Traffic Volumes are shown on Figures No. 20 and 21 for the Weekday Peak AM and Weekday Peak PM Hours, respectively.

E. Description of Analysis Procedures

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

1. **Signalized Intersection Capacity Analysis**

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

2. **Unsignalized Intersection Capacity Analysis**

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

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

F. Results of Analysis

(Table No. 2)

Capacity analyses which take into consideration appropriate truck percentages, pedestrian activity, roadway grades and other factors were performed at the study area intersections utilizing the procedures described above to determine the Levels of Service, average vehicle delays and volume-to-capacity (V/C) ratios. Summarized below are a description of the existing geometrics, traffic control and a summary of the existing and future Levels of Service as well as any recommended improvements.

Table No. 2 summarizes the results of the capacity analysis for the 2023 Existing, 2026 No-Build and 2026 Build Conditions. Appendix "D" contains copies of the capacity analysis which also

indicate the existing geometrics (including lane widths) and other characteristics for each of the individual intersections studied.

1. **NYS Route 94 and NYS Route 17 WB Ramps (Signal O-233)**

   NYS Route 94 and the NYS Route 17 WB On/Off Ramps intersect at a signalized intersection. The eastbound NYS Route 94 approach consists of a through lane and a separate left turn lane. The westbound NYS Route 94 approach consists of a through lane and a separate right turn lane. The NYS Route 17 WB Off Ramp approach consists of a shared through/left turn lane and a separate right turn lane. Sidewalks are present on the south side of NYS Route 94 as well as a crosswalk at the NYS Route 17 WB Off Ramp approach.

   Capacity analysis was conducted for this intersection utilizing the 2023 Existing Traffic Volumes. The analysis results indicate that the intersection is currently operating at an overall Level of Service "B" during the AM and PM Peak Hours.

   The capacity analysis was recomputed using the 2026 No-Build and Build Traffic Volumes. These results indicate that the intersection is expected to continue to operate at an overall Level of Service "B" during the AM and PM Peak Hours under future conditions.

2. **NYS Route 94 and NYS Route 17 EB Ramps (Signal O-232)**

   NYS Route 94 and the NYS Route 17 (EB on/off ramp) intersect at a signalized intersection. The eastbound NYS Route 94 approach consists of a through lane and a separate right turn lane. The westbound NYS Route 94 approach consists of a through lane and a separate left turn lane. The NYS Route 17 Off Ramp approach consists of a separate left and a separate through/ right lane. Sidewalks are present on the south side of NYS Route 94 as well as a crosswalk at the NYS Route 17 EB On Ramp approach. It should be noted that due to the limited distance of the left turn storage lanes, queues occasionally extend beyond the turn lanes.

   Capacity analysis was conducted for this intersection utilizing the 2023 Existing Traffic Volumes. The analysis results indicate that the intersection is currently operating at an overall Level of Service "B" during the AM Peak Hour and at an overall Level of Service "C" during the PM Peak Hour.

   The capacity analysis was recomputed using the 2026 No-Build and Build Traffic Volumes. These results indicate that the intersection is expected to continue to operate at an overall Level of Service "B" during the AM Peak Hour and at an overall Level of Service "C" during the PM Peak Hour under future conditions.

3. **NYS Route 94 and Nucifora Boulevard/Lowe's Driveway (Signal O-253PS)**

   Nucifora Boulevard intersects NYS Route 94 opposite the Lowe's driveway forming a signalized full movement intersection. NYS Route 94 consists of a separate left turn lane, one through lane, and a separate right turn lane in both the eastbound and westbound directions. Nucifora Boulevard consists of a wide shared left/through/right turn lane. The

Lowe's driveway consists of a two-lane approach including a left/through lane and a separate right turn lane. Sidewalks are present on the south side of NYS Route 94, the east side of the Lowe's Access, and on the west side of Nucifora Boulevard. Crosswalks are present on the Nucifora Boulevard approach and at the NYS Route 94 westbound approach.

Capacity analysis was conducted for this intersection utilizing the 2023 Existing Traffic Volumes. The analysis results indicate that the intersection is currently operating at an overall Level of Service "B" during the AM Peak Hour and at an overall Level of Service "C" during the PM Peak Hour. Note that during peak periods (shift changes, etc.), traffic on the Nucifora Boulevard approach experiences longer delays and queues.

The capacity analysis was recomputed using the 2026 No-Build Traffic Volumes. These results indicate that the intersection is expected to operate at an overall Level of Service "B" during the AM Peak Hour and at an overall Level of Service "D" during the PM Peak Hour.

The capacity analysis was recomputed using the 2026 Build Traffic Volumes. These results indicate that the intersection is expected to continue to operate at an overall Level of Service "B" during the AM Peak Hour and at an overall Level of Service "E" during the PM Peak Hour.

In order to improve the operation of this intersection and reduce peak queues and delays, geometric and signal timing improvements were identified and are proposed. These improvements include extending the storage length of the westbound left turn lane to approximately 400 feet, channelizing the eastbound right turn lane on NYS Route 94, widening Nucifora Boulevard to construct a separate right turn lane, and modifying the signal phasing to allow for a northbound right turn overlap with the eastbound/westbound left turn phase. The capacity analysis was recomputed using the 2026 Build Traffic Volumes under this scenario. The results with these improvements indicate that the intersection is expected to operate at an overall Level of Service "B" during the AM and PM Peak Hours under future conditions. A copy of the Preliminary Conceptual Plan identifying these improvements is contained in Appendix E.

4. **Nucifora Boulevard and Chester Drive (Chester Park & Ride)**

Nucifora Boulevard and Chester Drive (Chester Park & Ride) intersect a "T" type intersection with Chester Drive being stop-sign controlled.

Capacity analysis was conducted for this intersection utilizing the 2023 Existing Traffic Volumes. The analysis results indicate that the intersection is currently operating at a Level of Service "B" or better during the AM Peak Hour and a Level of Service "C" or better during the PM Peak Hour.

Under future conditions, the construction of the Steris development's Site Driveway is proposed to intersect directly opposite Chester Drive. The capacity analysis was recomputed using the 2026 No-Build and Build Traffic Volumes. These results indicate that the intersection is expected to operate at a Level of Service "C" or better during the AM Peak Hour and at a Level of Service "D" or better during the PM Peak Hour under future

conditions. Note that the widening improvements on Nucifora Boulevard approaching NYS Route 94 will provide additional vehicle stacking and capacity on that approach and this should also help accommodate peak flows exiting the Park N' Ride facility during peak PM depatures.

5. **Elizabeth Drive and Amscan Access/Proposed Site Access Driveway**

   Elizabeth Drive and the Amscan Access intersect a "T" type intersection with the Amscan Access being stop-sign controlled.

   The capacity analysis was computed using the 2023 Existing Traffic Volumes. The analysis results indicate that the intersection is expected to operate at a Level of Service "B" or better during the AM and PM Peak Hours.

   The capacity analysis was recomputed using the 2026 No-Build Traffic Volumes. These results indicate that the intersection is expected to operate at a Level of Service "B" or better during the AM Peak Hour and at a Level of Service "C" or better during the PM Peak Hour.

   Under the Build scenario, the Site Access Driveway is proposed to intersect opposite the Amscan Access and the driveway should be "stop" controlled. The capacity analysis was again recomputed using the 2026 Build Traffic Volumes. These results indicate that the intersection is expected to operate at a Level of Service "C" or better during the AM Peak Hour and at a Level of Service "D" or better during the PM Peak Hour. In addition to the stop-sign control, new centerline striping should be added at this intersection along the Nucifora Boulevard approaches.

G. Recommended Improvements

As summarized in the report, the site will be accessed via a driveway to Elizabeth Drive. Based on the analysis contained herein, the following is a summary of the mitigation measures that are proposed in association with this development:

1. Widen Nucifora Boulevard to provide two lanes approaching NYS Route 94 including improving the curb radius to better accommodate larger vehicles.

2. Widen NYS Route 94 to extend the length of the existing westbound left turn lane to accommodate vehicles turning onto Nucifora Boulevard.

3. Upgrade/replace Traffic Signal O-253PS located at Nucifora Boulevard to accommodate the geometric upgrades.

4. Provide video detection at the intersection of NYS Route 94 and NYS Route 17 On/Off Ramps. Traffic Signals O-232 and O-233.

5. Provide Adaptive Traffic Control System for the signals along NYS Route 94 if approved and directed by NYSDOT.

6. Other striping, signing, and access improvements on Elizabeth Drive and Nucifora Boulevard will also be coordinated with the Highway Department and implemented by the Applicant.

7. Provide video detection at the intersection of NYS Route 94 and NYS Route 17M (Traffic Signal O-253PS).

8. Install traffic signal backplates at the signalized study area intersections.

IV. Summary and Conclusion

Based on the previous referenced analysis, after the completion of the recommended improvements outlined on the previous page, similar Levels of Service and delays will experienced at the study area intersections under future No-Build and Build conditions. Thus, the additional traffic generated by the proposed Summerville Industrial Park will be accommodated and is not expected to cause any significant impact in overall traffic operations in the area, and in fact, with the improvements, should improve existing conditions.

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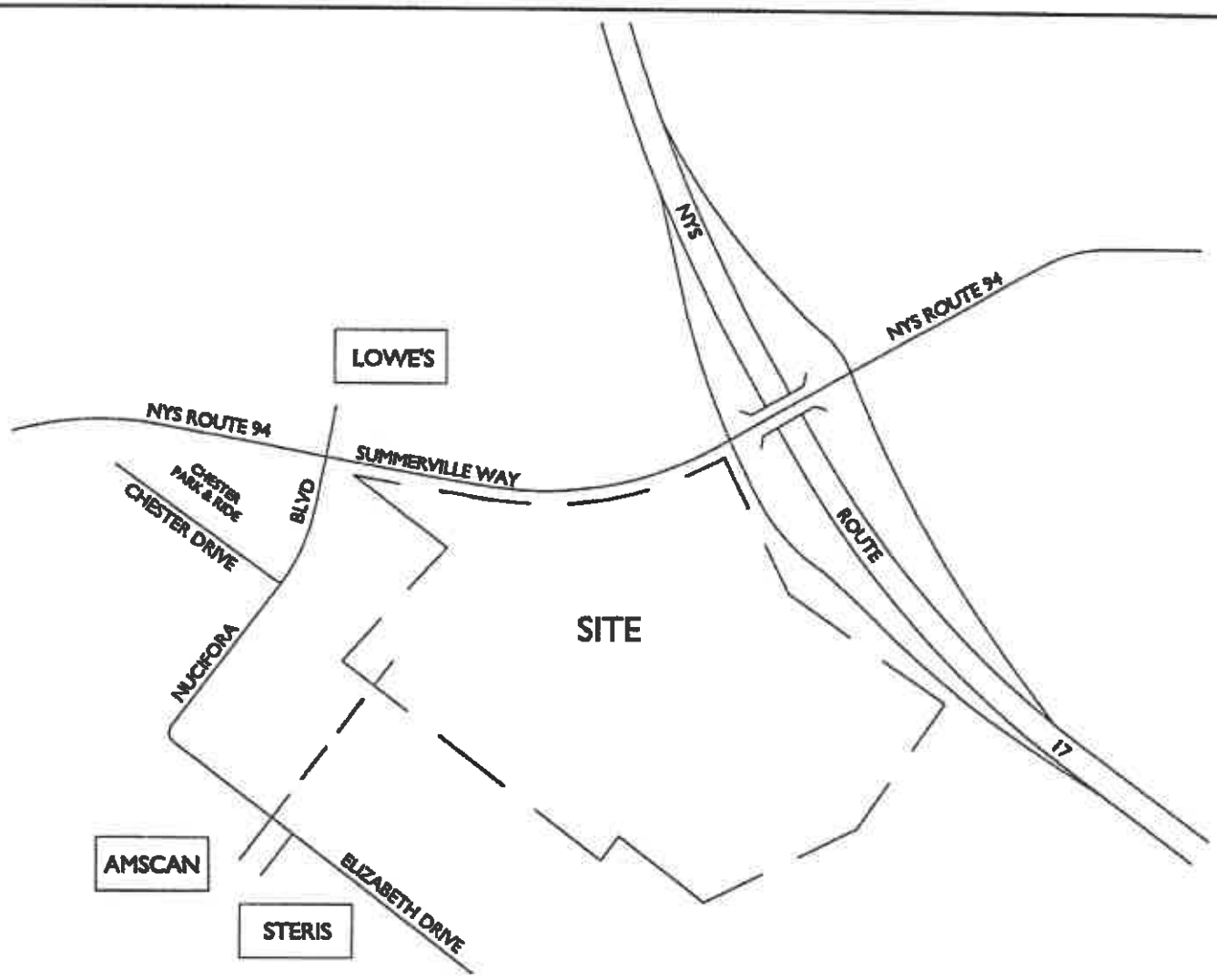
Appendix A | Traffic Figures



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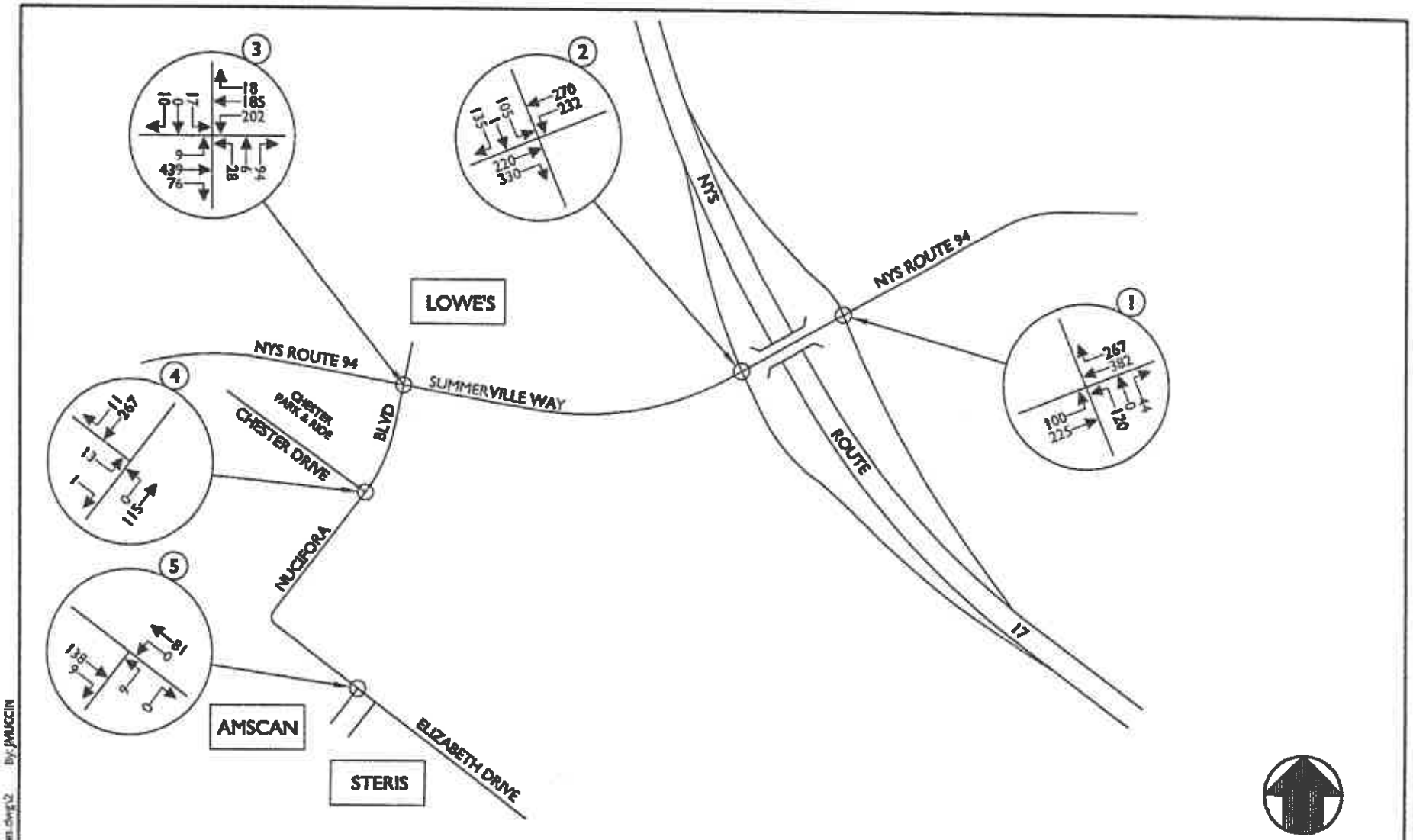

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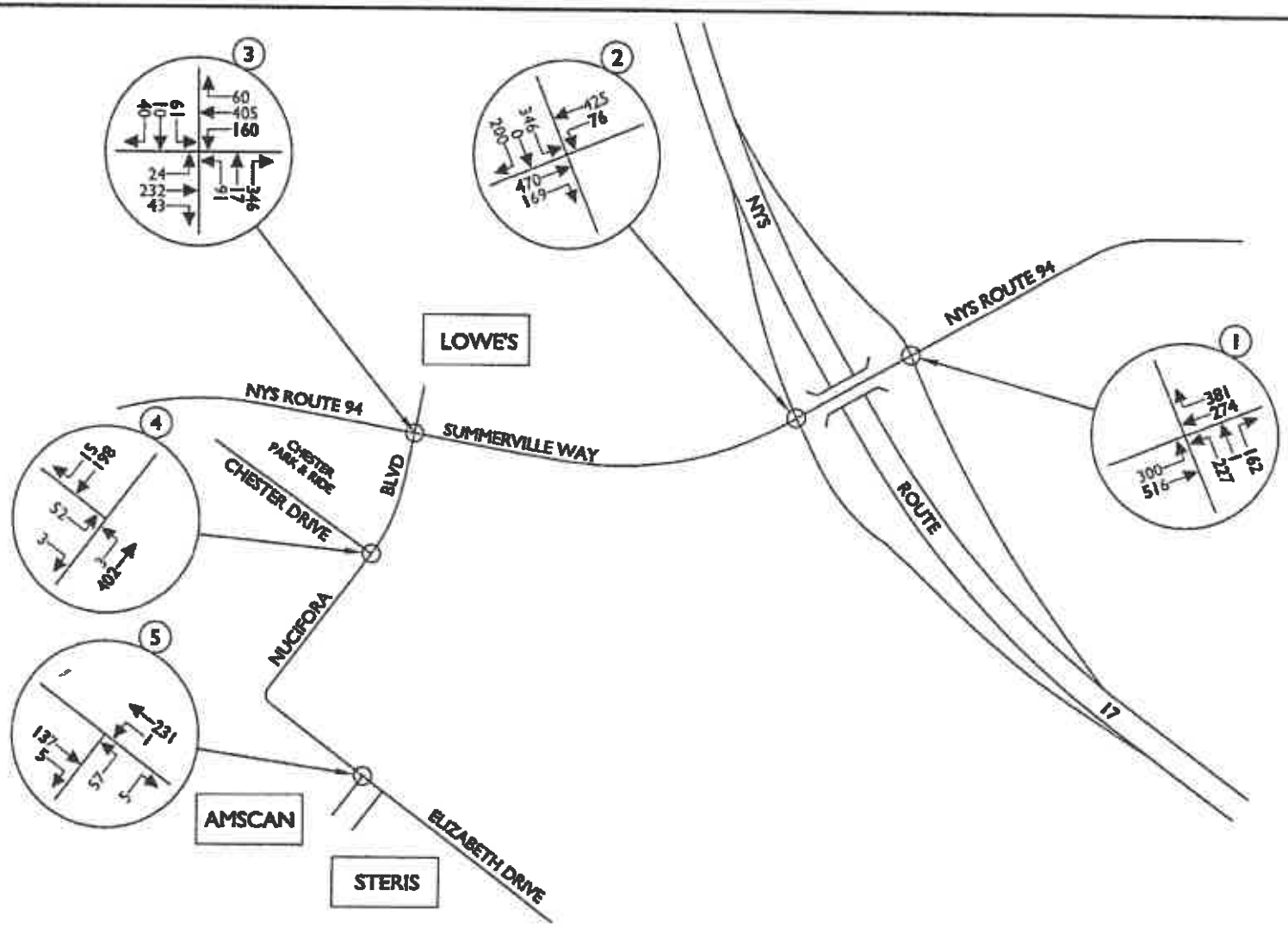

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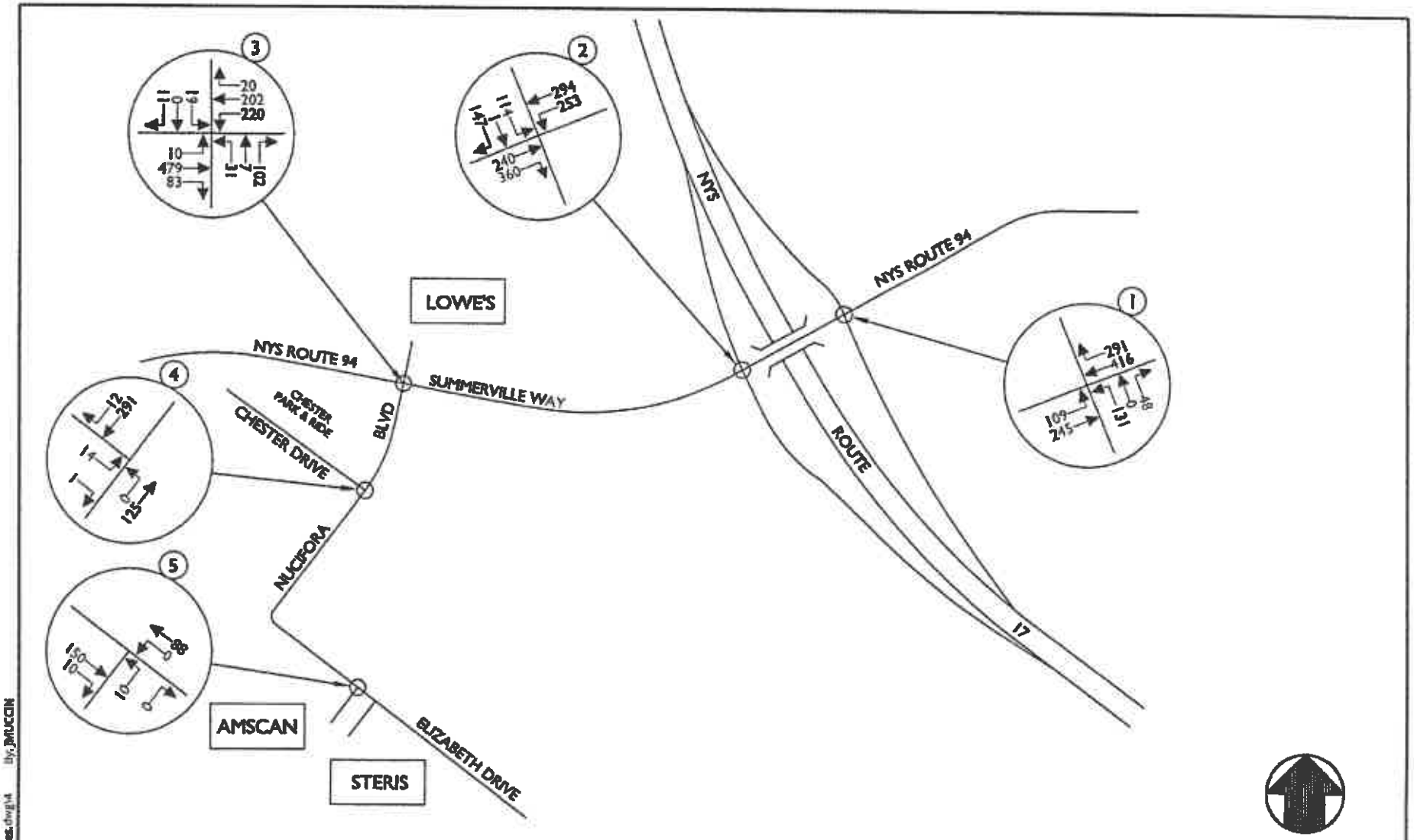

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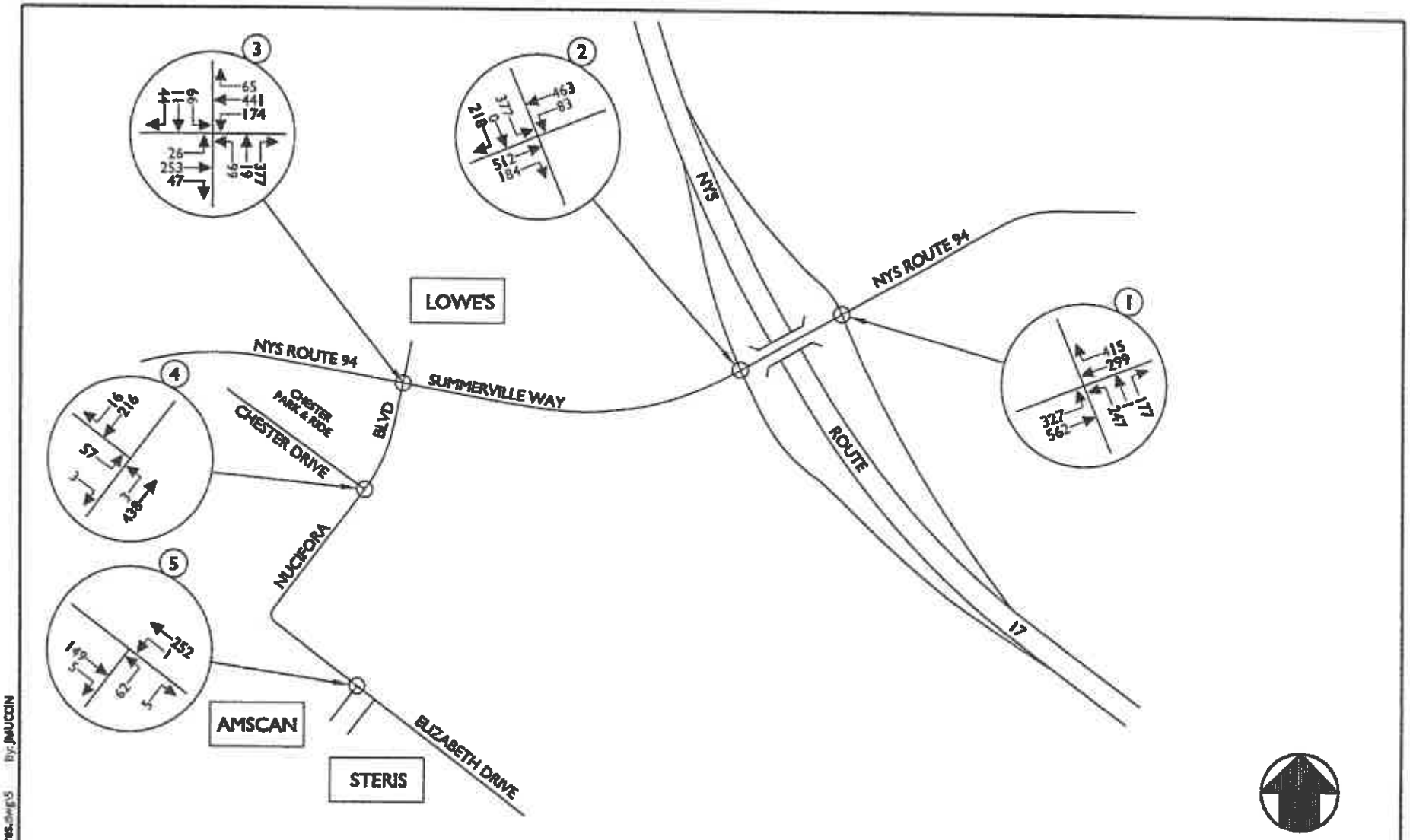

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SCALE	DATE	DRAWN BY	CHECKED BY
AS SHOWN	2/20/23	P.W.R.	E.R.

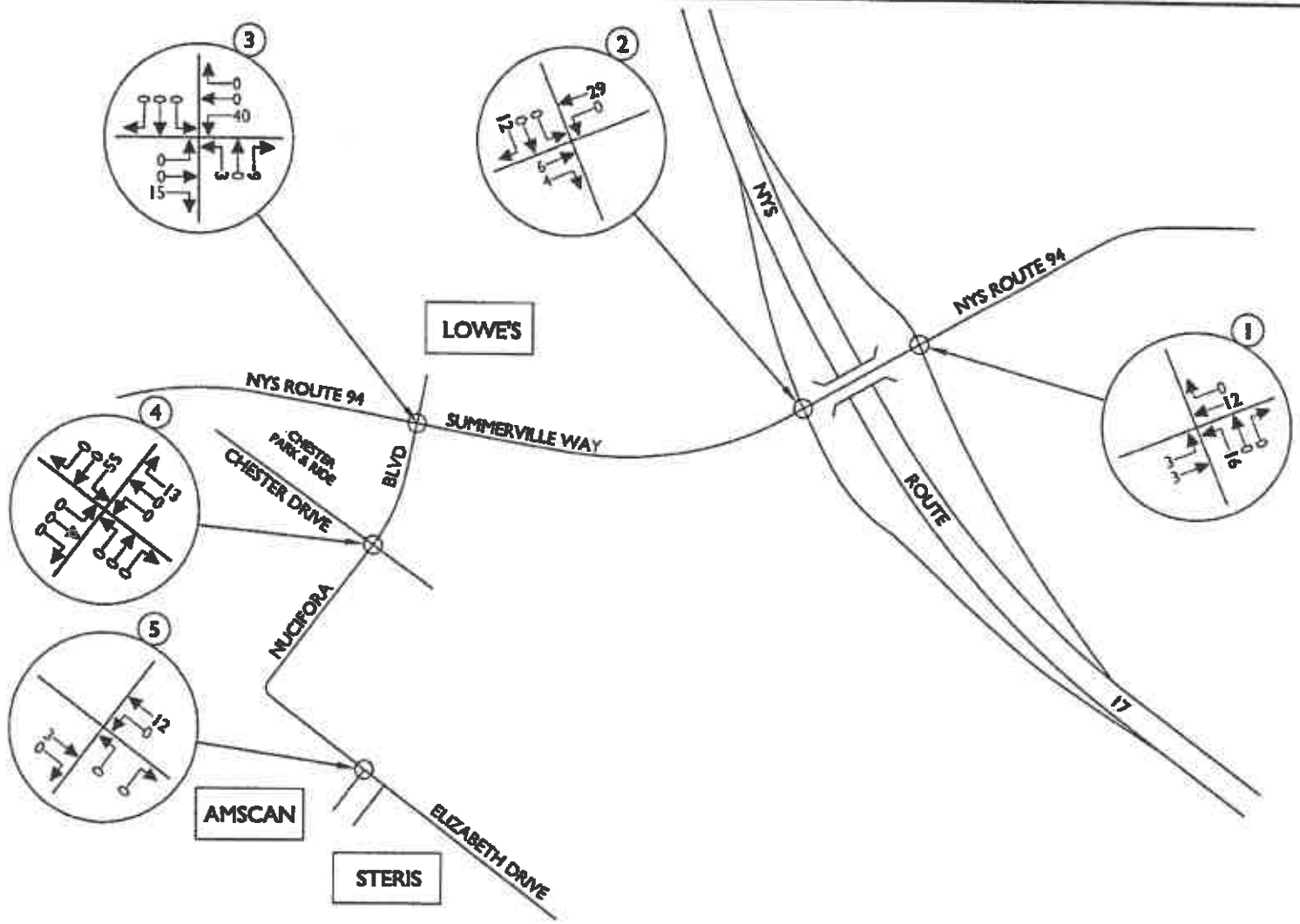
PROJECT NUMBER: 2009-0400A

DRAWING NAME: 2026 PROJECT_FIGURES

SHEET TITLE: 2026 PROJECTED TRAFFIC VOLUMES WEEKDAY PEAK PM HOUR

SHEET NUMBER: 5

06400A\Reports\Traffic\Figures\230403\FN_Figures.dwg:5 By: JMUCCIN



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SCALE	DATE	DRAWN BY	CHECKED BY
AS SHOWN	2/10/23	P.WAL	R.R.

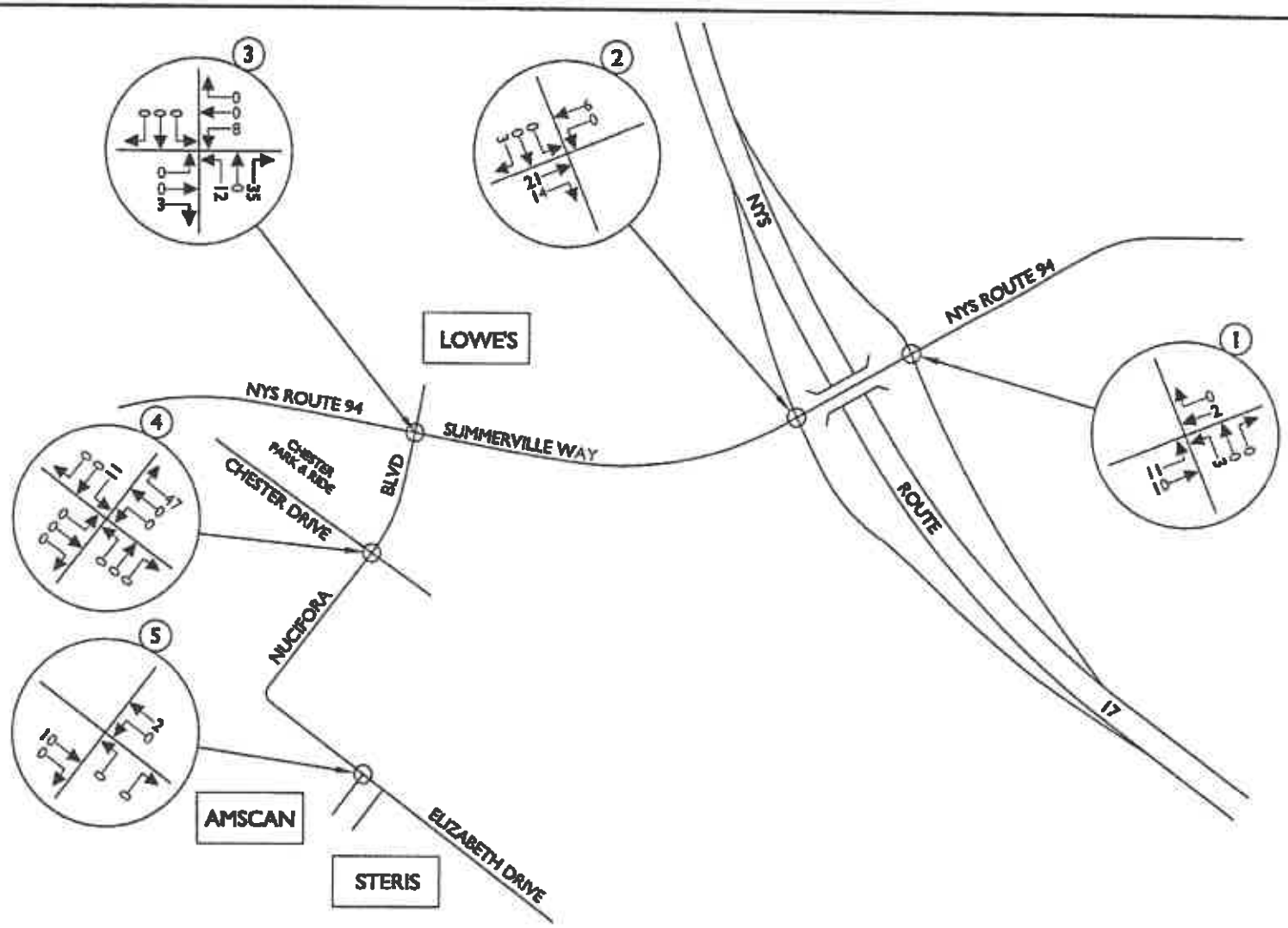
PROJECT NUMBER: 22010000A

DRAWING NAME: 0364005_FIG_FIGURES

SHEET TITLE: TOTAL OTHER DEVELOPMENT WEEKDAY PEAK AM HOUR

SHEET NUMBER: 6

0640A\Reports\Traffic\Figures\230403JPM_Figures.dwg\6 By: JMUCCIN



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SCALE	DATE	DRAWN BY	CHECKED BY
AS SHOWN	2/28/23	P.M.G.	R.R.

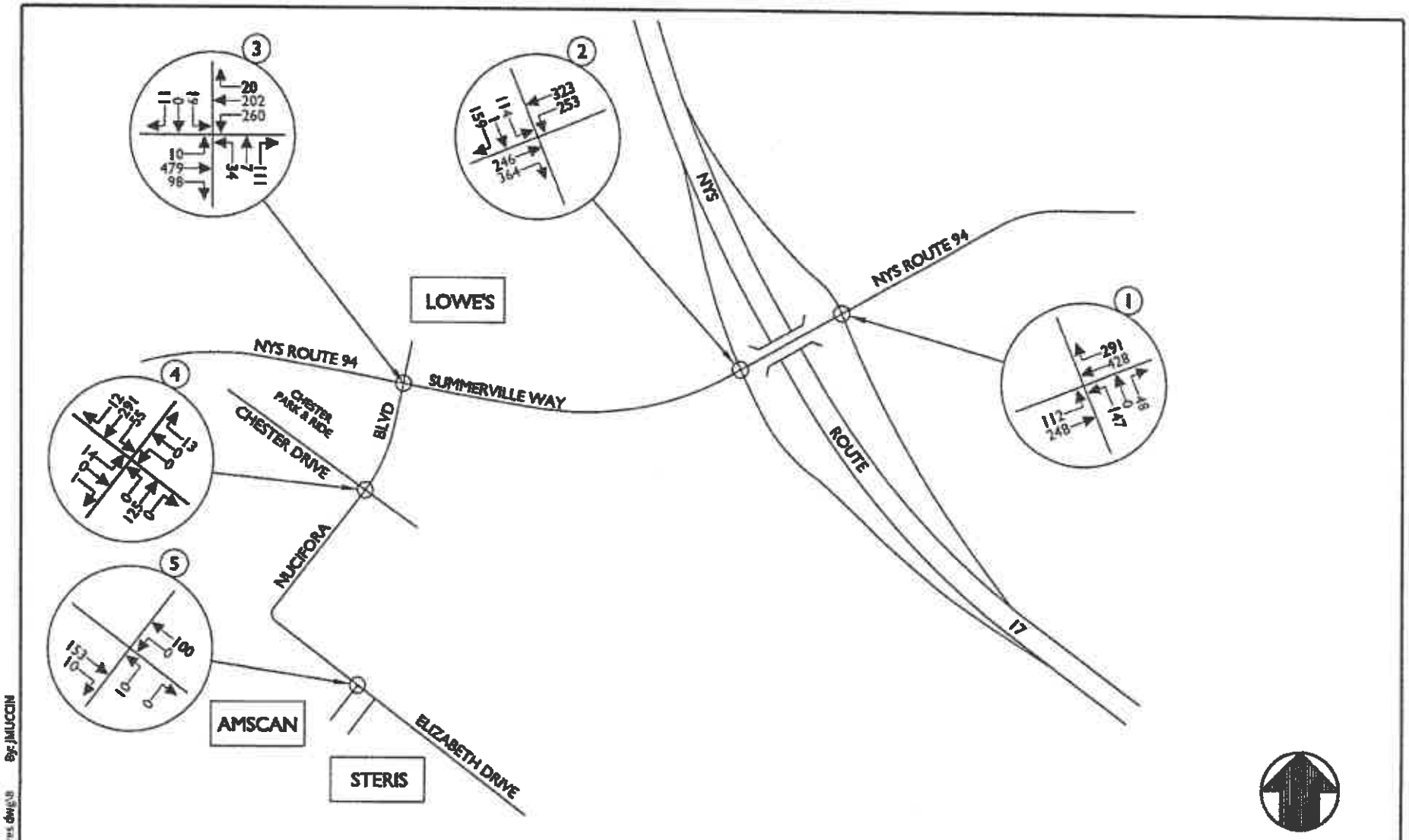
PROJECT NUMBER: 220106008A

DRAWING NAME: E30403FM_FIGURES

SHEET TITLE: TOTAL OTHER DEVELOPMENT WEEKDAY PEAK PM HOUR

SHEET NUMBER: 7

0640A\Reports\Traffic\Figures\220403FM_Figures.dwg\7 By: JMUCCIN



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SCALE	DATE	DRAWN BY	CHECKED BY
AS SHOWN	2/20/23	P.W.G.	R.R.

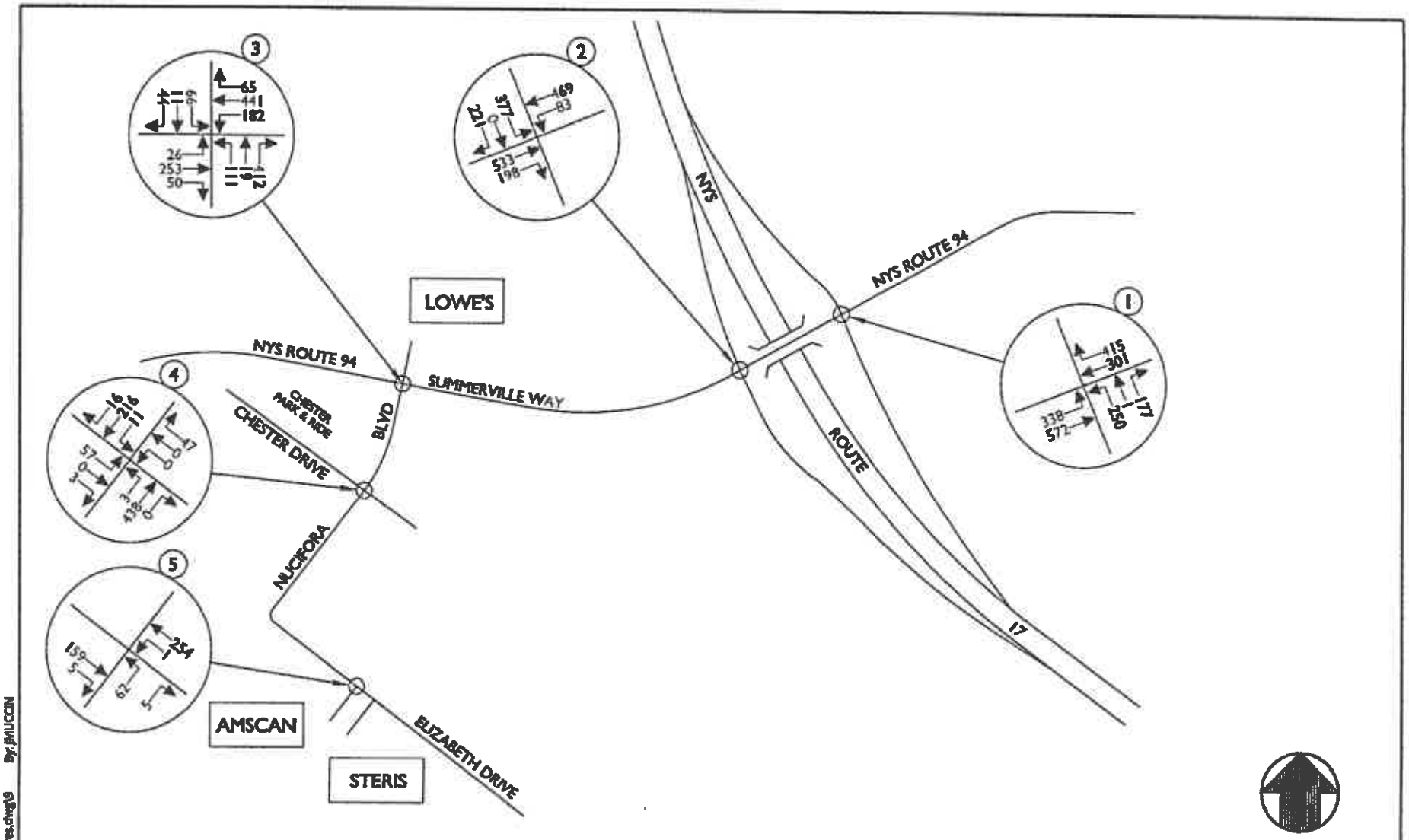
PROJECT NUMBER: 23010648A

DRAWING NAME: 23010648A_FIGURES

SHEET TITLE: 2026 NO-BUILD TRAFFIC VOLUMES WEEKDAY PEAK AM HOUR

SHEET NUMBER: 8

0640A\Reports\Traffic\Figures\230403FM_Figures.dwg\8 By: JMUCCIN



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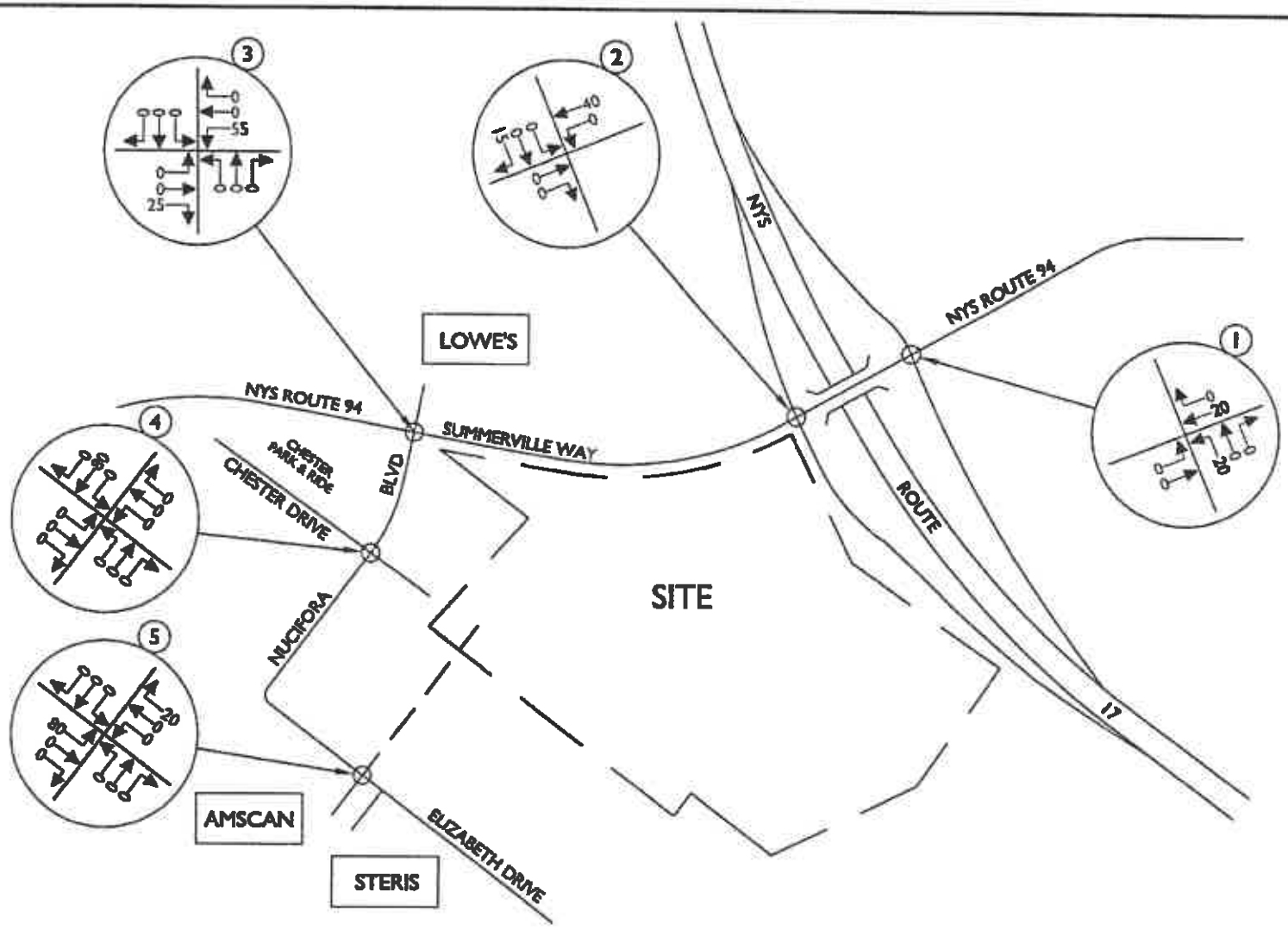
PROJECT NUMBER: 22010040A

DRAWING NAME: 230403FM_FIGURES

2026 NO-BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER: 9

D:\40A\Reports\Traffic\Figures\230403FM_Figures.dwg\9 By: JMUCCIN



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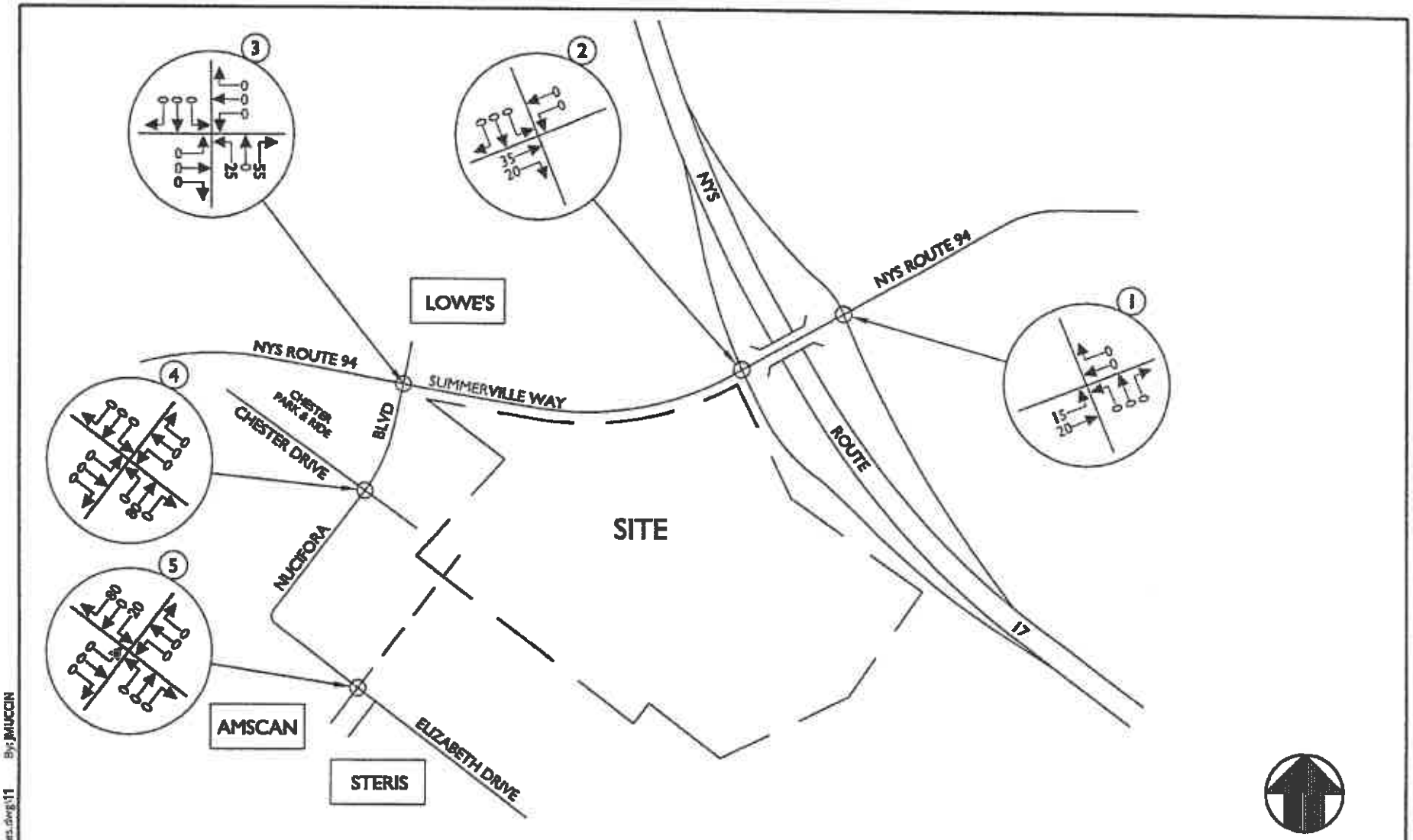
PROJECT NUMBER: 22010640A

DRAWING NAME: 130403PM_FIGURES

SHEET TITLE: ARRIVAL DISTRIBUTION PASSENGER VEHICLES (EXPRESSED AS A %)

SHEET NUMBER: 10

0640A\Reports\Traffic\Figures\230403PM_Figures.dwg\10 by: JMUCCIN



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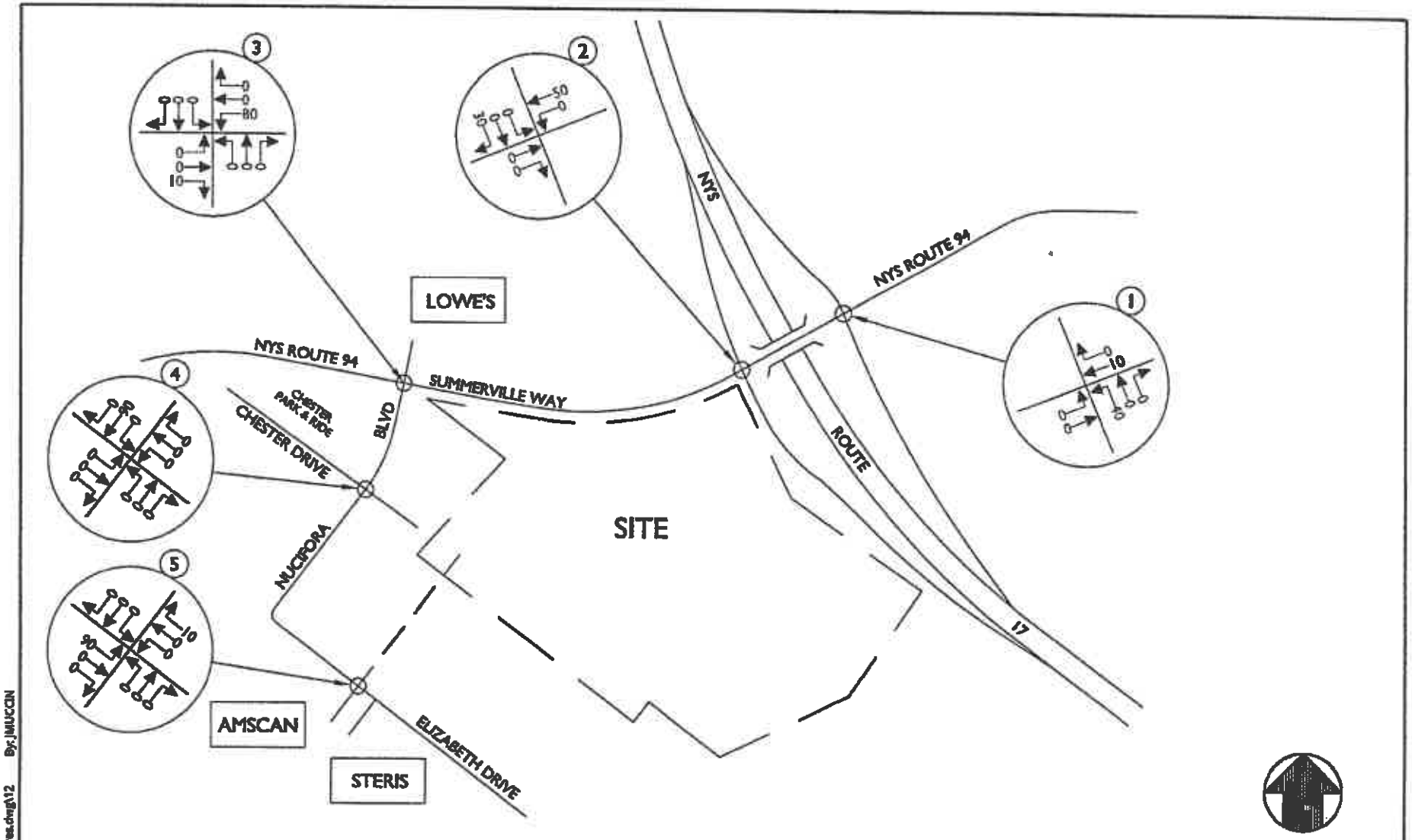
PROJECT NUMBER: 220406400

DRAWING NAME: 120403FM_FIGURES

DEPARTURE DISTRIBUTION PASSENGER VEHICLES (EXPRESSED AS A %)

SHEET NUMBER: 11

0640A\Reports\Traffic\Figures\230403FM_Figures.dwg\11 By: JMUCCIN



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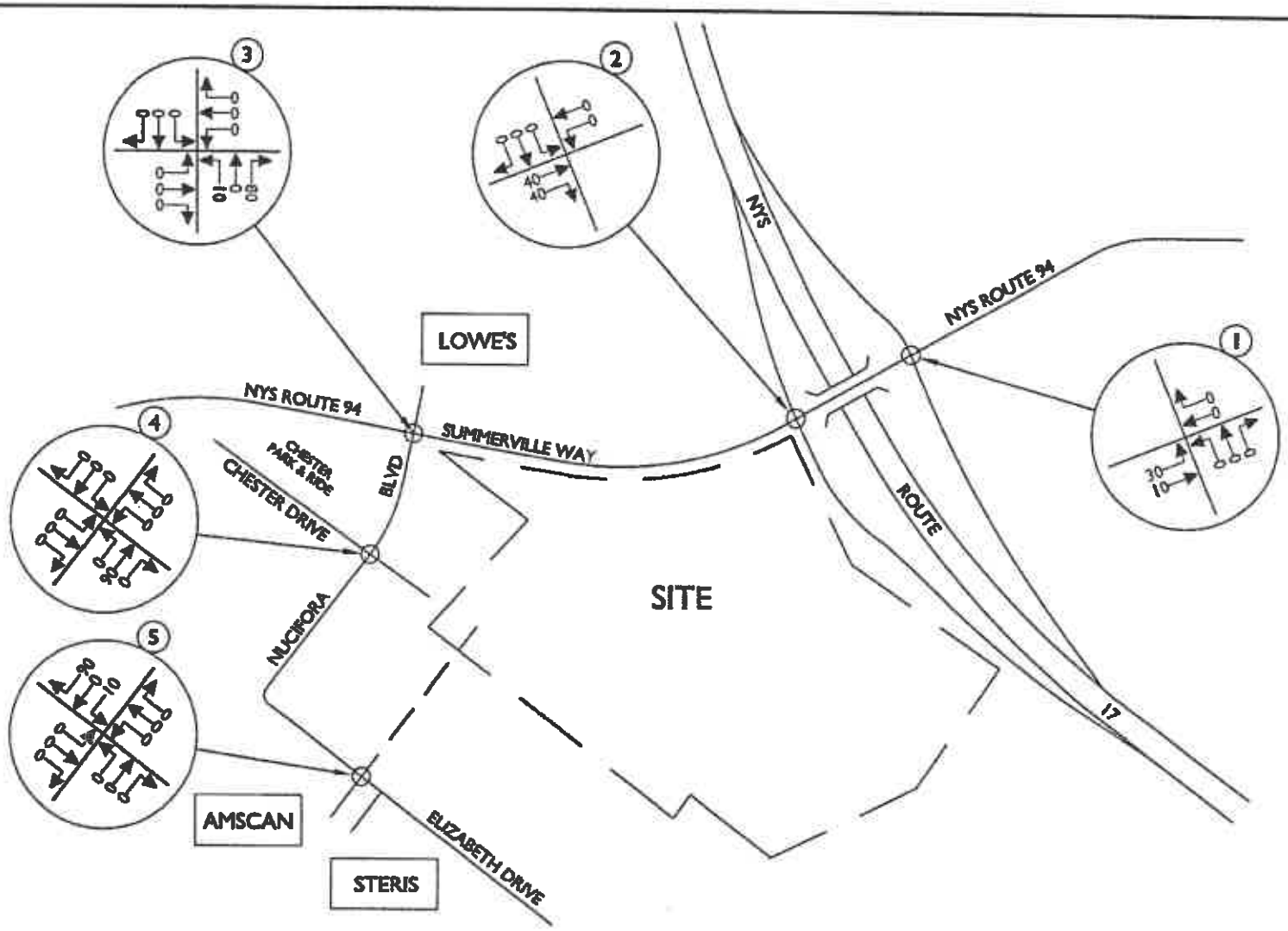
PROJECT NUMBER: 22010040A
DRAWING NAME: 22040A_FIGURES

SHEET TITLE: ARRIVAL DISTRIBUTION TRUCKS (EXPRESSED AS A %)

SHEET NUMBER: 12

0640A\Reports\Traffic\Figures\22040A\RI_Figures.dwg\12 By: JMUCCIN



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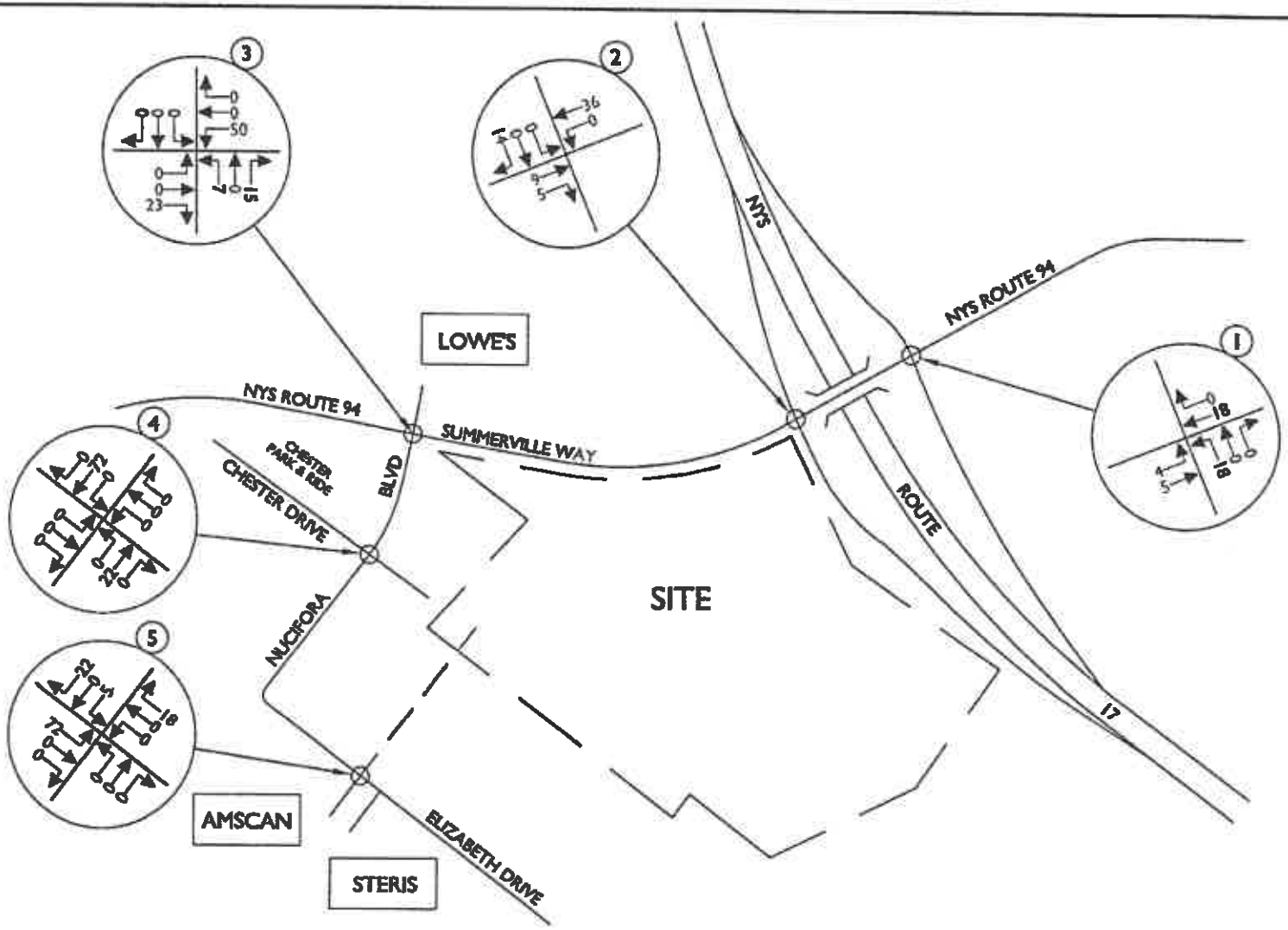
PROJECT NUMBER: 22010040A

ORIGINAL DWG: 22040A_FIGURES

SHEET TITLE: DEPARTURE DISTRIBUTION TRUCKS (EXPRESSED AS %)

SHEET NUMBER: 13

0:\40A\Reports\Traffic\Figures\22040A_Figures.dwg\13 By: JMUCCIN



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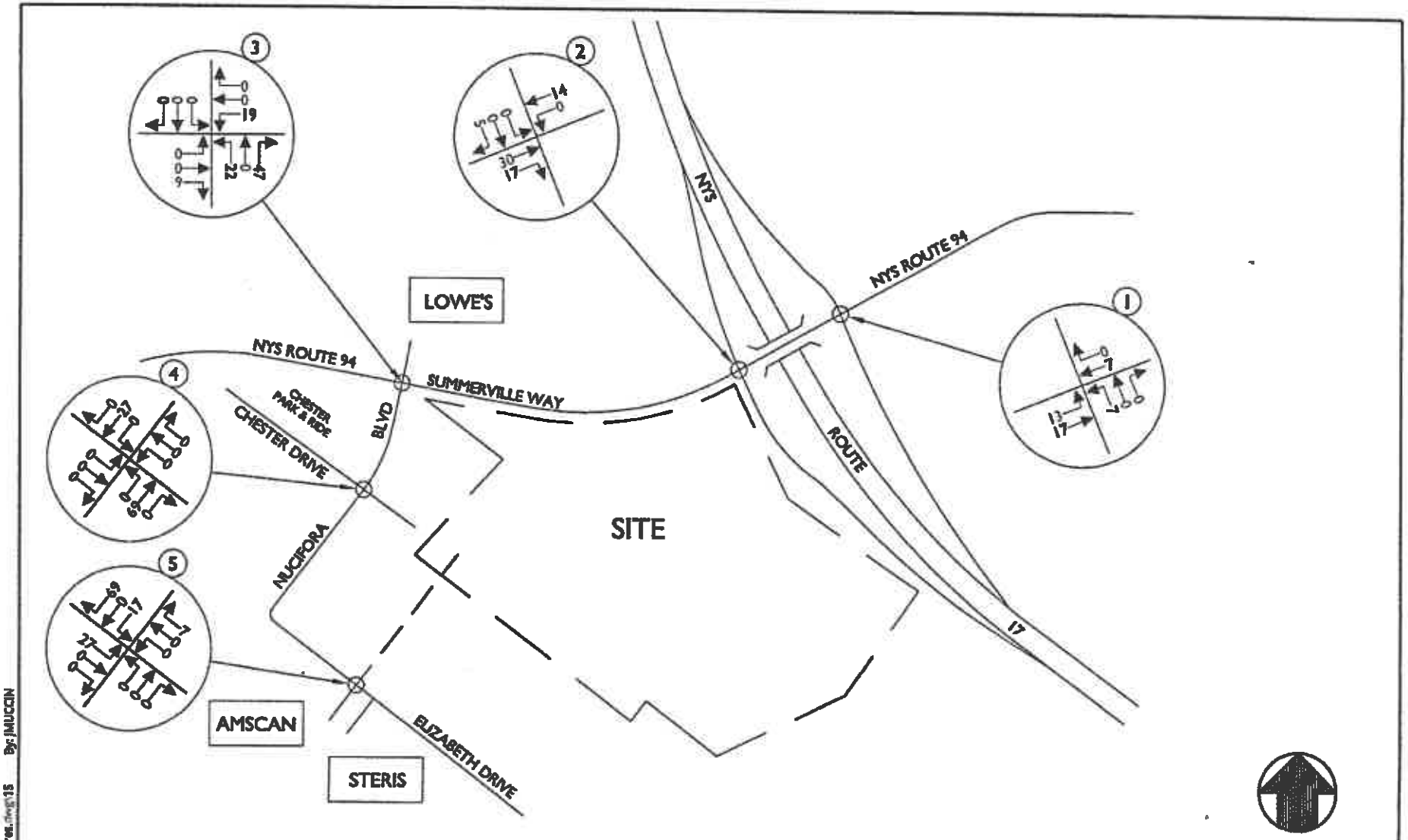
PROJECT NUMBER: 2201004A

DRAWING NAME: 230403PM_FIGURES

SITE GENERATED TRAFFIC VOLUMES
PASSENGER VEHICLES
WEEKDAY PEAK AM HOUR

SHEET NUMBER: 14

D:\40A\Reports\Trafficl\Figures\230403\PM_Figures.dwg\14 By: JMUCCIN



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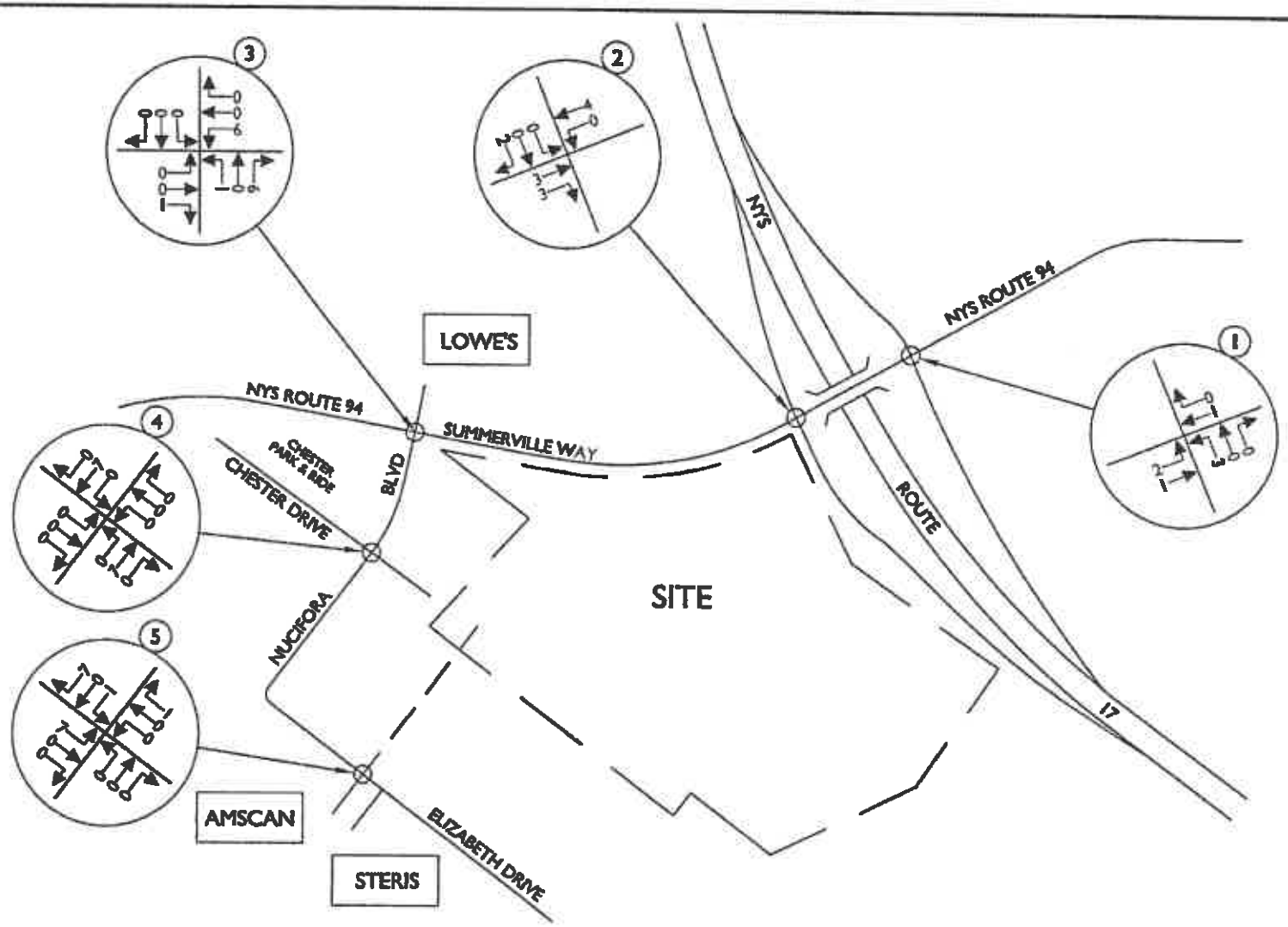
PROJECT NUMBER: 220106RA

DRAWING NAME: LINEWIDTH_FIGURES

SITE GENERATED TRAFFIC VOLUMES
PASSENGER VEHICLES
WEEKDAY PEAK PM HOUR

SHEET NUMBER: 15

By: MUCIN



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PROJECT NUMBER: 220110645A
DRAWING NAME: 230403FIG_FIGURES

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

SHEET NUMBER: 16

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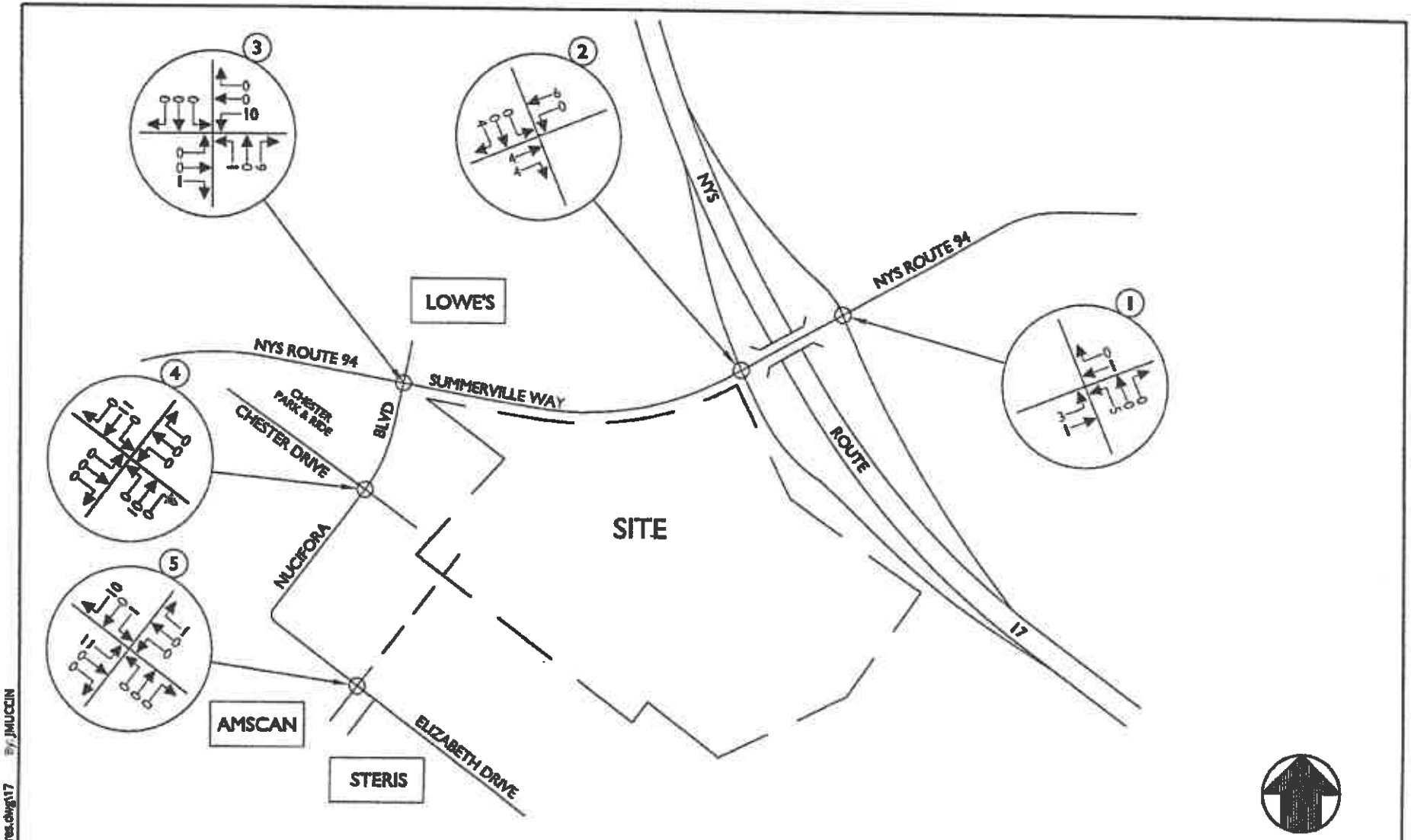

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PROJECT NUMBER: 23010040A

DRAWING NAME: 23040SPM_FIGURES

SITE GENERATED TRAFFIC VOLUMES
TRUCKS
WEEKDAY PEAK PM HOUR

SHEET NUMBER: 17

By: JMUCCIN

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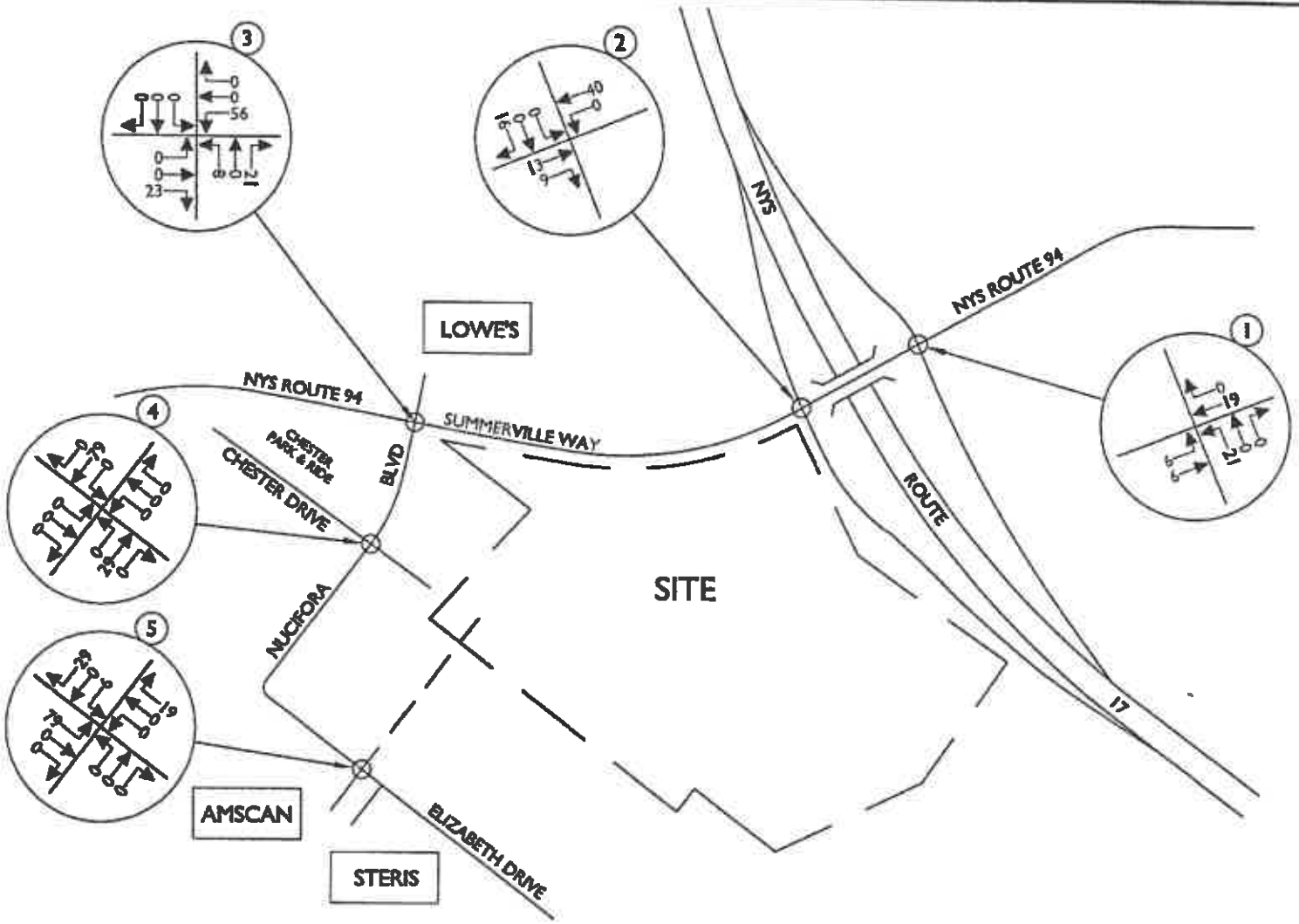

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PROJECT NUMBER: 220400BA
DRAWING NAME: 1-3-FIGURE FIGURES

TOTAL SITE GENERATED TRAFFIC VOLUMES WEEKDAY PEAK AM HOUR

SHEET NUMBER: 18

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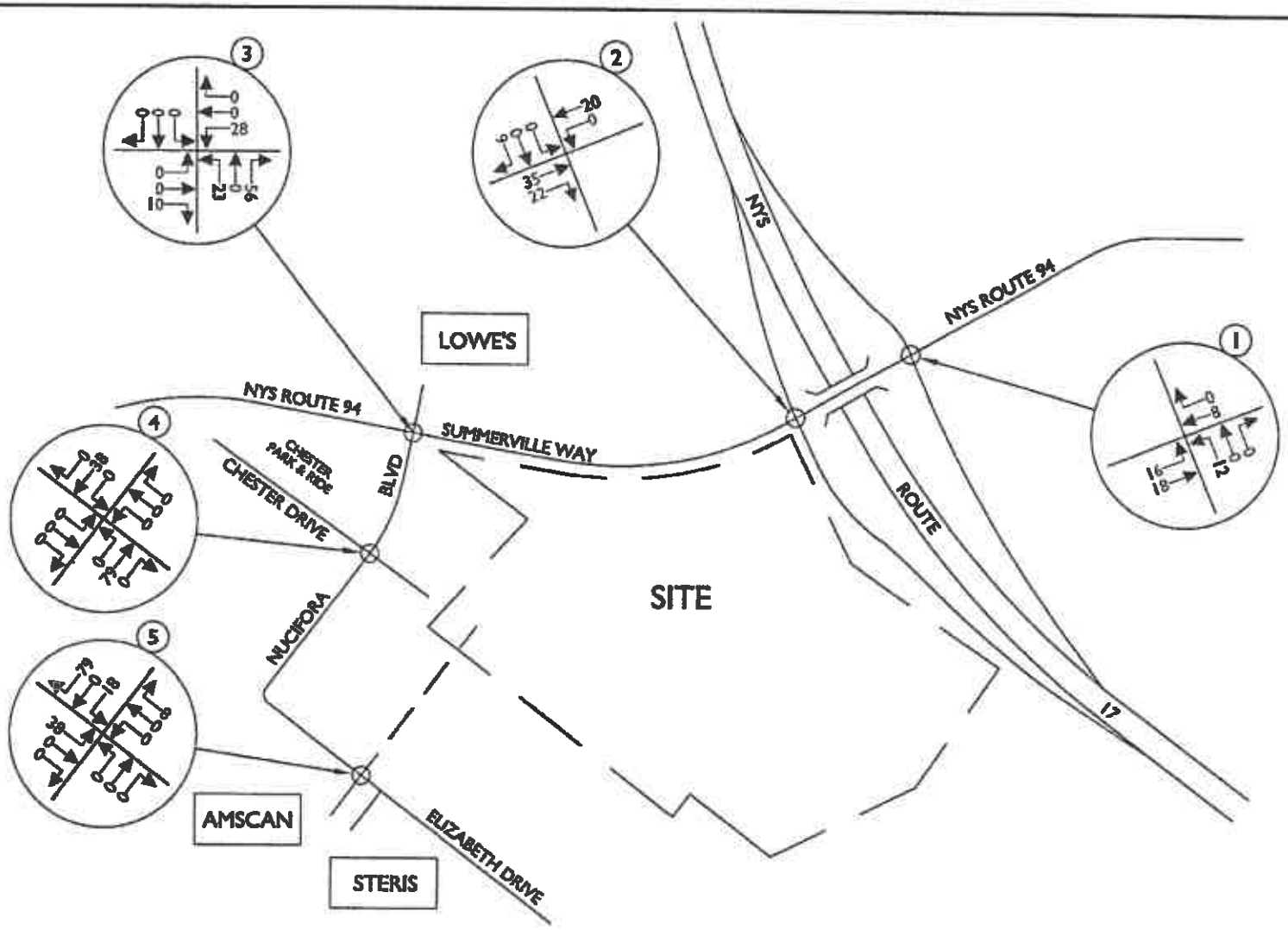

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Phone: 914.347.7800

TRAFFIC IMPACT STUDY

SCALE	DATE	DRAWN BY	CHECKED BY
AS SHOWN	2/2020	P.M.G.	R.R.

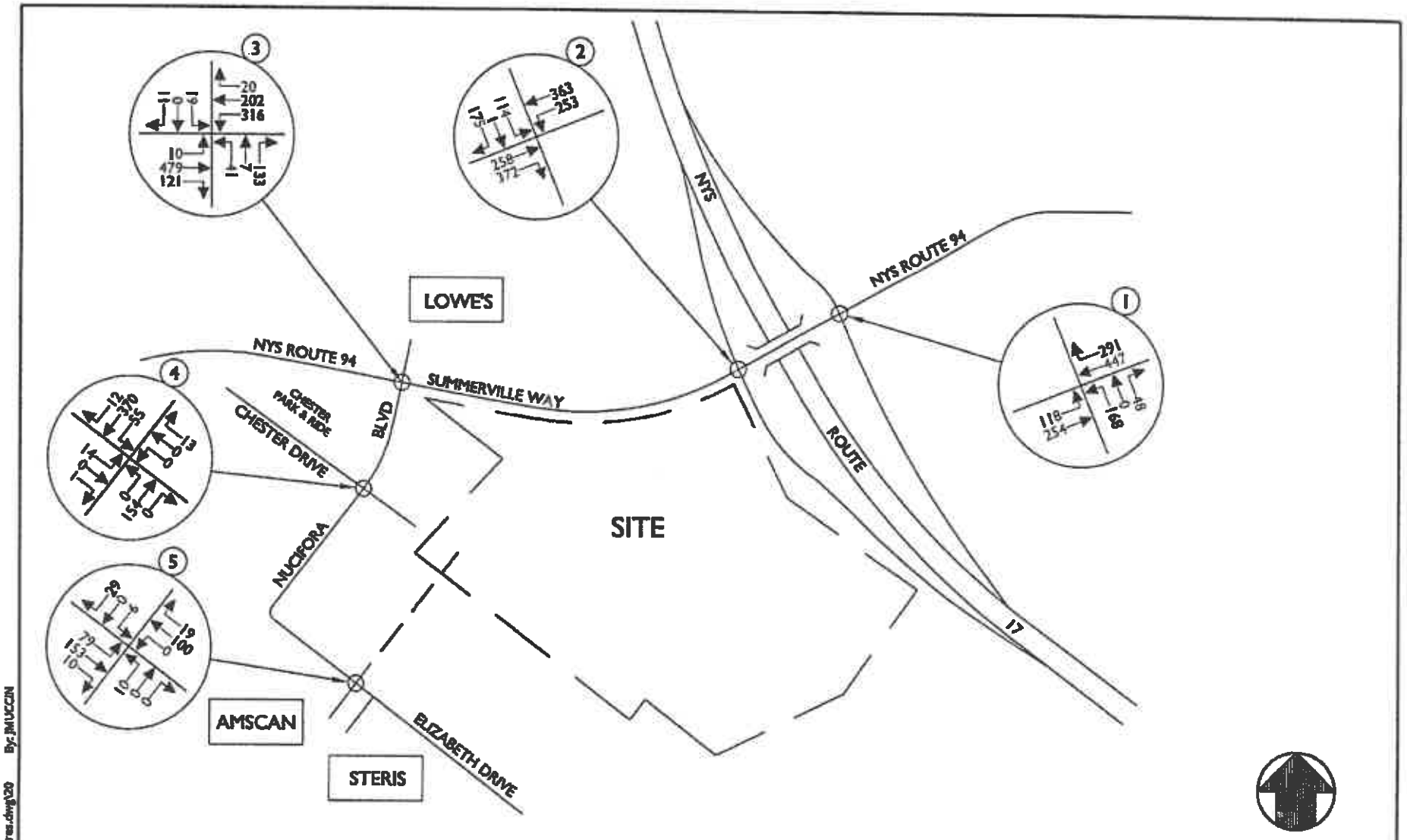
PROJECT NUMBER: 220106450A

DRAWING NAME: 230403FM_FIGURES

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

SHEET NUMBER: 19

D:\AQAIR\cpprss\Traffic\Figures\230403FM_Figures.dwg\19 By: JMUCCIN



NOTE: LINE DIAGRAM NOT TO SCALE

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TRAFFIC IMPACT STUDY

SCALE	DATE	DRAWN BY	CHECKED BY
AS SHOWN	2/20/23	P.W.G.	R.R.

PROJECT NUMBER: 22010640A
DRAWING NAME: 22010640A_FIGURES

SHEET TITLE:
2026 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
20

By: JMUCCIN

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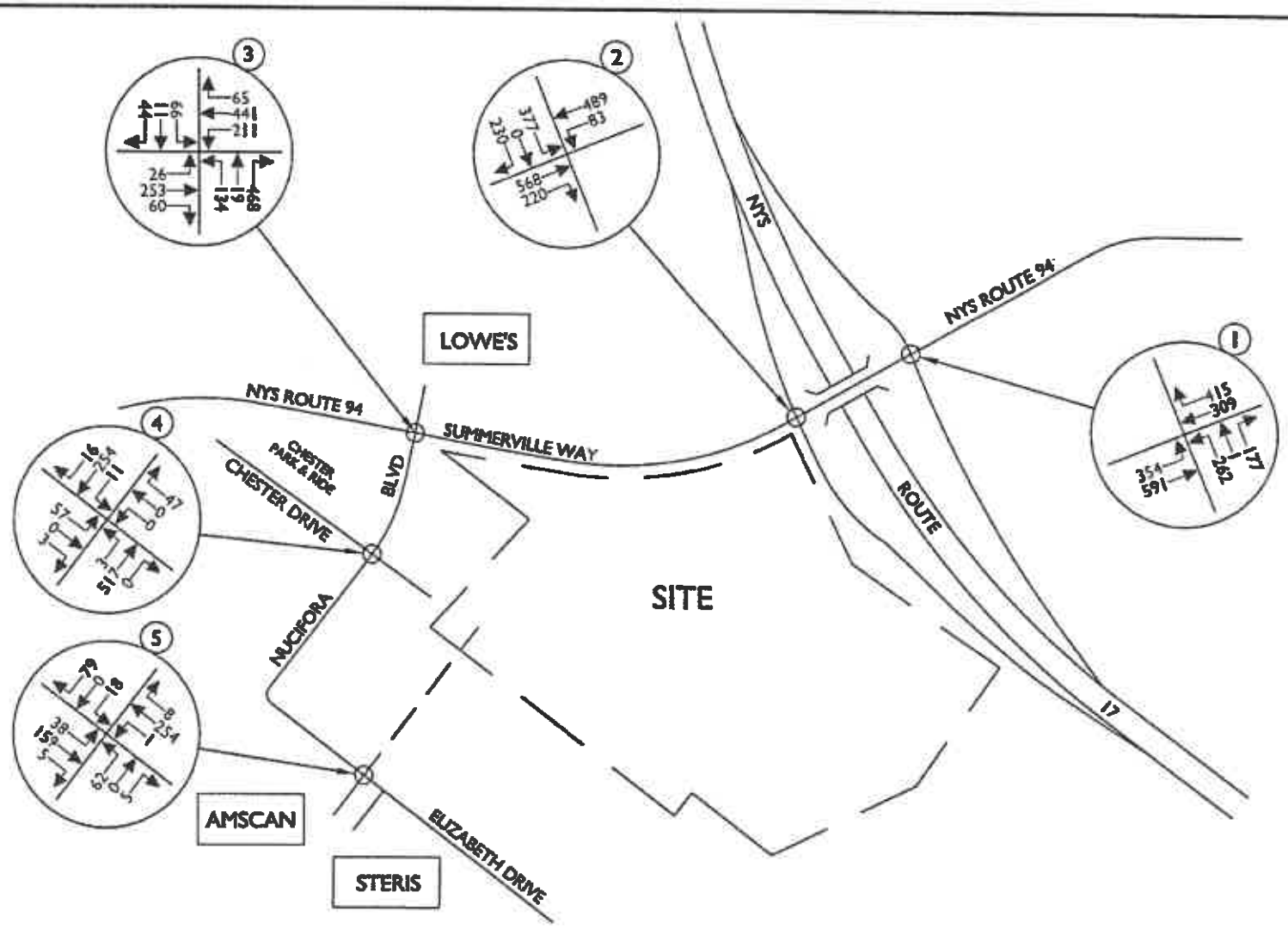

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NOTE: LINE DIAGRAM NOT TO SCALE

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TRAFFIC IMPACT STUDY

SCALE	DATE	DRAWN BY	CHECKED BY
AS SHOWN	2/28/23	P.W.G.	R.R.

PROJECT NUMBER: 220005MA
DRAWING NAME: 220403FM_HOURES

SHEET TITLE:
2026 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
21

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Traffic Impact Study

Appendix B | Tables

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

Summerville Industrial Park Village of Chester, Orange County, New York	Entry				Exit			
	HTGR[1]	Passenger Cars	Trucks	Total Volume	HTGR1	Passenger Cars	Trucks	Total Volume
Warehouse (781,130 Sq. Ft.)								
Peak AM Hour	0.13	90	8	98	0.04	27	8	35
Peak PM Hour	0.06	34	12	46	0.12	86	11	97

NOTES:

1) THE HOURLY TRIP GENERATION RATES (HTGR) ARE BASED ON DATA PUBLISHED BY THE INSTITUTE OF TRANSPORTATION ENGINEERS (ITE) AS CONTAINED IN THE TRIP GENERATION HANDBOOK, 11TH EDITION, 2021. ITE LAND USE CODE - 150 - WAREHOUSE.

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

				2023 Existing			2026 No-Build			2026 Build			Change in Delay
				v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build
1	NYS Route 94 & NYS Route 17 WB Ramps	Signalized											
	NYS Route 94	EB	L	0.19	A	7.1	0.23	A	6.8	0.26	A	6.4	-0.4
			T	0.20	A	7.4	0.23	A	7.1	0.24	A	6.8	-0.3
		EB Approach		-	A	7.3	-	A	7.0	-	A	6.6	-0.4
	NYS Route 94	WB	T	0.38	B	10.6	0.44	B	12.7	0.47	B	14.3	1.6
			R	0.28	A	1.8	0.31	A	2.1	0.31	A	2.3	0.2
		WB Approach		-	A	7.0	-	A	8.4	-	A	9.5	1.1
	NYS Route 17 WB Off-Ramp	NWB	LT	0.63	D	52.4	0.68	D	52.3	0.71	D	52.3	0.0
			R	0.24	D	39.1	0.23	D	36.9	0.21	D	35.1	-1.8
		NWB Approach		-	D	48.9	-	D	48.5	-	D	48.5	0.0
		Overall		-	B	13.1	-	B	14.2	-	B	15.1	0.9
2	NYS Route 94 & NYS Route 17 EB Ramps	Signalized											
	NYS Route 94	EB	T	0.29	B	10.6	0.26	B	12.3	0.28	B	13.3	1.0
			R	0.33	A	2.2	0.37	A	2.5	0.39	A	2.7	0.2
		EB Approach		-	A	5.6	-	A	6.5	-	A	7.0	0.5
	NYS Route 94	WB	L	0.30	A	4.7	0.34	A	5.2	0.35	A	5.7	0.5
			T	0.22	A	4.4	0.27	A	4.9	0.31	A	5.7	0.8
		WB Approach		-	A	4.5	-	A	5.0	-	A	5.7	0.7
	NYS Route 17 EB Off-Ramp	SB	L	0.45	D	43.8	0.44	D	41.8	0.42	D	40.0	-1.8
			TR	0.64	D	52.2	0.58	D	52.2	0.70	D	52.2	0.0
		SB Approach		-	D	48.5	-	D	47.9	-	D	47.4	-0.5
		Overall		-	B	13.2	-	B	13.7	-	B	14.1	0.4

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

				2023 Existing			2026 No-Build			2026 Build			Change in Delay
				v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build
3	NYS Route 94 & Nucifora Boulevard/Lowe's Access	Signalized											
	NYS Route 94	EB	L	0.02	A	5.3	0.02	A	5.4	0.02	A	5.6	0.2
			T	0.55	B	16.4	0.75	C	22.5	0.81	C	26.9	4.4
			R	0.10	A	2.9	0.16	A	4.3	0.21	A	5.7	1.4
		EB Approach		-	B	14.3	-	B	19.2	-	C	22.3	3.1
	NYS Route 94	WB	L	0.39	A	6.7	0.53	A	8.4	0.67	B	14.3	5.9
			T	0.17	A	7.0	0.18	A	6.9	0.20	A	7.1	0.2
			R	0.02	A	0.1	0.02	A	0.1	0.02	A	0.1	0.0
		WB Approach		-	A	6.5	-	A	7.4	-	B	11.1	3.7
	Nucifora Boulevard	NB	LTR	0.38	B	11.5	0.49	B	13.6	0.57	B	14.9	1.3
		NB Approach		-	B	11.5	-	B	13.6	-	B	14.9	1.3
	Lowe's Access	SB	LT	0.08	C	20.7	0.14	C	23.2	0.15	C	23.9	0.7
			R	0.03	A	0.1	0.03	A	0.2	0.04	A	0.2	0.0
		SB Approach		-	B	13.4	-	B	15.1	-	B	15.5	0.4
		Overall		-	B	11.0	-	B	13.9	-	B	16.7	2.8
	With Geometric and Timing Improvements												
	NYS Route 94	EB	L	-	-	-	-	-	-	0.02	A	5.4	0.0
			T	-	-	-	-	-	-	0.74	C	21.7	-0.8
			R	-	-	-	-	-	-	0.20	A	5.6	1.3
		EB Approach		-	-	-	-	-	-	-	B	18.3	-0.9
	NYS Route 94	WB	L	-	-	-	-	-	-	0.59	B	10.6	2.2
			T	-	-	-	-	-	-	0.17	A	6.4	-0.5
			R	-	-	-	-	-	-	0.02	A	0.0	-0.1
		WB Approach		-	-	-	-	-	-	-	A	8.6	1.2
	Nucifora Boulevard	NB	LT	-	-	-	-	-	-	0.21	C	29.1	9.5
			R	-	-	-	-	-	-	0.27	A	3.9	-
		NB Approach		-	-	-	-	-	-	-	A	9.0	-4.6
	Lowe's Access	SB	LT	-	-	-	-	-	-	0.10	C	22.3	-0.9
			R	-	-	-	-	-	-	0.03	A	0.2	0.0
		SB Approach		-	-	-	-	-	-	-	B	14.5	-0.6
		Overall		-	-	-	-	-	-	-	B	13.1	-0.8
4	Nucifora Boulevard & Chester Drive (Chester Park and Ride)	Unsignalized											
	Chester Drive	SEB	LR	0.03	B	12.4	-	-	-	-	-	-	-
	Nucifora Boulevard	NEB	LT	0.01	A	8.0	-	-	-	-	-	-	-
	With Starlz Access												
	Chester Drive	SEB	LTR	-	-	-	0.06	C	17.2	0.08	C	20.7	3.5
	Starlz Access	NWB	LTR	-	-	-	0.03	A	9.9	0.03	B	10.4	0.5
	Nucifora Boulevard	NEB	LTR	-	-	-	0.01	A	8.0	0.01	A	8.3	0.3
	Nucifora Boulevard	SWB	LTR	-	-	-	0.05	A	7.6	0.05	A	7.7	0.1
5	Elizabeth Drive & Amscan Access	Unsignalized											
	Elizabeth Drive	NWB	LT	0.01	A	8.7	0.01	A	8.7	-	-	-	-
	Amscan Access	NEB	LR	0.02	B	11.7	0.02	B	12.2	-	-	-	-
	With Construction of Site Access												
	Elizabeth Drive	SEB	LTR	-	-	-	-	-	-	0.06	A	7.6	-
	Elizabeth Drive	NWB	LTR	-	-	-	-	-	-	0.01	A	8.7	-
	Amscan Access	NEB	LTR	-	-	-	-	-	-	0.04	C	16.5	-
	Site Access	SWB	LTR	-	-	-	-	-	-	0.05	A	9.8	-

NOTES:

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

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

				2023 Existing			2026 No-Build			2026 Build			Change in Delay
				v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build
1	NYS Route 94 & NYS Route 17 WB Ramps	Signalized											
	NYS Route 94	EB	L	0.49	A	8.1	0.59	B	11.0	0.64	B	13.0	2.0
			T	0.47	A	8.9	0.54	B	11.4	0.57	B	12.7	1.3
		EB Approach		-	A	8.6	-	B	11.3	-	B	12.8	1.5
	NYS Route 94	WB	T	0.34	B	18.4	0.40	C	21.8	0.43	C	22.6	0.8
			R	0.44	A	3.6	0.49	A	4.2	0.50	A	4.2	0.0
		WB Approach		-	A	9.8	-	B	11.6	-	B	12.1	0.5
	NYS Route 17 WB Off-Ramp	NWB	LT	0.73	D	48.4	0.73	D	46.0	0.73	D	44.9	-1.1
			R	0.55	D	40.4	0.54	D	38.3	0.52	D	36.7	-1.6
		NWB Approach		-	D	45.1	-	D	42.8	-	D	41.6	-1.2
		Overall		-	B	16.7	-	B	18.0	-	B	18.6	0.6
2	NYS Route 94 & NYS Route 17 EB Ramps	Signalized											
	NYS Route 94	EB	T	0.57	C	21.7	0.68	C	25.7	0.71	C	26.0	0.3
			R	0.23	A	3.3	0.28	A	4.3	0.31	A	4.6	0.3
		EB Approach		-	B	16.8	-	B	19.9	-	C	20.0	0.1
	NYS Route 94	WB	L	0.22	B	14.1	0.30	B	14.1	0.32	B	13.4	-0.7
			T	0.47	B	19.4	0.54	B	19.3	0.56	B	17.5	-1.8
		WB Approach		-	B	18.6	-	B	18.5	-	B	16.9	-1.6
	NYS Route 17 EB Off-Ramp	SB	L	0.69	D	39.2	0.70	D	40.7	0.72	D	44.6	3.9
			TR	0.49	C	32.8	0.50	C	32.7	0.53	C	34.6	1.9
		SB Approach		-	D	36.9	-	D	37.7	-	D	40.8	3.1
		Overall		-	C	23.9	-	C	25.2	-	C	25.6	0.4

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

				2023 Existing			2026 No-Build			2026 Build			Change in Delay
				v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build
3	NYS Route 94 & Nucifora Boulevard/Lowe's Access	Signalized											
	NYS Route 94	EB	L	0.09	A	8.2	0.10	A	8.1	0.09	A	8.1	0.0
			T	0.61	C	25.0	0.64	C	25.4	0.64	C	25.6	0.2
			R	0.11	A	1.4	0.13	A	2.0	0.15	A	2.8	0.8
		EB Approach		-	C	20.2	-	C	20.4	-	C	20.2	-0.2
	NYS Route 94	WB	L	0.44	B	11.5	0.51	B	12.4	0.58	B	13.9	1.5
			T	0.66	B	19.9	0.70	C	20.8	0.69	C	20.5	-0.3
			R	0.10	A	2.1	0.11	A	2.5	0.10	A	2.5	0.0
		WB Approach		-	B	16.0	-	B	16.8	-	B	16.9	0.1
	Nucifora Boulevard	NB	LTR	0.89	C	33.8	1.09	F	83.5	1.27	F	153.9	70.4
		NWB Approach		-	C	33.8	-	F	83.5	-	F	153.9	70.4
	Lowe's Access	SB	LT	0.32	C	21.8	0.42	C	26.4	0.45	C	28.4	2.0
			R	0.08	A	1.0	0.09	A	1.5	0.09	A	1.5	0.0
		SB Approach		-	B	14.3	-	B	17.4	-	B	18.7	1.3
		Overall		-	C	22.2	-	D	39.1	-	E	68.0	25.9
	With Geometric and Timing Improvements												
	NYS Route 94	EB	L	-	-	-	-	-	-	0.07	A	6.9	-1.2
			T	-	-	-	-	-	-	0.54	B	19.9	-5.5
			R	-	-	-	-	-	-	0.13	A	2.7	0.7
		EB Approach		-	-	-	-	-	-	-	B	15.9	-4.5
	NYS Route 94	WB	L	-	-	-	-	-	-	0.44	A	8.8	-3.6
			T	-	-	-	-	-	-	0.52	B	14.3	-6.5
			R	-	-	-	-	-	-	0.08	A	2.4	-0.1
		WB Approach		-	-	-	-	-	-	-	B	11.6	-5.2
	Nucifora Boulevard	NB	LT	-	-	-	-	-	-	0.60	C	29.0	-54.5
			R	-	-	-	-	-	-	0.71	A	9.2	-
		NB Approach		-	-	-	-	-	-	-	B	14.1	-69.4
	Lowe's Access	SB	LT	-	-	-	-	-	-	0.35	C	23.2	-3.2
			R	-	-	-	-	-	-	0.11	A	1.8	0.3
		SB Approach		-	-	-	-	-	-	-	B	15.4	-2.0
		Overall		-	-	-	-	-	-	-	B	18.8	-25.6
4	Nucifora Boulevard & Chester Drive (Chester Park and Ride)	Unsignalized											
	Chester Drive	SEB	LR	0.17	C	16.8	-	-	-	-	-	-	-
	Nucifora Boulevard	NEB	LT	0.01	A	7.7	-	-	-	-	-	-	-
	With Starls Access												
	Chester Drive	SEB	LTR	-	-	-	0.28	D	25.8	0.36	D	34.3	8.5
	Starls Access	NWB	LTR	-	-	-	0.10	B	12.1	0.11	B	13.1	1.0
	Nucifora Boulevard	NEB	LTR	-	-	-	0.01	A	7.8	0.01	A	7.9	0.1
	Nucifora Boulevard	SWB	LTR	-	-	-	0.01	A	8.4	0.01	A	8.7	0.3
5	Elizabeth Drive & Amscan Access	Unsignalized											
	Elizabeth Drive	NWB	LT	0.01	A	7.6	0.01	A	7.7	-	-	-	-
	Amscan Access	NEB	LR	0.19	B	14.5	0.23	C	16.0	-	-	-	-
	With Construction of Site Access												
	Elizabeth Drive	SEB	LTR	-	-	-	-	-	-	0.05	A	8.2	-
	Elizabeth Drive	NWB	LTR	-	-	-	-	-	-	0.01	A	7.7	-
	Amscan Access	NEB	LTR	-	-	-	-	-	-	0.43	D	32.2	-
	Site Access	SWB	LTR	-	-	-	-	-	-	0.25	B	13.5	-

NOTES:

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

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TABLE NO. 3

ACCIDENT DATA SUMMARY
VILLAGE OF CHESTER, ORANGE COUNTY, NY
STUDY PERIOD: JANUARY 4, 2017 THROUGH MAY 23, 2022

On Street	Location	Date	Time	Traffic Control	Accident Class	# of Vehicles Injuries	Light Condition	Road Condition	Weather	Manner of Collision	Apparent Contributing Factors
NYS ROUTE 94 & NUCIFORA BOULEVARD/LOWE'S ACCESS											
NYS ROUTE 94	AT THE INTERSECTION OF NUCIFORA BOULEVARD	6/27/17	4:28 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	FOLLOWING TOO CLOSELY
NUCIFORA BOULEVARD	AT THE INTERSECTION OF NYS ROUTE 94	4/24/18	3:58 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
NUCIFORA BOULEVARD	AT THE INTERSECTION OF NYS ROUTE 94	6/18/18	6:41 PM	TRAFFIC SIGNAL	NR	2-0	DAYLIGHT	DRY	CLOUDY	RIGHT TURN	PASSING OR LANE USAGE IMPROPER/TURNING IMPROPERLY
NYS ROUTE 94	AT THE INTERSECTION OF NUCIFORA BOULEVARD	11/20/18	9:30 AM	NONE	PDO	2-0	DAYLIGHT	WET	CLOUDY	REAR END	BACKING UNSAFELY
NYS ROUTE 94	AT THE INTERSECTION OF NUCIFORA BOULEVARD	9/27/19	4:30 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	DRIVER INATTENTION
NYS ROUTE 94	AT THE INTERSECTION OF NUCIFORA BOULEVARD	5/20/20	11:50 AM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	DRIVER INATTENTION/FOLLOWING TOO CLOSELY/REACTION TO OTHER UNINVOLVED VEHICLE
NYS ROUTE 94	AT THE INTERSECTION OF NUCIFORA BOULEVARD	6/17/20	3:16 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLOUDY	RIGHT ANGLE	PASSING OR LANE USAGE IMPROPER
NYS ROUTE 94	AT THE INTERSECTION OF NUCIFORA BOULEVARD	11/10/20	6:58 PM	TRAFFIC SIGNAL	PDO & I	2-1	DARK-ROAD LIGHTED	DRY	CLEAR	LEFT TURN	FAILURE TO YIELD RIGHT-OF-WAY
NYS ROUTE 94	AT THE INTERSECTION OF NUCIFORA BOULEVARD	11/19/20	12:49 PM	TRAFFIC SIGNAL	PDO	1-0	DAYLIGHT	DRY	CLOUDY	HEAD ON	ANIMAL'S ACTION
NYS ROUTE 94	AT THE INTERSECTION OF NUCIFORA BOULEVARD	11/19/20	12:49 PM	TRAFFIC SIGNAL	PDO & I	1-1	DAYLIGHT	DRY	CLOUDY	RIGHT ANGLE	ANIMAL'S ACTION
NYS ROUTE 94	AT THE INTERSECTION OF NUCIFORA BOULEVARD	3/15/21	11:07 AM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	WET	RAIN	SIDESWIPE (SAME DIRECTION)	PASSING OR LANE USAGE IMPROPER
NYS ROUTE 94	AT THE INTERSECTION OF NUCIFORA BOULEVARD	7/15/21	4:21 PM	TRAFFIC SIGNAL	PDO & I	2-1	DAYLIGHT	DRY	CLEAR	LEFT TURN	FAILURE TO YIELD RIGHT-OF-WAY
NYS ROUTE 94	AT THE INTERSECTION OF NUCIFORA BOULEVARD	7/25/21	12:13 AM	TRAFFIC SIGNAL	PDO & I	2-1	DARK-ROAD LIGHTED	DRY	CLEAR	REAR END	TRAFFIC CONTROL DISREGARDED/FOLLOWING TOO CLOSELY
NYS ROUTE 94	AT THE INTERSECTION OF NUCIFORA BOULEVARD	10/6/21	2:52 PM	TRAFFIC SIGNAL	PDO & I	2-1	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
NYS ROUTE 94	AT THE INTERSECTION OF NUCIFORA BOULEVARD	10/27/21	7:24 PM	TRAFFIC SIGNAL	PDO	2-0	DARK-ROAD LIGHTED	DRY	CLOUDY	LEFT TURN	FAILURE TO YIELD RIGHT-OF-WAY
NUCIFORA BOULEVARD	AT THE INTERSECTION OF NYS ROUTE 94	11/8/21	5:50 PM	TRAFFIC SIGNAL	I	2-1	DARK-ROAD LIGHTED	DRY	CLEAR	HEAD ON	FAILURE TO YIELD RIGHT-OF-WAY
NYS ROUTE 94	AT THE INTERSECTION OF NUCIFORA BOULEVARD	1/11/22	12:10 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	LEFT TURN	FAILURE TO YIELD RIGHT-OF-WAY

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Sheet	Location	Date	Time	Traffic Control	Accident Class	# of Vehicles Injuries	Light Condition	Road Condition	Weather	Manner of Collision	Apparent Contributing Factors
NYS ROUTE 94 & NYS ROUTE 17 EB RAMPS											
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 EB RAMPS	02/19/17	8:42 AM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	FOLLOWING TOO CLOSELY
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 EB RAMPS	05/25/17	1:45 PM	TRAFFIC SIGNAL	NR	2-0	DAYLIGHT	WET	RAIN	LEFT TURN	TRAFFIC CONTROL DISREGARDED/FAILURE TO YIELD RIGHT-OF-WAY
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 EB RAMPS	06/09/17	11:20 AM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLOUDY	RIGHT ANGLE	FAILURE TO YIELD RIGHT-OF-WAY
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 EB RAMPS	06/18/17	8:35 PM	TRAFFIC SIGNAL	PDO	1-0	DUSK	DRY	CLEAR	RIGHT TURN	TURNING IMPROPERLY/DRIVER INEXPERIENCE
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 EB RAMPS	07/10/17	3:55 PM	TRAFFIC SIGNAL	NR	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 EB RAMPS	10/19/17	6:30 AM	TRAFFIC SIGNAL	PDO	2-0	DAWN	DRY	CLEAR	RIGHT ANGLE	TRAFFIC CONTROL DISREGARDED
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 EB RAMPS	10/19/17	5:15 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	DRIVER INATTENTION
NYS ROUTE 17 EB RAMPS	AT THE INTERSECTION OF NYS ROUTE 94	03/22/18	11:20 PM	TRAFFIC SIGNAL	PDO	2-0	DARK-ROAD LIGHTED	DRY	CLOUDY	REAR END	UNSAFE SPEED/FOLLOWING TOO CLOSELY
NYS ROUTE 17 EB RAMPS	AT THE INTERSECTION OF NYS ROUTE 94	04/23/18	10:30 PM	TRAFFIC SIGNAL	PDO	1-0	DARK-ROAD LIGHTED	DRY	CLEAR	RIGHT TURN	TURNING IMPROPERLY
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 EB RAMPS	08/04/18	5:46 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 EB RAMPS	10/05/18	9:10 AM	TRAFFIC SIGNAL	NR	2-0	DAYLIGHT	DRY	CLEAR	RIGHT ANGLE	TRAFFIC CONTROL DISREGARDED/FATIGUED/DROWSY
NYS ROUTE 17 EB RAMPS	AT THE INTERSECTION OF NYS ROUTE 94	10/11/18	2:45 PM	TRAFFIC SIGNAL	PDO & I	3-1	DAYLIGHT	WET	RAIN	REAR END	UNSAFE SPEED
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 EB RAMPS	12/03/18	10:55 PM	TRAFFIC SIGNAL	PDO & I	2-2	DARK-ROAD LIGHTED	WET	RAIN	RIGHT ANGLE	TRAFFIC CONTROL DISREGARDED
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 EB RAMPS	12/06/18	3:10 PM	NONE	NR	2-0	DAYLIGHT	DRY	CLOUDY	SIDESWIPE (SAME DIRECTION)	DRIVER INATTENTION
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 EB RAMPS	12/19/18	8:47 AM	TRAFFIC SIGNAL	NR	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 EB RAMPS	03/04/19	6:15 AM	TRAFFIC SIGNAL	PDO	2-0	DARK-ROAD LIGHTED	DRY	CLOUDY	LEFT TURN	DRIVER INATTENTION
NYS ROUTE 17 EB RAMPS	AT THE INTERSECTION OF NYS ROUTE 94	03/26/19	8:58 PM	TRAFFIC SIGNAL	I	2-1	DARK-ROAD UNLIGHTED	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 EB RAMPS	04/15/19	10:34 PM	TRAFFIC SIGNAL	PDO	2-0	DARK-ROAD LIGHTED	DRY	CLEAR	SIDESWIPE (SAME DIRECTION)	TRAFFIC CONTROL DISREGARDED
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 EB RAMPS	04/21/19	1:07 PM	TRAFFIC SIGNAL	NR	2-0	DAYLIGHT	DRY	CLOUDY	RIGHT ANGLE	TRAFFIC CONTROL DISREGARDED
NYS ROUTE 17 EB RAMPS	AT THE INTERSECTION OF NYS ROUTE 94	09/02/19	2:55 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	FOLLOWING TOO CLOSELY
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 EB RAMPS	10/17/19	2:31 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	FOLLOWING TOO CLOSELY
NYS ROUTE 17 EB RAMPS	AT THE INTERSECTION OF NYS ROUTE 94	10/30/19	10:15 AM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 EB RAMPS	11/01/19	5:05 AM	TRAFFIC SIGNAL	PDO	2-0	DARK-ROAD LIGHTED	WET	CLOUDY	RIGHT ANGLE	FATIGUED/DROWSY/TRAFFIC CONTROL DISREGARDED
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 EB RAMPS	01/07/20	4:24 PM	TRAFFIC SIGNAL	PDO	2-0	DUSK	DRY	CLEAR	RIGHT ANGLE	TRAFFIC CONTROL DISREGARDED/FAILURE TO YIELD RIGHT-OF-WAY
NYS ROUTE 17 EB RAMPS	AT THE INTERSECTION OF NYS ROUTE 94	04/17/20	6:40 AM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	DRIVER INATTENTION
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 EB RAMPS	06/18/20	6:30 AM	TRAFFIC SIGNAL	PDO & I	2-1	DAYLIGHT	DRY	CLEAR	LEFT TURN	FAILURE TO YIELD RIGHT-OF-WAY
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 EB RAMPS	08/18/20	6:35 AM	OFFICER/GUARD	PDO	2-0	DAYLIGHT	DRY	CLEAR	SIDESWIPE (OPPOSITE DIRECTION)	OBSTRUCTION/DEBRIS/DRIVER INEXPERIENCE
NYS ROUTE 17 EB RAMPS	AT THE INTERSECTION OF NYS ROUTE 94	10/02/20	12:33 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	WET	CLOUDY	REAR END	DRIVER INATTENTION/FOLLOWING TOO CLOSELY
NYS ROUTE 17 EB RAMPS	AT THE INTERSECTION OF NYS ROUTE 94	04/24/21	11:08 PM	NONE	PDO	2-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	SIDESWIPE (SAME DIRECTION)	UNSAFE LANE CHANGING/FAILURE TO YIELD RIGHT-OF-WAY
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 EB RAMPS	04/27/21	8:12 PM	TRAFFIC SIGNAL	PDO	2-0	DARK-ROAD LIGHTED	DRY	CLEAR	LEFT TURN	FAILURE TO YIELD RIGHT-OF-WAY
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 EB RAMPS	06/01/21	7:56 AM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLOUDY	RIGHT ANGLE	TRAFFIC CONTROL DISREGARDED
NYS ROUTE 17 EB RAMPS	AT THE INTERSECTION OF NYS ROUTE 94	07/01/21	7:51 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	FELL ASLEEP
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 EB RAMPS	07/28/21	3:12 PM	TRAFFIC SIGNAL	PDO & I	2-1	DAYLIGHT	DRY	CLEAR	REAR END	DRIVER INATTENTION
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 EB RAMPS	08/04/21	12:14 PM	TRAFFIC SIGNAL	NR	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	FOLLOWING TOO CLOSELY
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 EB RAMPS	08/18/21	2:00 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	LEFT TURN	PASSING OR LANE USAGE IMPROPER/TURNING IMPROPERLY
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 EB RAMPS	10/09/21	7:38 PM	TRAFFIC SIGNAL	NR	2-0	DARK-ROAD LIGHTED	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY/DRIVER INATTENTION
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 EB RAMPS	11/16/21	5:39 PM	TRAFFIC SIGNAL	PDO & I	2-3	DARK-ROAD LIGHTED	DRY	CLEAR	LEFT TURN	TRAFFIC CONTROL DISREGARDED
NYS ROUTE 17 EB RAMPS	AT THE INTERSECTION OF NYS ROUTE 94	05/22/22	9:45 AM	TRAFFIC SIGNAL	PDO & I	2-2	DAYLIGHT	DRY	CLOUDY	REAR END	FOLLOWING TOO CLOSELY/DRIVER INATTENTION

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On Street	Location	Date	Time	Traffic Control	Accident Class	# of Vehicles Injuries	Light Condition	Road Condition	Weather	Manner of Collision	Apparent Contributing Factors
NYS ROUTE 94 & NYS ROUTE 17 WB RAMPS											
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 WB RAMPS	01/04/17	3:45 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	FOLLOWING TOO CLOSELY
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 WB RAMPS	01/21/17	9:27 PM	TRAFFIC SIGNAL	PDO	2-0	DARK-ROAD LIGHTED	DRY	CLOUDY	RIGHT ANGLE	TRAFFIC CONTROL DISREGARDED/FAILURE TO YIELD RIGHT-OF-WAY
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 WB RAMPS	02/02/17	3:15 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	FOLLOWING TOO CLOSELY
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 WB RAMPS	02/21/17	3:10 PM	NONE	PDO	1-0	DAYLIGHT	DRY	CLEAR	SIDESWIPE (SAME DIRECTION)	OTHER VEHICULAR
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 WB RAMPS	04/02/17	1:08 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	REACTION TO OTHER UNINVOLVED VEHICLE/FOLLOWING TOO CLOSELY
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 WB RAMPS	07/19/17	12:30 AM	TRAFFIC SIGNAL	PDO	2-0	DARK-ROAD LIGHTED	DRY	CLEAR	SIDESWIPE (SAME DIRECTION)	PASSING OR LANE USAGE IMPROPER
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 WB RAMPS	02/21/18	8:46 PM	TRAFFIC SIGNAL	PDO	2-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	RIGHT TURN	TRAFFIC CONTROL DISREGARDED/FAILURE TO YIELD RIGHT-OF-WAY
NYS ROUTE 17 WB RAMPS	AT THE INTERSECTION OF NYS ROUTE 94	06/19/18	3:15 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 WB RAMPS	06/21/18	11:45 AM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	RIGHT ANGLE	TURNING IMPROPERLY
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 WB RAMPS	12/16/18	8:28 AM	TRAFFIC SIGNAL	PDO & I	2-1	DAYLIGHT	DRY	CLEAR	REAR END	DRIVER INATTENTION
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 WB RAMPS	02/12/19	11:10 AM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	SNOW/ICE	CLEAR	REAR END	UNSAFE SPEED/PAVEMENT SLIPPERY
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 WB RAMPS	08/23/19	2:10 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	LEFT TURN	TRAFFIC CONTROL DISREGARDED
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 WB RAMPS	10/17/19	3:30 PM	NONE	PDO	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	FOLLOWING TOO CLOSELY/REACTION TO OTHER UNINVOLVED VEHICLE
NYS ROUTE 17 WB RAMPS	AT THE INTERSECTION OF NYS ROUTE 94	11/26/19	1:17 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	ALCOHOL INVOLVEMENT/FOLLOWING TOO CLOSELY
NYS ROUTE 17 WB RAMPS	AT THE INTERSECTION OF NYS ROUTE 94	01/05/20	7:01 PM	TRAFFIC SIGNAL	PDO	2-0	DARK-ROAD LIGHTED	DRY	CLEAR	REAR END	DRIVER INEXPERIENCE
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 WB RAMPS	05/24/20	4:20 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	LEFT TURN	TRAFFIC CONTROL DISREGARDED/REACTION TO OTHER UNINVOLVED VEHICLE
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 WB RAMPS	10/15/20	12:06 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 WB RAMPS	05/17/21	5:40 PM	TRAFFIC SIGNAL	NR	2-0	DAYLIGHT	WET	RAIN	REAR END	FOLLOWING TOO CLOSELY/DRIVER INATTENTION
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 WB RAMPS	05/19/21	9:50 AM	TRAFFIC SIGNAL	NR	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 WB RAMPS	08/19/21	11:20 PM	TRAFFIC SIGNAL	PDO & I	2-1	DARK-ROAD LIGHTED	WET	CLOUDY	RIGHT ANGLE	TRAFFIC CONTROL DISREGARDED
NYS ROUTE 17 WB RAMPS	AT THE INTERSECTION OF NYS ROUTE 94	07/05/21	2:40 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 WB RAMPS	10/18/21	3:37 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	LEFT TURN	FAILURE TO YIELD RIGHT-OF-WAY/DRIVER INATTENTION
NYS ROUTE 17 WB RAMPS	AT THE INTERSECTION OF NYS ROUTE 94	04/06/22	4:45 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	WET	CLOUDY	REAR END	FOLLOWING TOO CLOSELY/DRIVER INATTENTION

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Traffic Impact Study

Appendix C | Level of Service Standards

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Level of Service Standards

Level of Service for Signalized Intersections

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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Traffic Impact Study

Appendix D | Capacity Analysis

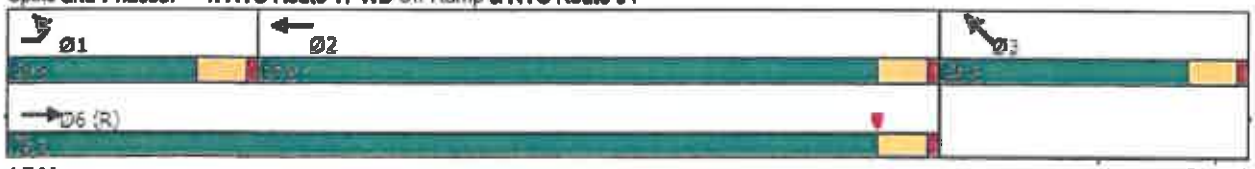
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	100	225	0	0	382	267	0	0	0	120	1	44
Future Volume (vph)	100	225	0	0	382	267	0	0	0	120	1	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	13
Grade (%)		5%			3%			0%			1%	
Storage Length (ft)	145		0	0		0	0		0	0		345
Storage Lanes	1		0	0		1	0		0	0		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	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor											1.00	0.98
Frt						0.850						0.850
Flt Protected	0.950										0.953	
Satd. Flow (prot)	1630	1669	0	0	1817	1544	0	0	0	0	1567	1523
Flt Permitted	0.423										0.953	
Satd. Flow (perm)	726	1669	0	0	1817	1544	0	0	0	0	1563	1489
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)						307						
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		348			504			151			644	
Travel Time (s)		5.9			8.6			2.9			12.5	
Confl. Peds. (#/hr)										1		1
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	8%	11%	2%	2%	3%	3%	2%	2%	2%	15%	15%	9%
Adj. Flow (vph)	115	259	0	0	439	307	0	0	0	138	1	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	115	259	0	0	439	307	0	0	0	0	139	51
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	1.02	1.02	1.02	1.00	1.00	1.00	1.01	1.01	0.96
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2			2	2				1	2	2
Detector Template										Left		
Leading Detector (ft)	83	83			83	83				20	83	83
Trailing Detector (ft)	-5	-5			-5	-5				0	-5	-5
Detector 1 Position(ft)	-5	-5			-5	-5				0	-5	-5
Detector 1 Size(ft)	40	40			40	40				20	40	40
Detector 1 Type	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
Detector 1 Queue (s)	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
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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
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				Perm	NA	Perm
Protected Phases	1	6			2						3	
Permitted Phases	6					2				3		3
Detector Phase	1	6			2	2				3	3	3
Switch Phase												
Minimum Initial (s)	3.0	5.0			5.0	5.0				5.0	5.0	5.0
Minimum Split (s)	8.0	10.0			10.0	10.0				10.0	10.0	10.0
Total Split (s)	20.0	75.0			55.0	55.0				25.0	25.0	25.0
Total Split (%)	20.0%	75.0%			55.0%	55.0%				25.0%	25.0%	25.0%
Maximum Green (s)	15.0	70.0			50.0	50.0				20.0	20.0	20.0
Yellow Time (s)	4.0	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	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)	2.0	3.0			3.0	3.0				3.0	3.0	3.0
Recall Mode	None	C-Min			Min	Min				None	None	None
Walk Time (s)		8.0										
Flash Dont Walk (s)		12.0										
Pedestrian Calls (#/hr)		1										
Act Effct Green (s)	75.8	75.8			64.3	64.3					14.2	14.2
Actuated g/C Ratio	0.76	0.76			0.64	0.64					0.14	0.14
v/c Ratio	0.19	0.20			0.38	0.28					0.63	0.24
Control Delay	7.1	7.0			10.6	1.8					52.4	39.1
Queue Delay	0.0	0.4			0.0	0.0					0.0	0.0
Total Delay	7.1	7.4			10.6	1.8					52.4	39.1
LOS	A	A			B	A					D	D
Approach Delay		7.3			7.0						48.9	
Approach LOS		A			A						D	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 6:EBTL, Start of Yellow
Natural Cycle: 40
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.63
Intersection Signal Delay: 13.1 — Intersection LOS: B
Intersection Capacity Utilization 54.4% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 1: NYS Route 17 WB Off-Ramp & NYS Route 94



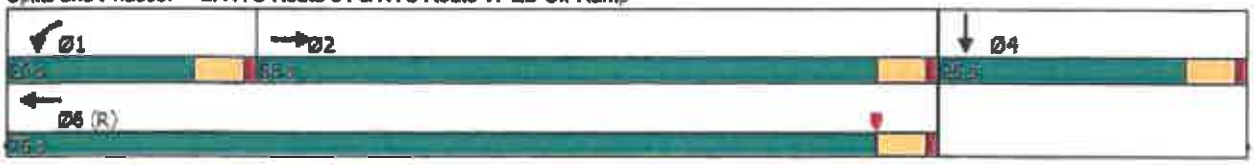
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	220	330	232	270	0	0	0	0	105	1	135
Future Volume (vph)	0	220	330	232	270	0	0	0	0	105	1	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			3%			0%			-5%	
Storage Length (ft)	0		150	135		0	0		0	350		0
Storage Lanes	0		1	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.98	1.00							0.98	
Frt			0.850								0.851	
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	1713	1539	1743	1717	0	0	0	0	1713	1573	0
Flt Permitted				0.557						0.950		
Satd. Flow (perm)	0	1713	1504	1020	1717	0	0	0	0	1713	1573	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			355									
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		639			348			131			642	
Travel Time (s)		10.9			5.9			2.6			12.5	
Confl. Peds. (#/hr)			1	1								1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	12%	6%	2%	9%	2%	2%	2%	2%	8%	3%	3%
Adj. Flow (vph)	0	237	355	249	290	0	0	0	0	113	1	145
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	237	355	249	290	0	0	0	0	113	146	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	1.02	1.02	1.02	1.00	1.00	1.00	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	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												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Turn Type		NA	Perm	pm+pt	NA					Perm	NA	
Protected Phases		2		1	6						4	
Permitted Phases			2	6						4		
Detector Phase		2	2	1	6					4	4	
Switch Phase												
Minimum Initial (s)		5.0	5.0	3.0	5.0					5.0	5.0	
Minimum Split (s)		10.0	10.0	8.0	10.0					10.0	10.0	
Total Split (s)		55.0	55.0	20.0	75.0					25.0	25.0	
Total Split (%)		55.0%	55.0%	20.0%	75.0%					25.0%	25.0%	
Maximum Green (s)		50.0	50.0	15.0	70.0					20.0	20.0	
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		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		3.0	3.0	2.0	3.0					3.0	3.0	
Recall Mode		Min	Min	None	C-Min					None	None	
Walk Time (s)		8.0	8.0									
Flash Dont Walk (s)		12.0	12.0									
Pedestrian Calls (#/hr)		1	1									
Act Effct Green (s)		61.4	61.4	75.4	75.4					14.6	14.6	
Actuated g/C Ratio		0.61	0.61	0.75	0.75					0.15	0.15	
v/c Ratio		0.23	0.33	0.30	0.22					0.45	0.64	
Control Delay		10.6	2.2	4.4	4.0					43.8	52.2	
Queue Delay		0.0	0.0	0.3	0.3					0.0	0.0	
Total Delay		10.6	2.2	4.7	4.4					43.8	52.2	
LOS		B	A	A	A					D	D	
Approach Delay		5.6			4.5						48.5	
Approach LOS		A			A						D	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 6:WBTL, Start of Yellow
Natural Cycle: 40
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.64
Intersection Signal Delay: 13.2 — Intersection LOS: B
Intersection Capacity Utilization 54.4% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 2: NYS Route 94 & NYS Route 17 EB Off-Ramp



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	439	76	202	185	18	28	6	94	17	1	10
Future Volume (vph)	9	439	76	202	185	18	28	6	94	17	1	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	11	13
Grade (%)		5%			-2%			1%			-5%	
Storage Length (ft)	100		100	195		195	0		0	0		60
Storage Lanes	1		1	1		1	0		0	0		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	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.98	1.00				0.98			1.00	
Frt			0.850			0.850		0.901				0.850
Flt Protected	0.950			0.950				0.989			0.955	
Satd. Flow (prot)	1585	1764	1575	1720	1761	1631	0	1564	0	0	1535	1555
Flt Permitted	0.629			0.317				0.919			0.744	
Satd. Flow (perm)	1050	1764	1541	574	1761	1631	0	1453	0	0	1193	1555
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			102			102		104				102
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		335			463			223			110	
Travel Time (s)		5.7			7.9			5.1			2.5	
Confl. Peds. (#/hr)			1	1					2	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 (%)	11%	5%	0%	6%	9%	0%	0%	0%	8%	18%	0%	10%
Adj. Flow (vph)	10	488	84	224	206	20	31	7	104	19	1	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	10	488	84	224	206	20	0	142	0	0	20	11
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	0.99	0.99	0.99	1.01	1.01	1.01	1.01	1.01	0.93
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2	2	1	2		1	2	2
Detector Template							Left			Left		
Leading Detector (ft)	83	83	83	83	83	83	20	83		20	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5	0	-5		0	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5	0	-5		0	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40	20	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	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	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	6	1		2	5			3			7	
Permitted Phases	1		1	5		5	3			7		7
Detector Phase	6	1	1	2	5	5	3	3		7	7	7
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0	10.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	8.0	15.0	15.0	8.0	15.0	15.0	10.0	10.0		10.0	10.0	10.0
Total Split (s)	15.0	35.0	35.0	15.0	35.0	35.0	25.0	25.0		25.0	25.0	25.0
Total Split (%)	20.0%	46.7%	46.7%	20.0%	46.7%	46.7%	33.3%	33.3%		33.3%	33.3%	33.3%
Maximum Green (s)	10.0	30.0	30.0	10.0	30.0	30.0	20.0	20.0		20.0	20.0	20.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	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	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)	5.0	5.0	5.0	5.0	5.0	5.0		5.0			5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Recall Mode	None	None	None	None	None	None	None	None		None	None	None
Walk Time (s)							8.0	8.0				
Flash Dont Walk (s)							12.0	12.0				
Pedestrian Calls (#/hr)							3	3				
Act Effct Green (s)	23.5	23.1	23.1	29.0	30.9	30.9		9.2			9.2	9.2
Actuated g/C Ratio	0.52	0.51	0.51	0.64	0.68	0.68		0.20			0.20	0.20
v/c Ratio	0.02	0.55	0.10	0.39	0.17	0.02		0.38			0.08	0.03
Control Delay	5.3	16.4	2.9	6.7	7.0	0.1		11.5			20.7	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	5.3	16.4	2.9	6.7	7.0	0.1		11.5			20.7	0.1
LOS	A	B	A	A	A	A		B			C	A
Approach Delay		14.3			6.5			11.5			13.4	
Approach LOS		B			A			B			B	

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 45.5
Natural Cycle: 50
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.55
Intersection Signal Delay: 11.0 — Intersection LOS: B
Intersection Capacity Utilization 61.4% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 3: Nucifora Boulevard/Lowe's Access & NYS Route 94

Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	13	1	1	115	267	11
Future Volume (vph)	13	1	1	115	267	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	15	15	12	12
Grade (%)	4%			0%	-7%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.992				0.995	
Flt Protected	0.955					
Satd. Flow (prot)	1729	0	0	2049	1918	0
Flt Permitted	0.955					
Satd. Flow (perm)	1729	0	0	2049	1918	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	351			805	144	
Travel Time (s)	8.0			18.3	3.3	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	16	1	1	140	326	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	17	0	0	141	339	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
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	1.03	1.03	0.88	0.88	0.96	0.96
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	0.5

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	13	1	1	115	267	11
Future Vol, veh/h	13	1	1	115	267	11
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, %	4	-	-	0	-7	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	1	1	140	326	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	475	333	339	0	-	0
Stage 1	333	-	-	-	-	-
Stage 2	142	-	-	-	-	-
Critical Hdwy	7.22	6.62	4.12	-	-	-
Critical Hdwy Stg 1	6.22	-	-	-	-	-
Critical Hdwy Stg 2	6.22	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	493	683	1220	-	-	-
Stage 1	674	-	-	-	-	-
Stage 2	858	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	493	683	1220	-	-	-
Mov Cap-2 Maneuver	493	-	-	-	-	-
Stage 1	673	-	-	-	-	-
Stage 2	858	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	12.4	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1220	-	503	-	-
HCM Lane V/C Ratio	0.001	-	0.034	-	-
HCM Control Delay (s)	8	0	12.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lane Group	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	138	9	1	81	9	1
Future Volume (vph)	138	9	1	81	9	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	13	14	14
Grade (%)	-1%			0%	4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.991				0.988	
Flt Protected				0.999	0.957	
Satd. Flow (prot)	1746	0	0	1782	939	0
Flt Permitted				0.999	0.957	
Satd. Flow (perm)	1746	0	0	1782	939	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	518			249	221	
Travel Time (s)	11.8			5.7	5.0	
Confl. Peds. (#/hr)		4	4		2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	6%	100%	100%	9%	100%	100%
Adj. Flow (vph)	147	10	1	86	10	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	157	0	0	87	11	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	14	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.95	0.95	0.96	0.96	0.94	0.94
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	0.5

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	138	9	1	81	9	1
Future Vol, veh/h	138	9	1	81	9	1
Conflicting Peds, #/hr	0	4	4	0	2	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, %	-1	-	-	0	4	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	6	100	100	9	100	100
Mvmt Flow	147	10	1	86	10	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	161	0	246	156
Stage 1	-	-	-	-	156	-
Stage 2	-	-	-	-	90	-
Critical Hdwy	-	-	5.1	-	8.2	7.6
Critical Hdwy Stg 1	-	-	-	-	7.2	-
Critical Hdwy Stg 2	-	-	-	-	7.2	-
Follow-up Hdwy	-	-	3.1	-	4.4	4.2
Pot Cap-1 Maneuver	-	-	990	-	541	674
Stage 1	-	-	-	-	658	-
Stage 2	-	-	-	-	722	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	986	-	537	671
Mov Cap-2 Maneuver	-	-	-	-	537	-
Stage 1	-	-	-	-	655	-
Stage 2	-	-	-	-	720	-

Approach	SE	NW	NE
HCM Control Delay, s	0	0.1	11.7
HCM LOS			B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	548	986	-	-	-
HCM Lane V/C Ratio	0.019	0.001	-	-	-
HCM Control Delay (s)	11.7	8.7	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	0	-	-	-

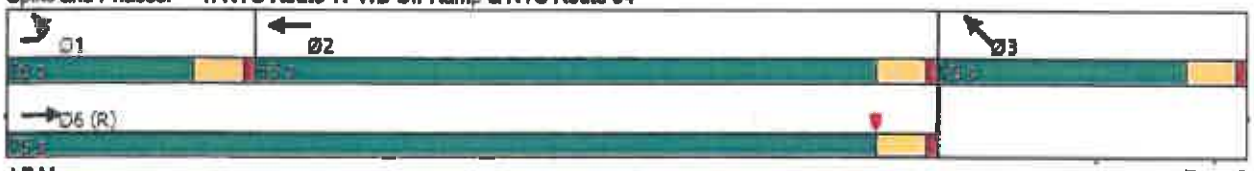
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	112	248	0	0	428	291	0	0	0	147	1	48
Future Volume (vph)	112	248	0	0	428	291	0	0	0	147	1	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	13
Grade (%)		5%			3%			0%			1%	
Storage Length (ft)	145		0	0		0	0		0	0		345
Storage Lanes	1		0	0		1	0		0	0		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	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor											1.00	0.98
Frt						0.850						0.850
Flt Protected	0.950										0.953	
Satd. Flow (prot)	1630	1669	0	0	1817	1544	0	0	0	0	1567	1523
Flt Permitted	0.380										0.953	
Satd. Flow (perm)	652	1669	0	0	1817	1544	0	0	0	0	1563	1489
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)						334						
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		348			504			151			644	
Travel Time (s)		5.9			8.6			2.9			12.5	
Confl. Peds. (#/hr)										1		1
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	8%	11%	2%	2%	3%	3%	2%	2%	2%	15%	15%	9%
Adj. Flow (vph)	129	285	0	0	492	334	0	0	0	169	1	55
Shared Lane Traffic (%)												
Lane Group Flow (vph)	129	285	0	0	492	334	0	0	0	0	170	55
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	1.02	1.02	1.02	1.00	1.00	1.00	1.01	1.01	0.96
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2			2	2				1	2	2
Detector Template										Left		
Leading Detector (ft)	83	83			83	83				20	83	83
Trailing Detector (ft)	-5	-5			-5	-5				0	-5	-5
Detector 1 Position(ft)	-5	-5			-5	-5				0	-5	-5
Detector 1 Size(ft)	40	40			40	40				20	40	40
Detector 1 Type	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
Detector 1 Queue (s)	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
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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
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				Perm	NA	Perm
Protected Phases	1	6			2						3	
Permitted Phases	6					2				3		3
Detector Phase	1	6			2	2				3	3	3
Switch Phase												
Minimum Initial (s)	3.0	5.0			5.0	5.0				5.0	5.0	5.0
Minimum Split (s)	8.0	10.0			10.0	10.0				10.0	10.0	10.0
Total Split (s)	20.0	75.0			55.0	55.0				25.0	25.0	25.0
Total Split (%)	20.0%	75.0%			55.0%	55.0%				25.0%	25.0%	25.0%
Maximum Green (s)	15.0	70.0			50.0	50.0				20.0	20.0	20.0
Yellow Time (s)	4.0	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	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)	2.0	3.0			3.0	3.0				3.0	3.0	3.0
Recall Mode	None	C-Min			Min	Min				None	None	None
Walk Time (s)		8.0										
Flash Dont Walk (s)		12.0										
Pedestrian Calls (#/hr)		1										
Act Effct Green (s)	73.9	73.9			61.8	61.8					16.1	16.1
Actuated g/C Ratio	0.74	0.74			0.62	0.62					0.16	0.16
v/c Ratio	0.23	0.23			0.44	0.31					0.68	0.23
Control Delay	6.8	6.7			12.7	2.1					52.3	36.9
Queue Delay	0.0	0.4			0.0	0.0					0.0	0.0
Total Delay	6.8	7.1			12.7	2.1					52.3	36.9
LOS	A	A			B	A					D	D
Approach Delay		7.0			8.4						48.5	
Approach LOS		A			A						D	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 6:EBTL, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 14.2 — Intersection LOS: B
Intersection Capacity Utilization 59.2% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 1: NYS Route 17 WB Off-Ramp & NYS Route 94



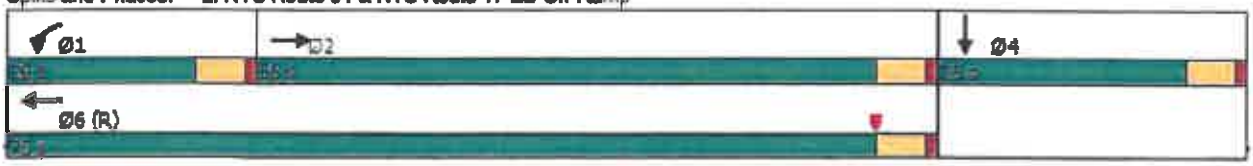
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	246	364	253	323	0	0	0	0	114	1	159
Future Volume (vph)	0	246	364	253	323	0	0	0	0	114	1	159
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			3%			0%			-5%	
Storage Length (ft)	0		150	135		0	0		0	350		0
Storage Lanes	0		1	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.98	1.00							0.98	
Frt			0.850								0.851	
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	1713	1539	1743	1717	0	0	0	0	1713	1573	0
Flt Permitted				0.530						0.950		
Satd. Flow (perm)	0	1713	1504	971	1717	0	0	0	0	1713	1573	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			391									
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		639			348			131			642	
Travel Time (s)		10.9			5.9			2.6			12.5	
Confl. Peds. (#/hr)			1	1								1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	12%	6%	2%	9%	2%	2%	2%	2%	8%	3%	3%
Adj. Flow (vph)	0	265	391	272	347	0	0	0	0	123	1	171
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	265	391	272	347	0	0	0	0	123	172	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	1.02	1.02	1.02	1.00	1.00	1.00	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	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												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Turn Type		NA	Perm	pm+pt	NA					Perm	NA	
Protected Phases		2		1	6						4	
Permitted Phases			2	6						4		
Detector Phase		2	2	1	6					4	4	
Switch Phase												
Minimum Initial (s)		5.0	5.0	3.0	5.0					5.0	5.0	
Minimum Split (s)		10.0	10.0	8.0	10.0					10.0	10.0	
Total Split (s)		55.0	55.0	20.0	75.0					25.0	25.0	
Total Split (%)		55.0%	55.0%	20.0%	75.0%					25.0%	25.0%	
Maximum Green (s)		50.0	50.0	15.0	70.0					20.0	20.0	
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		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		3.0	3.0	2.0	3.0					3.0	3.0	
Recall Mode		Min	Min	None	C-Min					None	None	
Walk Time (s)		8.0	8.0									
Flash Dont Walk (s)		12.0	12.0									
Pedestrian Calls (#/hr)		1	1									
Act Effct Green (s)		59.0	59.0	73.8	73.8					16.2	16.2	
Actuated g/C Ratio		0.59	0.59	0.74	0.74					0.16	0.16	
v/c Ratio		0.26	0.37	0.34	0.27					0.44	0.68	
Control Delay		12.3	2.5	4.8	4.5					41.8	52.2	
Queue Delay		0.0	0.0	0.3	0.4					0.0	0.0	
Total Delay		12.3	2.5	5.2	4.9					41.8	52.2	
LOS		B	A	A	A					D	D	
Approach Delay		6.5			5.0						47.9	
Approach LOS		A			A						D	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 6:WBTL, Start of Yellow
Natural Cycle: 40
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 13.7 — Intersection LOS: B
Intersection Capacity Utilization 59.2% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 2: NYS Route 94 & NYS Route 17 EB Off-Ramp



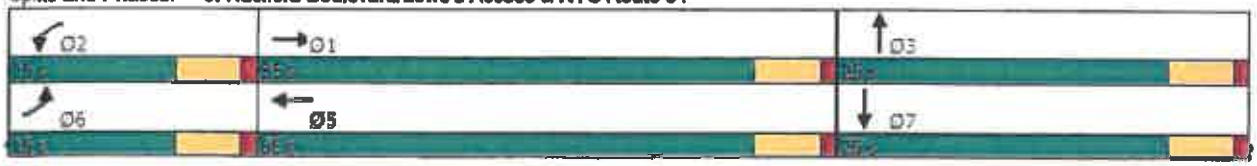
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	479	98	260	202	20	34	7	111	19	1	11
Future Volume (vph)	10	479	98	260	202	20	34	7	111	19	1	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	11	13
Grade (%)		5%			-2%			1%			-5%	
Storage Length (ft)	100		100	195		195	0		0	0		60
Storage Lanes	1		1	1		1	0		0	0		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	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.98	1.00				0.98			1.00	
Frt			0.850			0.850		0.902				0.850
Flt Protected	0.950			0.950				0.989			0.954	
Satd. Flow (prot)	1585	1764	1575	1720	1761	1631	0	1566	0	0	1533	1555
Flt Permitted	0.619			0.271				0.916			0.592	
Satd. Flow (perm)	1033	1764	1541	490	1761	1631	0	1451	0	0	949	1555
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			102			102		123				102
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		335			463			223			110	
Travel Time (s)		5.7			7.9			5.1			2.5	
Confl. Peds. (#/hr)			1	1					2	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 (%)	11%	5%	0%	6%	9%	0%	0%	0%	8%	18%	0%	10%
Adj. Flow (vph)	11	532	109	289	224	22	38	8	123	21	1	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	11	532	109	289	224	22	0	169	0	0	22	12
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	0.99	0.99	0.99	1.01	1.01	1.01	1.01	1.01	0.93
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2	2	1	2		1	2	2
Detector Template							Left			Left		
Leading Detector (ft)	83	83	83	83	83	83	20	83		20	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5	0	-5		0	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5	0	-5		0	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40	20	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	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	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	6	1		2	5			3			7	
Permitted Phases	1		1	5		5	3			7		7
Detector Phase	6	1	1	2	5	5	3	3		7	7	7
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0	10.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	8.0	15.0	15.0	8.0	15.0	15.0	10.0	10.0		10.0	10.0	10.0
Total Split (s)	15.0	35.0	35.0	15.0	35.0	35.0	25.0	25.0		25.0	25.0	25.0
Total Split (%)	20.0%	46.7%	46.7%	20.0%	46.7%	46.7%	33.3%	33.3%		33.3%	33.3%	33.3%
Maximum Green (s)	10.0	30.0	30.0	10.0	30.0	30.0	20.0	20.0		20.0	20.0	20.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	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	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)	5.0	5.0	5.0	5.0	5.0	5.0		5.0			5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Recall Mode	None	None	None	None	None	None	None	None		None	None	None
Walk Time (s)							8.0	8.0				
Flash Dont Walk (s)							12.0	12.0				
Pedestrian Calls (#/hr)							3	3				
Act Effct Green (s)	25.9	20.6	20.6	34.9	35.4	35.4		8.6			8.6	8.6
Actuated g/C Ratio	0.51	0.40	0.40	0.68	0.69	0.69		0.17			0.17	0.17
v/c Ratio	0.02	0.75	0.16	0.53	0.18	0.02		0.49			0.14	0.03
Control Delay	5.4	22.5	4.3	8.4	6.9	0.1		13.6			23.2	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	5.4	22.5	4.3	8.4	6.9	0.1		13.6			23.2	0.2
LOS	A	C	A	A	A	A		B			C	A
Approach Delay		19.2			7.4			13.6			15.1	
Approach LOS		B			A			B			B	

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 51
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 13.9 — Intersection LOS: B
Intersection Capacity Utilization 68.1% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 3: Nucifora Boulevard/Lowe's Access & NYS Route 94



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	14	1	1	1	1	13	1	125	1	55	291	12
Future Volume (vph)	14	1	1	1	1	13	1	125	1	55	291	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	15	15	12	12	12	12
Grade (%)		4%			0%			0%			-7%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.993			0.880			0.999			0.995	
Flt Protected		0.957			0.997						0.992	
Satd. Flow (prot)	0	1735	0	0	1634	0	0	2047	0	0	1903	0
Flt Permitted		0.957			0.997						0.992	
Satd. Flow (perm)	0	1735	0	0	1634	0	0	2047	0	0	1903	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		351			205			805			144	
Travel Time (s)		8.0			4.7			18.3			3.3	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	17	1	1	1	1	16	1	152	1	67	355	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	19	0	0	18	0	0	154	0	0	437	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	1.00	1.00	1.00	0.88	0.88	1.00	0.96	0.96	0.96
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1.7

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	14	1	1	1	1	13	1	125	1	55	291	12
Future Vol, veh/h	14	1	1	1	1	13	1	125	1	55	291	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	4	-	-	0	-	-	0	-	-	-7	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	1	1	1	1	16	1	152	1	67	355	15

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	660	652	363	653	659	153	370	0	0	153	0	0
Stage 1	497	497	-	155	155	-	-	-	-	-	-	-
Stage 2	163	155	-	498	504	-	-	-	-	-	-	-
Critical Hdwy	7.92	7.32	6.62	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.92	6.32	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.92	6.32	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	325	335	655	380	384	893	1189	-	-	1428	-	-
Stage 1	497	488	-	847	769	-	-	-	-	-	-	-
Stage 2	809	743	-	554	541	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	304	315	655	361	361	893	1189	-	-	1428	-	-
Mov Cap-2 Maneuver	304	315	-	361	361	-	-	-	-	-	-	-
Stage 1	497	459	-	846	768	-	-	-	-	-	-	-
Stage 2	793	742	-	519	509	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	17.2	9.9	0.1	1.2
HCM LOS	C	A		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	1189	-	-	746	315	1428	-	-
HCM Lane V/C Ratio	0.001	-	-	0.025	0.062	0.047	-	-
HCM Control Delay (s)	8	0	-	9.9	17.2	7.6	0	-
HCM Lane LOS	A	A	-	A	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0.1	-	-

Lane Group	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	153	10	1	100	10	1
Future Volume (vph)	153	10	1	100	10	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	13	14	14
Grade (%)	-1%			0%	4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.991				0.989	
Flt Protected					0.956	
Satd. Flow (prot)	1747	0	0	1787	939	0
Flt Permitted					0.956	
Satd. Flow (perm)	1747	0	0	1787	939	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	518			249	221	
Travel Time (s)	11.8			5.7	5.0	
Confl. Peds. (#/hr)		4	4		2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	6%	100%	100%	9%	100%	100%
Adj. Flow (vph)	163	11	1	106	11	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	174	0	0	107	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	14	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.95	0.95	0.96	0.96	0.94	0.94
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	0.5

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	153	10	1	100	10	1
Future Vol, veh/h	153	10	1	100	10	1
Conflicting Peds, #/hr	0	4	4	0	2	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, %	-1	-	-	0	4	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	6	100	100	9	100	100
Mvmt Flow	163	11	1	106	11	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	178	0	283	173
Stage 1	-	-	-	-	173	-
Stage 2	-	-	-	-	110	-
Critical Hdwy	-	-	5.1	-	8.2	7.6
Critical Hdwy Stg 1	-	-	-	-	7.2	-
Critical Hdwy Stg 2	-	-	-	-	7.2	-
Follow-up Hdwy	-	-	3.1	-	4.4	4.2
Pot Cap-1 Maneuver	-	-	973	-	506	657
Stage 1	-	-	-	-	642	-
Stage 2	-	-	-	-	702	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	969	-	504	654
Mov Cap-2 Maneuver	-	-	-	-	504	-
Stage 1	-	-	-	-	639	-
Stage 2	-	-	-	-	700	-

Approach	SE	NW	NE
HCM Control Delay, s	0	0.1	12.2
HCM LOS			B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	515	969	-	-	-
HCM Lane V/C Ratio	0.023	0.001	-	-	-
HCM Control Delay (s)	12.2	8.7	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	0	-	-	-

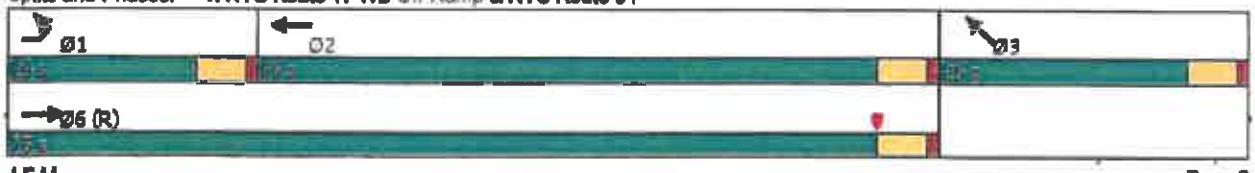
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	118	254	0	0	447	291	0	0	0	168	1	48
Future Volume (vph)	118	254	0	0	447	291	0	0	0	168	1	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	13
Grade (%)		5%			3%			0%			1%	
Storage Length (ft)	145		0	0		0	0		0	0		345
Storage Lanes	1		0	0		1	0		0	0		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	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor											1.00	0.98
Frt						0.850						0.850
Flt Protected	0.950										0.953	
Satd. Flow (prot)	1630	1669	0	0	1817	1544	0	0	0	0	1567	1523
Flt Permitted	0.358										0.953	
Satd. Flow (perm)	614	1669	0	0	1817	1544	0	0	0	0	1563	1489
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)						334						
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		348			504			151			644	
Travel Time (s)		5.9			8.6			2.9			12.5	
Confl. Peds. (#/hr)										1		1
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	8%	11%	2%	2%	3%	3%	2%	2%	2%	15%	15%	9%
Adj. Flow (vph)	136	292	0	0	514	334	0	0	0	193	1	55
Shared Lane Traffic (%)												
Lane Group Flow (vph)	136	292	0	0	514	334	0	0	0	0	194	55
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	1.02	1.02	1.02	1.00	1.00	1.00	1.01	1.01	0.98
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2			2	2				1	2	2
Detector Template										Left		
Leading Detector (ft)	83	83			83	83				20	83	83
Trailing Detector (ft)	-5	-5			-5	-5				0	-5	-5
Detector 1 Position(ft)	-5	-5			-5	-5				0	-5	-5
Detector 1 Size(ft)	40	40			40	40				20	40	40
Detector 1 Type	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
Detector 1 Queue (s)	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
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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
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				Perm	NA	Perm
Protected Phases	1	6			2						3	
Permitted Phases	6					2				3		3
Detector Phase	1	6			2	2				3	3	3
Switch Phase												
Minimum Initial (s)	3.0	5.0			5.0	5.0				5.0	5.0	5.0
Minimum Split (s)	8.0	10.0			10.0	10.0				10.0	10.0	10.0
Total Split (s)	20.0	75.0			55.0	55.0				25.0	25.0	25.0
Total Split (%)	20.0%	75.0%			55.0%	55.0%				25.0%	25.0%	25.0%
Maximum Green (s)	15.0	70.0			50.0	50.0				20.0	20.0	20.0
Yellow Time (s)	4.0	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	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)	2.0	3.0			3.0	3.0				3.0	3.0	3.0
Recall Mode	None	C-Min			Min	Min				None	None	None
Walk Time (s)		8.0										
Flash Dont Walk (s)		12.0										
Pedestrian Calls (#/hr)		1										
Act Effct Green (s)	72.4	72.4			60.1	60.1					17.6	17.6
Actuated g/C Ratio	0.72	0.72			0.60	0.60					0.18	0.18
v/c Ratio	0.26	0.24			0.47	0.31					0.71	0.21
Control Delay	6.4	6.3			14.3	2.3					52.3	35.1
Queue Delay	0.0	0.4			0.0	0.0					0.0	0.0
Total Delay	6.4	6.8			14.3	2.3					52.3	35.1
LOS	A	A			B	A					D	D
Approach Delay		6.6			9.5						48.5	
Approach LOS		A			A						D	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 6:EBTL, Start of Yellow
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 15.1 — Intersection LOS: B
Intersection Capacity Utilization 60.7% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 1: NYS Route 17 WB Off-Ramp & NYS Route 94



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	258	372	253	363	0	0	0	0	114	1	175
Future Volume (vph)	0	258	372	253	363	0	0	0	0	114	1	175
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			3%			0%			-5%	
Storage Length (ft)	0		150	135		0	0		0	350		0
Storage Lanes	0		1	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.98	1.00							0.98	
Frt			0.850								0.851	
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	1713	1539	1743	1717	0	0	0	0	1713	1573	0
Flt Permitted				0.517						0.950		
Satd. Flow (perm)	0	1713	1504	947	1717	0	0	0	0	1713	1573	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			400									
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		639			348			131			642	
Travel Time (s)		10.9			5.9			2.6			12.5	
Confl. Peds. (#/hr)			1	1								1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	12%	6%	2%	9%	2%	2%	2%	2%	8%	3%	3%
Adj. Flow (vph)	0	277	400	272	390	0	0	0	0	123	1	188
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	277	400	272	390	0	0	0	0	123	189	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	1.02	1.02	1.02	1.00	1.00	1.00	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	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												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Turn Type		NA	Perm	pm+pt	NA					Perm	NA	
Protected Phases		2		1	6						4	
Permitted Phases			2	6						4		
Detector Phase		2	2	1	6					4	4	
Switch Phase												
Minimum Initial (s)		5.0	5.0	3.0	5.0					5.0	5.0	
Minimum Split (s)		10.0	10.0	8.0	10.0					10.0	10.0	
Total Split (s)		55.0	55.0	20.0	75.0					25.0	25.0	
Total Split (%)		55.0%	55.0%	20.0%	75.0%					25.0%	25.0%	
Maximum Green (s)		50.0	50.0	15.0	70.0					20.0	20.0	
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		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		3.0	3.0	2.0	3.0					3.0	3.0	
Recall Mode		Min	Min	None	C-Min					None	None	
Walk Time (s)		8.0	8.0									
Flash Dont Walk (s)		12.0	12.0									
Pedestrian Calls (#/hr)		1	1									
Act Effct Green (s)		57.8	57.8	72.8	72.8					17.2	17.2	
Actuated g/C Ratio		0.58	0.58	0.73	0.73					0.17	0.17	
v/c Ratio		0.28	0.39	0.35	0.31					0.42	0.70	
Control Delay		13.3	2.7	5.3	5.2					40.0	52.2	
Queue Delay		0.0	0.0	0.4	0.5					0.0	0.0	
Total Delay		13.3	2.7	5.7	5.7					40.0	52.2	
LOS		B	A	A	A					D	D	
Approach Delay		7.0			5.7						47.4	
Approach LOS		A			A						D	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 6:WBTL, Start of Yellow
Natural Cycle: 40
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 14.1 — Intersection LOS: B
Intersection Capacity Utilization 60.7% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 2: NYS Route 94 & NYS Route 17 EB Off-Ramp

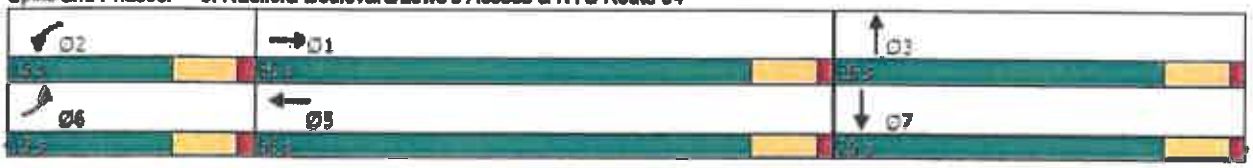
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	479	121	316	202	20	41	7	133	19	1	11
Future Volume (vph)	10	479	121	316	202	20	41	7	133	19	1	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	11	13
Grade (%)		5%			-2%			1%			-5%	
Storage Length (ft)	100		100	195		195	0		0	0		60
Storage Lanes	1		1	1		1	0		0	0		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	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.98	1.00				0.98			1.00	
Frt			0.850			0.850		0.901				0.850
Flt Protected	0.950			0.950				0.989			0.954	
Satd. Flow (prot)	1585	1764	1575	1720	1761	1631	0	1564	0	0	1533	1555
Flt Permitted	0.619			0.248				0.915			0.573	
Satd. Flow (perm)	1033	1764	1541	449	1761	1631	0	1447	0	0	918	1555
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			102			102		148				102
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		335			463			223			110	
Travel Time (s)		5.7			7.9			5.1			2.5	
Confl. Peds. (#/hr)			1	1					2	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 (%)	11%	5%	0%	6%	9%	0%	0%	0%	8%	18%	0%	10%
Adj. Flow (vph)	11	532	134	351	224	22	46	8	148	21	1	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	11	532	134	351	224	22	0	202	0	0	22	12
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	0.99	0.99	0.99	1.01	1.01	1.01	1.01	1.01	0.93
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2	2	1	2		1	2	2
Detector Template							Left			Left		
Leading Detector (ft)	83	83	83	83	83	83	20	83		20	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5	0	-5		0	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5	0	-5		0	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40	20	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	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	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	6	1		2	5			3			7	
Permitted Phases	1		1	5		5	3			7		7
Detector Phase	6	1	1	2	5	5	3	3		7	7	7
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0	10.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	8.0	15.0	15.0	8.0	15.0	15.0	10.0	10.0		10.0	10.0	10.0
Total Split (s)	15.0	35.0	35.0	15.0	35.0	35.0	25.0	25.0		25.0	25.0	25.0
Total Split (%)	20.0%	46.7%	46.7%	20.0%	46.7%	46.7%	33.3%	33.3%		33.3%	33.3%	33.3%
Maximum Green (s)	10.0	30.0	30.0	10.0	30.0	30.0	20.0	20.0		20.0	20.0	20.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	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	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)	5.0	5.0	5.0	5.0	5.0	5.0		5.0			5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Recall Mode	None	None	None	None	None	None	None	None		None	None	None
Walk Time (s)							8.0	8.0				
Flash Dont Walk (s)							12.0	12.0				
Pedestrian Calls (#/hr)							3	3				
Act Effct Green (s)	25.5	20.5	20.5	35.5	34.1	34.1		8.6			8.6	8.6
Actuated g/C Ratio	0.47	0.37	0.37	0.65	0.62	0.62		0.16			0.16	0.16
v/c Ratio	0.02	0.81	0.21	0.67	0.20	0.02		0.57			0.15	0.04
Control Delay	5.6	26.9	5.7	14.3	7.1	0.1		14.9			23.9	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	5.6	26.9	5.7	14.3	7.1	0.1		14.9			23.9	0.2
LOS	A	C	A	B	A	A		B			C	A
Approach Delay		22.3			11.1			14.9			15.5	
Approach LOS		C			B			B			B	

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 54.7
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 16.7 — Intersection LOS: B
Intersection Capacity Utilization 72.9% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 3: Nucifora Boulevard/Lowe's Access & NYS Route 94



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	14	1	1	1	1	13	1	154	1	55	370	12
Future Volume (vph)	14	1	1	1	1	13	1	154	1	55	370	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	15	15	12	12	12	12
Grade (%)		4%			0%			0%			-7%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.993			0.880			0.999			0.996	
Flt Protected		0.957			0.997						0.994	
Satd. Flow (prot)	0	1735	0	0	1634	0	0	2047	0	0	1909	0
Flt Permitted		0.957			0.997						0.994	
Satd. Flow (perm)	0	1735	0	0	1634	0	0	2047	0	0	1909	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		351			205			805			144	
Travel Time (s)		8.0			4.7			18.3			3.3	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	17	1	1	1	1	16	1	188	1	67	451	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	19	0	0	18	0	0	190	0	0	533	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	1.00	1.00	1.00	0.86	0.86	1.00	0.96	0.96	0.96
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1.5

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	14	1	1	1	1	13	1	154	1	55	370	12
Future Vol, veh/h	14	1	1	1	1	13	1	154	1	55	370	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	4	-	-	0	-	-	0	-	-	-7	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	1	1	1	1	16	1	188	1	67	451	15

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	792	784	459	785	791	189	466	0	0	189	0	0
Stage 1	593	593	-	191	191	-	-	-	-	-	-	-
Stage 2	199	191	-	594	600	-	-	-	-	-	-	-
Critical Hdwy	7.92	7.32	6.62	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.92	6.32	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.92	6.32	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	257	273	572	310	322	853	1095	-	-	1385	-	-
Stage 1	431	433	-	811	742	-	-	-	-	-	-	-
Stage 2	768	711	-	491	490	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	239	255	572	293	301	853	1095	-	-	1385	-	-
Mov Cap-2 Maneuver	239	255	-	293	301	-	-	-	-	-	-	-
Stage 1	431	405	-	810	741	-	-	-	-	-	-	-
Stage 2	752	710	-	457	458	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	20.7	10.4	0.1	1
HCM LOS	C	B		

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	1095	-	- 683	249	1385	-	-
HCM Lane V/C Ratio	0.001	-	- 0.027	0.078	0.048	-	-
HCM Control Delay (s)	8.3	0	- 10.4	20.7	7.7	0	-
HCM Lane LOS	A	A	- B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	- 0.1	0.3	0.2	-	-

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	79	153	10	1	100	19	10	1	1	6	1	29
Future Volume (vph)	79	153	10	1	100	19	10	1	1	6	1	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	13	13	13	12	14	12	14	12	12	12
Grade (%)		-1%			0%			4%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.994			0.979			0.990			0.890	
Flt Protected		0.984						0.959			0.992	
Satd. Flow (prot)	0	1775	0	0	1770	0	0	919	0	0	1645	0
Flt Permitted		0.984						0.959			0.992	
Satd. Flow (perm)	0	1775	0	0	1770	0	0	919	0	0	1645	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		518			249			221			247	
Travel Time (s)		11.8			5.7			5.0			5.6	
Confl. Peds. (#/hr)			4	4			2					
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	6%	100%	100%	9%	2%	100%	2%	100%	2%	2%	2%
Adj. Flow (vph)	84	163	11	1	106	20	11	1	1	6	1	31
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	258	0	0	127	0	0	13	0	0	38	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		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	0.99	0.95	0.95	0.96	0.96	1.00	0.94	1.03	0.94	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection	
Int Delay, s/veh	2.8

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	79	153	10	1	100	19	10	1	1	6	1	29
Future Vol, veh/h	79	153	10	1	100	19	10	1	1	6	1	29
Conflicting Peds, #/hr	0	0	4	4	0	0	2	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	0	-	-	4	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	6	100	100	9	2	100	2	100	2	2	2
Mvmt Flow	84	163	11	1	106	20	11	1	1	6	1	31

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	126	0	0	178	0	0	477	469	173	456	464	118
Stage 1	-	-	-	-	-	-	341	341	-	118	118	-
Stage 2	-	-	-	-	-	-	136	128	-	338	346	-
Critical Hdwy	4.12	-	-	5.1	-	-	8.9	7.32	7.6	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	7.9	6.32	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	7.9	6.32	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	3.1	-	-	4.4	4.018	4.2	3.518	4.018	3.318
Pot Cap-1 Maneuver	1460	-	-	973	-	-	332	443	657	515	495	934
Stage 1	-	-	-	-	-	-	473	592	-	887	798	-
Stage 2	-	-	-	-	-	-	659	768	-	676	635	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1460	-	-	969	-	-	303	412	654	488	461	932
Mov Cap-2 Maneuver	-	-	-	-	-	-	303	412	-	488	461	-
Stage 1	-	-	-	-	-	-	441	552	-	830	797	-
Stage 2	-	-	-	-	-	-	634	767	-	630	592	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	2.5	0.1	16.5	9.8
HCM LOS			C	A

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	325	969	-	-	1460	-	- 790
HCM Lane V/C Ratio	0.039	0.001	-	-	0.058	-	- 0.048
HCM Control Delay (s)	16.5	8.7	0	-	7.6	0	- 9.8
HCM Lane LOS	C	A	A	-	A	A	- A
HCM 95th %tile Q(veh)	0.1	0	-	-	0.2	-	- 0.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	118	254	0	0	447	291	0	0	0	168	1	48
Future Volume (vph)	118	254	0	0	447	291	0	0	0	168	1	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	13
Grade (%)		5%			3%			0%			1%	
Storage Length (ft)	145		0	0		0	0		0	0		345
Storage Lanes	1		0	0		1	0		0	0		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	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor											1.00	0.98
Frt						0.850						0.850
Flt Protected	0.950										0.953	
Satd. Flow (prot)	1630	1669	0	0	1817	1544	0	0	0	0	1567	1523
Flt Permitted	0.358										0.953	
Satd. Flow (perm)	614	1669	0	0	1817	1544	0	0	0	0	1563	1489
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)						334						
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		348			564			151			644	
Travel Time (s)		5.9			8.6			2.9			12.5	
Confl. Peds. (#/hr)										1		1
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	8%	11%	2%	2%	3%	3%	2%	2%	2%	15%	15%	9%
Adj. Flow (vph)	136	292	0	0	514	334	0	0	0	193	1	55
Shared Lane Traffic (%)												
Lane Group Flow (vph)	136	292	0	0	514	334	0	0	0	0	194	55
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	1.02	1.02	1.02	1.00	1.00	1.00	1.01	1.01	0.96
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2			2	2				1	2	2
Detector Template										Left		
Leading Detector (ft)	83	83			83	83				20	83	83
Trailing Detector (ft)	-5	-5			-5	-5				0	-5	-5
Detector 1 Position(ft)	-5	-5			-5	-5				0	-5	-5
Detector 1 Size(ft)	40	40			40	40				20	40	40
Detector 1 Type	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
Detector 1 Queue (s)	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
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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
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				Perm	NA	Perm
Protected Phases	1	6			2						3	
Permitted Phases	6					2				3		3
Detector Phase	1	6			2	2				3	3	3
Switch Phase												
Minimum Initial (s)	3.0	5.0			5.0	5.0				5.0	5.0	5.0
Minimum Split (s)	8.0	10.0			10.0	10.0				10.0	10.0	10.0
Total Split (s)	20.0	75.0			55.0	55.0				25.0	25.0	25.0
Total Split (%)	20.0%	75.0%			55.0%	55.0%				25.0%	25.0%	25.0%
Maximum Green (s)	15.0	70.0			50.0	50.0				20.0	20.0	20.0
Yellow Time (s)	4.0	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	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)	2.0	3.0			3.0	3.0				3.0	3.0	3.0
Recall Mode	None	C-Min			Min	Min				None	None	None
Walk Time (s)		8.0										
Flash Dont Walk (s)		12.0										
Pedestrian Calls (#/hr)		1										
Act Effct Green (s)	72.4	72.4			60.1	60.1					17.6	17.6
Actuated g/C Ratio	0.72	0.72			0.60	0.60					0.18	0.18
v/c Ratio	0.26	0.24			0.47	0.31					0.71	0.21
Control Delay	7.1	6.6			14.3	2.3					52.3	35.1
Queue Delay	0.0	0.4			0.0	0.0					0.0	0.0
Total Delay	7.1	6.9			14.3	2.3					52.3	35.1
LOS	A	A			B	A					D	D
Approach Delay		7.0			9.5						48.5	
Approach LOS		A			A						D	
Queue Length 50th (ft)	29	62			168	0					118	30
Queue Length 95th (ft)	24	45			297	36					172	58
Internal Link Dist (ft)		268			424			71			564	
Turn Bay Length (ft)	145											345
Base Capacity (vph)	597	1223			1092	1061					326	310
Starvation Cap Reductn	0	494			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	0.23	0.40			0.47	0.31					0.60	0.18

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 6:EBTL, Start of Yellow
Natural Cycle: 55
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.71
Intersection Signal Delay: 15.2
Intersection Capacity Utilization 60.7%
Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service B

Splits and Phases: 1: NYS Route 17 WB Off-Ramp & NYS Route 94

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	258	372	253	363	0	0	0	0	114	1	175
Future Volume (vph)	0	258	372	253	363	0	0	0	0	114	1	175
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			3%			0%			-5%	
Storage Length (ft)	0		150	135		0	0		0	350		0
Storage Lanes	0		1	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.98	1.00							0.98	
Frt			0.850								0.851	
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	1713	1539	1743	1717	0	0	0	0	1713	1573	0
Flt Permitted				0.517						0.950		
Satd. Flow (perm)	0	1713	1504	947	1717	0	0	0	0	1713	1573	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			400									
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		639			348			131			642	
Travel Time (s)		10.9			5.9			2.6			12.5	
Confl. Peds. (#/hr)			1	1								1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	12%	6%	2%	9%	2%	2%	2%	2%	8%	3%	3%
Adj. Flow (vph)	0	277	400	272	390	0	0	0	0	123	1	188
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	277	400	272	390	0	0	0	0	123	189	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	1.02	1.02	1.02	1.00	1.00	1.00	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	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												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Turn Type		NA	Perm	pm+pt	NA					Perm	NA	
Protected Phases		2		1	6						4	
Permitted Phases			2	6						4		
Detector Phase		2	2	1	6					4	4	
Switch Phase												
Minimum Initial (s)		5.0	5.0	3.0	5.0					5.0	5.0	
Minimum Split (s)		10.0	10.0	8.0	10.0					10.0	10.0	
Total Split (s)		55.0	55.0	20.0	75.0					25.0	25.0	
Total Split (%)		55.0%	55.0%	20.0%	75.0%					25.0%	25.0%	
Maximum Green (s)		50.0	50.0	15.0	70.0					20.0	20.0	
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		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		3.0	3.0	2.0	3.0					3.0	3.0	
Recall Mode		Min	Min	None	C-Min					None	None	
Walk Time (s)		8.0	8.0									
Flash Dont Walk (s)		12.0	12.0									
Pedestrian Calls (#/hr)		1	1									
Act Effct Green (s)		57.8	57.8	72.8	72.8					17.2	17.2	
Actuated g/C Ratio		0.58	0.58	0.73	0.73					0.17	0.17	
v/c Ratio		0.28	0.39	0.35	0.31					0.42	0.70	
Control Delay		13.3	2.7	5.3	5.2					40.0	52.2	
Queue Delay		0.0	0.0	0.4	0.5					0.0	0.0	
Total Delay		13.3	2.7	5.7	5.7					40.0	52.2	
LOS		B	A	A	A					D	D	
Approach Delay		7.0			5.7						47.4	
Approach LOS		A			A						D	
Queue Length 50th (ft)		82	0	39	75					71	114	
Queue Length 95th (ft)		169	49	73	119					117	176	
Internal Link Dist (ft)		559			268			51			562	
Turn Bay Length (ft)			150	135						350		
Base Capacity (vph)		1000	1044	808	1261					354	325	
Starvation Cap Reductn		0	0	203	471					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	0.38	0.45	0.49					0.35	0.58	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 6:WBTL, Start of Yellow
Natural Cycle: 40
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.70

Intersection Signal Delay: 14.1
Intersection Capacity Utilization 60.7%
Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service B

Splits and Phases: 2: NYS Route 94 & NYS Route 17 EB Off-Ramp

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	479	121	316	202	20	41	7	133	19	1	11
Future Volume (vph)	10	479	121	316	202	20	41	7	133	19	1	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	11	13
Grade (%)		5%			-2%			1%			-5%	
Storage Length (ft)	100		100	400		195	0		275	0		60
Storage Lanes	1		1	1		1	0		1	0		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	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.98	1.00					0.98		1.00	
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950				0.959			0.954	
Satd. Flow (prot)	1585	1764	1575	1720	1761	1631	0	1813	1488	0	1533	1555
Flt Permitted	0.619			0.273				0.742			0.766	
Satd. Flow (perm)	1033	1764	1541	494	1761	1631	0	1403	1453	0	1227	1555
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			102			102			148			102
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		335			463			223			110	
Travel Time (s)		5.7			7.9			5.1			2.5	
Confl. Peds. (#/hr)			1	1					2	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 (%)	11%	5%	0%	6%	9%	0%	0%	0%	8%	16%	0%	10%
Adj. Flow (vph)	11	532	134	351	224	22	46	8	148	21	1	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	11	532	134	351	224	22	0	54	148	0	22	12
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	0.99	0.99	0.99	1.01	1.01	1.01	1.01	1.01	0.93
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2	2	1	2	1	1	2	2
Detector Template							Left		Right	Left		
Leading Detector (ft)	83	83	83	83	83	83	20	83	20	20	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5	0	-5	0	0	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5	0	-5	0	0	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40	20	40	20	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	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	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	pm+ov	Perm	NA	Perm
Protected Phases	6	1		2	5			3	2		7	
Permitted Phases	1		1	5		5	3		3	7		7
Detector Phase	6	1	1	2	5	5	3	3	2	7	7	7
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0	10.0	5.0	5.0	3.0	5.0	5.0	5.0
Minimum Split (s)	8.0	15.0	15.0	8.0	15.0	15.0	10.0	10.0	8.0	10.0	10.0	10.0
Total Split (s)	15.0	35.0	35.0	15.0	35.0	35.0	25.0	25.0	15.0	25.0	25.0	25.0
Total Split (%)	20.0%	46.7%	46.7%	20.0%	46.7%	46.7%	33.3%	33.3%	20.0%	33.3%	33.3%	33.3%
Maximum Green (s)	10.0	30.0	30.0	10.0	30.0	30.0	20.0	20.0	10.0	20.0	20.0	20.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	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)	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag			Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes			Yes			
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Walk Time (s)							8.0	8.0				
Flash Dont Walk (s)							12.0	12.0				
Pedestrian Calls (#/hr)							3	3				
Act Effct Green (s)	25.1	19.5	19.5	34.6	36.8	36.8		8.6	14.4		8.5	8.5
Actuated g/C Ratio	0.52	0.41	0.41	0.72	0.77	0.77		0.18	0.30		0.18	0.18
v/c Ratio	0.02	0.74	0.20	0.59	0.17	0.02		0.21	0.27		0.10	0.03
Control Delay	5.4	21.7	5.6	10.6	6.4	0.0		23.1	3.9		22.3	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	5.4	21.7	5.6	10.6	6.4	0.0		23.1	3.9		22.3	0.2
LOS	A	C	A	B	A	A		C	A		C	A
Approach Delay		18.3			8.6			9.0			14.5	
Approach LOS		B			A			A			B	
Queue Length 50th (ft)	1	135	6	32	19	0		15	0		6	0
Queue Length 95th (ft)	8	#335	41	#159	106	0		46	28		25	0
Internal Link Dist (ft)		255			383			143			30	
Turn Bay Length (ft)	100		100	400		195			275			60
Base Capacity (vph)	806	1235	1110	655	1349	1274		684	612		598	810
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	0.01	0.43	0.12	0.54	0.17	0.02		0.08	0.24		0.04	0.01

Intersection Summary

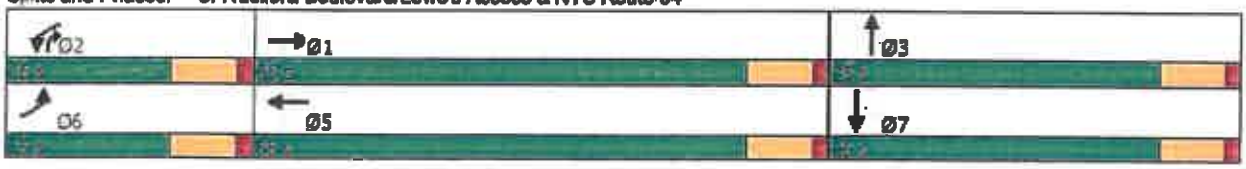
Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 48
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.74

Intersection Signal Delay: 13.1
Intersection Capacity Utilization 65.0%
Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service C

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

Splits and Phases: 3: Nucifora Boulevard/Lowe's Access & NYS Route 94



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	14	1	1	1	1	13	1	154	1	55	370	12
Future Volume (vph)	14	1	1	1	1	13	1	154	1	55	370	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	15	15	12	12	12	12
Grade (%)		4%			0%			0%			-7%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.993			0.880			0.999			0.996	
Flt Protected		0.957			0.997						0.994	
Satd. Flow (prot)	0	1735	0	0	1634	0	0	2047	0	0	1909	0
Flt Permitted		0.957			0.997						0.994	
Satd. Flow (perm)	0	1735	0	0	1634	0	0	2047	0	0	1909	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		351			205			805			144	
Travel Time (s)		8.0			4.7			18.3			3.3	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	17	1	1	1	1	16	1	188	1	67	451	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	19	0	0	18	0	0	190	0	0	533	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	1.00	1.00	1.00	0.88	0.88	1.00	0.96	0.96	0.96
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 47.4% ICU Level of Service A
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	1.5

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	14	1	1	1	1	13	1	154	1	55	370	12
Future Vol, veh/h	14	1	1	1	1	13	1	154	1	55	370	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	4	-	-	0	-	-	0	-	-	-7	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	1	1	1	1	16	1	188	1	67	451	15

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	792	784	459	785	791	189	466	0	0	189	0	0
Stage 1	593	593	-	191	191	-	-	-	-	-	-	-
Stage 2	199	191	-	594	600	-	-	-	-	-	-	-
Critical Hdwy	7.92	7.32	6.62	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.92	6.32	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.92	6.32	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	257	273	572	310	322	853	1095	-	-	1385	-	-
Stage 1	431	433	-	811	742	-	-	-	-	-	-	-
Stage 2	768	711	-	491	490	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	239	255	572	293	301	853	1095	-	-	1385	-	-
Mov Cap-2 Maneuver	239	255	-	293	301	-	-	-	-	-	-	-
Stage 1	431	405	-	810	741	-	-	-	-	-	-	-
Stage 2	752	710	-	457	458	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	20.7	10.4	0.1	1
HCM LOS	C	B		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	1095	-	-	683	249	1385	-	-
HCM Lane V/C Ratio	0.001	-	-	0.027	0.078	0.048	-	-
HCM Control Delay (s)	8.3	0	-	10.4	20.7	7.7	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0.2	-	-

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	79	153	10	1	100	19	10	1	1	6	1	29
Future Volume (vph)	79	153	10	1	100	19	10	1	1	6	1	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	13	13	13	12	14	12	14	12	12	12
Grade (%)		-1%			0%			4%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.994			0.979			0.990			0.890	
Flt Protected		0.984						0.959			0.992	
Satd. Flow (prot)	0	1775	0	0	1770	0	0	919	0	0	1645	0
Flt Permitted		0.984						0.959			0.992	
Satd. Flow (perm)	0	1775	0	0	1770	0	0	919	0	0	1645	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		518			249			221			247	
Travel Time (s)		11.8			5.7			5.0			5.6	
Confl. Peds. (#/hr)			4	4			2					
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	6%	100%	100%	9%	2%	100%	2%	100%	2%	2%	2%
Adj. Flow (vph)	84	163	11	1	106	20	11	1	1	6	1	31
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	258	0	0	127	0	0	13	0	0	38	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		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	0.99	0.95	0.95	0.96	0.96	1.00	0.94	1.03	0.94	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 29.7% ICU Level of Service A
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	2.8

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	79	153	10	1	100	19	10	1	1	6	1	29
Future Vol, veh/h	79	153	10	1	100	19	10	1	1	6	1	29
Conflicting Peds, #/hr	0	0	4	4	0	0	2	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	0	-	-	4	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	6	100	100	9	2	100	2	100	2	2	2
Mvmt Flow	84	163	11	1	106	20	11	1	1	6	1	31

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	126	0	0	178	0	0	477	469	173	456	464	118
Stage 1	-	-	-	-	-	-	341	341	-	118	118	-
Stage 2	-	-	-	-	-	-	136	128	-	338	346	-
Critical Hdwy	4.12	-	-	5.1	-	-	8.9	7.32	7.6	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	7.9	6.32	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	7.9	6.32	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	3.1	-	-	4.4	4.018	4.2	3.518	4.018	3.318
Pot Cap-1 Maneuver	1460	-	-	973	-	-	332	443	657	515	495	934
Stage 1	-	-	-	-	-	-	473	592	-	887	798	-
Stage 2	-	-	-	-	-	-	659	768	-	676	635	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1460	-	-	969	-	-	303	412	654	488	461	932
Mov Cap-2 Maneuver	-	-	-	-	-	-	303	412	-	488	461	-
Stage 1	-	-	-	-	-	-	441	552	-	830	797	-
Stage 2	-	-	-	-	-	-	634	767	-	630	592	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	2.5	0.1	16.5	9.8
HCM LOS			C	A

Minor Lane/Major Mvmt	NEL n1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	325	969	-	-	1460	-	- 790
HCM Lane V/C Ratio	0.039	0.001	-	-	0.058	-	- 0.048
HCM Control Delay (s)	16.5	8.7	0	-	7.6	0	- 9.8
HCM Lane LOS	C	A	A	-	A	A	- A
HCM 95th %tile Q(veh)	0.1	0	-	-	0.2	-	- 0.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	300	516	0	0	274	381	0	0	0	227	1	182
Future Volume (vph)	300	516	0	0	274	381	0	0	0	227	1	182
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	13
Grade (%)		5%			3%			0%			1%	
Storage Length (ft)	145		0	0		0	0		0	0		345
Storage Lanes	1		0	0		1	0		0	0		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	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor											1.00	0.98
Frt						0.850						0.850
Flt Protected	0.950										0.953	
Satd. Flow (prot)	1692	1799	0	0	1782	1501	0	0	0	0	1653	1597
Flt Permitted	0.469										0.953	
Satd. Flow (perm)	835	1799	0	0	1782	1501	0	0	0	0	1649	1561
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)						428						
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		348			504			151			644	
Travel Time (s)		5.9			8.6			2.9			12.5	
Confl. Peds. (#/hr)										1		1
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 (%)	4%	3%	2%	2%	5%	6%	2%	2%	2%	9%	9%	4%
Adj. Flow (vph)	337	580	0	0	308	428	0	0	0	255	1	182
Shared Lane Traffic (%)												
Lane Group Flow (vph)	337	580	0	0	308	428	0	0	0	0	256	182
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	1.02	1.02	1.02	1.00	1.00	1.00	1.01	1.01	0.96
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2			2	2				1	2	2
Detector Template										Left		
Leading Detector (ft)	83	83			83	83				20	83	83
Trailing Detector (ft)	-5	-5			-5	-5				0	-5	-5
Detector 1 Position(ft)	-5	-5			-5	-5				0	-5	-5
Detector 1 Size(ft)	40	40			40	40				20	40	40
Detector 1 Type	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
Detector 1 Queue (s)	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
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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
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				Perm	NA	Perm
Protected Phases	1	6			2						3	
Permitted Phases	6					2				3		3
Detector Phase	1	6			2	2				3	3	3
Switch Phase												
Minimum Initial (s)	3.0	5.0			5.0	5.0				5.0	5.0	5.0
Minimum Split (s)	8.0	10.0			10.0	10.0				10.0	10.0	10.0
Total Split (s)	20.0	75.0			55.0	55.0				25.0	25.0	25.0
Total Split (%)	20.0%	75.0%			55.0%	55.0%				25.0%	25.0%	25.0%
Maximum Green (s)	15.0	70.0			50.0	50.0				20.0	20.0	20.0
Yellow Time (s)	4.0	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	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)	2.0	3.0			3.0	3.0				3.0	3.0	3.0
Recall Mode	None	C-Min			Min	Min				None	None	None
Walk Time (s)		8.0										
Flash Dont Walk (s)		12.0										
Pedestrian Calls (#/hr)		1										
Act Effct Green (s)	68.7	68.7			50.7	50.7					21.3	21.3
Actuated g/C Ratio	0.69	0.69			0.51	0.51					0.21	0.21
v/c Ratio	0.49	0.47			0.34	0.44					0.73	0.55
Control Delay	7.2	7.7			18.4	3.6					48.4	40.4
Queue Delay	0.9	1.3			0.0	0.0					0.0	0.0
Total Delay	8.1	8.9			18.4	3.6					48.4	40.4
LOS	A	A			B	A					D	D
Approach Delay		8.6			9.8						45.1	
Approach LOS		A			A						D	
Queue Length 50th (ft)	49	139			110	0					153	104
Queue Length 95th (ft)	132	279			220	57					218	157
Internal Link Dist (ft)		268			424			71			564	
Turn Bay Length (ft)	145											345
Base Capacity (vph)	709	1285			965	1009					375	355
Starvation Cap Reductn	165	471			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	0.62	0.71			0.32	0.42					0.68	0.51

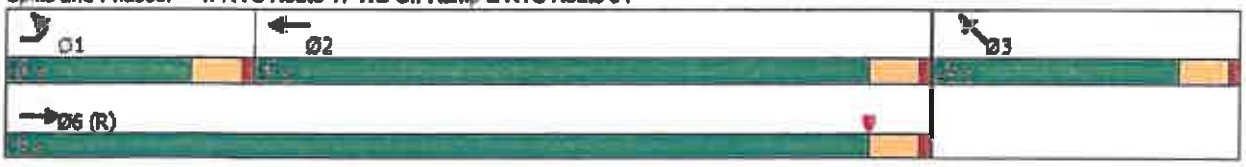
Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 6:EBTL, Start of Yellow
Natural Cycle: 50
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.73
Intersection Signal Delay: 16.7
Intersection Capacity Utilization 87.0%
Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service E

Splits and Phases: 1: NYS Route 17 WB Off-Ramp & NYS Route 94



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	470	169	76	425	0	0	0	0	346	1	200
Future Volume (vph)	0	470	169	76	425	0	0	0	0	346	1	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			3%			0%			-5%	
Storage Length (ft)	0		150	135		0	0		0	350		0
Storage Lanes	0		1	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.98								0.98	
Frt			0.850								0.851	
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	1863	1496	1726	1701	0	0	0	0	1779	1473	0
Flt Permitted				0.283						0.950		
Satd. Flow (perm)	0	1863	1463	514	1701	0	0	0	0	1779	1473	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			182									
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		639			348			131			642	
Travel Time (s)		10.9			5.9			2.6			12.5	
Confl. Peds. (#/hr)			1	1								1
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 (%)	2%	3%	9%	3%	10%	2%	2%	2%	2%	4%	4%	10%
Adj. Flow (vph)	0	522	188	84	472	0	0	0	0	384	1	222
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	522	188	84	472	0	0	0	0	384	223	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	1.02	1.02	1.02	1.00	1.00	1.00	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	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												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Turn Type		NA	Perm	pm+pt	NA					Perm	NA	
Protected Phases		2		1	6						4	
Permitted Phases			2	6						4		
Detector Phase		2	2	1	6					4	4	
Switch Phase												
Minimum Initial (s)		5.0	5.0	3.0	5.0					5.0	5.0	
Minimum Split (s)		10.0	10.0	8.0	10.0					10.0	10.0	
Total Split (s)		55.0	55.0	20.0	75.0					25.0	25.0	
Total Split (%)		55.0%	55.0%	20.0%	75.0%					25.0%	25.0%	
Maximum Green (s)		50.0	50.0	15.0	70.0					20.0	20.0	
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		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		3.0	3.0	2.0	3.0					3.0	3.0	
Recall Mode		Min	Min	None	C-Min					None	None	
Walk Time (s)		8.0	8.0									
Flash Dont Walk (s)		12.0	12.0									
Pedestrian Calls (#/hr)		1	1									
Act Effct Green (s)		49.2	49.2	58.9	58.9					31.1	31.1	
Actuated g/C Ratio		0.49	0.49	0.59	0.59					0.31	0.31	
v/c Ratio		0.57	0.23	0.22	0.47					0.69	0.49	
Control Delay		21.7	3.3	14.1	19.1					38.6	32.8	
Queue Delay		0.0	0.0	0.0	0.3					0.7	0.0	
Total Delay		21.7	3.3	14.1	19.4					39.2	32.8	
LOS		C	A	B	B					D	C	
Approach Delay		16.8			18.6						36.9	
Approach LOS		B			B						D	
Queue Length 50th (ft)		237	2	21	234					213	114	
Queue Length 95th (ft)		335	38	m40	176					#354	196	
Internal Link Dist (ft)		559			268			51			562	
Turn Bay Length (ft)			150	135						350		
Base Capacity (vph)		957	840	484	1190					553	457	
Starvation Cap Reductn		0	0	0	277					0	0	
Spillback Cap Reductn		0	0	0	0					32	0	
Storage Cap Reductn		0	0	0	0					0	0	
Reduced v/c Ratio		0.55	0.22	0.17	0.52					0.74	0.49	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 6:WBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.69

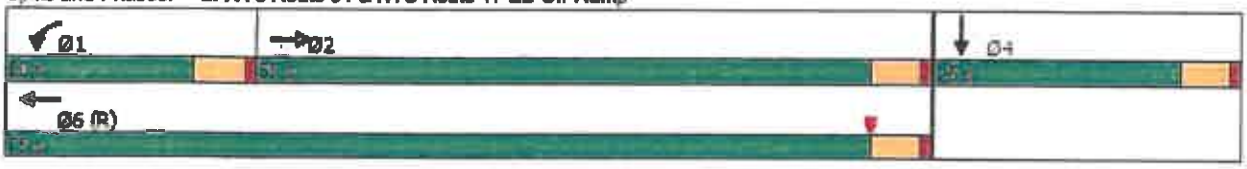
Intersection Signal Delay: 23.9
Intersection Capacity Utilization 87.0%
Analysis Period (min) 15

Intersection LOS: C
ICU Level of Service E

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

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

Splits and Phases: 2: NYS Route 94 & NYS Route 17 EB Off-Ramp



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	232	43	160	405	60	91	17	346	61	10	40
Future Volume (vph)	24	232	43	160	405	60	91	17	346	61	10	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	11	13
Grade (%)		5%			-2%			1%			-5%	
Storage Length (ft)	100		100	195		195	0		0	0		60
Storage Lanes	1		1	1		1	0		0	0		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	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.98	1.00				0.98			1.00	
Frt			0.850			0.850		0.897				0.850
Flt Protected	0.950			0.950				0.990			0.959	
Satd. Flow (prot)	1760	1764	1544	1599	1761	1584	0	1570	0	0	1805	1711
Flt Permitted	0.403			0.386				0.910			0.433	
Satd. Flow (perm)	747	1764	1511	649	1761	1584	0	1443	0	0	814	1711
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			102			102		210				102
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		335			463			223			110	
Travel Time (s)		5.7			7.9			5.1			2.5	
Confl. Peds. (#/hr)			1	1					2	2		
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	5%	2%	14%	9%	3%	2%	0%	6%	0%	0%	0%
Adj. Flow (vph)	30	286	53	198	500	74	112	21	427	75	12	49
Shared Lane Traffic (%)												
Lane Group Flow (vph)	30	286	53	198	500	74	0	560	0	0	87	49
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	0.99	0.99	0.99	1.01	1.01	1.01	1.01	1.01	0.93
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2	2	1	2		1	2	2
Detector Template							Left			Left		
Leading Detector (ft)	83	83	83	83	83	83	20	83		20	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5	0	-5		0	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5	0	-5		0	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40	20	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	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	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	6	1		2	5			3			7	
Permitted Phases	1		1	5		5	3			7		7
Detector Phase	6	1	1	2	5	5	3	3		7	7	7
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0	10.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	8.0	15.0	15.0	8.0	15.0	15.0	10.0	10.0		10.0	10.0	10.0
Total Split (s)	15.0	35.0	35.0	15.0	35.0	35.0	25.0	25.0		25.0	25.0	25.0
Total Split (%)	20.0%	46.7%	46.7%	20.0%	46.7%	46.7%	33.3%	33.3%		33.3%	33.3%	33.3%
Maximum Green (s)	10.0	30.0	30.0	10.0	30.0	30.0	20.0	20.0		20.0	20.0	20.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	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	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)	5.0	5.0	5.0	5.0	5.0	5.0		5.0			5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Recall Mode	None	None	None	None	None	None	None	None		None	None	None
Walk Time (s)							8.0	8.0				
Flash Dont Walk (s)							12.0	12.0				
Pedestrian Calls (#/hr)							3	3				
Act Effct Green (s)	21.2	15.9	15.9	29.1	25.6	25.6		20.3			20.3	20.3
Actuated g/C Ratio	0.35	0.27	0.27	0.49	0.43	0.43		0.34			0.34	0.34
v/c Ratio	0.09	0.61	0.11	0.44	0.66	0.10		0.89			0.32	0.08
Control Delay	8.2	25.0	1.4	11.5	19.9	2.1		33.8			21.8	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	8.2	25.0	1.4	11.5	19.9	2.1		33.8			21.8	1.0
LOS	A	C	A	B	B	A		C			C	A
Approach Delay		20.2			16.0			33.8			14.3	
Approach LOS		C			B			C			B	
Queue Length 50th (ft)	5	90	0	38	117	0		110			21	0
Queue Length 95th (ft)	13	137	3	60	232	10		#302			62	1
Internal Link Dist (ft)		255			383			143			30	
Turn Bay Length (ft)	100		100	195		195						60
Base Capacity (vph)	497	897	818	476	895	855		628			276	647
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	0.06	0.32	0.06	0.42	0.56	0.09		0.89			0.32	0.08

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 59.9
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.89

Intersection Signal Delay: 22.2
Intersection Capacity Utilization 71.2%
Analysis Period (min) 15

Intersection LOS: C
ICU Level of Service C

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

Splits and Phases: 3: Nucifora Boulevard/Lowe's Access & NYS Route 94

Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	52	3	3	402	198	15
Future Volume (vph)	52	3	3	402	198	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	15	15	12	12
Grade (%)	4%			0%	-7%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.993				0.990	
Flt Protected	0.955					
Satd. Flow (prot)	1731	0	0	2049	1909	0
Flt Permitted	0.955					
Satd. Flow (perm)	1731	0	0	2049	1909	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	351			805	144	
Travel Time (s)	8.0			18.3	3.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	58	3	3	447	220	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	61	0	0	450	237	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
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	1.03	1.03	0.88	0.88	0.96	0.96
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 33.5% ICU Level of Service A
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	1.4

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	52	3	3	402	198	15
Future Vol, veh/h	52	3	3	402	198	15
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, %	4	-	-	0	-7	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	58	3	3	447	220	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	682	229	237	0	-	0
Stage 1	229	-	-	-	-	-
Stage 2	453	-	-	-	-	-
Critical Hdwy	7.22	6.62	4.12	-	-	-
Critical Hdwy Stg 1	6.22	-	-	-	-	-
Critical Hdwy Stg 2	6.22	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	357	790	1330	-	-	-
Stage 1	769	-	-	-	-	-
Stage 2	579	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	356	790	1330	-	-	-
Mov Cap-2 Maneuver	356	-	-	-	-	-
Stage 1	767	-	-	-	-	-
Stage 2	579	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	16.8	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1330	-	367	-	-
HCM Lane V/C Ratio	0.003	-	0.167	-	-
HCM Control Delay (s)	7.7	0	16.8	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.6	-	-

Lane Group	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	137	5	1	231	57	5
Future Volume (vph)	137	5	1	231	57	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	13	14	14
Grade (%)	-1%			0%	4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.995				0.989	
Flt Protected					0.956	
Satd. Flow (prot)	1684	0	0	1818	1816	0
Flt Permitted					0.956	
Satd. Flow (perm)	1684	0	0	1818	1816	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	518			249	221	
Travel Time (s)	11.8			5.7	5.0	
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70
Heavy Vehicles (%)	15%	60%	0%	8%	2%	20%
Adj. Flow (vph)	196	7	1	330	81	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	203	0	0	331	88	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	14	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.95	0.95	0.96	0.96	0.94	0.94
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 23.1% ICU Level of Service A
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	2.1

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	137	5	1	231	57	5
Future Vol, veh/h	137	5	1	231	57	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	0	4	-
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	15	60	0	8	2	20
Mvmt Flow	196	7	1	330	81	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	203	0	532	200
Stage 1	-	-	-	-	200	-
Stage 2	-	-	-	-	332	-
Critical Hdwy	-	-	4.1	-	7.22	6.8
Critical Hdwy Stg 1	-	-	-	-	6.22	-
Critical Hdwy Stg 2	-	-	-	-	6.22	-
Follow-up Hdwy	-	-	2.2	-	3.518	3.48
Pot Cap-1 Maneuver	-	-	1381	-	451	780
Stage 1	-	-	-	-	797	-
Stage 2	-	-	-	-	675	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1381	-	451	780
Mov Cap-2 Maneuver	-	-	-	-	451	-
Stage 1	-	-	-	-	797	-
Stage 2	-	-	-	-	674	-

Approach	SE	NW	NE
HCM Control Delay, s	0	0	14.5
HCM LOS			B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	467	1381	-	-	-
HCM Lane V/C Ratio	0.19	0.001	-	-	-
HCM Control Delay (s)	14.5	7.6	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.7	0	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	338	572	0	0	301	415	0	0	0	250	1	177
Future Volume (vph)	338	572	0	0	301	415	0	0	0	250	1	177
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	13
Grade (%)		5%			3%			0%			1%	
Storage Length (ft)	145		0	0		0	0		0	0		345
Storage Lanes	1		0	0		1	0		0	0		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	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor											1.00	0.98
Frt						0.850						0.850
Flt Protected	0.950										0.953	
Satd. Flow (prot)	1692	1799	0	0	1782	1501	0	0	0	0	1653	1597
Flt Permitted	0.426										0.953	
Satd. Flow (perm)	759	1799	0	0	1782	1501	0	0	0	0	1649	1561
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)						466						
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		348			504			151			644	
Travel Time (s)		5.9			8.6			2.9			12.5	
Confl. Peds. (#/hr)										1		1
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 (%)	4%	3%	2%	2%	5%	6%	2%	2%	2%	9%	9%	4%
Adj. Flow (vph)	380	643	0	0	338	466	0	0	0	281	1	199
Shared Lane Traffic (%)												
Lane Group Flow (vph)	380	643	0	0	338	466	0	0	0	0	282	199
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	1.02	1.02	1.02	1.00	1.00	1.00	1.01	1.01	0.96
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2			2	2				1	2	2
Detector Template										Left		
Leading Detector (ft)	83	83			83	83				20	83	83
Trailing Detector (ft)	-5	-5			-5	-5				0	-5	-5
Detector 1 Position(ft)	-5	-5			-5	-5				0	-5	-5
Detector 1 Size(ft)	40	40			40	40				20	40	40
Detector 1 Type	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
Detector 1 Queue (s)	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
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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
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				Perm	NA	Perm
Protected Phases	1	6			2						3	
Permitted Phases	6					2				3		3
Detector Phase	1	6			2	2				3	3	3
Switch Phase												
Minimum Initial (s)	3.0	5.0			5.0	5.0				5.0	5.0	5.0
Minimum Split (s)	8.0	10.0			10.0	10.0				10.0	10.0	10.0
Total Split (s)	20.0	75.0			55.0	55.0				25.0	25.0	25.0
Total Split (%)	20.0%	75.0%			55.0%	55.0%				25.0%	25.0%	25.0%
Maximum Green (s)	15.0	70.0			50.0	50.0				20.0	20.0	20.0
Yellow Time (s)	4.0	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	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)	2.0	3.0			3.0	3.0				3.0	3.0	3.0
Recall Mode	None	C-Min			Min	Min				None	None	None
Walk Time (s)		8.0										
Flash Dont Walk (s)		12.0										
Pedestrian Calls (#/hr)		1										
Act Effct Green (s)	66.5	66.5			46.9	46.9					23.5	23.5
Actuated g/C Ratio	0.66	0.66			0.47	0.47					0.24	0.24
v/c Ratio	0.59	0.54			0.40	0.49					0.73	0.54
Control Delay	10.0	9.9			21.8	4.2					46.0	38.3
Queue Delay	1.1	1.6			0.0	0.0					0.0	0.0
Total Delay	11.0	11.4			21.8	4.2					46.0	38.3
LOS	B	B			C	A					D	D
Approach Delay		11.3			11.6						42.8	
Approach LOS		B			B						D	
Queue Length 50th (ft)	82	227			136	0					166	111
Queue Length 95th (ft)	179	281			258	63					234	166
Internal Link Dist (ft)		268			424			71			564	
Turn Bay Length (ft)	145											345
Base Capacity (vph)	659	1272			935	1009					399	378
Starvation Cap Reductn	109	429			0	0					0	0
Spillback Cap Reductn	0	0			12	0					0	0
Storage Cap Reductn	0	0			0	0					0	0
Reduced v/c Ratio	0.69	0.76			0.37	0.46					0.71	0.53

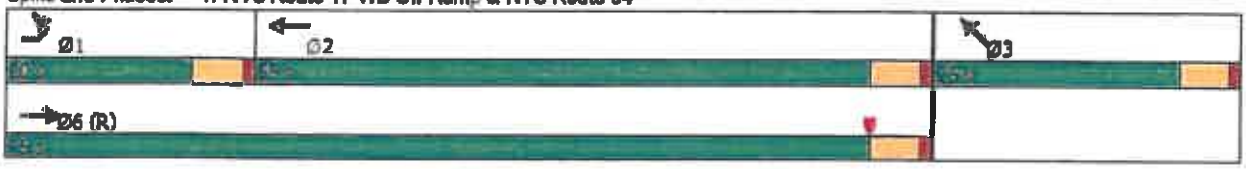
Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 6:EBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.73
Intersection Signal Delay: 18.0
Intersection Capacity Utilization 95.4%
Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service F

Splits and Phases: 1: NYS Route 17 WB Off-Ramp & NYS Route 94



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	533	198	83	469	0	0	0	0	377	1	221
Future Volume (vph)	0	533	198	83	469	0	0	0	0	377	1	221
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			3%			0%			-5%	
Storage Length (ft)	0		150	135		0	0		0	350		0
Storage Lanes	0		1	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.98								0.98	
Frt			0.850								0.851	
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	1863	1496	1726	1701	0	0	0	0	1779	1473	0
Flt Permitted				0.208						0.950		
Satd. Flow (perm)	0	1863	1463	378	1701	0	0	0	0	1779	1473	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			187									
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		639			348			131			642	
Travel Time (s)		10.9			5.9			2.6			12.5	
Confl. Peds. (#/hr)			1	1								1
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 (%)	2%	3%	9%	3%	10%	2%	2%	2%	2%	4%	4%	10%
Adj. Flow (vph)	0	592	220	92	521	0	0	0	0	419	1	246
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	592	220	92	521	0	0	0	0	419	247	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	1.02	1.02	1.02	1.00	1.00	1.00	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	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												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Turn Type		NA	Perm	pm+pt	NA					Perm	NA	
Protected Phases		2		1	6						4	
Permitted Phases			2	6						4		
Detector Phase		2	2	1	6					4	4	
Switch Phase												
Minimum Initial (s)		5.0	5.0	3.0	5.0					5.0	5.0	
Minimum Split (s)		10.0	10.0	8.0	10.0					10.0	10.0	
Total Split (s)		55.0	55.0	20.0	75.0					25.0	25.0	
Total Split (%)		55.0%	55.0%	20.0%	75.0%					25.0%	25.0%	
Maximum Green (s)		50.0	50.0	15.0	70.0					20.0	20.0	
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		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		3.0	3.0	2.0	3.0					3.0	3.0	
Recall Mode		Min	Min	None	C-Min					None	None	
Walk Time (s)		8.0	8.0									
Flash Dont Walk (s)		12.0	12.0									
Pedestrian Calls (#/hr)		1	1									
Act Effct Green (s)		46.5	46.5	56.4	56.4					33.6	33.6	
Actuated g/C Ratio		0.46	0.46	0.56	0.56					0.34	0.34	
v/c Ratio		0.88	0.28	0.30	0.54					0.70	0.50	
Control Delay		25.7	4.3	14.1	19.0					38.4	32.7	
Queue Delay		0.0	0.0	0.0	0.3					2.3	0.0	
Total Delay		25.7	4.3	14.1	19.3					40.7	32.7	
LOS		C	A	B	B					D	C	
Approach Delay		19.9			18.5						37.7	
Approach LOS		B			B						D	
Queue Length 50th (ft)		300	12	18	238					230	124	
Queue Length 95th (ft)		378	47	m48	212					#437	227	
Internal Link Dist (ft)		559			268			51			562	
Turn Bay Length (ft)			150	135						350		
Base Capacity (vph)		933	826	415	1190					598	495	
Starvation Cap Reductn		0	0	0	228					0	0	
Spillback Cap Reductn		0	0	0	0					84	0	
Storage Cap Reductn		0	0	0	0					0	0	
Reduced v/c Ratio		0.63	0.27	0.22	0.54					0.82	0.50	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 6:WBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.70

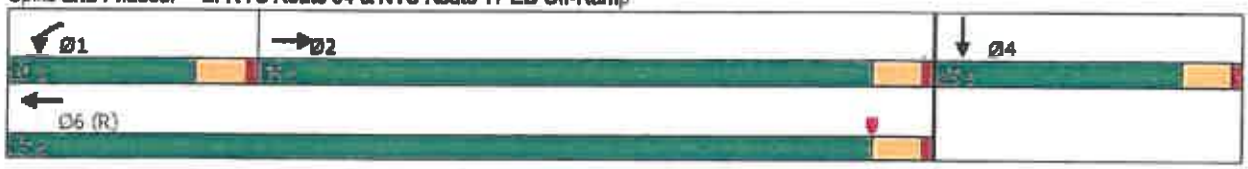
Intersection Signal Delay: 25.2
Intersection Capacity Utilization 95.4%
Analysis Period (min) 15

Intersection LOS: C
ICU Level of Service F

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

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

Splits and Phases: 2: NYS Route 94 & NYS Route 17 EB Off-Ramp



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	253	50	182	441	65	111	19	412	66	11	44
Future Volume (vph)	26	253	50	182	441	65	111	19	412	66	11	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	11	13
Grade (%)		5%			-2%			1%			-5%	
Storage Length (ft)	100		100	195		195	0		0	0		60
Storage Lanes	1		1	1		1	0		0	0		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	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.98	1.00				0.98			1.00	
Frt			0.850			0.850		0.897				0.850
Flt Protected	0.950			0.950				0.990			0.959	
Satd. Flow (prot)	1760	1764	1544	1599	1761	1584	0	1570	0	0	1805	1711
Flt Permitted	0.360			0.364				0.903			0.365	
Satd. Flow (perm)	667	1764	1511	612	1761	1584	0	1432	0	0	687	1711
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			102			102		208				102
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		335			463			223			110	
Travel Time (s)		5.7			7.9			5.1			2.5	
Confl. Peds. (#/hr)			1	1					2	2		
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	5%	2%	14%	9%	3%	2%	0%	6%	0%	0%	0%
Adj. Flow (vph)	32	312	62	225	544	80	137	23	509	81	14	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	312	62	225	544	80	0	669	0	0	95	54
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	0.99	0.99	0.99	1.01	1.01	1.01	1.01	1.01	0.93
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2	2	1	2		1	2	2
Detector Template							Left			Left		
Leading Detector (ft)	83	83	83	83	83	83	20	83		20	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5	0	-5		0	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5	0	-5		0	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40	20	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	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	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	6	1		2	5			3			7	
Permitted Phases	1		1	5		5	3			7		7
Detector Phase	6	1	1	2	5	5	3	3		7	7	7
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0	10.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	8.0	15.0	15.0	8.0	15.0	15.0	10.0	10.0		10.0	10.0	10.0
Total Split (s)	15.0	35.0	35.0	15.0	35.0	35.0	25.0	25.0		25.0	25.0	25.0
Total Split (%)	20.0%	46.7%	46.7%	20.0%	46.7%	46.7%	33.3%	33.3%		33.3%	33.3%	33.3%
Maximum Green (s)	10.0	30.0	30.0	10.0	30.0	30.0	20.0	20.0		20.0	20.0	20.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	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	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)	5.0	5.0	5.0	5.0	5.0	5.0		5.0			5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Recall Mode	None	None	None	None	None	None	None	None		None	None	None
Walk Time (s)							8.0	8.0				
Flash Dont Walk (s)							12.0	12.0				
Pedestrian Calls (#/hr)							3	3				
Act Effct Green (s)	22.4	17.1	17.1	30.6	27.2	27.2		20.3			20.3	20.3
Actuated g/C Ratio	0.36	0.28	0.28	0.50	0.44	0.44		0.33			0.33	0.33
v/c Ratio	0.10	0.64	0.13	0.51	0.70	0.11		1.09			0.42	0.09
Control Delay	8.1	25.4	2.0	12.4	20.8	2.5		83.5			26.4	1.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	8.1	25.4	2.0	12.4	20.8	2.5		83.5			26.4	1.5
LOS	A	C	A	B	C	A		F			C	A
Approach Delay		20.4			16.8			83.5			17.4	
Approach LOS		C			B			F			B	
Queue Length 50th (ft)	5	101	0	44	131	0		~219			25	0
Queue Length 95th (ft)	14	150	6	68	260	12		#410			71	4
Internal Link Dist (ft)		255			383			143			30	
Turn Bay Length (ft)	100		100	195		195						60
Base Capacity (vph)	476	875	801	468	873	837		613			227	634
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	0.07	0.36	0.08	0.48	0.62	0.10		1.09			0.42	0.09

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 61.5
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.09

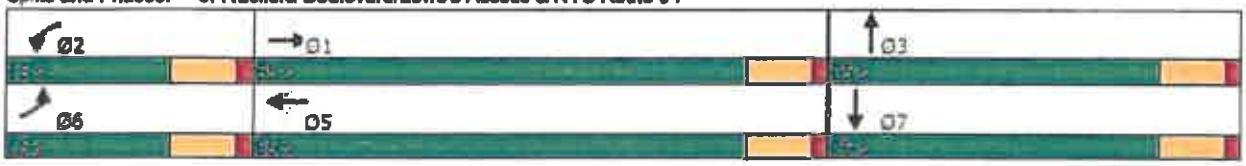
Intersection Signal Delay: 39.1
Intersection Capacity Utilization 78.4%
Analysis Period (min) 15

Intersection LOS: D
ICU Level of Service D

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

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

Splits and Phases: 3: Nucifora Boulevard/Lowe's Access & NYS Route 94



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	57	1	3	1	1	47	3	436	1	11	216	16
Future Volume (vph)	57	1	3	1	1	47	3	436	1	11	216	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	15	15	12	12	12	12
Grade (%)		4%			0%			0%			-7%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.994			0.870						0.991	
Flt Protected		0.955			0.999						0.998	
Satd. Flow (prot)	0	1733	0	0	1619	0	0	2049	0	0	1907	0
Flt Permitted		0.955			0.999						0.998	
Satd. Flow (perm)	0	1733	0	0	1619	0	0	2049	0	0	1907	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		351			185			805			144	
Travel Time (s)		8.0			4.2			18.3			3.3	
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
Adj. Flow (vph)	63	1	3	1	1	52	3	487	1	12	240	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	67	0	0	54	0	0	491	0	0	270	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	1.00	1.00	1.00	0.88	0.88	1.00	0.96	0.96	0.96
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 40.9% ICU Level of Service A
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	2.9

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		✥			✥			✥			✥	
Traffic Vol, veh/h	57	1	3	1	1	47	3	438	1	11	216	16
Future Vol, veh/h	57	1	3	1	1	47	3	438	1	11	216	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	4	-	-	0	-	-	0	-	-	-7	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	63	1	3	1	1	52	3	487	1	12	240	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	793	767	249	769	776	488	258	0	0	488	0	0
Stage 1	273	273	-	494	494	-	-	-	-	-	-	-
Stage 2	520	494	-	275	282	-	-	-	-	-	-	-
Critical Hdwy	7.92	7.32	6.62	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.92	6.32	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.92	6.32	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	257	280	768	318	328	580	1307	-	-	1075	-	-
Stage 1	690	644	-	557	546	-	-	-	-	-	-	-
Stage 2	480	490	-	731	678	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	231	276	768	312	323	580	1307	-	-	1075	-	-
Mov Cap-2 Maneuver	231	276	-	312	323	-	-	-	-	-	-	-
Stage 1	688	636	-	555	544	-	-	-	-	-	-	-
Stage 2	435	489	-	717	669	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	25.8	12.1	0.1	0.4
HCM LOS	D	B		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	1307	-	-	561	240	1075	-	-
HCM Lane V/C Ratio	0.003	-	-	0.097	0.282	0.011	-	-
HCM Control Delay (s)	7.8	0	-	12.1	25.8	8.4	0	-
HCM Lane LOS	A	A	-	B	D	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	1.1	0	-	-

Lane Group	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	159	5	1	254	62	5
Future Volume (vph)	159	5	1	254	62	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	13	14	14
Grade (%)	-1%			0%	4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.996				0.990	
Flt Protected					0.956	
Satd. Flow (prot)	1689	0	0	1818	1819	0
Flt Permitted					0.956	
Satd. Flow (perm)	1689	0	0	1818	1819	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	518			249	221	
Travel Time (s)	11.8			5.7	5.0	
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70
Heavy Vehicles (%)	15%	60%	0%	8%	2%	20%
Adj. Flow (vph)	227	7	1	363	89	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	234	0	0	364	96	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	14	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.95	0.95	0.96	0.96	0.94	0.94
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 24.6% ICU Level of Service A
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	2.2

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	⇑			⇐	⋔	
Traffic Vol, veh/h	159	5	1	254	62	5
Future Vol, veh/h	159	5	1	254	62	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	0	4	-
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	15	60	0	8	2	20
Mvmt Flow	227	7	1	363	89	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	234	0	596	231
Stage 1	-	-	-	-	231	-
Stage 2	-	-	-	-	365	-
Critical Hdwy	-	-	4.1	-	7.22	6.8
Critical Hdwy Stg 1	-	-	-	-	6.22	-
Critical Hdwy Stg 2	-	-	-	-	6.22	-
Follow-up Hdwy	-	-	2.2	-	3.518	3.48
Pot Cap-1 Maneuver	-	-	1345	-	409	746
Stage 1	-	-	-	-	767	-
Stage 2	-	-	-	-	648	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1345	-	409	746
Mov Cap-2 Maneuver	-	-	-	-	409	-
Stage 1	-	-	-	-	767	-
Stage 2	-	-	-	-	647	-

Approach	SE	NW	NE
HCM Control Delay, s	0	0	16
HCM LOS			C

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	423	1345	-	-	-
HCM Lane V/C Ratio	0.226	0.001	-	-	-
HCM Control Delay (s)	16	7.7	0	-	-
HCM Lane LOS	C	A	A	-	-
HCM 95th %tile Q(veh)	0.9	0	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	354	591	0	0	309	415	0	0	0	262	1	177
Future Volume (vph)	354	591	0	0	309	415	0	0	0	262	1	177
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	13
Grade (%)		5%			3%			0%			1%	
Storage Length (ft)	145		0	0		0	0		0	0		345
Storage Lanes	1		0	0		1	0		0	0		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	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor											1.00	0.98
Frt						0.850						0.850
Flt Protected	0.950										0.953	
Satd. Flow (prot)	1692	1799	0	0	1782	1501	0	0	0	0	1653	1597
Flt Permitted	0.411										0.953	
Satd. Flow (perm)	732	1799	0	0	1782	1501	0	0	0	0	1649	1561
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)						466						
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		348			504			151			644	
Travel Time (s)		5.9			8.6			2.9			12.5	
Confl. Peds. (#/hr)										1		1
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 (%)	4%	3%	2%	2%	5%	6%	2%	2%	2%	9%	9%	4%
Adj. Flow (vph)	398	664	0	0	347	466	0	0	0	294	1	199
Shared Lane Traffic (%)												
Lane Group Flow (vph)	398	664	0	0	347	466	0	0	0	0	295	199
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	1.02	1.02	1.02	1.00	1.00	1.00	1.01	1.01	0.96
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2			2	2				1	2	2
Detector Template										Left		
Leading Detector (ft)	83	83			83	83				20	83	83
Trailing Detector (ft)	-5	-5			-5	-5				0	-5	-5
Detector 1 Position(ft)	-5	-5			-5	-5				0	-5	-5
Detector 1 Size(ft)	40	40			40	40				20	40	40
Detector 1 Type	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
Detector 1 Queue (s)	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
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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
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				Perm	NA	Perm
Protected Phases	1	6			2						3	
Permitted Phases	6					2				3		3
Detector Phase	1	6			2	2				3	3	3
Switch Phase												
Minimum Initial (s)	3.0	5.0			5.0	5.0				5.0	5.0	5.0
Minimum Split (s)	8.0	10.0			10.0	10.0				10.0	10.0	10.0
Total Split (s)	20.0	75.0			55.0	55.0				25.0	25.0	25.0
Total Split (%)	20.0%	75.0%			55.0%	55.0%				25.0%	25.0%	25.0%
Maximum Green (s)	15.0	70.0			50.0	50.0				20.0	20.0	20.0
Yellow Time (s)	4.0	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	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)	2.0	3.0			3.0	3.0				3.0	3.0	3.0
Recall Mode	None	C-Min			Min	Min				None	None	None
Walk Time (s)		8.0										
Flash Dont Walk (s)		12.0										
Pedestrian Calls (#/hr)		1										
Act Effct Green (s)	65.4	65.4			45.6	45.6					24.6	24.6
Actuated g/C Ratio	0.65	0.65			0.46	0.46					0.25	0.25
v/c Ratio	0.64	0.57			0.43	0.50					0.73	0.52
Control Delay	11.8	11.1			22.6	4.2					44.9	36.7
Queue Delay	1.2	1.7			0.0	0.0					0.0	0.0
Total Delay	13.0	12.7			22.6	4.2					44.9	36.7
LOS	B	B			C	A					D	D
Approach Delay		12.8			12.1						41.6	
Approach LOS		B			B						D	
Queue Length 50th (ft)	97	260			148	0					172	109
Queue Length 95th (ft)	181	279			257	61					243	184
Internal Link Dist (ft)		268			424			71			564	
Turn Bay Length (ft)	145											345
Base Capacity (vph)	635	1267			921	1000					413	391
Starvation Cap Reductn	89	411			0	0					0	0
Spillback Cap Reductn	0	0			43	0					0	0
Storage Cap Reductn	0	0			0	0					0	0
Reduced v/c Ratio	0.73	0.78			0.40	0.47					0.71	0.51

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 6:EBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.73
Intersection Signal Delay: 18.6
Intersection Capacity Utilization 97.9%
Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service F

Splits and Phases: **1: NYS Route 17 WB Off-Ramp & NYS Route 94**

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	568	220	83	489	0	0	0	0	377	1	230
Future Volume (vph)	0	568	220	83	489	0	0	0	0	377	1	230
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			3%			0%			-5%	
Storage Length (ft)	0		150	135		0	0		0	350		0
Storage Lanes	0		1	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.98								0.98	
Frt			0.850								0.851	
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	1863	1496	1726	1701	0	0	0	0	1779	1473	0
Flt Permitted				0.186						0.950		
Satd. Flow (perm)	0	1863	1463	338	1701	0	0	0	0	1779	1473	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			195									
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		639			348			131			642	
Travel Time (s)		10.9			5.9			2.6			12.5	
Confl. Peds. (#/hr)			1	1								1
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 (%)	2%	3%	9%	3%	10%	2%	2%	2%	2%	4%	4%	10%
Adj. Flow (vph)	0	631	244	92	543	0	0	0	0	419	1	256
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	631	244	92	543	0	0	0	0	419	257	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	1.02	1.02	1.02	1.00	1.00	1.00	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	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												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Turn Type		NA	Perm	pm+pt	NA					Perm	NA	
Protected Phases		2		1	6						4	
Permitted Phases			2	6						4		
Detector Phase		2	2	1	6					4	4	
Switch Phase												
Minimum Initial (s)		5.0	5.0	3.0	5.0					5.0	5.0	
Minimum Split (s)		10.0	10.0	8.0	10.0					10.0	10.0	
Total Split (s)		55.0	55.0	20.0	75.0					25.0	25.0	
Total Split (%)		55.0%	55.0%	20.0%	75.0%					25.0%	25.0%	
Maximum Green (s)		50.0	50.0	15.0	70.0					20.0	20.0	
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		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		3.0	3.0	2.0	3.0					3.0	3.0	
Recall Mode		Min	Min	None	C-Min					None	None	
Walk Time (s)		8.0	8.0									
Flash Dont Walk (s)		12.0	12.0									
Pedestrian Calls (#/hr)		1	1									
Act Effct Green (s)		47.4	47.4	57.2	57.2					32.8	32.8	
Actuated g/C Ratio		0.47	0.47	0.57	0.57					0.33	0.33	
v/c Ratio		0.71	0.31	0.32	0.56					0.72	0.53	
Control Delay		26.0	4.6	13.4	17.2					40.1	34.6	
Queue Delay		0.0	0.0	0.0	0.3					4.5	0.0	
Total Delay		26.0	4.6	13.4	17.5					44.6	34.6	
LOS		C	A	B	B					D	C	
Approach Delay		20.0			16.9						40.8	
Approach LOS		C			B						D	
Queue Length 50th (ft)		318	17	18	245					236	134	
Queue Length 95th (ft)		399	53	m48	222					#454	#257	
Internal Link Dist (ft)		559			268			51			562	
Turn Bay Length (ft)			150	135						350		
Base Capacity (vph)		939	834	401	1190					583	483	
Starvation Cap Reductn		0	0	0	212					0	0	
Spillback Cap Reductn		0	0	0	0					102	0	
Storage Cap Reductn		0	0	0	0					0	0	
Reduced v/c Ratio		0.67	0.29	0.23	0.56					0.87	0.53	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 6:WBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.72

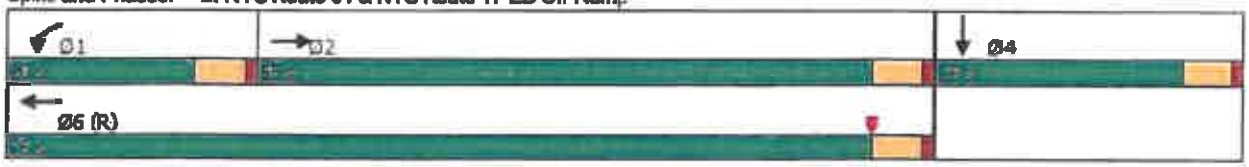
Intersection Signal Delay: 25.6
Intersection Capacity Utilization 97.9%
Analysis Period (min) 15

Intersection LOS: C
ICU Level of Service F

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

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

Splits and Phases: 2: NYS Route 94 & NYS Route 17 EB Off-Ramp



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	253	60	211	441	65	134	19	468	66	11	44
Future Volume (vph)	26	253	60	211	441	65	134	19	468	66	11	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	11	13
Grade (%)		5%			-2%			1%			-5%	
Storage Length (ft)	100		100	195		195	0		0	0		60
Storage Lanes	1		1	1		1	0		0	0		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	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.98	1.00				0.98			1.00	
Frt			0.850			0.850		0.898				0.850
Flt Protected	0.950			0.950				0.989			0.959	
Satd. Flow (prot)	1760	1764	1544	1599	1761	1584	0	1571	0	0	1805	1711
Flt Permitted	0.369			0.362				0.899			0.342	
Satd. Flow (perm)	684	1764	1511	609	1761	1584	0	1428	0	0	643	1711
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			102			102		201				102
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		335			463			223			110	
Travel Time (s)		5.7			7.9			5.1			2.5	
Confl. Peds. (#/hr)			1	1					2	2		
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	5%	2%	14%	9%	3%	2%	0%	6%	0%	0%	0%
Adj. Flow (vph)	32	312	74	260	544	80	165	23	578	81	14	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	312	74	260	544	80	0	766	0	0	95	54
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	0.99	0.99	0.99	1.01	1.01	1.01	1.01	1.01	0.93
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2	2	1	2		1	2	2
Detector Template							Left			Left		
Leading Detector (ft)	83	83	83	83	83	83	20	83		20	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5	0	-5		0	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5	0	-5		0	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40	20	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	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	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	6	1		2	5			3			7	
Permitted Phases	1		1	5		5	3			7		7
Detector Phase	6	1	1	2	5	5	3	3		7	7	7
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0	10.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	8.0	15.0	15.0	8.0	15.0	15.0	10.0	10.0		10.0	10.0	10.0
Total Split (s)	15.0	35.0	35.0	15.0	35.0	35.0	25.0	25.0		25.0	25.0	25.0
Total Split (%)	20.0%	46.7%	46.7%	20.0%	46.7%	46.7%	33.3%	33.3%		33.3%	33.3%	33.3%
Maximum Green (s)	10.0	30.0	30.0	10.0	30.0	30.0	20.0	20.0		20.0	20.0	20.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	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	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)	5.0	5.0	5.0	5.0	5.0	5.0		5.0			5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Recall Mode	None	None	None	None	None	None	None	None		None	None	None
Walk Time (s)							8.0	8.0				
Flash Dont Walk (s)							12.0	12.0				
Pedestrian Calls (#/hr)							3	3				
Act Effct Green (s)	22.4	17.2	17.2	31.1	27.6	27.6		20.3			20.3	20.3
Actuated g/C Ratio	0.36	0.28	0.28	0.50	0.45	0.45		0.33			0.33	0.33
v/c Ratio	0.09	0.64	0.15	0.58	0.69	0.10		1.27			0.45	0.09
Control Delay	8.1	25.6	2.8	13.9	20.5	2.5		153.9			28.4	1.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	8.1	25.6	2.8	13.9	20.5	2.5		153.9			28.4	1.5
LOS	A	C	A	B	C	A		F			C	A
Approach Delay		20.2			16.9			153.9			18.7	
Approach LOS		C			B			F			B	
Queue Length 50th (ft)	5	103	0	52	131	0		~306			26	0
Queue Length 95th (ft)	14	150	11	79	260	12		#508			72	4
Internal Link Dist (ft)		255			383			143			30	
Turn Bay Length (ft)	100		100	195		195						60
Base Capacity (vph)	478	868	795	468	866	831		603			210	630
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	0.07	0.36	0.09	0.56	0.63	0.10		1.27			0.45	0.09

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 61.9
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.27

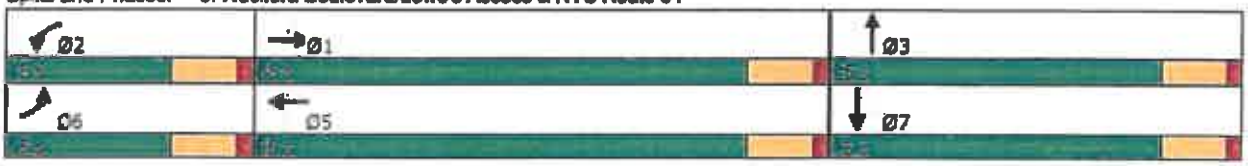
Intersection Signal Delay: 65.0
Intersection Capacity Utilization 83.1%
Analysis Period (min) 15

Intersection LOS: E
ICU Level of Service E

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

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

Splits and Phases: 3: Nucifora Boulevard/Lowe's Access & NYS Route 94



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	57	1	3	1	1	47	3	517	1	11	254	16
Future Volume (vph)	57	1	3	1	1	47	3	517	1	11	254	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	15	15	12	12	12	12
Grade (%)		4%			0%			0%			-7%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.994			0.870						0.992	
Flt Protected		0.955			0.999						0.998	
Satd. Flow (prot)	0	1733	0	0	1619	0	0	2049	0	0	1909	0
Flt Permitted		0.955			0.999						0.998	
Satd. Flow (perm)	0	1733	0	0	1619	0	0	2049	0	0	1909	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		351			185			805			144	
Travel Time (s)		8.0			4.2			18.3			3.3	
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
Adj. Flow (vph)	63	1	3	1	1	52	3	574	1	12	282	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	67	0	0	54	0	0	578	0	0	312	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	1.00	1.00	1.00	0.88	0.88	1.00	0.96	0.96	0.96
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 45.1% ICU Level of Service A
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	3.1

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	57	1	3	1	1	47	3	517	1	11	254	16
Future Vol, veh/h	57	1	3	1	1	47	3	517	1	11	254	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	4	-	-	0	-	-	0	-	-	-7	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	63	1	3	1	1	52	3	574	1	12	282	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	922	896	291	898	905	575	300	0	0	575	0	0
Stage 1	315	315	-	581	581	-	-	-	-	-	-	-
Stage 2	607	581	-	317	324	-	-	-	-	-	-	-
Critical Hdwy	7.92	7.32	6.62	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.92	6.32	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.92	6.32	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	204	229	724	260	276	518	1261	-	-	998	-	-
Stage 1	649	611	-	499	500	-	-	-	-	-	-	-
Stage 2	422	439	-	694	650	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	181	225	724	255	271	518	1261	-	-	998	-	-
Mov Cap-2 Maneuver	181	225	-	255	271	-	-	-	-	-	-	-
Stage 1	647	602	-	498	499	-	-	-	-	-	-	-
Stage 2	377	438	-	680	641	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	34.3	13.1	0	0.3
HCM LOS	D	B		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	1261	-	-	498	189	998	-	-
HCM Lane V/C Ratio	0.003	-	-	0.109	0.359	0.012	-	-
HCM Control Delay (s)	7.9	0	-	13.1	34.3	8.7	0	-
HCM Lane LOS	A	A	-	B	D	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	1.5	0	-	-

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	38	159	5	1	254	8	62	1	5	18	1	79
Future Volume (vph)	38	159	5	1	254	8	62	1	5	18	1	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	13	13	13	12	14	12	14	12	12	12
Grade (%)		-1%			0%			4%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.996			0.990			0.891	
Flt Protected		0.991						0.956			0.991	
Satd. Flow (prot)	0	1715	0	0	1814	0	0	1706	0	0	1645	0
Flt Permitted		0.991						0.956			0.991	
Satd. Flow (perm)	0	1715	0	0	1814	0	0	1706	0	0	1645	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		518			249			221			226	
Travel Time (s)		11.8			5.7			5.0			5.1	
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Heavy Vehicles (%)	2%	15%	60%	0%	8%	2%	2%	2%	20%	2%	2%	2%
Adj. Flow (vph)	54	227	7	1	363	11	89	1	7	26	1	113
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	288	0	0	375	0	0	97	0	0	140	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.95	0.95	0.96	0.96	1.00	0.94	1.03	0.94	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 45.1% ICU Level of Service A
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	6

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	38	159	5	1	254	8	62	1	5	18	1	79
Future Vol, veh/h	38	159	5	1	254	8	62	1	5	18	1	79
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	0	-	-	4	-	-	0	-
Peak Hour Factor	70	70	70	70	70	70	70	70	70	70	70	70
Heavy Vehicles, %	2	15	60	0	8	2	2	2	20	2	2	2
Mvmt Flow	54	227	7	1	363	11	89	1	7	26	1	113

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	374	0	0	234	0	0	767	715	231	714	713	369
Stage 1	-	-	-	-	-	-	339	339	-	371	371	-
Stage 2	-	-	-	-	-	-	428	376	-	343	342	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.92	7.32	6.8	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.92	6.32	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.92	6.32	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.518	4.018	3.48	3.518	4.018	3.318
Pot Cap-1 Maneuver	1184	-	-	1345	-	-	269	304	746	346	357	677
Stage 1	-	-	-	-	-	-	627	593	-	649	620	-
Stage 2	-	-	-	-	-	-	550	567	-	672	638	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1184	-	-	1345	-	-	214	288	746	328	338	677
Mov Cap-2 Maneuver	-	-	-	-	-	-	214	288	-	328	338	-
Stage 1	-	-	-	-	-	-	594	562	-	615	619	-
Stage 2	-	-	-	-	-	-	457	566	-	629	605	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	1.5	0	32.2	13.5
HCM LOS			D	B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	227	1345	-	-	1184	-	- 562
HCM Lane V/C Ratio	0.428	0.001	-	-	0.046	-	- 0.249
HCM Control Delay (s)	32.2	7.7	0	-	8.2	0	- 13.5
HCM Lane LOS	D	A	A	-	A	A	- B
HCM 95th %tile Q(veh)	2	0	-	-	0.1	-	- 1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	354	591	0	0	309	415	0	0	0	262	1	177
Future Volume (vph)	354	591	0	0	309	415	0	0	0	262	1	177
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	13
Grade (%)		5%			3%			0%			1%	
Storage Length (ft)	145		0	0		0	0		0	0		345
Storage Lanes	1		0	0		1	0		0	0		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	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor											1.00	0.98
Frt						0.850						0.850
Flt Protected	0.950										0.953	
Satd. Flow (prot)	1692	1799	0	0	1782	1501	0	0	0	0	1653	1597
Flt Permitted	0.411										0.953	
Satd. Flow (perm)	732	1799	0	0	1782	1501	0	0	0	0	1649	1561
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)						466						
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		348			504			151			644	
Travel Time (s)		5.9			8.6			2.9			12.5	
Confl. Peds. (#/hr)										1		1
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 (%)	4%	3%	2%	2%	5%	6%	2%	2%	2%	9%	9%	4%
Adj. Flow (vph)	398	664	0	0	347	466	0	0	0	294	1	199
Shared Lane Traffic (%)												
Lane Group Flow (vph)	398	664	0	0	347	466	0	0	0	0	295	199
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	1.02	1.02	1.02	1.00	1.00	1.00	1.01	1.01	0.96
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2			2	2				1	2	2
Detector Template										Left		
Leading Detector (ft)	83	83			83	83				20	83	83
Trailing Detector (ft)	-5	-5			-5	-5				0	-5	-5
Detector 1 Position(ft)	-5	-5			-5	-5				0	-5	-5
Detector 1 Size(ft)	40	40			40	40				20	40	40
Detector 1 Type	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
Detector 1 Queue (s)	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
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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
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				Perm	NA	Perm
Protected Phases	1	6			2						3	
Permitted Phases	6					2				3		3
Detector Phase	1	6			2	2				3	3	3
Switch Phase												
Minimum Initial (s)	3.0	5.0			5.0	5.0				5.0	5.0	5.0
Minimum Split (s)	8.0	10.0			10.0	10.0				10.0	10.0	10.0
Total Split (s)	20.0	75.0			55.0	55.0				25.0	25.0	25.0
Total Split (%)	20.0%	75.0%			55.0%	55.0%				25.0%	25.0%	25.0%
Maximum Green (s)	15.0	70.0			50.0	50.0				20.0	20.0	20.0
Yellow Time (s)	4.0	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	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)	2.0	3.0			3.0	3.0				3.0	3.0	3.0
Recall Mode	None	C-Min			Min	Min				None	None	None
Walk Time (s)		8.0										
Flash Dont Walk (s)		12.0										
Pedestrian Calls (#/hr)		1										
Act Effct Green (s)	65.4	65.4			45.6	45.6					24.6	24.6
Actuated g/C Ratio	0.65	0.65			0.46	0.46					0.25	0.25
v/c Ratio	0.64	0.57			0.43	0.50					0.73	0.52
Control Delay	11.8	11.1			22.6	4.2					44.9	36.7
Queue Delay	1.2	1.7			0.0	0.0					0.0	0.0
Total Delay	13.0	12.7			22.6	4.2					44.9	36.7
LOS	B	B			C	A					D	D
Approach Delay		12.8			12.1						41.6	
Approach LOS		B			B						D	
Queue Length 50th (ft)	97	260			148	0					172	109
Queue Length 95th (ft)	181	279			257	61					243	164
Internal Link Dist (ft)		268			424			71			564	
Turn Bay Length (ft)	145											345
Base Capacity (vph)	635	1267			921	1000					413	391
Starvation Cap Reductn	89	411			0	0					0	0
Spillback Cap Reductn	0	0			43	0					0	0
Storage Cap Reductn	0	0			0	0					0	0
Reduced v/c Ratio	0.73	0.78			0.40	0.47					0.71	0.51

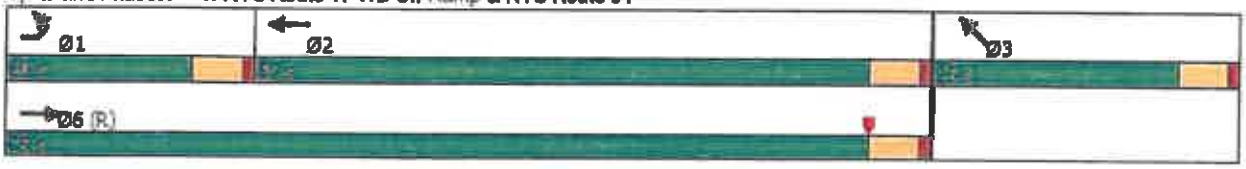
Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 6:EBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.73
Intersection Signal Delay: 18.6
Intersection Capacity Utilization 97.9%
Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service F

Splits and Phases: 1: NYS Route 17 WB Off-Ramp & NYS Route 94



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	568	220	83	469	0	0	0	0	377	1	230
Future Volume (vph)	0	568	220	83	469	0	0	0	0	377	1	230
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			3%			0%			-5%	
Storage Length (ft)	0		150	135		0	0		0	350		0
Storage Lanes	0		1	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.98								0.98	
Frt			0.850								0.851	
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	1863	1496	1726	1701	0	0	0	0	1779	1473	0
Flt Permitted				0.186						0.950		
Satd. Flow (perm)	0	1863	1463	338	1701	0	0	0	0	1779	1473	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			195									
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		639			348			131			642	
Travel Time (s)		10.9			5.9			2.6			12.5	
Confl. Peds. (#/hr)			1	1								1
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 (%)	2%	3%	9%	3%	10%	2%	2%	2%	2%	4%	4%	10%
Adj. Flow (vph)	0	631	244	92	543	0	0	0	0	419	1	256
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	631	244	92	543	0	0	0	0	419	257	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	1.02	1.02	1.02	1.00	1.00	1.00	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	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												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Turn Type		NA	Perm	pm+pt	NA					Perm	NA	
Protected Phases		2		1	6						4	
Permitted Phases			2	6						4		
Detector Phase		2	2	1	6					4	4	
Switch Phase												
Minimum Initial (s)		5.0	5.0	3.0	5.0					5.0	5.0	
Minimum Split (s)		10.0	10.0	8.0	10.0					10.0	10.0	
Total Split (s)		55.0	55.0	20.0	75.0					25.0	25.0	
Total Split (%)		55.0%	55.0%	20.0%	75.0%					25.0%	25.0%	
Maximum Green (s)		50.0	50.0	15.0	70.0					20.0	20.0	
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		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		3.0	3.0	2.0	3.0					3.0	3.0	
Recall Mode		Min	Min	None	C-Min					None	None	
Walk Time (s)		8.0	8.0									
Flash Dont Walk (s)		12.0	12.0									
Pedestrian Calls (#/hr)		1	1									
Act Effct Green (s)		47.4	47.4	57.2	57.2					32.8	32.8	
Actuated g/C Ratio		0.47	0.47	0.57	0.57					0.33	0.33	
v/c Ratio		0.71	0.31	0.32	0.56					0.72	0.53	
Control Delay		26.0	4.6	13.4	17.2					40.1	34.6	
Queue Delay		0.0	0.0	0.0	0.3					4.5	0.0	
Total Delay		26.0	4.6	13.4	17.5					44.6	34.6	
LOS		C	A	B	B					D	C	
Approach Delay		20.0			16.9						40.8	
Approach LOS		C			B						D	
Queue Length 50th (ft)		318	17	18	245					236	134	
Queue Length 95th (ft)		399	53	m48	222					#454	#257	
Internal Link Dist (ft)		559			268			51			562	
Turn Bay Length (ft)			150	135						350		
Base Capacity (vph)		939	834	401	1190					583	483	
Starvation Cap Reductn		0	0	0	212					0	0	
Spillback Cap Reductn		0	0	0	0					102	0	
Storage Cap Reductn		0	0	0	0					0	0	
Reduced v/c Ratio		0.67	0.29	0.23	0.56					0.87	0.53	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 6:WBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.72

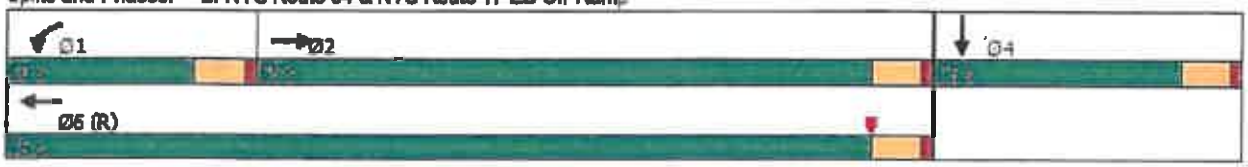
Intersection Signal Delay: 25.6
Intersection Capacity Utilization 97.9%
Analysis Period (min) 15

Intersection LOS: C
ICU Level of Service F

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

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

Splits and Phases: 2: NYS Route 94 & NYS Route 17 EB Off-Ramp



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	253	60	211	441	65	134	19	468	66	11	44
Future Volume (vph)	26	253	60	211	441	65	134	19	468	66	11	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	11	13
Grade (%)		5%			-2%			1%			-5%	
Storage Length (ft)	100		100	400		195	0		275	0		60
Storage Lanes	1		1	1		1	0		1	0		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	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.98	1.00					0.98		1.00	
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950				0.958			0.959	
Satd. Flow (prot)	1760	1764	1544	1599	1761	1584	0	1780	1516	0	1805	1711
Flt Permitted	0.461			0.413				0.686			0.614	
Satd. Flow (perm)	854	1764	1511	695	1761	1584	0	1275	1480	0	1153	1711
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			102			102			395			102
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		335			463			223			110	
Travel Time (s)		5.7			7.9			5.1			2.5	
Confl. Peds. (#/hr)			1	1					2	2		
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	5%	2%	14%	9%	3%	2%	0%	6%	0%	0%	0%
Adj. Flow (vph)	32	312	74	260	544	80	165	23	578	81	14	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	312	74	260	544	80	0	188	578	0	95	54
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	0.99	0.99	0.99	1.01	1.01	1.01	1.01	1.01	0.93
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2	2	1	2	2	1	2	2
Detector Template							Left			Left		
Leading Detector (ft)	83	83	83	83	83	83	20	83	83	20	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5	0	-5	-5	0	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5	0	-5	-5	0	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40	20	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	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	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43		43	43		43	43
Detector 2 Size(ft)	40	40	40	40	40	40		40	40		40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	pm+ov	Perm	NA	Perm
Protected Phases	6	1		2	5			3	2		7	
Permitted Phases	1		1	5		5	3		3	7		7
Detector Phase	6	1	1	2	5	5	3	3	2	7	7	7
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0	10.0	5.0	5.0	3.0	5.0	5.0	5.0
Minimum Split (s)	8.0	15.0	15.0	8.0	15.0	15.0	10.0	10.0	8.0	10.0	10.0	10.0
Total Split (s)	15.0	35.0	35.0	15.0	35.0	35.0	25.0	25.0	15.0	25.0	25.0	25.0
Total Split (%)	20.0%	46.7%	46.7%	20.0%	46.7%	46.7%	33.3%	33.3%	20.0%	33.3%	33.3%	33.3%
Maximum Green (s)	10.0	30.0	30.0	10.0	30.0	30.0	20.0	20.0	10.0	20.0	20.0	20.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	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	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)	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag			Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes			Yes			
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Walk Time (s)							8.0	8.0				
Flash Dont Walk (s)							12.0	12.0				
Pedestrian Calls (#/hr)							3	3				
Act Effct Green (s)	22.7	17.0	17.0	31.8	30.8	30.8		12.7	19.6		12.1	12.1
Actuated g/C Ratio	0.44	0.33	0.33	0.62	0.60	0.60		0.25	0.38		0.23	0.23
v/c Ratio	0.07	0.54	0.13	0.44	0.52	0.08		0.60	0.71		0.35	0.11
Control Delay	6.9	19.9	2.7	8.8	14.3	2.4		29.0	9.2		23.2	1.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	6.9	19.9	2.7	8.8	14.3	2.4		29.0	9.2		23.2	1.8
LOS	A	B	A	A	B	A		C	A		C	A
Approach Delay		15.9			11.6			14.1			15.4	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	4	81	0	34	87	0		50	26		23	0
Queue Length 95th (ft)	14	150	11	79	260	12		114	87		62	4
Internal Link Dist (ft)		255			383			143			30	
Turn Bay Length (ft)	100		100	400		195			275			60
Base Capacity (vph)	668	1111	990	627	1109	1036		562	855		508	812
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	0.05	0.28	0.07	0.41	0.49	0.08		0.33	0.68		0.19	0.07

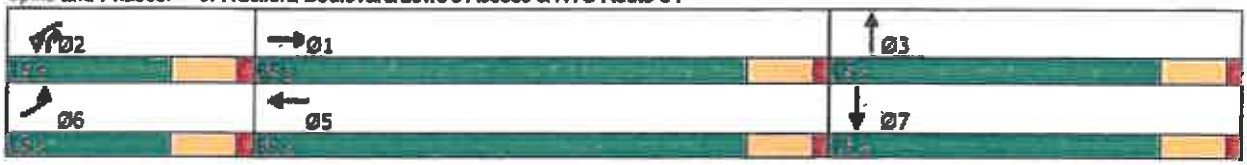
Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 51.6
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.71

Intersection Signal Delay: 13.5
Intersection Capacity Utilization 59.2%
Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service B

Splits and Phases: 3: Nucifora Boulevard/Lowe's Access & NYS Route 94



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	57	1	3	1	1	47	3	517	1	11	254	16
Future Volume (vph)	57	1	3	1	1	47	3	517	1	11	254	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	15	15	12	12	12	12
Grade (%)		4%			0%			0%			-7%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.994			0.870						0.992	
Flt Protected		0.955			0.999						0.998	
Satd. Flow (prot)	0	1733	0	0	1619	0	0	2049	0	0	1909	0
Flt Permitted		0.955			0.999						0.998	
Satd. Flow (perm)	0	1733	0	0	1619	0	0	2049	0	0	1909	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		351			185			805			144	
Travel Time (s)		8.0			4.2			18.3			3.3	
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
Adj. Flow (vph)	63	1	3	1	1	52	3	574	1	12	282	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	67	0	0	54	0	0	578	0	0	312	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	1.00	1.00	1.00	0.88	0.88	1.00	0.96	0.96	0.96
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 45.1% ICU Level of Service A
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	3.1

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	57	1	3	1	1	47	3	517	1	11	254	16
Future Vol, veh/h	57	1	3	1	1	47	3	517	1	11	254	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	4	-	-	0	-	-	0	-	-	-7	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	63	1	3	1	1	52	3	574	1	12	282	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	922	898	291	898	905	575	300	0	0	575	0	0
Stage 1	315	315	-	581	581	-	-	-	-	-	-	-
Stage 2	607	581	-	317	324	-	-	-	-	-	-	-
Critical Hdwy	7.92	7.32	6.62	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.92	6.32	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.92	6.32	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	204	229	724	260	276	518	1261	-	-	998	-	-
Stage 1	649	611	-	499	500	-	-	-	-	-	-	-
Stage 2	422	439	-	694	650	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	181	225	724	255	271	518	1261	-	-	998	-	-
Mov Cap-2 Maneuver	181	225	-	255	271	-	-	-	-	-	-	-
Stage 1	647	602	-	498	499	-	-	-	-	-	-	-
Stage 2	377	438	-	680	641	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	34.3	13.1	0	0.3
HCM LOS	D	B		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	1261	-	-	498	189	998	-	-
HCM Lane V/C Ratio	0.003	-	-	0.109	0.359	0.012	-	-
HCM Control Delay (s)	7.9	0	-	13.1	34.3	8.7	0	-
HCM Lane LOS	A	A	-	B	D	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	1.5	0	-	-

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	38	159	5	1	254	8	62	1	5	18	1	79
Future Volume (vph)	38	159	5	1	254	8	62	1	5	18	1	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	13	13	13	12	14	12	14	12	12	12
Grade (%)		-1%			0%			4%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.986			0.990			0.891	
Flt Protected		0.991						0.956			0.991	
Satd. Flow (prot)	0	1715	0	0	1814	0	0	1706	0	0	1645	0
Flt Permitted		0.991						0.956			0.991	
Satd. Flow (perm)	0	1715	0	0	1814	0	0	1706	0	0	1645	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		518			249			221			226	
Travel Time (s)		11.8			5.7			5.0			5.1	
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Heavy Vehicles (%)	2%	15%	60%	0%	8%	2%	2%	2%	20%	2%	2%	2%
Adj. Flow (vph)	54	227	7	1	363	11	89	1	7	26	1	113
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	288	0	0	375	0	0	97	0	0	140	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.95	0.95	0.96	0.96	1.00	0.94	1.03	0.94	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 45.1% ICU Level of Service A
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	6

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	38	159	5	1	254	8	62	1	5	18	1	79
Future Vol, veh/h	38	159	5	1	254	8	62	1	5	18	1	79
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	0	-	-	4	-	-	0	-
Peak Hour Factor	70	70	70	70	70	70	70	70	70	70	70	70
Heavy Vehicles, %	2	15	60	0	8	2	2	2	20	2	2	2
Mvmt Flow	54	227	7	1	363	11	89	1	7	26	1	113

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	374	0	0	234	0	0	767	715	231	714	713	369
Stage 1	-	-	-	-	-	-	339	339	-	371	371	-
Stage 2	-	-	-	-	-	-	428	376	-	343	342	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.92	7.32	6.8	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.92	6.32	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.92	6.32	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.518	4.018	3.48	3.518	4.018	3.318
Pot Cap-1 Maneuver	1184	-	-	1345	-	-	269	304	746	346	357	677
Stage 1	-	-	-	-	-	-	627	593	-	649	620	-
Stage 2	-	-	-	-	-	-	550	567	-	672	638	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1184	-	-	1345	-	-	214	288	746	328	338	677
Mov Cap-2 Maneuver	-	-	-	-	-	-	214	288	-	328	338	-
Stage 1	-	-	-	-	-	-	594	562	-	615	619	-
Stage 2	-	-	-	-	-	-	457	566	-	629	605	-

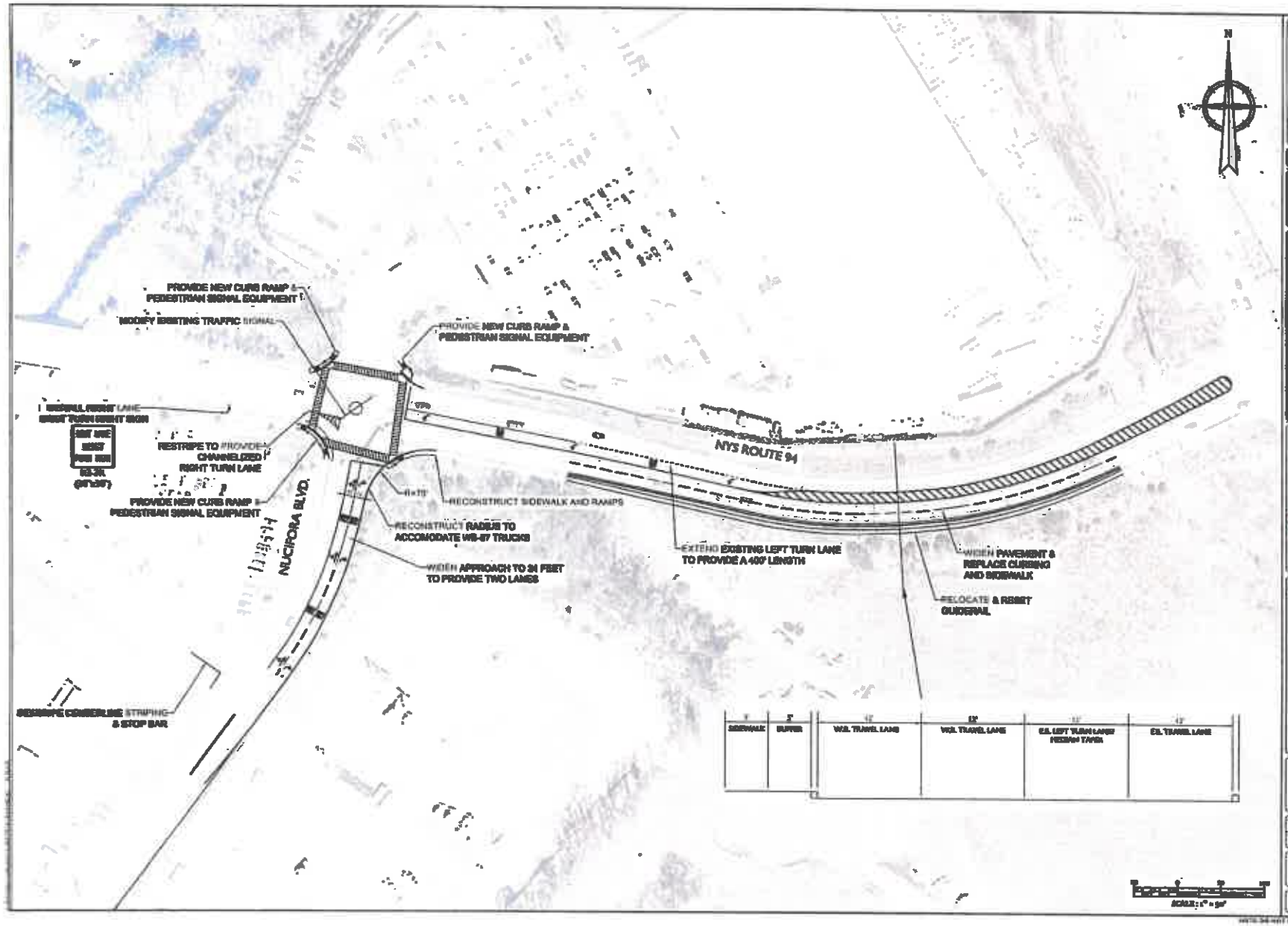
Approach	SE	NW	NE	SW
HCM Control Delay, s	1.5	0	32.2	13.5
HCM LOS			D	B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	227	1345	-	-	1184	-	- 562
HCM Lane V/C Ratio	0.428	0.001	-	-	0.046	-	- 0.249
HCM Control Delay (s)	32.2	7.7	0	-	8.2	0	- 13.5
HCM Lane LOS	D	A	A	-	A	A	- B
HCM 95th %tile Q(veh)	2	0	-	-	0.1	-	- 1

Colliers Engineering & Design

Traffic Impact Study

Appendix E | Preliminary Conceptual Improvement Plan



Collins Engineering & Design

PRELIMINARY

PRELIMINARY CONCEPTUAL PLAN
FOR
SUMMERVILLE INDUSTRIAL PARK

3990 NYS ROUTE 94
VILLAGE OF CHESTER
ORANGE COUNTY
NEW YORK

CONCEPT PLAN

1 of 1

Colliers

Engineering & Design

Traffic Impact Study

Appendix F | Traffic Count Data

Colliers Engineering & Design
400 Columbus Avenue - Suite 180E
Valhalla, New York 10595
Accelerating Success

File Name : 1-NYS_ROUTE_94_AT_NYS_ROUTE_17_WB_1037694_02-01-2023
Site Code :
Start Date : 2/1/2023
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	NYS ROUTE 94 From North					NYS ROUTE 17 WB From East					NYS ROUTE 94 From South					NYS ROUTE 17 WB From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	56	90	0	0	146	9	0	26	0	35	0	44	41	0	85	0	0	0	0	0	266
06:45 AM	72	105	0	0	177	8	0	41	1	50	0	48	15	0	63	0	0	0	0	0	290
Total	128	195	0	0	323	17	0	67	1	85	0	92	56	0	148	0	0	0	0	0	556
07:00 AM	53	86	0	0	139	14	0	17	0	31	0	53	21	0	74	0	0	0	0	0	244
07:15 AM	86	94	0	0	180	13	0	34	0	47	0	76	19	0	95	0	0	0	0	0	322
07:30 AM	120	95	0	0	215	22	0	33	0	55	0	49	17	0	66	0	0	0	0	0	336
07:45 AM	106	83	0	0	189	26	0	34	0	60	0	51	18	0	69	0	0	0	0	0	318
Total	365	358	0	0	723	75	0	118	0	193	0	229	75	0	304	0	0	0	0	0	1220
08:00 AM	83	97	0	0	180	19	1	24	0	44	0	63	18	0	81	0	0	0	0	0	305
08:15 AM	94	73	0	0	167	22	0	36	0	58	0	60	25	0	85	0	0	0	0	0	310
08:30 AM	80	84	0	0	164	23	0	28	0	51	0	50	23	0	73	0	0	0	0	0	288
08:45 AM	72	77	0	0	149	20	0	29	0	49	0	61	17	0	78	0	0	0	0	0	276
Total	329	331	0	0	660	84	1	117	0	202	0	234	83	0	317	0	0	0	0	0	1179
09:00 AM	62	66	0	0	128	25	1	24	0	50	0	57	13	0	70	0	0	0	0	0	248
09:15 AM	74	84	0	0	158	22	0	24	0	46	0	50	15	0	65	0	0	0	0	0	269
Grand Total	958	1034	0	0	1992	223	2	350	1	576	0	662	242	0	904	0	0	0	0	0	3472
Apprch %	48.1	51.9	0	0		38.7	0.3	60.8	0.2		0	73.2	26.8	0		0	0	0	0		
Total %	27.6	29.8	0	0	57.4	6.4	0.1	10.1	0	16.6	0	19.1	7	0	26	0	0	0	0	0	
Lights	901	974	0	0	1875	204	2	279	0	485	0	598	213	0	811	0	0	0	0	0	3171
% Lights	94.1	94.2	0	0	94.1	91.5	100	79.7	0	84.2	0	90.3	88	0	89.7	0	0	0	0	0	91.3
Buses	10	18	0	0	28	5	0	5	0	10	0	20	7	0	27	0	0	0	0	0	65
% Buses	1	1.7	0	0	1.4	2.2	0	1.4	0	1.7	0	3	2.9	0	3	0	0	0	0	0	1.9
Trucks	47	42	0	0	89	14	0	66	0	80	0	44	22	0	66	0	0	0	0	0	235
% Trucks	4.9	4.1	0	0	4.5	6.3	0	18.9	0	13.9	0	6.6	9.1	0	7.3	0	0	0	0	0	6.8
Pedestrians	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
% Pedestrians	0	0	0	0	0	0	0	0	100	0.2	0	0	0	0	0	0	0	0	0	0	0

Colliers Engineering & Design
400 Columbus Avenue - Suite 180E
Valhalla, New York 10595
Accelerating Success

File Name : 1-NYS_ROUTE_94_AT_NYS_ROUTE_17_WB_1037694_02-01-2023
Site Code :
Start Date : 2/1/2023
Page No : 2

	NYS ROUTE 94 From North					NYS ROUTE 17 WB From East					NYS ROUTE 94 From South					NYS ROUTE 17 WB From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 07:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:30 AM																					
06:30 AM	56	90	0	0	146	9	0	26	0	35	0	44	41	0	85	0	0	0	0	0	266
06:45 AM	72	105	0	0	177	8	0	41	1	50	0	48	15	0	63	0	0	0	0	0	290
07:00 AM	53	86	0	0	139	14	0	17	0	31	0	53	21	0	74	0	0	0	0	0	244
07:15 AM	86	94	0	0	180	13	0	34	0	47	0	76	19	0	95	0	0	0	0	0	322
Total Volume	267	375	0	0	642	44	0	118	1	163	0	221	96	0	317	0	0	0	0	0	1122
% App. Total	41.6	58.4	0	0		27	0	72.4	0.6		0	69.7	30.3	0		0	0	0	0		
PHF	.776	.893	.000	.000	.892	.786	.000	.720	.250	.815	.000	.727	.585	.000	.834	.000	.000	.000	.000	.000	.871
Lights	260	364	0	0	624	40	0	100	0	140	0	196	88	0	284	0	0	0	0	0	1048
% Lights	97.4	97.1	0	0	97.2	90.9	0	84.7	0	85.9	0	88.7	91.7	0	89.6	0	0	0	0	0	93.4
Buses	1	1	0	0	2	1	0	2	0	3	0	12	5	0	17	0	0	0	0	0	22
% Buses	0.4	0.3	0	0	0.3	2.3	0	1.7	0	1.8	0	5.4	5.2	0	5.4	0	0	0	0	0	2.0
Trucks	6	10	0	0	16	3	0	16	0	19	0	13	3	0	16	0	0	0	0	0	51
% Trucks	2.2	2.7	0	0	2.5	6.8	0	13.6	0	11.7	0	5.9	3.1	0	5.0	0	0	0	0	0	4.5
Pedestrians	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
% Pedestrians	0	0	0	0	0	0	0	0	100	0.6	0	0	0	0	0	0	0	0	0	0	0.1

Colliers Engineering & Design
400 Columbus Avenue - Suite 180E
Valhalla, New York 10595
Accelerating Success

File Name : 1-NYS_ROUTE_94_AT_NYS_ROUTE_17_WB_1037694_02-01-2023
Site Code :
Start Date : 2/1/2023
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	NYS ROUTE 94 From North					NYS ROUTE 17 WB From East					NYS ROUTE 94 From South					NYS ROUTE 17 WB From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:30 PM	95	65	0	0	150	30	0	57	0	87	0	136	105	0	241	0	0	0	0	0	478
03:45 PM	115	89	0	0	204	46	0	65	0	111	0	111	97	0	208	0	0	0	0	0	523
Total	210	144	0	0	354	76	0	122	0	198	0	247	202	0	449	0	0	0	0	0	1001
04:00 PM	86	53	0	0	139	43	1	44	1	89	0	122	60	0	182	0	0	0	0	0	410
04:15 PM	85	77	0	0	162	43	0	61	0	104	0	137	38	0	175	0	0	1	0	1	442
04:30 PM	107	79	0	0	186	46	0	63	1	110	0	128	63	0	191	0	0	0	0	0	487
04:45 PM	87	58	0	0	145	48	1	41	1	91	0	118	47	0	165	0	0	0	0	0	401
Total	365	267	0	0	632	180	2	209	3	394	0	505	208	0	713	0	0	1	0	1	1740
05:00 PM	102	64	0	0	166	40	0	68	0	108	0	146	56	0	202	0	0	0	0	0	476
05:15 PM	135	70	0	0	205	45	0	55	0	100	0	161	38	0	199	0	0	0	0	0	504
05:30 PM	105	63	0	0	168	58	0	79	0	137	0	112	55	0	167	1	0	0	0	1	473
05:45 PM	87	60	0	0	147	56	0	53	0	109	0	123	38	0	161	0	0	0	0	0	417
Total	429	257	0	0	686	199	0	255	0	454	0	542	187	0	729	1	0	0	0	1	1870
06:00 PM	81	60	0	0	141	54	0	61	0	115	0	108	46	0	154	0	0	0	0	0	410
06:15 PM	83	47	0	0	130	31	0	61	0	92	0	91	34	0	125	0	0	0	0	0	347
Grand Total	1168	775	0	0	1943	540	2	708	3	1253	0	1493	677	0	2170	1	0	1	0	2	5388
Apprch %	60.1	39.9	0	0		43.1	0.2	56.5	0.2		0	68.8	31.2	0		50	0	50	0		
Total %	21.8	14.4	0	0	36.2	10.1	0	13.2	0.1	23.3	0	27.8	12.6	0	40.4	0	0	0	0	0	
Lights	1132	743	0	0	1875	533	2	648	0	1183	0	1450	652	0	2102	0	0	1	0	1	5161
% Lights	96.9	95.9	0	0	96.5	98.7	100	91.5	0	94.4	0	97.1	96.3	0	96.9	0	0	100	0	50	96.1
Buses	16	12	0	0	28	1	0	8	0	9	0	9	4	0	13	0	0	0	0	0	50
% Buses	1.4	1.5	0	0	1.4	0.2	0	1.1	0	0.7	0	0.6	0.6	0	0.6	0	0	0	0	0	0.9
Trucks	20	20	0	0	40	6	0	52	0	58	0	34	21	0	55	1	0	0	0	1	154
% Trucks	1.7	2.6	0	0	2.1	1.1	0	7.3	0	4.6	0	2.3	3.1	0	2.5	100	0	0	0	50	2.9
Pedestrians	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	3
% Pedestrians	0	0	0	0	0	0	0	0	100	0.2	0	0	0	0	0	0	0	0	0	0	0.1

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	NYS ROUTE 94 From North					NYS ROUTE 17 WB From East					NYS ROUTE 94 From South					NYS ROUTE 17 WB From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:30 PM																					
03:30 PM	95	55	0	0	150	30	0	57	0	87	0	136	105	0	241	0	0	0	0	0	478
03:45 PM	115	89	0	0	204	46	0	65	0	111	0	111	97	0	208	0	0	0	0	0	523
04:00 PM	86	53	0	0	139	43	1	44	1	89	0	122	60	0	182	0	0	0	0	0	410
04:15 PM	85	77	0	0	162	43	0	61	0	104	0	137	38	0	175	0	0	1	0	1	442
Total Volume	381	274	0	0	655	162	1	227	1	391	0	506	300	0	806	0	0	1	0	1	1853
% App. Total	58.2	41.8	0	0		41.4	0.3	58.1	0.3		0	62.8	37.2	0		0	0	100	0		
PHF	.828	.770	.000	.000	.803	.880	.250	.873	.250	.881	.000	.923	.714	.000	.836	.000	.000	.250	.000	.250	.886
Lights	360	259	0	0	619	156	1	206	0	363	0	489	288	0	777	0	0	1	0	1	1760
% Lights	94.5	94.5	0	0	94.5	96.3	100	90.7	0	92.8	0	96.6	96.0	0	96.4	0	0	100	0	100	95.0
Buses	10	5	0	0	15	1	0	4	0	5	0	3	2	0	5	0	0	0	0	0	25
% Buses	2.6	1.8	0	0	2.3	0.6	0	1.8	0	1.3	0	0.6	0.7	0	0.6	0	0	0	0	0	1.3
Trucks	11	10	0	0	21	5	0	17	0	22	0	14	10	0	24	0	0	0	0	0	67
% Trucks	2.9	3.6	0	0	3.2	3.1	0	7.5	0	5.6	0	2.8	3.3	0	3.0	0	0	0	0	0	3.6
Pedestrians	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
% Pedestrians	0	0	0	0	0	0	0	0	100	0.3	0	0	0	0	0	0	0	0	0	0	0.1

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Groups Printed- Lights - Buses - Trucks - Pedestrians

	NYS ROUTE 94 From North					NYS ROUTE 17 EB From East					NYS ROUTE 94 From South					NYS ROUTE 17 EB From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	0	60	53	0	113	0	0	0	0	0	73	67	0	0	140	32	1	18	0	51	304
06:45 AM	0	94	60	0	154	0	0	0	1	1	81	40	0	0	121	40	0	22	0	62	338
Total	0	154	113	0	267	0	0	0	1	1	154	107	0	0	261	72	1	40	0	113	642
07:00 AM	0	50	56	0	106	0	0	0	0	0	93	48	0	0	141	22	0	28	0	50	297
07:15 AM	0	63	63	0	126	0	0	0	0	0	83	60	0	0	143	38	0	37	0	75	344
07:30 AM	0	66	53	0	119	0	0	0	0	0	81	42	0	0	123	28	0	25	0	53	295
07:45 AM	0	66	42	0	108	0	0	0	0	0	63	46	0	0	109	23	1	20	0	44	261
Total	0	245	214	0	459	0	0	0	0	0	320	196	0	0	516	111	1	110	0	222	1197
08:00 AM	1	58	61	0	120	0	0	0	0	0	69	48	0	0	117	16	0	33	0	49	286
08:15 AM	2	63	46	0	111	0	0	1	0	1	65	59	0	0	124	18	0	26	0	44	280
08:30 AM	0	62	45	0	107	0	0	0	0	0	66	47	0	0	113	24	0	25	0	49	269
08:45 AM	2	64	34	0	100	0	0	0	0	0	43	45	0	0	88	35	0	35	0	70	258
Total	5	247	186	0	438	0	0	1	0	1	243	199	0	0	442	93	0	119	0	212	1093
09:00 AM	1	58	30	0	89	0	0	0	0	0	40	43	0	0	83	21	0	23	0	44	216
09:15 AM	1	58	45	0	102	0	0	0	0	0	51	37	0	0	88	13	0	28	0	41	231
Grand Total	7	760	588	0	1355	0	0	1	1	2	808	582	0	0	1390	310	2	320	0	632	3379
Apprch %	0.5	56.1	43.4	0		0	0	50	50		58.1	41.9	0	0		49.1	- 0.3	50.6	0		
Total %	0.2	22.5	17.4	0	40.1	0	0	0	0	0.1	23.9	17.2	0	0	41.1	9.2	0.1	9.5	0	18.7	
Lights	6	652	559	0	1217	0	0	0	0	0	737	521	0	0	1258	288	1	292	0	581	3056
% Lights	85.7	85.8	95.1	0	89.8	0	0	0	0	0	91.2	89.5	0	0	90.5	92.9	50	91.2	0	91.9	90.4
Buses	1	15	8	0	24	0	0	0	0	0	10	18	0	0	28	8	0	8	0	16	68
% Buses	14.3	2	1.4	0	1.8	0	0	0	0	0	1.2	3.1	0	0	2	2.6	0	2.5	0	2.5	2
Trucks	0	93	21	0	114	0	0	1	0	1	61	43	0	0	104	14	1	20	0	35	254
% Trucks	0	12.2	3.6	0	8.4	0	0	100	0	50	7.5	7.4	0	0	7.5	4.5	50	6.2	0	5.5	7.5
Pedestrians	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
% Pedestrians	0	0	0	0	0	0	0	0	100	50	0	0	0	0	0	0	0	0	0	0	0

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	NYS ROUTE 94 From North					NYS ROUTE 17 EB From East					NYS ROUTE 94 From South					NYS ROUTE 17 EB From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:30 AM																					
06:30 AM	0	60	53	0	113	0	0	0	0	0	73	67	0	0	140	32	1	18	0	51	304
06:45 AM	0	94	60	0	154	0	0	0	1	1	81	40	0	0	121	40	0	22	0	62	338
07:00 AM	0	50	56	0	106	0	0	0	0	0	93	48	0	0	141	22	0	28	0	50	297
07:15 AM	0	63	63	0	126	0	0	0	0	0	83	60	0	0	143	38	0	37	0	75	344
Total Volume	0	267	232	0	499	0	0	0	1	1	330	215	0	0	545	132	1	105	0	238	1283
% App. Total	0	53.5	46.5	0		0	0	0	100		60.6	39.4	0	0		55.5	0.4	44.1	0		
PHF	.000	.710	.921	.000	.810	.000	.000	.000	.250	.250	.887	.802	.000	.000	.953	.825	.250	.709	.000	.793	.932
Lights	0	242	227	0	469	0	0	0	0	0	309	190	0	0	499	128	1	97	0	226	1194
% Lights	0	90.6	97.8	0	94.0	0	0	0	0	0	93.6	88.4	0	0	91.6	97.0	100	92.4	0	95.0	93.1
Buses	0	3	1	0	4	0	0	0	0	0	5	14	0	0	19	2	0	3	0	5	28
% Buses	0	1.1	0.4	0	0.8	0	0	0	0	0	1.5	6.5	0	0	3.5	1.5	0	2.9	0	2.1	2.2
Trucks	0	22	4	0	26	0	0	0	0	0	16	11	0	0	27	2	0	5	0	7	60
% Trucks	0	8.2	1.7	0	5.2	0	0	0	0	0	4.8	5.1	0	0	5.0	1.5	0	4.8	0	2.9	4.7
Pedestrians	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
% Pedestrians	0	0	0	0	0	0	0	0	100	100	0	0	0	0	0	0	0	0	0	0	0.1

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Groups Printed- Lights - Buses - Trucks - Pedestrians

	NYS ROUTE 94 From North					NYS ROUTE 17 EB From East					NYS ROUTE 94 From South					NYS ROUTE 17 EB From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:30 PM	1	105	10	0	116	0	0	1	0	1	47	144	0	0	191	75	0	85	0	160	468
03:45 PM	1	128	19	0	148	0	0	0	0	0	43	141	0	0	184	54	0	82	0	136	468
Total	2	233	29	0	264	0	0	1	0	1	90	285	0	0	375	129	0	167	0	296	936
04:00 PM	0	80	17	0	97	0	0	0	1	1	30	94	0	0	124	28	0	96	0	124	346
04:15 PM	1	107	25	0	133	0	0	0	0	0	48	90	0	0	138	43	0	83	0	126	397
04:30 PM	1	121	22	0	144	0	0	0	2	2	55	97	0	0	152	42	0	87	0	129	427
04:45 PM	0	66	27	0	93	0	0	0	2	2	41	81	0	0	122	40	0	85	0	125	342
Total	2	374	91	0	467	0	0	0	5	5	174	362	0	0	536	153	0	351	0	504	1512
05:00 PM	2	106	24	0	132	0	0	0	0	0	42	105	0	0	147	40	0	97	0	137	416
05:15 PM	0	93	29	0	122	0	0	0	0	0	54	75	0	0	129	57	0	120	0	177	428
05:30 PM	0	122	23	0	145	0	0	0	0	0	42	84	0	0	126	40	0	88	0	128	399
05:45 PM	0	93	15	0	108	0	0	0	0	0	29	79	0	0	108	57	0	85	0	142	358
Total	2	414	91	0	507	0	0	0	0	0	167	343	0	0	510	194	0	390	0	584	1601
06:00 PM	0	105	20	0	125	0	0	0	0	0	46	86	0	0	132	30	0	66	0	96	353
06:15 PM	0	95	17	0	112	0	0	0	0	0	30	55	0	0	85	35	0	68	0	103	300
Grand Total	6	1221	248	0	1475	0	0	1	5	6	507	1131	0	0	1638	541	0	1042	0	1583	4702
Apprch %	0.4	82.8	16.8	0		0	0	16.7	83.3		31	69	0	0		34.2	0	65.8	0		
Total %	0.1	26	5.3	0	31.4	0	0	0	0.1	0.1	10.8	24.1	0	0	34.8	11.5	0	22.2	0	33.7	
Lights	2	1128	242	0	1372	0	0	0	0	0	460	1099	0	0	1559	475	0	1010	0	1485	4416
% Lights	33.3	92.4	97.6	0	93	0	0	0	0	0	90.7	97.2	0	0	95.2	87.8	0	96.9	0	93.8	93.9
Buses	0	22	0	0	22	0	0	0	0	0	4	4	0	0	8	15	0	7	0	22	52
% Buses	0	1.8	0	0	1.5	0	0	0	0	0	0.8	0.4	0	0	0.5	2.8	0	0.7	0	1.4	1.1
Trucks	4	71	6	0	81	0	0	1	0	1	43	28	0	0	71	51	0	25	0	76	229
% Trucks	66.7	5.8	2.4	0	5.5	0	0	100	0	16.7	8.5	2.5	0	0	4.3	9.4	0	2.4	0	4.8	4.9
Pedestrians	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	5
% Pedestrians	0	0	0	0	0	0	0	0	100	83.3	0	0	0	0	0	0	0	0	0	0	0.1

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	NYS ROUTE 94 From North					NYS ROUTE 17 EB From East					NYS ROUTE 94 From South					NYS ROUTE 17 EB From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:30 PM																					
03:30 PM	1	105	10	0	116	0	0	1	0	1	47	144	0	0	191	75	0	85	0	160	468
03:45 PM	1	128	19	0	148	0	0	0	0	0	43	141	0	0	184	54	0	82	0	136	468
04:00 PM	0	80	17	0	97	0	0	0	1	1	30	94	0	0	124	28	0	96	0	124	346
04:15 PM	1	107	25	0	133	0	0	0	0	0	48	90	0	0	138	43	0	83	0	126	397
Total Volume	3	420	71	0	494	0	0	1	1	2	168	469	0	0	637	200	0	346	0	546	1679
% App. Total	0.6	85	14.4	0		0	0	50	50		26.4	73.6	0	0		36.6	0	63.4	0		
PHF	.750	.820	.710	.000	.834	.000	.000	.250	.250	.500	.875	.814	.000	.000	.834	.667	.000	.901	.000	.853	.897
Lights	0	377	69	0	446	0	0	0	0	0	154	454	0	0	608	181	0	335	0	516	1570
% Lights	0	89.8	97.2	0	90.3	0	0	0	0	0	91.7	96.8	0	0	95.4	90.5	0	96.8	0	94.5	93.5
Buses	0	10	0	0	10	0	0	0	0	0	2	2	0	0	4	2	0	2	0	4	18
% Buses	0	2.4	0	0	2.0	0	0	0	0	0	1.2	0.4	0	0	0.6	1.0	0	0.6	0	0.7	1.1
Trucks	3	33	2	0	38	0	0	1	0	1	12	13	0	0	25	17	0	9	0	26	90
% Trucks	100	7.9	2.8	0	7.7	0	0	100	0	50.0	7.1	2.8	0	0	3.9	8.5	0	2.6	0	4.8	5.4
Pedestrians	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
% Pedestrians	0	0	0	0	0	0	0	0	100	50.0	0	0	0	0	0	0	0	0	0	0	0.1

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Groups Printed- Lights - Buses - Trucks - Pedestrians

	DRIVEWAY From North				NYS ROUTE 94 From East				NUCIFORA BLVD From South				NYS ROUTE 94 From West				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
08:30 AM	4	0	3	0	2	35	57	1	48	0	9	1	25	95	1	1	282
08:45 AM	4	0	2	0	6	54	73	0	17	3	11	0	27	99	5	0	301
Total	8	0	5	0	8	89	130	1	65	3	20	1	52	194	6	1	583
07:00 AM	1	0	7	0	4	44	26	0	13	1	1	0	18	127	2	0	244
07:15 AM	1	0	5	0	6	52	46	0	16	2	7	0	8	118	1	0	260
07:30 AM	2	4	8	0	5	54	35	0	23	2	8	0	8	101	9	0	259
07:45 AM	3	2	2	0	3	56	32	0	8	4	7	0	13	97	3	0	230
Total	7	6	22	0	18	206	139	0	60	9	23	0	45	443	15	0	993
08:00 AM	4	0	8	0	8	53	16	0	12	6	7	0	16	93	10	0	233
08:15 AM	6	2	11	0	7	49	28	0	22	2	5	0	12	100	9	0	251
08:30 AM	6	2	4	0	9	46	30	0	16	2	5	0	6	84	6	0	216
08:45 AM	10	0	9	0	14	56	31	0	11	5	6	0	18	68	5	0	233
Total	26	4	32	0	38	204	103	0	61	15	23	0	52	345	30	0	933
09:00 AM	5	1	6	0	8	43	30	0	12	3	10	0	7	66	9	0	200
09:15 AM	6	4	13	0	9	43	16	0	17	1	15	0	15	65	8	0	212
Grand Total	52	15	78	0	81	585	418	1	215	31	91	1	171	1113	68	1	2921
Apprch %	35.9	10.3	53.8	0	7.5	53.9	38.5	0.1	63.6	9.2	26.9	0.3	12.6	82.3	5	0.1	
Total %	1.8	0.5	2.7	0	2.8	20	14.3	0	7.4	1.1	3.1	0	5.9	38.1	2.3	0	
Lights	47	14	72	0	73	501	372	0	173	30	80	0	168	1024	65	0	2619
% Lights	90.4	93.3	92.3	0	90.1	85.6	89	0	80.5	96.8	87.9	0	98.2	92	95.6	0	89.7
Buses	0	0	0	0	0	19	4	0	4	0	5	0	0	22	0	0	54
% Buses	0	0	0	0	0	3.2	1	0	1.9	0	5.5	0	0	2	0	0	1.8
Trucks	5	1	6	0	8	65	42	0	38	1	6	0	3	67	3	0	245
% Trucks	9.6	6.7	7.7	0	9.9	11.1	10	0	17.7	3.2	6.6	0	1.8	6	4.4	0	8.4
Pedestrians	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	3
% Pedestrians	0	0	0	0	0	0	0	100	0	0	0	100	0	0	0	100	0.1

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	DRIVEWAY From North					NYS ROUTE 94 From East					NUCIFORA BLVD From South					NYS ROUTE 94 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:30 AM																					
06:30 AM	4	0	3	0	7	2	35	57	1	95	48	0	9	1	58	25	95	1	1	122	282
06:45 AM	4	0	2	0	6	6	54	73	0	133	17	3	11	0	31	27	99	5	0	131	301
07:00 AM	1	0	7	0	8	4	44	26	0	74	13	1	1	0	15	18	127	2	0	147	244
07:15 AM	1	0	5	0	6	6	52	46	0	104	16	2	7	0	25	6	118	1	0	125	260
Total Volume	10	0	17	0	27	18	185	202	1	406	94	6	28	1	129	76	439	9	1	525	1087
% App. Total	37	0	63	0		4.4	45.6	49.8	0.2		72.9	4.7	21.7	0.8		14.5	83.6	1.7	0.2		
PHF	.625	.000	.607	.000	.844	.750	.856	.692	.250	.763	.490	.500	.636	.250	.556	.704	.864	.450	.250	.893	.903
Lights	9	0	14	0	23	18	168	191	0	377	86	6	28	0	120	76	405	8	0	489	1009
% Lights	90.0	0	82.4	0	85.2	100	90.8	94.6	0	92.9	91.5	100	100	0	93.0	100	92.3	88.9	0	93.1	92.8
Buses	0	0	0	0	0	0	2	2	0	4	2	0	0	0	2	0	16	0	0	16	22
% Buses	0	0	0	0	0	0	1.1	1.0	0	1.0	2.1	0	0	0	1.6	0	3.6	0	0	3.0	2.0
Trucks	1	0	3	0	4	0	15	9	0	24	6	0	0	0	6	0	18	1	0	19	53
% Trucks	10.0	0	17.6	0	14.8	0	8.1	4.5	0	5.9	6.4	0	0	0	4.7	0	4.1	11.1	0	3.6	4.9
Pedestrians	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	1	1	3
% Pedestrians	0	0	0	0	0	0	0	0	100	0.2	0	0	0	100	0.8	0	0	0	100	0.2	0.3

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Groups Printed- Lights - Buses - Trucks - Pedestrians

	DRIVEWAY From North					NYS ROUTE 94 From East					NUCIFORA BLVD From South					NYS ROUTE 94 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:30 PM	8	5	13	0	26	12	92	67	0	171	146	4	34	1	185	13	53	8	0	74	456
03:45 PM	10	0	10	0	20	18	113	56	2	189	91	6	32	0	129	15	51	4	0	70	408
Total	18	5	23	0	46	30	205	123	2	360	237	10	66	1	314	28	104	12	0	144	864
04:00 PM	11	3	16	0	30	18	80	12	0	110	64	6	12	0	82	7	64	6	0	77	299
04:15 PM	11	2	22	0	35	12	113	24	0	149	45	1	13	0	59	8	64	6	0	78	321
04:30 PM	4	1	13	0	18	6	122	30	0	158	78	1	10	0	89	12	74	2	0	88	353
04:45 PM	7	0	9	0	16	10	70	29	0	109	35	3	16	1	55	9	67	2	0	78	258
Total	33	6	60	0	99	46	385	95	0	526	222	11	51	1	285	36	269	16	0	321	1231
05:00 PM	7	5	11	0	23	16	98	27	0	141	61	4	34	0	99	12	68	4	2	86	349
05:15 PM	8	2	12	0	22	11	98	36	0	145	37	2	10	0	49	18	94	10	0	122	338
05:30 PM	14	1	11	0	26	9	118	33	0	160	53	4	6	0	63	9	61	8	0	78	327
05:45 PM	5	2	10	0	17	10	91	49	0	150	22	1	9	0	32	13	76	6	0	95	294
Total	34	10	44	0	88	46	405	145	0	596	173	11	59	0	243	52	299	28	2	381	1308
06:00 PM	12	1	23	0	36	10	96	27	0	133	51	0	9	0	60	11	54	6	0	71	300
06:15 PM	6	5	4	0	15	4	101	23	0	128	24	4	7	0	35	12	53	3	0	68	246
Grand Total	103	27	154	0	284	136	1192	413	2	1743	707	36	192	2	937	139	779	65	2	985	3949
Apprch %	36.3	9.5	54.2	0		7.8	68.4	23.7	0.1		75.5	3.8	20.5	0.2		14.1	79.1	6.6	0.2		
Total %	2.6	0.7	3.9	0	7.2	3.4	30.2	10.5	0.1	44.1	17.9	0.9	4.9	0.1	23.7	3.5	19.7	1.6	0.1	24.9	
Lights	103	27	152	0	282	134	1106	337	0	1577	659	36	187	0	882	134	746	65	0	945	3686
% Lights	100	100	98.7	0	99.3	98.5	92.8	81.6	0	90.5	93.2	100	97.4	0	94.1	96.4	95.8	100	0	95.9	93.3
Buses	0	0	0	0	0	0	31	6	0	37	3	0	4	0	7	0	5	0	0	5	49
% Buses	0	0	0	0	0	0	2.6	1.5	0	2.1	0.4	0	2.1	0	0.7	0	0.6	0	0	0.5	1.2
Trucks	0	0	2	0	2	2	55	70	0	127	45	0	1	0	46	5	28	0	0	33	208
% Trucks	0	0	1.3	0	0.7	1.5	4.6	16.9	0	7.3	6.4	0	0.5	0	4.9	3.6	3.6	0	0	3.4	5.3
Pedestrians	0	0	0	0	0	0	0	0	2	2	0	0	0	2	2	0	0	0	2	2	6
% Pedestrians	0	0	0	0	0	0	0	0	100	0.1	0	0	0	100	0.2	0	0	0	100	0.2	0.2

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	DRIVEWAY From North					NYS ROUTE 94 From East					NUCIFORA BLVD From South					NYS ROUTE 94 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:30 PM																					
03:30 PM	8	5	13	0	26	12	92	67	0	171	146	4	34	1	185	13	53	8	0	74	456
03:45 PM	10	0	10	0	20	18	113	56	2	189	91	6	32	0	129	15	51	4	0	70	408
04:00 PM	11	3	16	0	30	18	80	12	0	110	64	6	12	0	82	7	64	6	0	77	299
04:15 PM	11	2	22	0	35	12	113	24	0	149	45	1	13	0	59	8	64	6	0	78	321
Total Volume	40	10	61	0	111	60	398	159	2	619	346	17	91	1	455	43	232	24	0	299	1484
% App. Total	36	9	55	0		9.7	64.3	25.7	0.3		76	3.7	20	0.2		14.4	77.6	8	0		
PHF	.909	.500	.693	.000	.793	.833	.881	.593	.250	.819	.592	.708	.669	.250	.815	.717	.906	.750	.000	.958	.814
Lights	40	10	61	0	111	58	363	136	0	557	327	17	89	0	433	42	220	24	0	286	1387
% Lights	100	100	100	0	100	96.7	91.2	85.5	0	90.0	94.5	100	97.8	0	95.2	97.7	94.8	100	0	95.7	93.5
Buses	0	0	0	0	0	0	11	1	0	12	1	0	2	0	3	0	3	0	0	3	18
% Buses	0	0	0	0	0	0	2.8	0.6	0	1.9	0.3	0	2.2	0	0.7	0	1.3	0	0	1.0	1.2
Trucks	0	0	0	0	0	2	24	22	0	48	18	0	0	0	18	1	9	0	0	10	76
% Trucks	0	0	0	0	0	3.3	6.0	13.8	0	7.8	5.2	0	0	0	4.0	2.3	3.9	0	0	3.3	5.1
Pedestrians	0	0	0	0	0	0	0	0	2	2	0	0	0	1	1	0	0	0	0	0	3
% Pedestrians	0	0	0	0	0	0	0	0	100	0.3	0	0	0	100	0.2	0	0	0	0	0	0.2

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Groups Printed- Lights - Buses - Trucks - Pedestrians

	From North					ELIZABETH DR From East					AMSCAM TRUCK ENTRANCE From South					ELIZABETH DR From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	0	0	0	0	0	0	24	0	0	24	0	0	0	0	0	0	22	0	0	22	46
06:45 AM	0	0	0	0	0	0	26	0	0	26	0	0	1	1	2	3	17	0	0	20	48
Total	0	0	0	0	0	0	50	0	0	50	0	0	1	1	2	3	39	0	0	42	94
07:00 AM	0	0	0	0	0	0	14	0	0	14	0	0	1	1	2	2	21	0	0	23	39
07:15 AM	0	0	0	0	0	0	16	0	0	16	0	0	2	3	5	4	23	0	0	27	48
07:30 AM	0	0	0	0	0	0	26	0	0	26	0	0	1	1	2	3	34	0	0	37	65
07:45 AM	0	0	0	0	0	0	18	0	0	18	0	0	3	0	3	1	31	0	0	32	53
Total	0	0	0	0	0	0	74	0	0	74	0	0	7	5	12	10	109	0	0	119	205
08:00 AM	0	0	0	0	0	0	24	0	0	24	0	0	1	0	1	1	31	0	0	32	57
08:15 AM	0	0	0	0	0	0	23	0	0	23	0	0	4	1	5	3	34	0	0	37	65
08:30 AM	0	0	0	0	0	0	16	0	0	16	0	0	4	1	5	1	32	0	1	34	55
08:45 AM	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	2	39	0	0	41	62
Total	0	0	0	0	0	0	84	0	0	84	0	0	9	2	11	7	136	0	1	144	239
09:00 AM	0	0	0	0	0	0	21	0	0	21	0	0	1	2	3	3	33	0	1	37	61
09:15 AM	0	0	0	0	0	0	25	0	0	25	1	0	5	0	6	3	24	0	0	27	58
Grand Total	0	0	0	0	0	0	254	0	0	254	1	0	23	10	34	26	341	0	2	369	657
Apprch %	0	0	0	0		0	100	0	0		2.9	0	67.6	29.4		7	92.4	0	0.5		
Total %	0	0	0	0	0	0	38.7	0	0	38.7	0.2	0	3.5	1.5	5.2	4	51.9	0	0.3	56.2	
Lights	0	0	0	0	0	0	227	0	0	227	1	0	3	0	4	2	321	0	0	323	554
% Lights	0	0	0	0	0	0	89.4	0	0	89.4	100	0	13	0	11.8	7.7	94.1	0	0	87.5	84.3
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	0	0	0	0	0	0.2
Trucks	0	0	0	0	0	0	26	0	0	26	0	0	20	0	20	24	20	0	0	44	90
% Trucks	0	0	0	0	0	0	10.2	0	0	10.2	0	0	87	0	58.8	92.3	5.9	0	0	11.9	13.7
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10	0	0	0	2	2	12
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	100	29.4	0	0	0	100	0.5	1.8

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	From North					ELIZABETH DR From East					AMSCAM TRUCK ENTRANCE From South					ELIZABETH DR From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:15 AM																					
08:15 AM	0	0	0	0	0	0	23	0	0	23	0	0	4	1	5	3	34	0	0	37	65
08:30 AM	0	0	0	0	0	0	16	0	0	16	0	0	4	1	5	1	32	0	1	34	55
08:45 AM	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	2	39	0	0	41	62
09:00 AM	0	0	0	0	0	0	21	0	0	21	0	0	1	2	3	3	33	0	1	37	61
Total Volume	0	0	0	0	0	0	81	0	0	81	0	0	9	4	13	9	138	0	2	149	243
% App. Total	0	0	0	0		0	100	0	0		0	0	69.2	30.8		6	92.6	0	1.3		
PHF	.000	.000	.000	.000	.000	.000	.880	.000	.000	.880	.000	.000	.563	.500	.650	.750	.885	.000	.500	.909	.935
Lights	0	0	0	0	0	0	74	0	0	74	0	0	0	0	0	0	130	0	0	130	204
% Lights	0	0	0	0	0	0	91.4	0	0	91.4	0	0	0	0	0	0	94.2	0	0	87.2	84.0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	0	0	0	0	0	0	7	0	0	7	0	0	9	0	9	9	8	0	0	17	33
% Trucks	0	0	0	0	0	0	8.6	0	0	8.6	0	0	100	0	69.2	100	5.8	0	0	11.4	13.8
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	2	2	6
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	100	30.8	0	0	0	100	1.3	2.5

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Groups Printed- Lights - Buses - Trucks - Pedestrians

	From North					ELIZABETH DR From East					AMSCAM TRUCK ENTRANCE From South					ELIZABETH DR From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:30 PM	0	0	0	0	0	0	45	1	0	46	5	0	51	0	56	2	51	0	0	53	155
03:45 PM	0	0	0	0	0	0	63	0	0	63	0	0	5	0	5	2	31	0	0	33	101
Total	0	0	0	0	0	0	108	1	0	109	5	0	56	0	61	4	82	0	0	86	256
04:00 PM	0	0	0	0	0	0	73	0	0	73	0	0	0	0	0	0	25	0	0	25	98
04:15 PM	0	0	0	0	0	0	50	0	0	50	0	0	1	0	1	1	30	0	0	31	82
04:30 PM	0	0	0	0	0	0	80	0	0	80	0	0	0	0	0	2	32	0	0	34	114
04:45 PM	0	0	0	0	0	0	40	0	0	40	1	0	0	0	1	1	41	0	0	42	83
Total	0	0	0	0	0	0	243	0	0	243	1	0	1	0	2	4	128	0	0	132	377
05:00 PM	0	0	0	0	0	0	79	0	0	79	0	0	2	0	2	0	39	0	0	39	120
05:15 PM	0	0	0	0	0	0	41	1	0	42	0	0	1	0	1	1	51	0	0	52	95
05:30 PM	0	0	0	0	0	0	59	0	0	59	0	0	1	0	1	2	39	0	0	41	101
05:45 PM	0	0	0	0	0	0	27	1	0	28	1	0	0	1	2	1	51	0	0	52	82
Total	0	0	0	0	0	0	206	2	0	208	1	0	4	1	6	4	180	0	0	184	398
06:00 PM	0	0	0	0	0	0	36	0	0	36	0	0	3	0	3	1	35	0	0	36	75
06:15 PM	0	0	0	0	0	0	27	0	0	27	0	0	0	0	0	0	30	0	0	30	57
Grand Total	0	0	0	0	0	0	620	3	0	623	7	0	64	1	72	13	455	0	0	468	1163
Apprch %	0	0	0	0		0	99.5	0.5	0		9.7	0	88.9	1.4		2.8	97.2	0	0		
Total %	0	0	0	0	0	0	53.3	0.3	0	53.6	0.6	0	5.5	0.1	6.2	1.1	39.1	0	0	40.2	
Lights	0	0	0	0	0	0	581	1	0	582	4	0	56	0	60	2	389	0	0	391	1033
% Lights	0	0	0	0	0	0	93.7	33.3	0	93.4	57.1	0	87.5	0	83.3	15.4	85.5	0	0	83.5	88.8
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0	0	0	0	0	0.1
Trucks	0	0	0	0	0	0	38	2	0	40	3	0	8	0	11	11	66	0	0	77	128
% Trucks	0	0	0	0	0	0	6.1	66.7	0	6.4	42.9	0	12.5	0	15.3	84.6	14.5	0	0	16.5	11
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	100	1.4	0	0	0	0	0	0.1

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File Name : 4-ELIZABETH_DR_AT_AMSCAM_TRUCK_ENTRANCE_1037697_02-01-2023
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	From North					ELIZABETH DR From East					AMSCAM TRUCK ENTRANCE From South					ELIZABETH DR From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:30 PM																					
03:30 PM	0	0	0	0	0	0	45	1	0	46	5	0	51	0	56	2	51	0	0	53	155
03:45 PM	0	0	0	0	0	0	63	0	0	63	0	0	5	0	5	2	31	0	0	33	101
04:00 PM	0	0	0	0	0	0	73	0	0	73	0	0	0	0	0	0	25	0	0	25	98
04:15 PM	0	0	0	0	0	0	50	0	0	50	0	0	1	0	1	1	30	0	0	31	82
Total Volume	0	0	0	0	0	0	231	1	0	232	5	0	57	0	62	5	137	0	0	142	436
% App. Total	0	0	0	0		0	99.6	0.4	0		8.1	0	91.9	0		3.5	96.5	0	0		
PHF	.000	.000	.000	.000	.000	.000	.791	.250	.000	.795	.250	.000	.279	.000	.277	.625	.672	.000	.000	.670	.703
Lights	0	0	0	0	0	0	212	1	0	213	4	0	56	0	60	2	117	0	0	119	392
% Lights	0	0	0	0	0	0	91.8	100	0	91.8	80.0	0	98.2	0	96.8	40.0	85.4	0	0	83.8	89.9
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	0	0	0	0	0	0.2
Trucks	0	0	0	0	0	0	18	0	0	18	1	0	1	0	2	3	20	0	0	23	43
% Trucks	0	0	0	0	0	0	7.8	0	0	7.8	20.0	0	1.8	0	3.2	60.0	14.6	0	0	16.2	9.9
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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File Name : 5-ELIZABETH_DR_AT_STERIS_DRIVEWAY_1037698_02-01-2023
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Groups Printed- Lights - Buses - Trucks - Pedestrians

	From North					ELIZABETH DR From East					STERIS DRIVEWAY From South					ELIZABETH DR From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
08:30 AM	0	0	0	0	0	0	23	0	0	23	0	0	1	0	1	0	22	0	0	22	46
08:45 AM	0	0	0	0	0	0	27	0	0	27	0	0	1	1	2	3	18	0	0	21	50
Total	0	0	0	0	0	0	50	0	0	50	0	0	2	1	3	3	40	0	0	43	96
07:00 AM	0	0	0	0	0	0	13	0	0	13	0	0	1	2	3	2	21	0	0	23	39
07:15 AM	0	0	0	0	0	0	16	0	0	16	0	0	2	1	3	6	24	0	0	30	49
07:30 AM	0	0	0	0	0	0	26	1	0	27	1	0	1	1	3	6	31	0	0	37	67
07:45 AM	0	0	0	0	0	0	17	1	0	18	0	0	3	0	3	4	27	0	0	31	52
Total	0	0	0	0	0	0	72	2	0	74	1	0	7	4	12	18	103	0	0	121	207
08:00 AM	0	0	0	0	0	0	23	1	0	24	1	0	3	0	4	6	25	0	0	31	59
08:15 AM	0	0	0	0	0	0	23	0	0	23	0	0	4	1	5	8	28	0	1	37	65
08:30 AM	0	0	0	0	0	0	15	1	0	16	2	0	5	1	8	3	30	0	1	34	58
08:45 AM	0	0	0	0	0	0	19	0	0	19	0	0	2	0	2	5	36	0	0	41	62
Total	0	0	0	0	0	0	80	2	0	82	3	0	14	2	19	22	119	0	2	143	244
08:00 AM	0	0	0	0	0	0	18	0	0	18	0	0	4	2	6	7	29	0	1	37	61
08:15 AM	0	0	0	0	0	0	25	0	0	25	1	0	5	0	6	5	22	0	0	27	58
Grand Total	0	0	0	0	0	0	245	4	0	249	5	0	32	9	46	55	313	0	3	371	666
Apprch %	0	0	0	0		0	98.4	1.6	0		10.9	0	69.6	19.6		14.8	84.4	0	0.8		
Total %	0	0	0	0	0	0	36.8	0.6	0	37.4	0.8	0	4.8	1.4	6.9	8.3	47	0	0.5	55.7	
Lights	0	0	0	0	0	0	216	4	0	220	5	0	11	0	16	30	292	0	0	322	558
% Lights	0	0	0	0	0	0	88.2	100	0	88.4	100	0	34.4	0	34.8	54.5	93.3	0	0	86.8	83.8
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	0	0	0	0	0	0	29	0	0	29	0	0	21	0	21	25	21	0	0	46	96
% Trucks	0	0	0	0	0	0	11.8	0	0	11.6	0	0	65.6	0	45.7	45.5	6.7	0	0	12.4	14.4
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	9	9	0	0	0	3	3	12
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	100	19.6	0	0	0	100	0.8	1.8

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File Name : 5-ELIZABETH_DR_AT_STERIS_DRIVEWAY_1037698_02-01-2023
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	From North					ELIZABETH DR From East					STERIS DRIVEWAY From South					ELIZABETH DR From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:15 AM																					
08:15 AM	0	0	0	0	0	0	23	0	0	23	0	0	4	1	5	8	28	0	1	37	65
08:30 AM	0	0	0	0	0	0	15	1	0	16	2	0	5	1	8	3	30	0	1	34	58
08:45 AM	0	0	0	0	0	0	19	0	0	19	0	0	2	0	2	5	36	0	0	41	62
09:00 AM	0	0	0	0	0	0	18	0	0	18	0	0	4	2	6	7	29	0	1	37	61
Total Volume	0	0	0	0	0	0	75	1	0	76	2	0	15	4	21	23	123	0	3	149	248
% App. Total	0	0	0	0		0	98.7	1.3	0		9.5	0	71.4	19		15.4	82.6	0	2		
PHF	.000	.000	.000	.000	.000	.000	.815	.250	.000	.826	.250	.000	.750	.500	.656	.719	.854	.000	.750	.909	.946
Lights	0	0	0	0	0	0	67	1	0	68	2	0	6	0	8	14	114	0	0	128	204
% Lights	0	0	0	0	0	0	89.3	100	0	89.5	100	0	40.0	0	38.1	60.9	92.7	0	0	85.9	82.9
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	0	0	0	0	0	0	8	0	0	8	0	0	9	0	9	9	9	0	0	18	35
% Trucks	0	0	0	0	0	0	10.7	0	0	10.5	0	0	60.0	0	42.9	39.1	7.3	0	0	12.1	14.2
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	3	3	7
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	100	19.0	0	0	0	100	2.0	2.8

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File Name : 5-ELIZABETH_DR_AT_STERIS_DRIVEWAY_1037698_02-01-2023
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Groups Printed- Lights - Buses - Trucks - Pedestrians

	From North					ELIZABETH DR From East					STERIS DRIVEWAY From South					ELIZABETH DR From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:30 PM	0	0	0	0	0	0	45	1	0	46	6	0	51	0	57	4	49	0	0	53	156
03:45 PM	0	0	0	0	0	0	62	1	0	63	0	0	5	0	5	2	31	0	0	33	101
Total	0	0	0	0	0	0	107	2	0	109	6	0	56	0	62	6	80	0	0	86	257
04:00 PM	0	0	0	0	0	0	72	0	0	72	0	0	0	0	0	2	23	0	0	25	97
04:15 PM	0	0	0	0	0	0	50	0	0	50	0	0	1	0	1	2	29	0	0	31	82
04:30 PM	0	0	0	0	0	0	69	0	0	69	0	0	11	0	11	4	33	0	0	37	117
04:45 PM	0	0	0	0	0	0	37	0	0	37	0	0	4	0	4	3	42	0	0	45	86
Total	0	0	0	0	0	0	228	0	0	228	0	0	16	0	16	11	127	0	0	138	382
05:00 PM	0	0	0	0	0	0	77	1	0	78	0	0	3	0	3	0	39	0	0	39	120
05:15 PM	0	0	0	0	0	0	40	0	0	40	1	0	2	0	3	4	50	0	0	54	97
05:30 PM	0	0	0	0	0	0	58	2	0	60	0	0	2	0	2	6	36	0	0	42	104
05:45 PM	0	0	0	0	0	0	24	1	0	25	1	0	4	1	6	13	39	0	0	52	83
Total	0	0	0	0	0	0	199	4	0	203	2	0	11	1	14	23	164	0	0	187	404
06:00 PM	0	0	0	0	0	0	26	0	0	26	0	0	13	0	13	4	33	0	0	37	76
06:15 PM	0	0	0	0	0	0	26	0	0	26	0	0	1	0	1	0	32	0	0	32	59
Grand Total	0	0	0	0	0	0	586	6	0	592	8	0	97	1	106	44	436	0	0	480	1178
Apprch %	0	0	0	0		0	99	1	0		7.5	0	91.5	0.9		9.2	90.8	0	0		
Total %	0	0	0	0	0	0	49.7	0.5	0	50.3	0.7	0	8.2	0.1	9	3.7	37	0	0	40.7	
Lights	0	0	0	0	0	0	547	4	0	551	6	0	88	0	94	32	371	0	0	403	1048
% Lights	0	0	0	0	0	0	93.3	66.7	0	93.1	75	0	90.7	0	88.7	72.7	85.1	0	0	84	89
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
% Buses	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0	0.7	0	0	0.6	0.3
Trucks	0	0	0	0	0	0	38	2	0	40	2	0	9	0	11	12	62	0	0	74	125
% Trucks	0	0	0	0	0	0	6.5	33.3	0	6.8	25	0	9.3	0	10.4	27.3	14.2	0	0	15.4	10.6
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.9	0	0	0	0	0	0.1

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File Name : 5-ELIZABETH_DR_AT_STERIS_DRIVEWAY_1037698_02-01-2023
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	From North					ELIZABETH DR From East					STERIS DRIVEWAY From South					ELIZABETH DR From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:30 PM																					
03:30 PM	0	0	0	0	0	0	45	1	0	46	6	0	51	0	57	4	49	0	0	53	156
03:45 PM	0	0	0	0	0	0	62	1	0	63	0	0	5	0	5	2	31	0	0	33	101
04:00 PM	0	0	0	0	0	0	72	0	0	72	0	0	0	0	0	2	23	0	0	25	97
04:15 PM	0	0	0	0	0	0	50	0	0	50	0	0	1	0	1	2	29	0	0	31	82
Total Volume	0	0	0	0	0	0	229	2	0	231	6	0	57	0	63	10	132	0	0	142	436
% App. Total	0	0	0	0		0	99.1	0.9	0		9.5	0	90.5	0		7	93	0	0		
PHF	.000	.000	.000	.000	.000	.000	.795	.500	.000	.802	.250	.000	.279	.000	.276	.625	.673	.000	.000	.670	.699
Lights	0	0	0	0	0	0	210	2	0	212	5	0	56	0	61	7	112	0	0	119	392
% Lights	0	0	0	0	0	0	91.7	100	0	91.8	83.3	0	98.2	0	96.8	70.0	84.8	0	0	83.8	89.9
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	0	0	0	0	0	0.2
Trucks	0	0	0	0	0	0	18	0	0	18	1	0	1	0	2	3	20	0	0	23	43
% Trucks	0	0	0	0	0	0	7.9	0	0	7.8	16.7	0	1.8	0	3.2	30.0	15.2	0	0	16.2	9.9
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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NYSDOT VOLUME DATA SUMMARY

ROADWAY:	NYS ROUTE 94
SEGMENT:	FROM NYS ROUTE 17A TO NYS ROUTE 17 OVERPASS
LOCATION:	1250' W OF RICKY WAY
START DATE OF COUNT:	Monday, April 10, 2017
NYSDOT COUNT STATION:	830365
FUNCTIONAL CLASS:	16 - URBAN MINOR ARTERIAL
FACTOR GROUP:	30
SEASONAL FACTOR:	1.064

TIME PERIOD		DIRECTIONAL VOLUMES		TOTAL VOLUME
START	FINISH	EASTBOUND	WESTBOUND	
12:00 AM	1:00 AM	10	33	43
1:00 AM	2:00 AM	8	19	27
2:00 AM	3:00 AM	7	9	16
3:00 AM	4:00 AM	23	9	32
4:00 AM	5:00 AM	89	14	103
5:00 AM	6:00 AM	200	38	238
6:00 AM	7:00 AM	302	87	389
7:00 AM	8:00 AM	356	161	517
8:00 AM	9:00 AM	318	205	523
9:00 AM	10:00 AM	262	193	455
10:00 AM	11:00 AM	246	195	441
11:00 AM	12:00 PM	189	152	341
12:00 PM	1:00 PM	263	217	480
1:00 PM	2:00 PM	253	260	513
2:00 PM	3:00 PM	257	293	550
3:00 PM	4:00 PM	252	340	592
4:00 PM	5:00 PM	277	419	696
5:00 PM	6:00 PM	297	452	749
6:00 PM	7:00 PM	208	377	585
7:00 PM	8:00 PM	148	264	412
8:00 PM	9:00 PM	98	192	290
9:00 PM	10:00 PM	87	128	215
10:00 PM	11:00 PM	47	98	145
11:00 PM	12:00 AM	24	49	73
AVERAGE WEEKDAY DAILY TRAFFIC		4221	4204	8425
AADT		3967	3951	7918

NOTES:

1) DATA SOURCE: NEW YORK STATE DEPARTMENT OF TRANSPORTATION (NYSDOT) TRAFFIC DATA VIEWER AVERAGE WEEKDAY VOLUMES

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NYSDOT VOLUME DATA SUMMARY

ROADWAY: NYS ROUTE 17
SEGMENT: FROM EXIT 125 TO NYS ROUTE 94 OVERPASS
LOCATION: 0.55 MI E OF EXIT 24
START DATE OF COUNT: Wednesday, November 14, 2012
NYSDOT COUNT STATION: 830011
FUNCTIONAL CLASS: 12 - URBAN PRINCIPAL ARTERIAL - OTHER FREEWAY/EXPRESSWAY
FACTOR GROUP: 40
SEASONAL FACTOR: 0.957

TIME PERIOD		DIRECTIONAL VOLUMES		TOTAL VOLUME
START	FINISH	EASTBOUND	WESTBOUND	
12:00 AM	1:00 AM	228	430	658
1:00 AM	2:00 AM	144	249	393
2:00 AM	3:00 AM	182	169	351
3:00 AM	4:00 AM	302	181	483
4:00 AM	5:00 AM	712	197	909
5:00 AM	6:00 AM	1756	337	2093
6:00 AM	7:00 AM	2373	857	3230
7:00 AM	8:00 AM	2438	1601	4039
8:00 AM	9:00 AM	2057	1672	3729
9:00 AM	10:00 AM	1717	1537	3254
10:00 AM	11:00 AM	1551	1517	3068
11:00 AM	12:00 PM	1557	1520	3077
12:00 PM	1:00 PM	1596	1380	2976
1:00 PM	2:00 PM	1676	1455	3131
2:00 PM	3:00 PM	1809	1713	3522
3:00 PM	4:00 PM	1950	2180	4130
4:00 PM	5:00 PM	1788	2456	4244
5:00 PM	6:00 PM	1825	2413	4238
6:00 PM	7:00 PM	1353	1917	3270
7:00 PM	8:00 PM	946	1600	2546
8:00 PM	9:00 PM	818	1157	1975
9:00 PM	10:00 PM	671	953	1624
10:00 PM	11:00 PM	444	709	1153
11:00 PM	12:00 AM	296	490	786
AVERAGE WEEKDAY DAILY TRAFFIC		30189	28690	58879
	AADT	31545	29979	61524

NOTES:

1) DATA SOURCE: NEW YORK STATE DEPARTMENT OF TRANSPORTATION (NYSDOT) TRAFFIC DATA VIEWER AVERAGE WEEKDAY VOLUMES

Colliers Engineering & Design

NYSDOT VOLUME DATA SUMMARY

ROADWAY: NYS ROUTE 17 EB OFF-RAMP EXIT 126
SEGMENT: NYS ROUTE 17 TO NYS ROUTE 94
LOCATION: 175 FT E OF NY94
START DATE OF COUNT: Tuesday, July 16, 2013
NYSDOT COUNT STATION: 833081
FUNCTIONAL CLASS: 11 - URBAN PRINCIPAL ARTERIAL - INTERSTATE
FACTOR GROUP: 30
SEASONAL FACTOR: 1.087

TIME PERIOD		DIRECTIONAL VOLUMES		TOTAL VOLUME
START	FINISH	SOUTHBOUND		
12:00 AM	1:00 AM	45	0	0
1:00 AM	2:00 AM	23	0	0
2:00 AM	3:00 AM	25	0	0
3:00 AM	4:00 AM	43	0	0
4:00 AM	5:00 AM	95	0	0
5:00 AM	6:00 AM	251	0	0
6:00 AM	7:00 AM	310	0	0
7:00 AM	8:00 AM	318	0	0
8:00 AM	9:00 AM	285	0	0
9:00 AM	10:00 AM	253	0	0
10:00 AM	11:00 AM	242	0	0
11:00 AM	12:00 PM	273	0	0
12:00 PM	1:00 PM	307	0	0
1:00 PM	2:00 PM	298	0	0
2:00 PM	3:00 PM	344	0	0
3:00 PM	4:00 PM	424	0	0
4:00 PM	5:00 PM	418	0	0
5:00 PM	6:00 PM	413	0	0
6:00 PM	7:00 PM	316	0	0
7:00 PM	8:00 PM	242	0	0
8:00 PM	9:00 PM	201	0	0
9:00 PM	10:00 PM	165	0	0
10:00 PM	11:00 PM	125	0	0
11:00 PM	12:00 AM	84	0	0
AVERAGE WEEKDAY DAILY TRAFFIC		5500	0	0
AADT		5060	0	0

NOTES:

1) DATA SOURCE: NEW YORK STATE DEPARTMENT OF TRANSPORTATION (NYSDOT) TRAFFIC DATA VIEWER AVERAGE WEEKDAY VOLUMES

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NYSDOT VOLUME DATA SUMMARY

ROADWAY: NYS ROUTE 17 WB OFF-RAMP EXIT 126
SEGMENT: NYS ROUTE 17 TO NYS ROUTE 94
LOCATION: 575 FT E OF NY94
START DATE OF COUNT: Tuesday, July 16, 2013
NYSDOT COUNT STATION: 833083
FUNCTIONAL CLASS: 11 - URBAN PRINCIPAL ARTERIAL - INTERSTATE
FACTOR GROUP: 30
SEASONAL FACTOR: 1.087

TIME PERIOD		DIRECTIONAL VOLUMES		TOTAL VOLUME
START	FINISH	NORTHBOUND		
12:00 AM	1:00 AM	62	0	0
1:00 AM	2:00 AM	43	0	0
2:00 AM	3:00 AM	21	0	0
3:00 AM	4:00 AM	17	0	0
4:00 AM	5:00 AM	24	0	0
5:00 AM	6:00 AM	48	0	0
6:00 AM	7:00 AM	96	0	0
7:00 AM	8:00 AM	145	0	0
8:00 AM	9:00 AM	182	0	0
9:00 AM	10:00 AM	172	0	0
10:00 AM	11:00 AM	187	0	0
11:00 AM	12:00 PM	192	0	0
12:00 PM	1:00 PM	220	0	0
1:00 PM	2:00 PM	212	0	0
2:00 PM	3:00 PM	251	0	0
3:00 PM	4:00 PM	322	0	0
4:00 PM	5:00 PM	405	0	0
5:00 PM	6:00 PM	419	0	0
6:00 PM	7:00 PM	442	0	0
7:00 PM	8:00 PM	297	0	0
8:00 PM	9:00 PM	191	0	0
9:00 PM	10:00 PM	163	0	0
10:00 PM	11:00 PM	118	0	0
11:00 PM	12:00 AM	82	0	0
AVERAGE WEEKDAY DAILY TRAFFIC		4311	0	0
AADT		3966	0	0

NOTES:

1) DATA SOURCE: NEW YORK STATE DEPARTMENT OF TRANSPORTATION (NYSDOT) TRAFFIC DATA VIEWER AVERAGE WEEKDAY VOLUMES

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