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Traffic Impact Study

125 and 155 Greenbush Road

Town of Orangetown, Rockland County, New York

July 24, 2019

Prepared For

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APPENDICES

I. INTRODUCTION

A. PROJECT DESCRIPTION AND LOCATION

(Figures No. 1)

This report has been prepared to evaluate the potential traffic impacts associated with the combined redevelopment of 125 Greenbush Road and proposed 155 Greenbush Road sites, both of which are located on the east side of Greenbush Road in the Town of Orangetown, New York. Currently, the 125 Greenbush site is occupied by an approximately 268,000 square foot (s.f.) warehouse and 50,725 s.f. of ancillary office space, both of which are served by a driveway connection to Mountainview Avenue/Greenbush Road to the south and a separate driveway connection to Greenbush Road to the north (Figure No. 1). It should be noted that only 30,725 s.f. of the 125 Greenbush office space (50,725 s.f. total) is currently occupied. Post redevelopment, it is proposed that an approximately 147,000 s.f. warehouse be constructed to replace the existing 50,725 s.f. of office space on the 125 Greenbush site, in addition to the construction of a new 128,000 s.f. warehouse on the 155 Greenbush site to the north. Both the 125 and 155 Greenbush sites will be served by the two (2) existing driveway connections to Greenbush Road in addition to a proposed driveway connection to Greenbush Road at the northern end of the 155 Greenbush site (Figure No. 1).

In order to evaluate future traffic conditions associated with this proposed development, a Design Year of 2023 has been utilized in completing the traffic analysis contained herein.

B. SCOPE OF STUDY

This study has been prepared to identify current and future traffic operating conditions on the surrounding roadway network and to assess the potential traffic impacts of the proposed 125 and 155 Greenbush Road redevelopment.

Turning movement traffic counts were collected by representatives of Maser Consulting, P.A. These data were compared to count data obtained from the New York State Department of Transportation (NYSDOT) as well as other available traffic volume data in the area. Together, these data were utilized to establish the Year 2019 Existing Traffic Volumes, representing the current traffic conditions in the vicinity of the site.

The Year 2019 Existing Traffic Volumes were then projected to the Year 2023 to take into account background traffic growth in the area. In addition, traffic generated by the

potential, full re-occupancy of the existing 125 Greenbush site was estimated and added to the Year 2023 Projected Traffic Volumes to obtain the Year 2023 No-Build Traffic Volumes.

Estimates were then made of the potential traffic that the combined redevelopment of the 125 and 155 Greenbush Road sites 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 2023 Projected Traffic Volumes, resulting in the Year 2023 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.

II. EXISTING ROADWAY AND TRAFFIC DESCRIPTIONS

A. DESCRIPTION OF EXISTING ROADWAYS

As shown on Figure No. 1, the proposed, redeveloped 125 and 155 Greenbush sites will be accessed by two (2) existing and one (1) proposed driveway connections (with certain restrictions as identified in Section III.C) to Greenbush Road. 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 grades) and other characteristics for each of the individual intersections studied.

1. NYS Route 303

   NYS Route 303 is a State highway serving Orangeburg and other Rockland County municipalities to the north and south. The roadway originates at the New Jersey State line to the south and traverses northbound, parallel to the Hudson River, through interchanges with both the Palisades Interstate Parkway and I-87/I-287 before terminating at an intersection with U.S. Route 9W in the Town of Clarkstown. In the vicinity of the site, the roadway has two travel lanes in each direction, a posted speed limit of 40 MPH and there are no sidewalks present on either side of the road.

2. Mountainview Avenue

   Mountainview Avenue is a Town roadway which originates as the eastern leg of an unsignalized intersection with Western Highway S (C.R. 15) and traverses eastbound through various unsignalized intersections, as well as a signalized intersection with NYS Route 303. At its intersection with Greenbush Road (C.R. 11), just east of NYS Route 303, the roadway provides access to the 125 Greenbush site in addition to the adjacent office and commercial uses to the south. The roadway has a posted speed limit of 30 MPH and sidewalks are present on the northern side of the road from its intersection with NYS Route 303 to its intersection with Greenbush Road (C.R. 11).

3. Greenbush Road (C.R. 11)

   Greenbush Road (C.R. 11) is a Rockland County roadway which originates as the northeastern leg of an unsignalized intersection with Mountainview Avenue at the southern end of the site and traverses northbound, through unsignalized intersections with the northern 125 Greenbush site driveway, Spruce Street (C.R. 28), Hickory Street and E Erie Street before terminating as the southeastern leg of an unsignalized

intersection with NYS Route 303, opposite Campell Avenue. In the vicinity of the site, the roadway consists of a single lane in each direction, has a posted speed limit of 30 MPH and no sidewalks are present on either side of the road.

B. YEAR 2019 EXISTING TRAFFIC VOLUMES

(Figures No. 2 and 3)

Manual traffic counts were collected by representatives of Maser Consulting, P.A. on Wednesday, March 27 and Tuesday, April 23, 2019 between the hours of 6:30 AM – 9:30 AM and 3:30 PM – 6:30 PM for the Typical Weekday Peak AM and Peak PM hours to determine the existing traffic volume conditions at the study area intersections. These traffic counts were then compared to traffic volume data available from the New York State Department of Transportation (NYSDOT) for the NYS Route 303 corridor. Based on this information, the Year 2019 Existing Traffic Volumes were established for the Weekday Peak AM and Weekday Peak PM hours at the following study area intersections.

- NYS Route 303 and Mountainview Avenue
- Greenbush Road and 125 Greenbush Site Driveway (N)
- Mountainview Avenue/Site Driveway (S) and Greenbush Road (C.R. 11)
  (Note: this location is a common access to the site and other uses not associated with the development.)

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

- Weekday Peak AM Hour — 7:45 AM – 8:45 AM
- Weekday Peak PM Hour — 4:45 PM – 5:45 PM

The resulting Year 2019 Existing Traffic Volumes are shown on Figures No. 2 and 3 for the Weekday Peak AM and Weekday Peak PM hours, respectively.

III. EVALUATION OF FUTURE TRAFFIC CONDITIONS

A. YEAR 2023 NO-BUILD TRAFFIC VOLUMES

(Figures No. 4 and 5, Table No. 1)

The Year 2019 Existing Traffic Volumes were increased by total background growth factor of 2% to account for general background growth in the area, resulting in the Year 2023 Projected Traffic Volumes.

Additionally, estimates of the amount of traffic that would be generated by the fully-occupied, existing 125 Greenbush site (268,000 s.f. warehouse, 50,725 s.f. office) 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", 10th Edition, 2017, based on Land Use Categories 150 – Warehousing and 710 – Office (Table No. 1). It should be noted that for the re-occupancy of the existing 125 Greenbush site, the existing driveway movements in to and out of the site were used in the trip assignments. It should also be noted that for the re-occupancy of the existing 125 Greenbush site, the anticipated passenger car and truck traffic are included in the trip generation rates.

These volumes were combined with the Year 2023 Projected Traffic Volumes discussed above to form the Year 2023 No-Build Traffic Volumes, shown on Figures No. 4 and 5 for the Weekday Peak AM and Weekday Peak PM hours, respectively.

B. SITE GENERATED TRAFFIC VOLUMES

(Table No. 1)

As discussed in Section I.A above, post-redevelopment, the 125 Greenbush site will consist of approximately 415,000 total s.f. of warehouse space (147,000 s.f. of new warehouse space, 268,000 s.f. existing warehouse will remain) and an approximate 128,000 s.f. warehouse will be constructed on the 155 Greenbush site.

Estimates of the amount of traffic to be generated by the proposed redevelopment (543,000 total s.f. of warehouse space) 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", 10th Edition, 2017. The anticipated hourly trip generation rates (HTGR) and corresponding site generated traffic volumes for each of the peak hours are summarized on Table No. 1.

It should be noted that due to proposed driveway restrictions (discussed in Section III.C below), it was necessary to delineate the anticipated number of passenger car and truck trips post-redevelopment during each of the peak hours. The percentage of site generated trips which are expected to be truck trips are as follows:

- Weekday Peak AM Hour
  - 5% of Entering Trips
  - 20% of Exiting Trips

- Weekday Peak PM Hour
  - 20% of Entering Trips
  - 10% of Exiting Trips

Note: the total number of trips (see Table No. 1) for the No-Build and Build conditions are essentially the same. However, the existing site has no driveway restrictions while (as noted in Section III.C below) the proposed development will have restrictions.

C. ARRIVAL/DEPARTURE DISTRIBUTION

(Figures No. 6 through 9)

As part of the 125 and 155 Greenbush Road redevelopment, it is proposed (to reduce the potential site-related truck traffic through the neighborhood north of the site) that the following driveway restrictions be implemented:

- Site Driveway Connection to Mountainview Avenue/Greenbush Road (S)
  - Passenger Cars: Full-movement (exit only from parking area at southwest of 125 Greenbush site).
  - Trucks: Entry-only.

- Site Driveway Connection to Greenbush Road (N)
  - Passenger Cars: Full-movement.
  - Trucks: Right-turn entry-only and left-turn exit only.

- Proposed Driveway Connection to Greenbush Road
  - Passenger Cars: Full-movement.
  - Trucks: No truck traffic permitted.
  - Proposed driveway to serve as emergency access to the combined sites.

Based on these restrictions, as well as a review of the Existing Traffic Volumes and patterns on the study area roadway network, the anticipated arrival and departure distributions for the proposed redevelopment were identified and are shown for passenger cars on Figures No. 6 and 7 and for trucks on Figures No. 8 and 9, respectively.

D. YEAR 2023 BUILD CONDITIONS TRAFFIC VOLUMES

(Figures No. 10 through 13)

The Site Generated Traffic Volumes were assigned to the study area roadway network based on the passenger car and truck arrival/departure distributions and trip generation splits referenced above. The total Site Generated Traffic Volumes are shown on Figures No. 10 and 11 for the Weekday Peak AM and Weekday Peak PM hours, respectively.

These Site Generated Traffic Volumes were then combined with the Year 2023 Projected Traffic Volumes volumes discussed in Section III.A above to form the Year 2023 Build Traffic Volumes, shown on Figures No. 12 and 13 for the Weekday Peak AM and Weekday Peak PM hours, respectively.

Again, it should be noted that as compared to the anticipated trip generation of the fully-occupied, existing 125 Greenbush site (Section III.A), the proposed redevelopment of the 125 and 155 Greenbush Road sites is expected to generate one (1) additional, "new" trip in the Weekday Peak AM hour and nine (9) additional, "new" trips in the Weekday Peak PM hour, respectively.

E. DESCRIPTION OF ANALYSIS PROCEDURES

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

- Signalized Intersection Capacity Analysis
  The capacity analysis for a signalized intersection was performed in accordance with the procedures described in the *6th Edition Highway Capacity Manual* published by the Transportation Research Board. The terminology used in identifying traffic flow conditions is Levels of Service. A Level of Service "A" represents the best condition and a Level of Service "F" represents the worst condition. A Level of Service "C" is generally used as a design standard while a Level of Service "D" is acceptable during

peak periods. A Level of Service "E" represents an operation near capacity. In order to identify an intersection's Level of Service, the average amount of vehicle delay is computed for each approach to the intersection as well as for the overall intersection.

- Unsignalized Intersection Capacity Analysis
  The unsignalized intersection capacity analysis method utilized in this report was also performed in accordance with the procedures described in the *6th Edition Highway Capacity Manual*. 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, lane widths, roadway grades and other factors were performed at the study area intersections utilizing the procedures described above to determine the Levels of Service and average vehicle delays. Summarized below is a description of the existing geometrics, traffic control and a summary of the existing and future Levels of Service.

Table No. 2 summarizes the results of the capacity analysis for the Year 2019 Existing, Year 2023 No-Build and Year 2023 Build conditions. Appendix "D" contains copies of the capacity analysis that also indicate the existing geometrics and other characteristics for each of the individual intersections studied.

1. NYS Route 303 and Mountainview Avenue
   NYS Route 303 and Mountainview Avenue intersect at a full-movement, signalized intersection. The north and southbound NYS Route 303 approaches each consist of separate left-turn/through and through/right-turn lanes, while the east and westbound Mountainview Avenue approaches both consist of a single lane serving all turning

movements. It should be noted that the north and southbound NYS Route 303 (mainline) approaches run under split-phase traffic signal control.

Capacity analysis conducted at this intersection utilizing the Year 2019 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service "C" during the Weekday Peak AM hour and an overall Level of Service "D" during the Weekday Peak PM hour.

The capacity analysis using the Year 2023 No-Build and Year 2023 Build Traffic Volumes indicates that the intersection is projected to continue to operate at the same overall Levels of Service under the future No-Build and Build conditions as experienced under Existing conditions, with similar delay times for the No-Build and Build conditions during each of the peak hours.

2. Mountainview Avenue/125 Greenbush Site Driveway (S) and Greenbush Road (C.R. 11)

Mountainview Avenue and Greenbush Road intersect at an unsignalized, "T" intersection with "Stop" sign control on the northwest-bound Mountainview Avenue/125 Greenbush Site Driveway (S) approach. Each approach to the intersection consists of a single lane serving all turning movements. It should be noted that in the future, 125 and 155 Greenbush Road site-related truck traffic will be restricted from exiting the site at this driveway location. Additionally, only passenger vehicles utilizing the parking area at the southwest of the 125 Greenbush site will be permitted to exit the site at this driveway location. It should also be noted that since this is a common driveway, traffic from other uses not associated with the proposed development will continue to exit the driveway.

Capacity analysis conducted at this intersection indicates that utilizing the Year 2019 Existing Traffic Volumes, the southwest-bound Greenbush Road left-turn/through movements and the northwest-bound Mountainview Avenue left/right-turn movements operate at a Level of Service "B" or better during each of the peak hours.

The capacity analysis was recomputed using the Year 2023 No-Build and Year 2023 Build Traffic Volumes, which indicate that all movements at this intersection are projected to continue to operate at the same Level of Service "B" or better under the future No-Build and Build conditions, during each of the peak hours.

3. Greenbush Road and 125/155 Greenbush Road Site Driveway (Center Driveway)
Greenbush Road and the 125/155 Greenbush Road Site Driveway (Center Driveway) intersect at an unsignalized, "T" intersection with "Stop" sign control on the westbound Site Driveway approach. Each approach to the intersection consists of a single lane serving all turning movements. It should be noted that in the future, 125 and 155 Greenbush Road site-related truck traffic will be restricted to making right-turns in and left-turns out of the site at this driveway location.

Capacity analysis conducted at this intersection indicates that utilizing the Year 2019 Existing Traffic Volumes, the southbound Greenbush Road left-turn/through movements and the westbound Site Driveway left/right-turn movements operate at a Level of Service "B" or better during each of the peak hours.

The capacity analysis was recomputed using the Year 2023 No-Build Traffic Volumes and indicates that all movements at this intersection are projected to continue to operate at the same Level of Service "B" or better as compared to Existing conditions, during each of the peak hours.

The capacity analysis was again recomputed using the Year 2023 Build Traffic Volumes and indicates that the westbound left-turn movement is projected to operate at the same Level of Service "B" as compared to both the Existing and No-Build conditions, during each of the peak hours.

4. Greenbush Road and Proposed Site Driveway
The Proposed Site Driveway is designed to intersect Greenbush Road at an unsignalized, "T" intersection with "Stop" sign control on the westbound Proposed Site Driveway approach. Each approach to the intersection will consist of a single lane serving all turning movements. It should be noted that in the future, 125 and 155 Greenbush Road site-related truck traffic will be restricted from using this driveway. Additionally, this driveway will serve as the Emergency Vehicle Access to the 125 and 155 Greenbush Road site.

The capacity analysis was computed using the Year 2023 Build Traffic Volumes and indicates that each movement at the intersection is proposed to operate at a Level of Service "A" during each of the peak hours.

IV. SUMMARY AND CONCLUSION

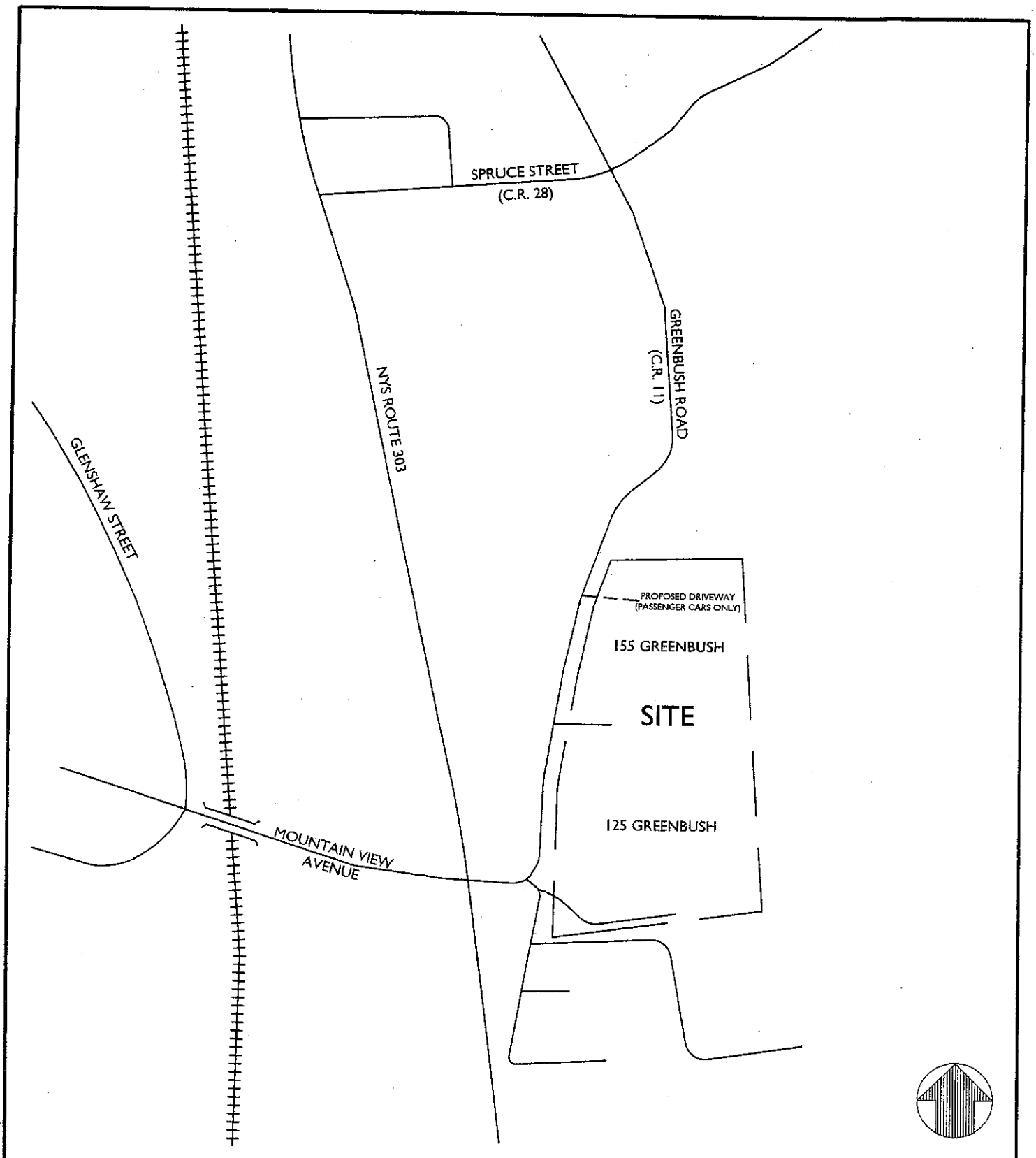
Based on the above analysis, similar Levels of Service and delays will be experienced at the study area intersections under the future No-Build and future Build conditions. In addition, the proposed site driveway movement restrictions will reduce site-related traffic in the neighborhood to the north of the site.

Thus, the traffic expected to be generated by the proposed redevelopment of the 125 and 155 Greenbush Road sites is not anticipated to have a significant impact in the overall operation of the study area roadway network.

125 AND 155 GREENBUSH ROAD

APPENDIX A

FIGURES



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SITE LOCATION MAP

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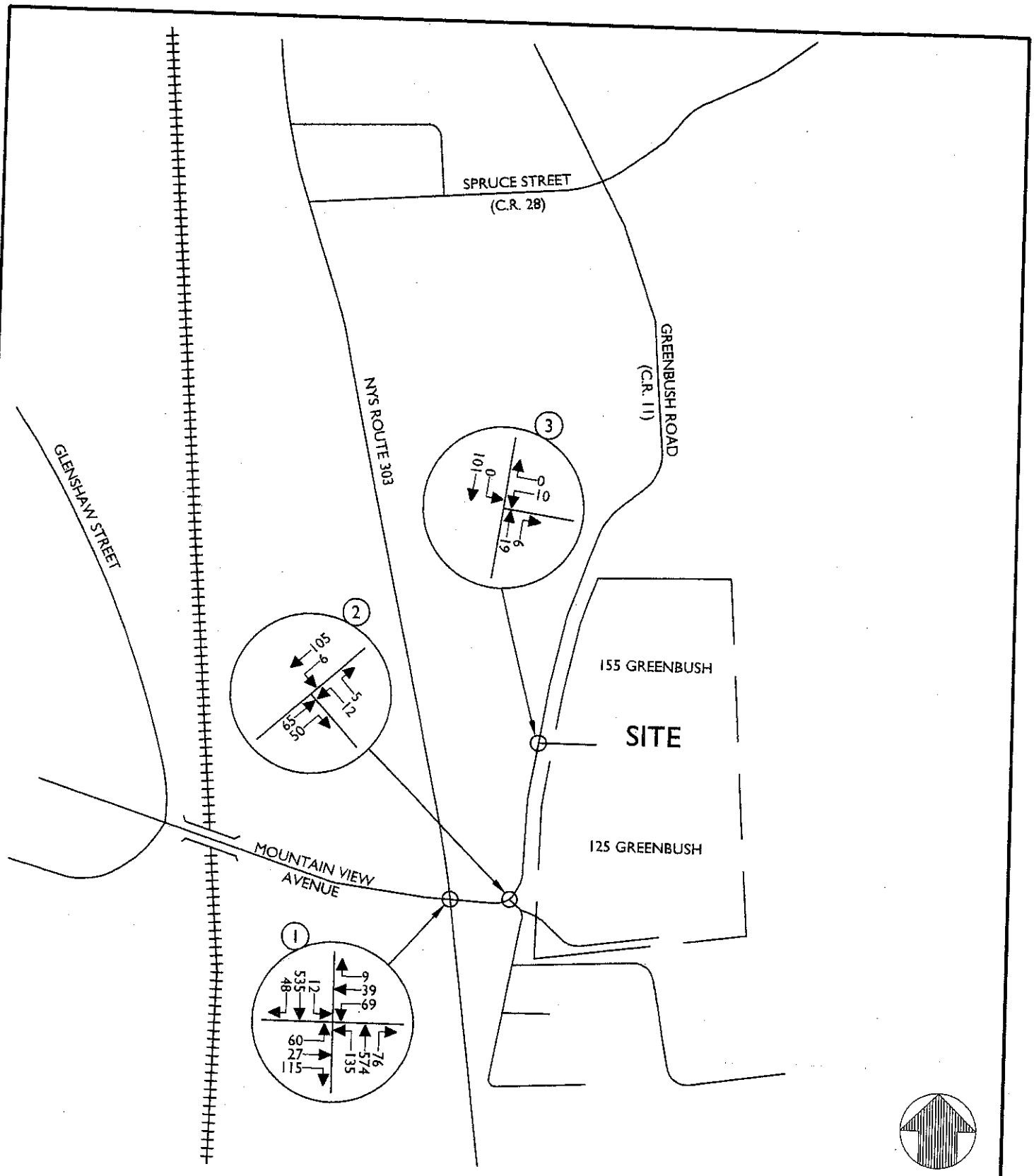

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2019 EXISTING TRAFFIC VOLUMES
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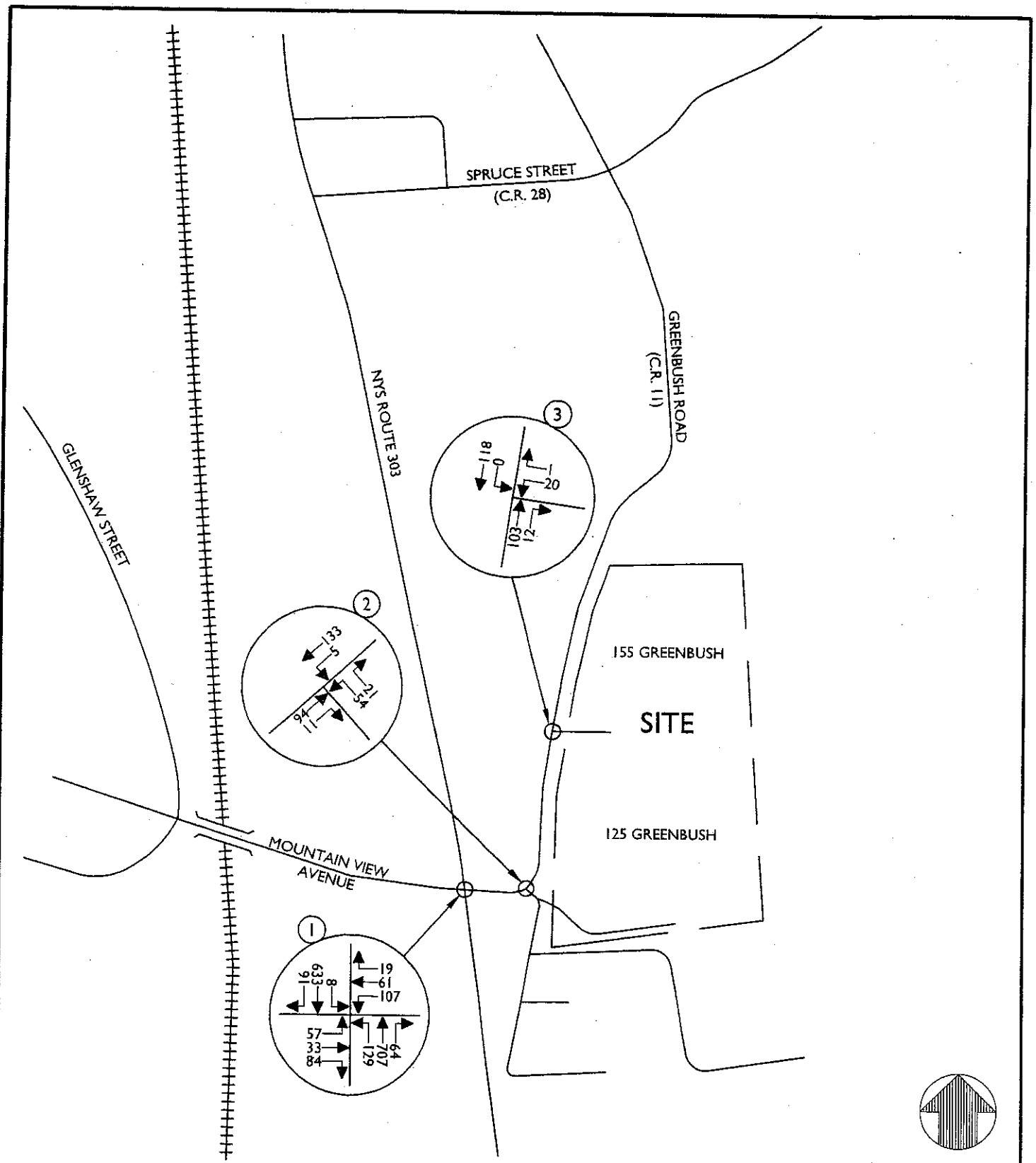

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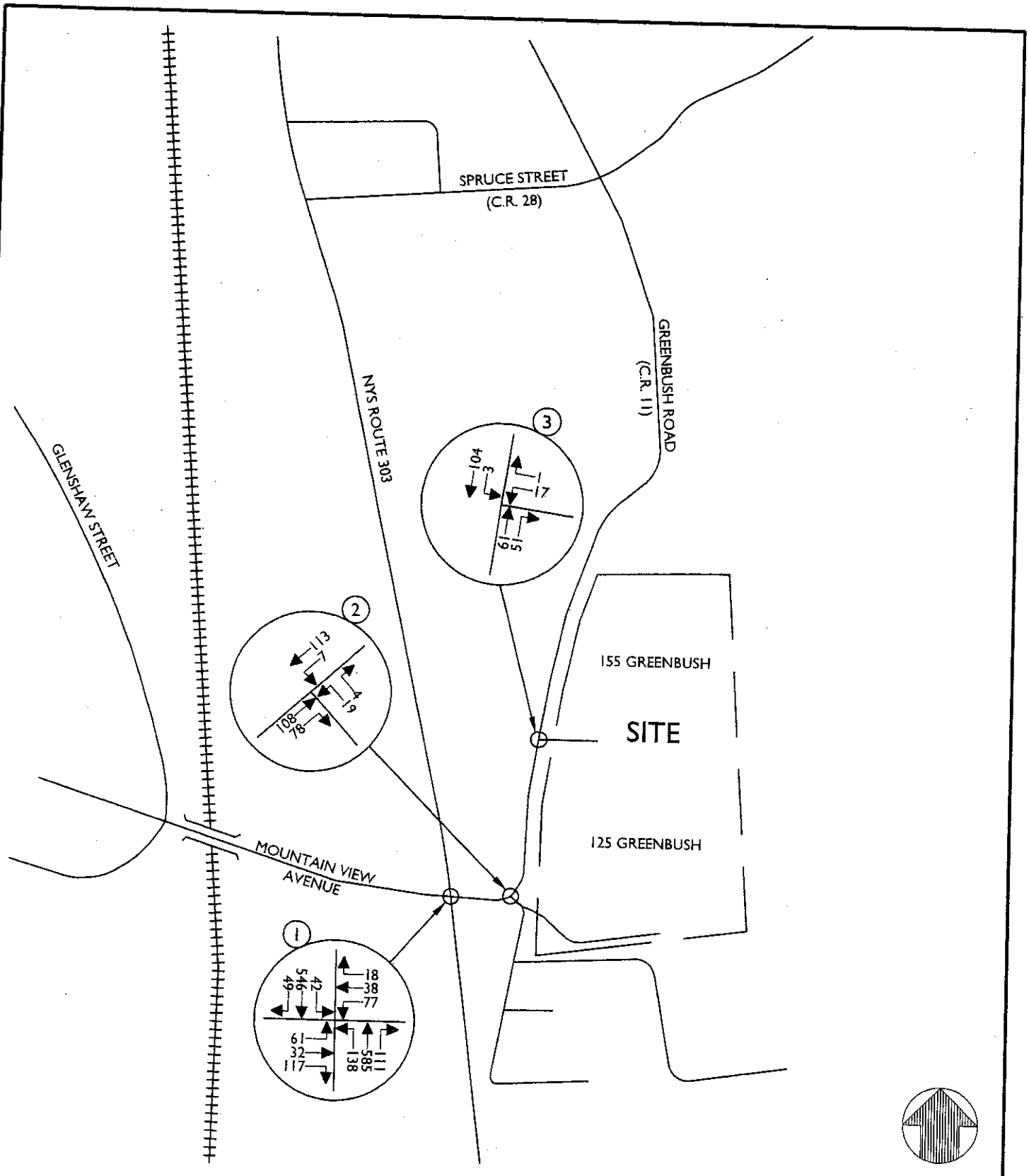

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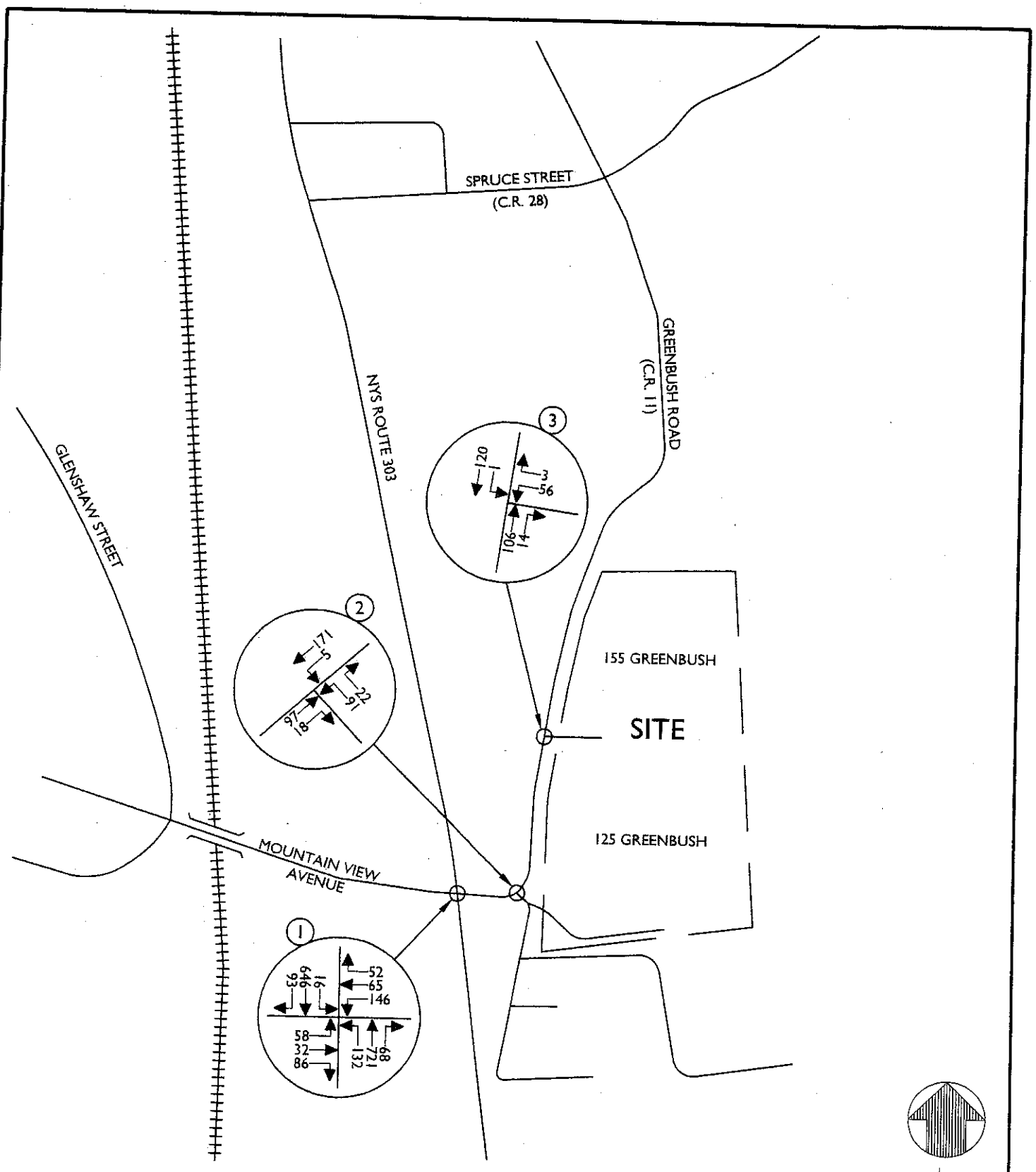

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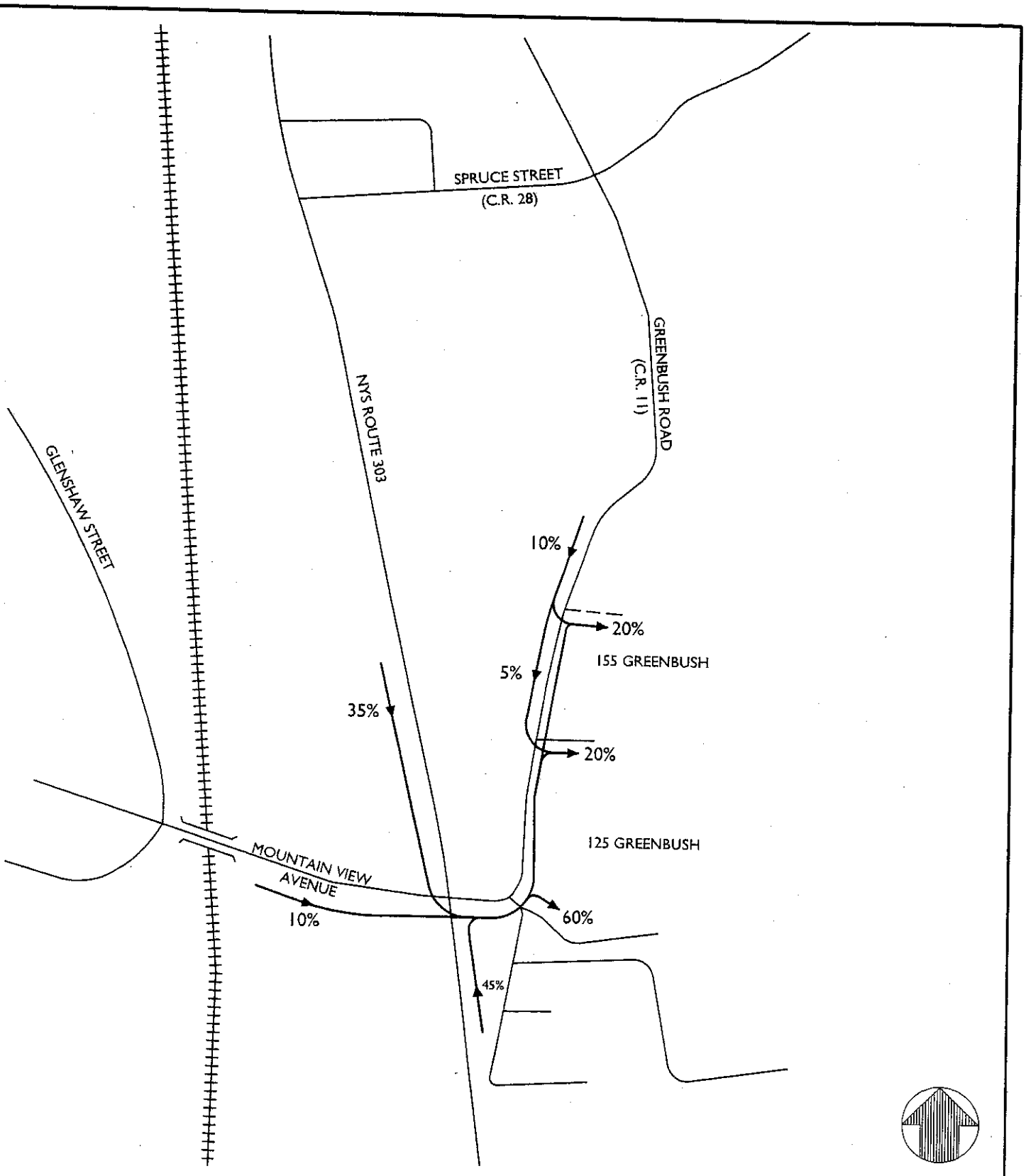

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PROJECT NUMBER	DRAWING NAME
19000154A	190719_NT_FIGURES

SHEET TITLE:
PROPOSED DEVELOPMENT
ARRIVAL DISTRIBUTION
[PASSENGER CARS]
EXPRESSED AS A %

SHEET NUMBER
FIGURE NO. 6

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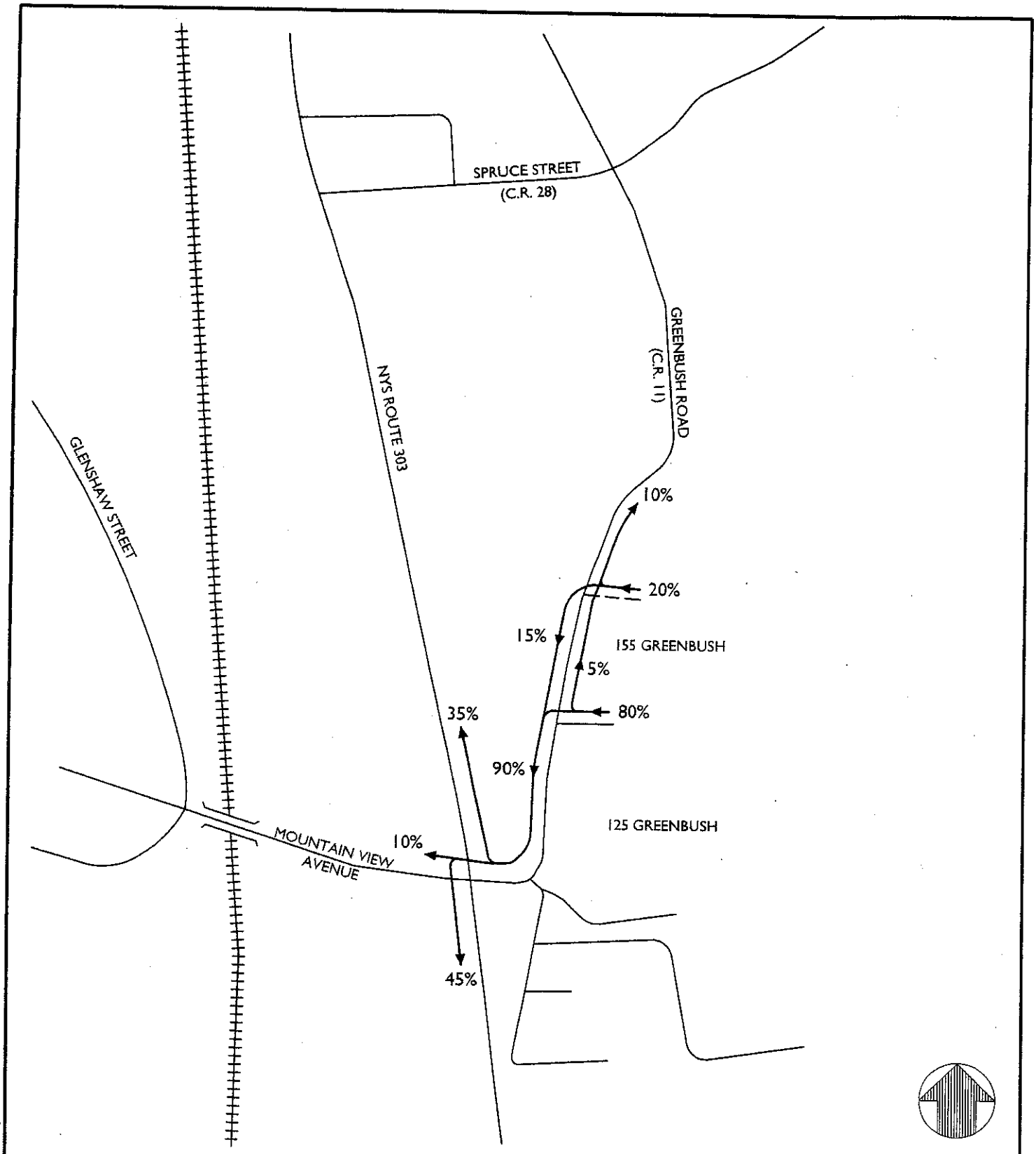

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PROJECT NUMBER: 19000154A		DRAWING NAME: 190719_NT_FIGURES	

SHEET TITLE:
PROPOSED DEVELOPMENT
DEPARTURE DISTRIBUTION
(PASSENGER CARS)
(EXPRESSED AS A %)

SHEET NUMBER:
FIGURE NO. 7

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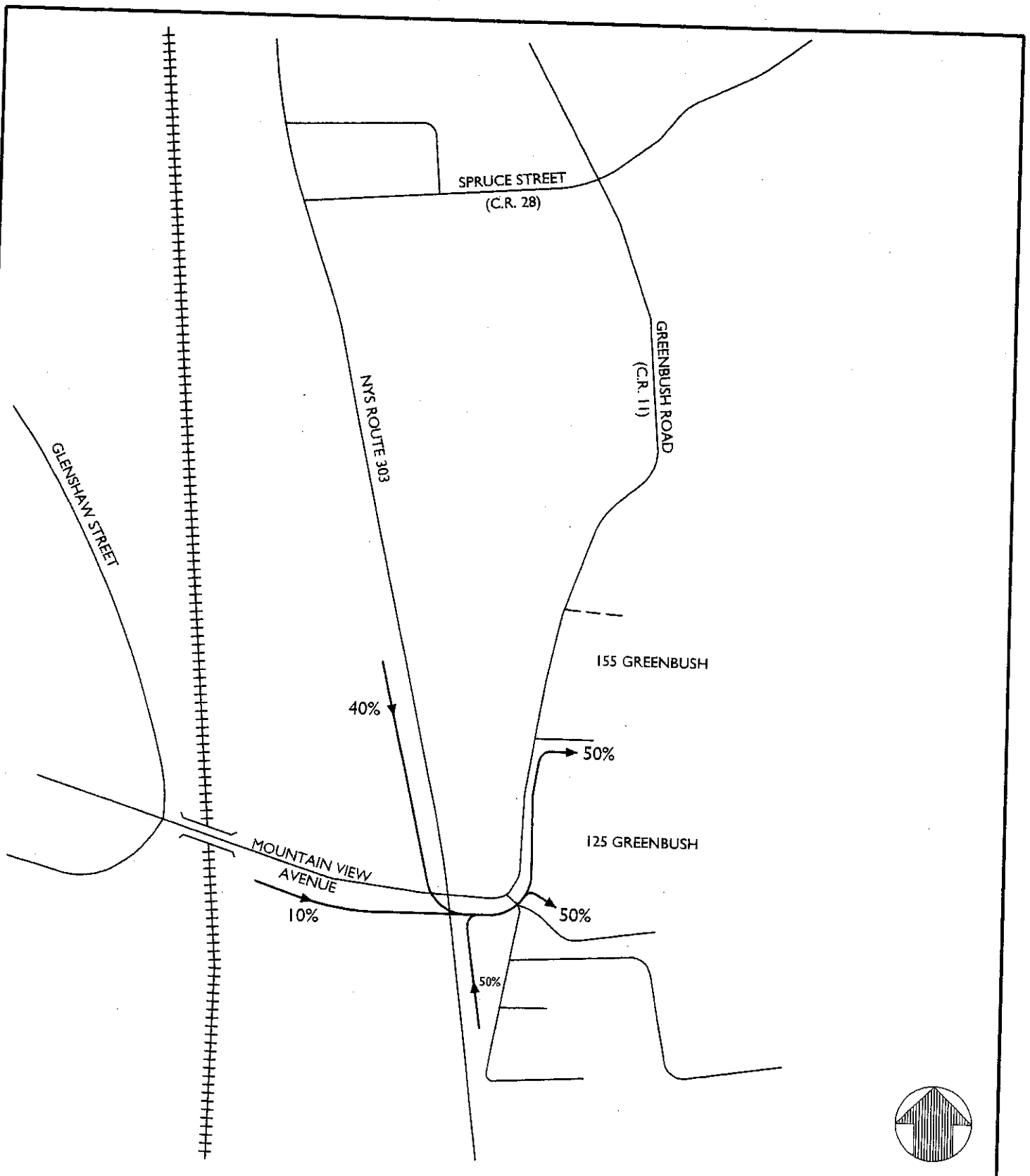

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PROJECT NUMBER:	DRAWING NAME:
19000154A	190719_NT_FIGURES

SHEET TITLE:
PROPOSED DEVELOPMENT
ARRIVAL DISTRIBUTION
[TRUCKS]
(EXPRESSED AS A %)

SHEET NUMBER:
FIGURE NO. 8

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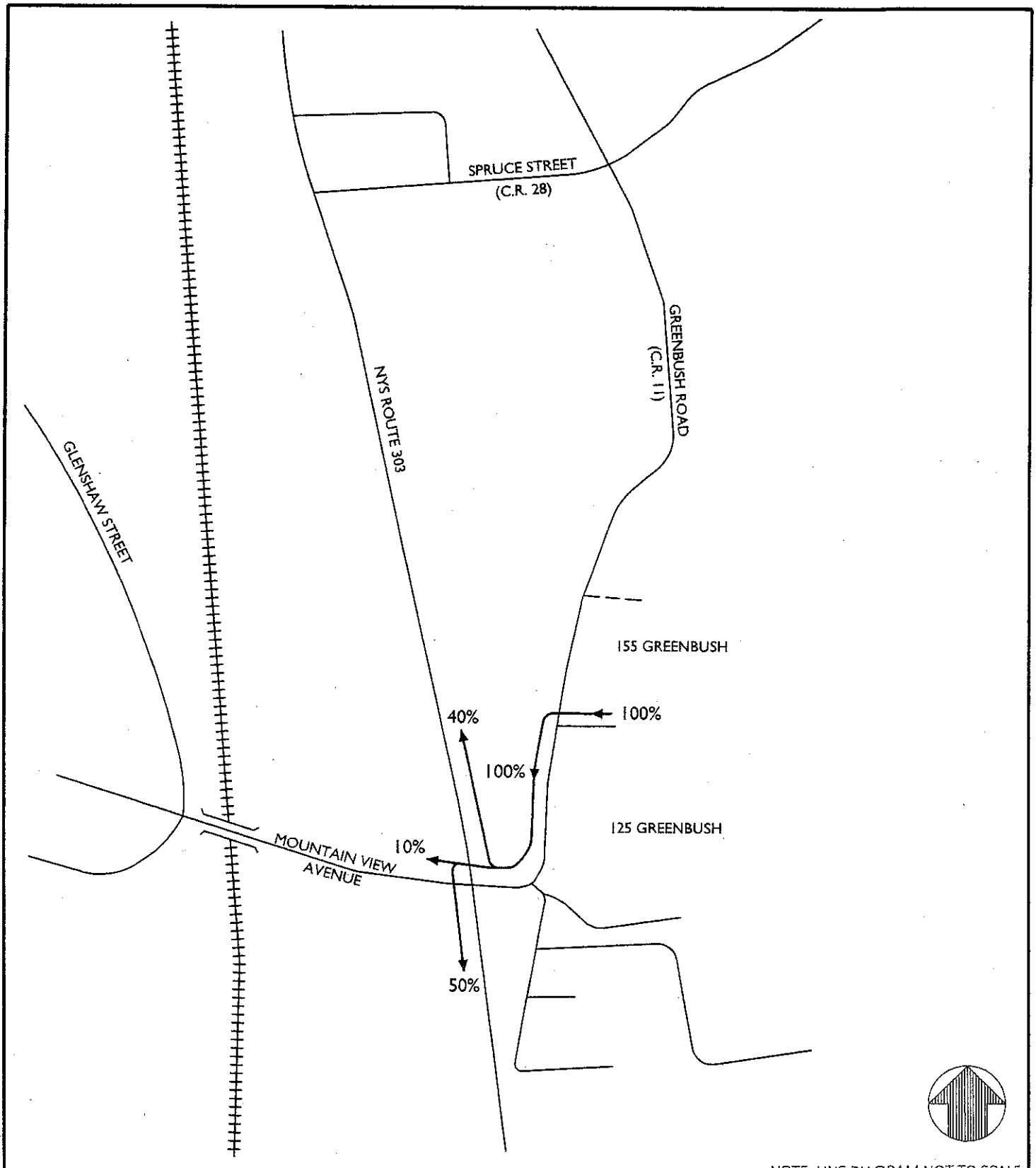

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PROJECT NUMBER:	DRAWING NAME:
19000154A	190719_NT_FIGURES

SHEET TITLE:
PROPOSED DEVELOPMENT
DEPARTURE DISTRIBUTION
[TRUCKS]
(EXPRESSED AS A %)

SHEET NUMBER:
FIGURE NO. 9

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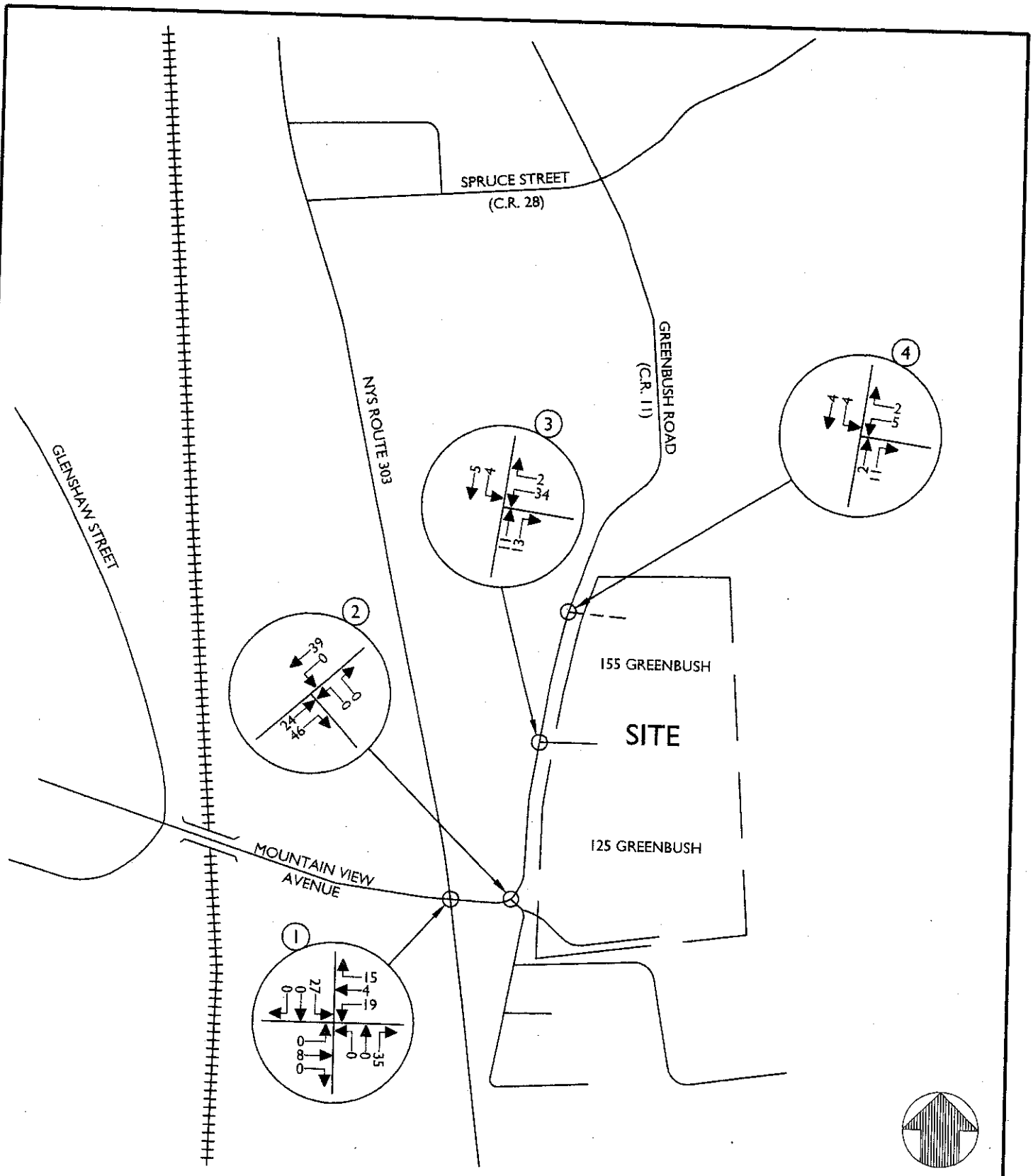

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PROJECT NUMBER:	DRAWING NAME:
19000154A	190719_NT_FIGURES

SHEET TITLE:
PROPOSED DEVELOPMENT
SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 10

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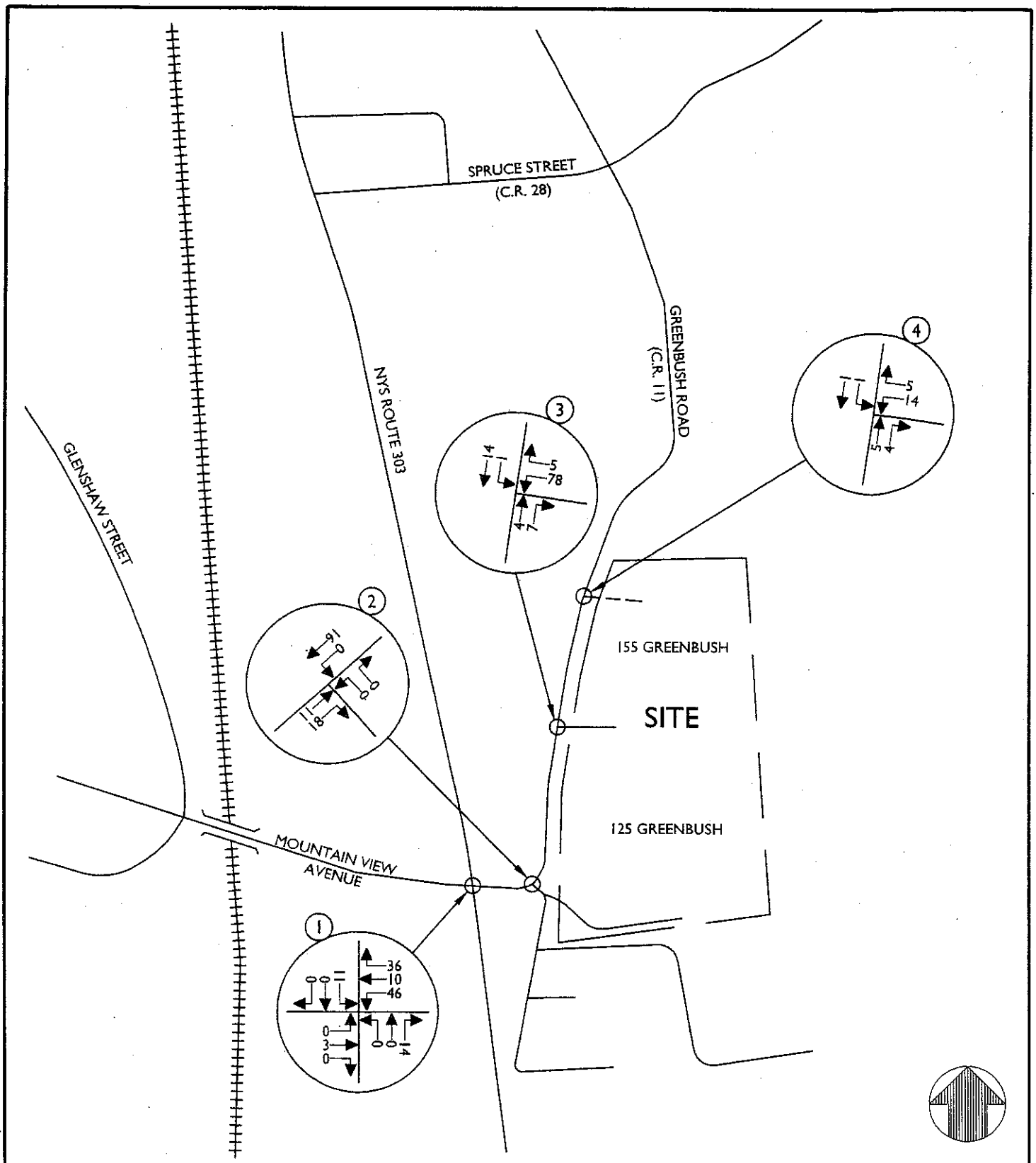

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PROJECT NUMBER:	DRAWING NAME:
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SHEET TITLE:
PROPOSED DEVELOPMENT
SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 11

By: NTORTORELLA

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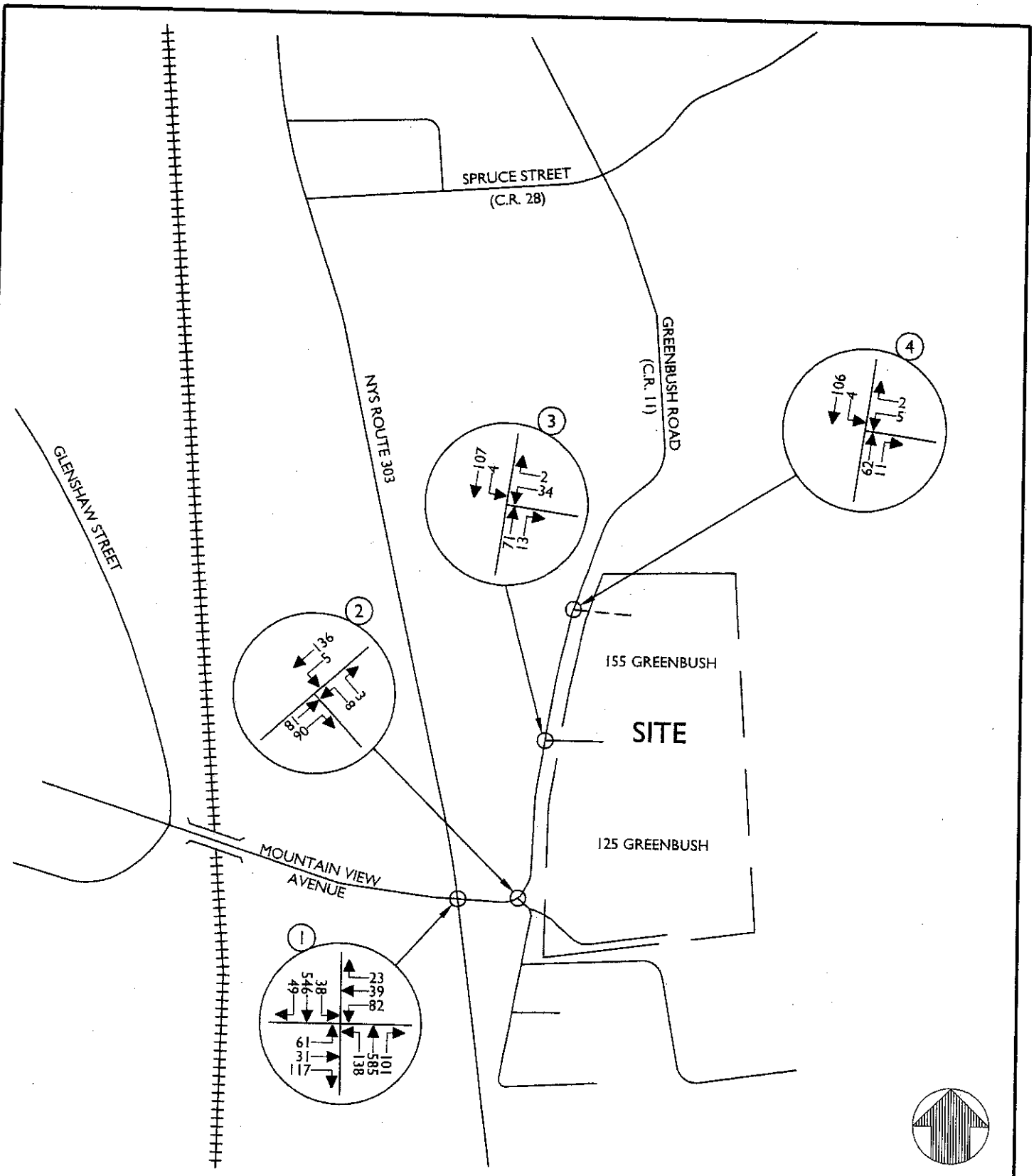

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PROJECT NUMBER:	DRAWING NAME:
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SHEET TITLE:
2023 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 12

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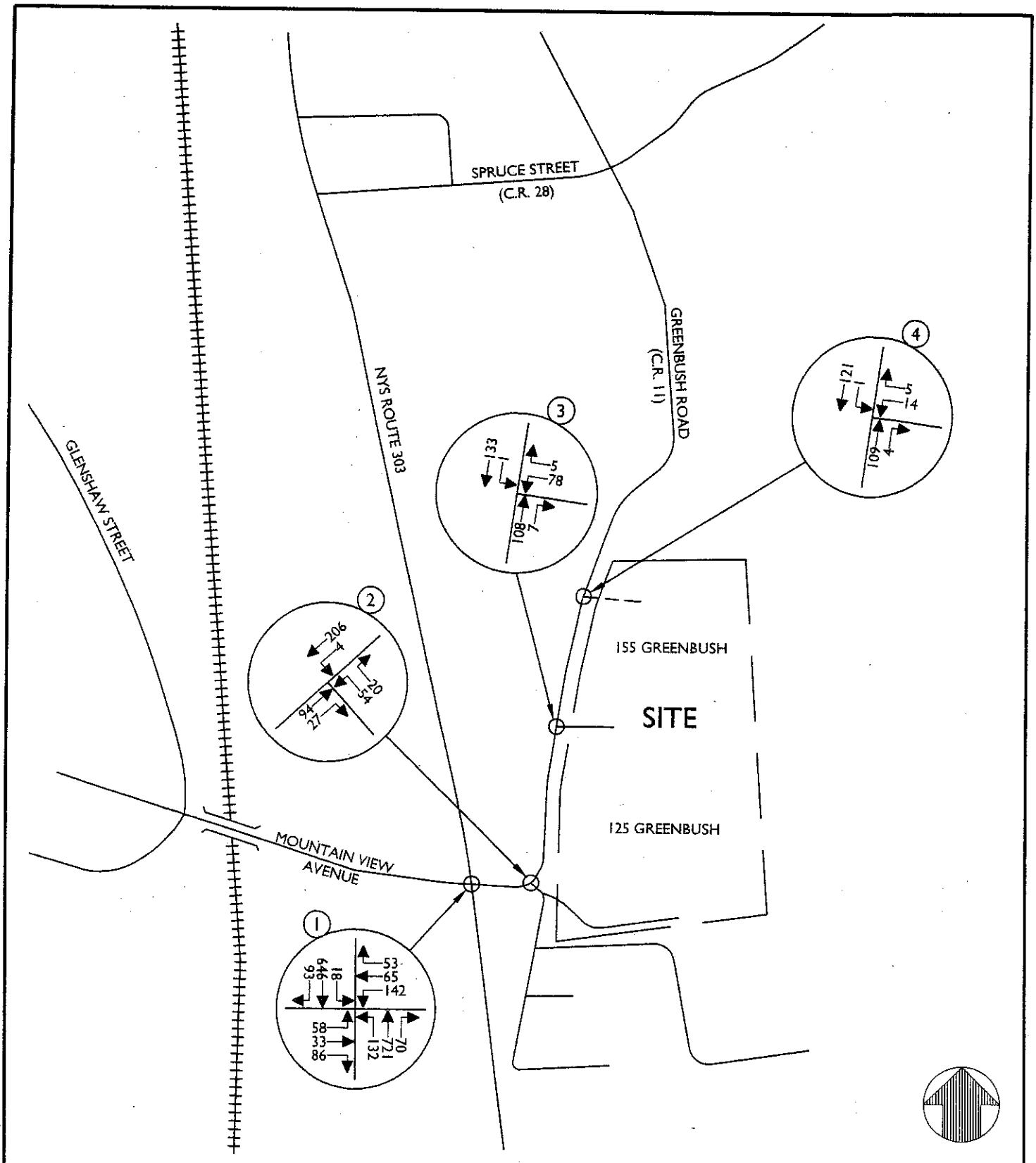

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SHEET TITLE:
2023 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 13

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125 AND 155 GREENBUSH ROAD

APPENDIX B

TABLES

TABLE NO. 1

HOURLY TRIP GENERATION RATES AND ANTICIPATED SITE GENERATED TRAFFIC VOLUMES

125 AND 155 GREENBUSH ROAD

NO-BUILD CONDITION 125 GREENBUSH - FULLY OCCUPIED (1)	ENTRY		EXIT		TOTAL	
	HTGR*	VOLUME	HTGR*	VOLUME	HTGR*	VOLUME
OFFICE (50,725 s.f.)						
WEEKDAY PEAK AM HOUR	1.00	51	0.16	8	1.16	59
WEEKDAY PEAK PM HOUR	0.18	9	0.97	49	1.15	58
WAREHOUSE (268,000 s.f.)						
WEEKDAY PEAK AM HOUR	0.14	38	0.08	21	0.22	59
WEEKDAY PEAK PM HOUR	0.06	15	0.18	49	0.24	64
TOTAL (2)						
WEEKDAY PEAK AM HOUR	--	89	--	29	--	118
WEEKDAY PEAK PM HOUR	--	24	--	98	--	122

BUILD CONDITION PROPOSED DEVELOPMENT (3)	ENTRY		EXIT		TOTAL	
	HTGR*	VOLUME	HTGR*	VOLUME	HTGR*	VOLUME
125 GREENBUSH (415,000 s.f.) EXISTING WAREHOUSE + EXPANSION						
WEEKDAY PEAK AM HOUR	0.14	59	0.08	32	0.22	91
WEEKDAY PEAK PM HOUR	0.06	24	0.18	76	0.24	100
155 GREENBUSH (128,000 s.f.) PROPOSED WAREHOUSE						
WEEKDAY PEAK AM HOUR	0.14	18	0.08	10	0.22	28
WEEKDAY PEAK PM HOUR	0.06	7	0.18	24	0.24	31
TOTAL (4)						
WEEKDAY PEAK AM HOUR	--	77	--	42	--	119
WEEKDAY PEAK PM HOUR	--	31	--	100	--	131

(1) ITE LAND USE CODE 710 - OFFICE AND LAND USE CODE 150 - WAREHOUSE.
(2) INCLUDES PASSENGER CAR AND TRUCK TRIPS BECAUSE THE EXISTING SITE DOES NOT HAVE ANY DRIVEWAY RESTRICTIONS.
(3) ITE LAND USE CODE 150 - WAREHOUSE.
(4) TRUCK TRIP PERCENTAGES: AM ENTERING 5%, AM EXITING 20%, PM ENTERING 20% AND PM EXITING 10% OF TOTAL TRIPS.

TABLE NO. 2

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION		YEAR 2019 EXISTING						YEAR 2023 NO-BUILD						YEAR 2023 BUILD					
			WEEKDAY AM			WEEKDAY PM			WEEKDAY AM			WEEKDAY PM			WEEKDAY AM			WEEKDAY PM		
			LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C
1	NYS ROUTE 303 & MOUNTAINVIEW AVENUE																			
	SIGNALIZED																			
	MOUNTAINVIEW AVENUE	EB L-T-R	D	36.4	0.72	D	36.1	0.55	D	37.8	0.74	C	34.7	0.45	D	37.7	0.73	C	34.9	0.46
		EB OVERALL	**D**	**36.4**	--	**D**	**36.1**	--	**D**	**37.8**	--	**C**	**34.7**	--	**D**	**37.7**	--	**C**	**34.9**	--
	MOUNTAINVIEW AVENUE	WB L-T-R	C	34.0	0.48	D	38.9	0.70	D	35.6	0.55	D	49.4	0.80	D	36.0	0.59	D	48.9	0.79
		WB OVERALL	**C**	**34.0**	--	**D**	**38.9**	--	**D**	**35.6**	--	**D**	**49.4**	--	**D**	**36.0**	--	**D**	**48.9**	--
	NYS ROUTE 303	NB L-T	C	28.7	0.70	D	38.8	0.82	C	33.9	0.78	E	59.6	0.94	C	33.2	0.76	E	59.3	0.94
		NB T-R	C	26.7	0.64	C	34.3	0.75	C	30.8	0.71	D	48.3	0.86	C	30.2	0.70	D	48.0	0.85
		NB OVERALL	**C**	**27.8**	--	**D**	**36.7**	--	**C**	**32.5**	--	**D**	**54.3**	--	**C**	**31.8**	--	**D**	**54.0**	--
	NYS ROUTE 303	SB L-T	D	35.4	0.81	D	40.9	0.85	D	37.7	0.83	D	50.5	0.89	D	37.5	0.83	D	50.2	0.89
		SB T-R	C	33.0	0.74	D	36.1	0.78	C	34.0	0.76	D	43.1	0.81	C	34.0	0.75	D	42.9	0.81
		SB OVERALL	**C**	**34.3**	--	**D**	**38.7**	--	**D**	**36.0**	--	**D**	**47.1**	--	**D**	**35.9**	--	**D**	**46.8**	--
	OVERALL INTERSECTION		**C**	**31.5**	--	D	**38.7**	--	**C**	**34.5**	--	**D**	**49.5**	--	**C**	**34.2**	--	**D**	**49.2**	--
2	MOUNTAINVIEW AVENUE & GREENBUSH ROAD																			
	UNSIGNALIZED																			
	GREENBUSH ROAD	SWB L-T	A	7.8	0.006	A	7.7	0.004	A	8.1	0.007	A	7.7	0.005	A	8.0	0.005	A	7.7	0.004
	MOUNTAINVIEW AVENUE	WB L-R	B	10.0	0.027	B	10.6	0.123	B	10.6	0.041	B	11.7	0.201	B	10.4	0.019	B	11.3	0.134
3	GREENBUSH ROAD & EXISTING SITE DRIVEWAY																			
	UNSIGNALIZED																			
	GREENBUSH ROAD	SB L-T	A	0.0	0.000	A	0.0	0.000	A	7.5	0.002	A	7.5	0.001	A	7.4	0.003	A	7.5	0.001
	EXISTING SITE DRIVEWAY	WB L-R	B	11.0	0.019	B	10.5	0.036	B	11.3	0.036	B	11.0	0.103	B	11.5	0.071	B	11.4	0.147
4	GREENBUSH ROAD & PROPOSED SITE DRIVEWAY																			
	UNSIGNALIZED																			
	GREENBUSH ROAD	SB L-T	--	--	--	--	--	--	--	--	--	--	--	--	A	7.4	0.003	A	7.5	0.001
	PROPOSED SITE DRIVEWAY	WB L-R	--	--	--	--	--	--	--	--	--	--	--	--	A	9.4	0.010	A	9.9	0.029

NOTES:

1) THE ABOVE REPRESENTS THE LEVELS OF SERVICE AND VEHICLE DELAY IN SECONDS, B [13.2] FOR EACH MOVEMENT, FOR EACH APPROACH AS WELL AS FOR THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS AND THE LEVELS OF SERVICE AND AVERAGE TOTAL DELAY IN SECONDS, B[10.9], FOR THE UNSIGNALIZED INTERSECTIONS.

125 AND 155 GREENBUSH ROAD

APPENDIX C

LEVEL OF SERVICE STANDARDS

LEVEL OF SERVICE STANDARDS

LEVEL OF SERVICE FOR SIGNALIZED INTERSECTIONS

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

LOS A describes operations with a control delay of 10 s/veh or less and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.

LOS B describes operations with control delay between 10 and 20 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.

LOS C describes operations with control delay between 20 and 35 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate.

LOS D describes operations with control delay between 35 and 55 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long.

LOS E describes operations with control delay between 55 and 80 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long.

LOS F describes operations with control delay exceeding 80 s/veh or a volume-to-capacity ratio greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long.

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

The Level of Service Criteria for signalized intersections are given in Exhibit 18-4 from the *Highway Capacity Manual, 6th Edition* published by the Transportation Research Board.

Exhibit 18-4

	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.

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 19-1 from the *Highway Capacity Manual, 6th Edition* published by the Transportation Research Board.

Exhibit 19-1

	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 19-1 notes, LOS F is assigned to the movement if the volume-to-capacity ratio for the movement exceeds 1.0, regardless of the control delay.

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

LEVEL OF SERVICE CRITERIA
FOR ALL-WAY STOP-CONTROLLED (AWSC) UNSIGNALIZED INTERSECTIONS

The Levels of Service (LOS) for all-way stop-controlled (AWSC) intersections are given in Exhibit 20-2. 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 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

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

125 AND 155 GREENBUSH ROAD

APPENDIX D

CAPACITY ANALYSIS

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	27	115	69	39	9	135	574	76	12	535	48
Future Volume (vph)	60	27	115	69	39	9	135	574	76	12	535	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	12	12	12	10	10	10	10	10	10
Grade (%)		-2%			-1%			0%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.923			0.990			0.986			0.988	
Flt Protected		0.985			0.971			0.991			0.999	
Satd. Flow (prot)	0	1729	0	0	1669	0	0	3021	0	0	2996	0
Flt Permitted		0.856			0.543			0.991			0.999	
Satd. Flow (perm)	0	1502	0	0	933	0	0	3021	0	0	2996	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		56			3						9	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		595			255			710			1410	
Travel Time (s)		13.5			5.8			12.1			24.0	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	10%	18%	4%	8%	3%	56%	10%	9%	7%	42%	11%	10%
Adj. Flow (vph)	68	31	131	78	44	10	153	652	86	14	608	55
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	230	0	0	132	0	0	891	0	0	677	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	0.91	0.91	0.91	0.99	0.99	0.99	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	83		20	83		20	83		20	83	
Trailing Detector (ft)	0	-5		0	-5		0	-5		0	-5	
Detector 1 Position(ft)	0	-5		0	-5		0	-5		0	-5	
Detector 1 Size(ft)	20	40		20	40		20	40		20	40	
Detector 1 Type	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	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Split	NA		Split	NA	
Protected Phases		4			8		2	2		6	6	
Permitted Phases	4			8								

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	10.0		30.0	30.0		11.0	11.0		28.0	28.0	
Total Split (s)	30.0	30.0		30.0	30.0		40.0	40.0		40.0	40.0	
Total Split (%)	27.3%	27.3%		27.3%	27.3%		36.4%	36.4%		36.4%	36.4%	
Yellow Time (s)	4.0	4.0		4.0	4.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Max	Max		None	None	
v/c Ratio		0.76			0.82			0.80			0.80	
Control Delay		45.4			74.2			36.0			39.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		45.4			74.2			36.0			39.6	
Queue Length 50th (ft)		100			75			250			193	
Queue Length 95th (ft)		168			147			#437			281	
Internal Link Dist (ft)		515			175			630			1330	
Turn Bay Length (ft)												
Base Capacity (vph)		446			253			1108			1105	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.52			0.52			0.80			0.61	

Intersection Summary

Area Type: Other

Cycle Length: 110

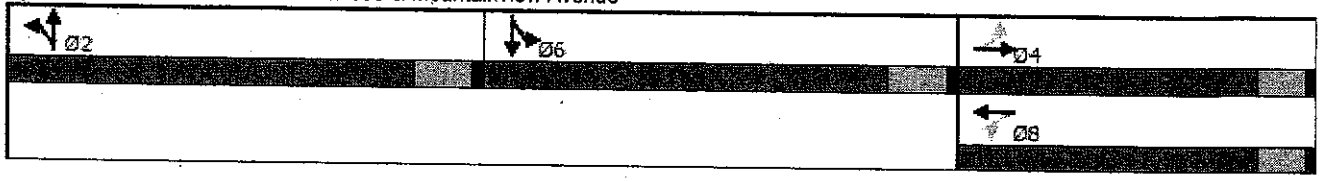
Actuated Cycle Length: 94.3

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

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

Splits and Phases: 1: NYS Route 303 & Mountainview Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↑↑			↑↑	
Traffic Volume (veh/h)	60	27	115	69	39	9	135	574	76	12	535	48
Future Volume (veh/h)	60	27	115	69	39	9	135	574	76	12	535	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1777	1777	1777	1894	1894	1894	1767	1767	1767	1774	1774	1774
Adj Flow Rate, veh/h	68	31	131	78	44	10	153	652	86	14	608	55
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	18	18	18	3	3	3	9	9	9	11	11	11
Cap, veh/h	117	50	152	172	87	16	218	977	135	17	778	74
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.39	0.39	0.39	0.25	0.25	0.25
Sat Flow, veh/h	376	292	884	621	509	93	565	2529	349	69	3125	297
Grp Volume(v), veh/h	230	0	0	132	0	0	471	0	420	359	0	318
Grp Sat Flow(s),veh/h/ln	1552	0	0	1222	0	0	1738	0	1704	1771	0	1721
Q Serve(g_s), s	3.6	0.0	0.0	0.0	0.0	0.0	20.1	0.0	17.7	16.8	0.0	15.0
Cycle Q Clear(g_c), s	12.5	0.0	0.0	8.9	0.0	0.0	20.1	0.0	17.7	16.8	0.0	15.0
Prop In Lane	0.30		0.57	0.59		0.08	0.32		0.20	0.04		0.17
Lane Grp Cap(c), veh/h	319	0	0	275	0	0	672	0	658	441	0	428
V/C Ratio(X)	0.72	0.00	0.00	0.48	0.00	0.00	0.70	0.00	0.64	0.81	0.00	0.74
Avail Cap(c_a), veh/h	484	0	0	436	0	0	672	0	658	684	0	665
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.3	0.0	0.0	33.5	0.0	0.0	22.7	0.0	22.0	31.1	0.0	30.4
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.5	0.0	0.0	6.0	0.0	4.7	4.3	0.0	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	0.0	0.0	2.6	0.0	0.0	8.7	0.0	7.4	7.3	0.0	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.4	0.0	0.0	34.0	0.0	0.0	28.7	0.0	26.7	35.4	0.0	33.0
LnGrp LOS	D	A	A	C	A	A	C	A	C	D	A	C
Approach Vol, veh/h		230			132			891			677	
Approach Delay, s/veh		36.4			34.0			27.8			34.3	
Approach LOS		D			C			C			C	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		40.0		20.1		27.9		20.1				
Change Period (Y+Rc), s		6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s		34.0		25.0		34.0		25.0				
Max Q Clear Time (g_c+I1), s		22.1		14.5		18.8		10.9				
Green Ext Time (p_c), s		2.5		0.6		3.1		0.3				
Intersection Summary												
HCM 6th Ctrl Delay			31.5									
HCM 6th LOS			C									

Lane Group	WBL	WBR	NBT	NBR	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	12	5	65	50	6	105
Future Volume (vph)	12	5	65	50	6	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	15	15	14	14
Grade (%)	0%		2%			-2%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.959		0.941			
Flt Protected	0.966					0.997
Satd. Flow (prot)	1534	0	1721	0	0	1835
Flt Permitted	0.966					0.997
Satd. Flow (perm)	1534	0	1721	0	0	1835
Link Speed (mph)	30		30			30
Link Distance (ft)	289		255			361
Travel Time (s)	6.6		5.8			8.2
Confl. Peds. (#/hr)	1	1		1	1	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	100%	14%	12%	33%	10%
Adj. Flow (vph)	14	6	76	59	7	124
Shared Lane Traffic (%)						
Lane Group Flow (vph)	20	0	135	0	0	131
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.85	0.85	0.89	0.89	0.91	0.91
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	12	5	65	50	6	105
Future Vol, veh/h	12	5	65	50	6	105
Conflicting Peds, #/hr	1	1	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	2	-	-	-2
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	100	14	12	33	10
Mvmt Flow	14	6	76	59	7	124

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	246	108	0	0	136	0
Stage 1	107	-	-	-	-	-
Stage 2	139	-	-	-	-	-
Critical Hdwy	6.4	7.2	-	-	4.43	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	4.2	-	-	2.497	-
Pot Cap-1 Maneuver	747	735	-	-	1278	-
Stage 1	922	-	-	-	-	-
Stage 2	893	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	741	733	-	-	1276	-
Mov Cap-2 Maneuver	741	-	-	-	-	-
Stage 1	921	-	-	-	-	-
Stage 2	887	-	-	-	-	-

Approach	WB	NE	SW
HCM Control Delay, s	10	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NERWBLn1	SWL	SWT
Capacity (veh/h)	-	- 739	1276	-
HCM Lane V/C Ratio	-	- 0.027	0.006	-
HCM Control Delay (s)	-	- 10	7.8	0
HCM Lane LOS	-	- B	A	A
HCM 95th %tile Q(veh)	-	- 0.1	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	0	61	9	0	101
Future Volume (vph)	10	0	61	9	0	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	13	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.982			
Flt Protected	0.950					
Satd. Flow (prot)	902	0	1612	0	0	1801
Flt Permitted	0.950					
Satd. Flow (perm)	902	0	1612	0	0	1801
Link Speed (mph)	30		30			30
Link Distance (ft)	376		319			523
Travel Time (s)	8.5		7.3			11.9
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	100%	0%	9%	89%	0%	2%
Adj. Flow (vph)	12	0	72	11	0	119
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	83	0	0	119
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.96	0.96	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	0	61	9	0	101
Future Vol, veh/h	10	0	61	9	0	101
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized		None		None		None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	100	0	9	89	0	2
Mvmt Flow	12	0	72	11	0	119

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	197	78	0	0	83	0
Stage 1	78	-	-	-	-	-
Stage 2	119	-	-	-	-	-
Critical Hdwy	7.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	6.4	-	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-	-
Follow-up Hdwy	4.4	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	614	988	-	-	1527	-
Stage 1	747	-	-	-	-	-
Stage 2	711	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	614	988	-	-	1527	-
Mov Cap-2 Maneuver	614	-	-	-	-	-
Stage 1	747	-	-	-	-	-
Stage 2	711	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 614	1527	-
HCM Lane V/C Ratio	-	- 0.019	-	-
HCM Control Delay (s)	-	- 11	0	-
HCM Lane LOS	-	- B	A	-
HCM 95th %tile Q(veh)	-	- 0.1	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	33	84	107	61	19	129	707	64	8	633	91
Future Volume (vph)	57	33	84	107	61	19	129	707	64	8	633	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	12	12	12	10	10	10	10	10	10
Grade (%)		-2%			-1%			0%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.935			0.986			0.989			0.981	
Flt Protected		0.984			0.972			0.993			0.999	
Satd. Flow (prot)	0	1865	0	0	1746	0	0	3199	0	0	3156	0
Flt Permitted		0.819			0.632			0.993			0.999	
Satd. Flow (perm)	0	1553	0	0	1135	0	0	3199	0	0	3156	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		40			5						14	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		595			255			710			1410	
Travel Time (s)		13.5			5.8			12.1			24.0	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	2%	2%	3%	26%	1%	4%	2%	75%	5%	0%
Adj. Flow (vph)	65	38	95	122	69	22	147	803	73	9	719	103
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	198	0	0	213	0	0	1023	0	0	831	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	0.91	0.91	0.91	0.99	0.99	0.99	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	83		20	83		20	83		20	83	
Trailing Detector (ft)	0	-5		0	-5		0	-5		0	-5	
Detector 1 Position(ft)	0	-5		0	-5		0	-5		0	-5	
Detector 1 Size(ft)	20	40		20	40		20	40		20	40	
Detector 1 Type	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	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Split	NA		Split	NA	
Protected Phases		4			8		2	2		6	6	
Permitted Phases	4			8								

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	10.0		30.0	30.0		11.0	11.0		28.0	28.0	
Total Split (s)	31.0	31.0		31.0	31.0		40.0	40.0		39.0	39.0	
Total Split (%)	28.2%	28.2%		28.2%	28.2%		36.4%	36.4%		35.5%	35.5%	
Yellow Time (s)	4.0	4.0		4.0	4.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Max	Max		None	None	
v/c Ratio		0.55			0.88			0.97			0.89	
Control Delay		35.4			73.3			56.8			47.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		35.4			73.3			56.8			47.5	
Queue Length 50th (ft)		96			138			~401			283	
Queue Length 95th (ft)		164			#251			#520			#365	
Internal Link Dist (ft)		515			175			630			1330	
Turn Bay Length (ft)												
Base Capacity (vph)		422			290			1058			1023	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.47			0.73			0.97			0.81	

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 103.5

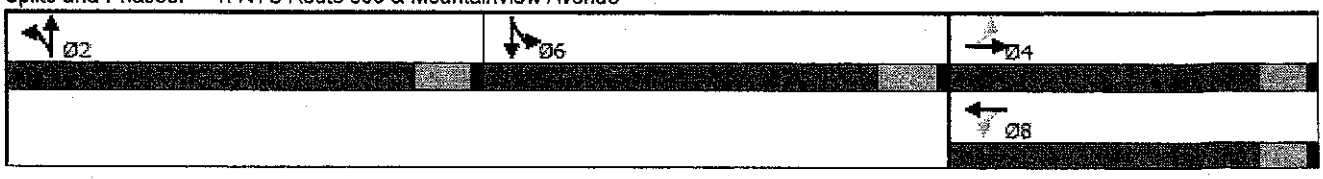
Natural Cycle: 100

Control Type: Actuated-Uncoordinated

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

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

Splits and Phases: 1: NYS Route 303 & Mountainview Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↑↑			↑↑	
Traffic Volume (veh/h)	57	33	84	107	61	19	129	707	64	8	633	91
Future Volume (veh/h)	57	33	84	107	61	19	129	707	64	8	633	91
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2058	2058	2058	1894	1894	1894	1841	1841	1841	1864	1864	1864
Adj Flow Rate, veh/h	65	38	95	122	69	22	147	803	73	9	719	103
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	3	3	3	4	4	4	5	5	5
Cap, veh/h	133	80	150	191	89	25	178	1023	97	11	877	133
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.36	0.36	0.36	0.28	0.28	0.28
Sat Flow, veh/h	456	447	833	729	495	141	495	2842	270	38	3130	474
Grp Volume(v), veh/h	198	0	0	213	0	0	539	0	484	444	0	387
Grp Sat Flow(s),veh/h/ln	1736	0	0	1366	0	0	1816	0	1792	1862	0	1779
Q Serve(g_s), s	0.0	0.0	0.0	4.7	0.0	0.0	25.5	0.0	22.4	21.3	0.0	18.9
Cycle Q Clear(g_c), s	9.8	0.0	0.0	14.5	0.0	0.0	25.5	0.0	22.4	21.3	0.0	18.9
Prop In Lane	0.33		0.48	0.57		0.10	0.27		0.15	0.02		0.27
Lane Grp Cap(c), veh/h	363	0	0	306	0	0	654	0	645	522	0	498
V/C Ratio(X)	0.55	0.00	0.00	0.70	0.00	0.00	0.82	0.00	0.75	0.85	0.00	0.78
Avail Cap(c_a), veh/h	523	0	0	445	0	0	654	0	645	651	0	622
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.7	0.0	0.0	37.8	0.0	0.0	27.5	0.0	26.5	32.1	0.0	31.3
Incr Delay (d2), s/veh	0.5	0.0	0.0	1.1	0.0	0.0	11.3	0.0	7.8	8.8	0.0	4.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.0	0.0	4.8	0.0	0.0	12.4	0.0	10.3	10.3	0.0	8.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.1	0.0	0.0	38.9	0.0	0.0	38.8	0.0	34.3	40.9	0.0	36.1
LnGrp LOS	D	A	A	D	A	A	D	A	C	D	A	D
Approach Vol, veh/h		198			213			1023			831	
Approach Delay, s/veh		36.1			38.9			36.7			38.7	
Approach LOS		D			D			D			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		40.0		22.0		32.5		22.0				
Change Period (Y+Rc), s		6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s		34.0		26.0		33.0		26.0				
Max Q Clear Time (g_c+I1), s		27.5		11.8		23.3		16.5				
Green Ext Time (p_c), s		2.1		0.5		3.2		0.5				

Intersection Summary	
HCM 6th Ctrl Delay	37.6
HCM 6th LOS	D

Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	54	21	94	11	5	133
Future Volume (vph)	54	21	94	11	5	133
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	15	15	14	14
Grade (%)	0%		2%			-2%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.962		0.986			
Flt Protected	0.965					0.998
Satd. Flow (prot)	1891	0	1919	0	0	1936
Flt Permitted	0.965					0.998
Satd. Flow (perm)	1891	0	1919	0	0	1936
Link Speed (mph)	30		30			30
Link Distance (ft)	289		255			361
Travel Time (s)	6.6		5.8			8.2
Confl. Peds. (#/hr)	1			1		
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	6%	5%	6%	9%	20%	5%
Adj. Flow (vph)	65	25	113	13	6	160
Shared Lane Traffic (%)						
Lane Group Flow (vph)	90	0	126	0	0	166
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.85	0.85	0.89	0.89	0.91	0.91
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	2.6

Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	54	21	94	11	5	133
Future Vol, veh/h	54	21	94	11	5	133
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	2	-	-	-2
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	6	5	6	9	20	5
Mvmt Flow	65	25	113	13	6	160

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	294	121	0	0	127	0
Stage 1	121	-	-	-	-	-
Stage 2	173	-	-	-	-	-
Critical Hdwy	6.46	6.25	-	-	4.3	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.345	-	-	2.38	-
Pot Cap-1 Maneuver	689	922	-	-	1355	-
Stage 1	894	-	-	-	-	-
Stage 2	848	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	684	921	-	-	1353	-
Mov Cap-2 Maneuver	684	-	-	-	-	-
Stage 1	893	-	-	-	-	-
Stage 2	843	-	-	-	-	-

Approach	WB	NE	SW
HCM Control Delay, s	10.6	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NERWBLn1	SWL	SWT
Capacity (veh/h)	-	- 737	1353	-
HCM Lane V/C Ratio	-	- 0.123	0.004	-
HCM Control Delay (s)	-	- 10.6	7.7	0
HCM Lane LOS	-	- B	A	A
HCM 95th %tile Q(veh)	-	- 0.4	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	20	1	103	12	0	118
Future Volume (vph)	20	1	103	12	0	118
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	13	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.994		0.986			
Flt Protected	0.954					
Satd. Flow (prot)	1399	0	1825	0	0	1837
Flt Permitted	0.954					
Satd. Flow (perm)	1399	0	1825	0	0	1837
Link Speed (mph)	30		30			30
Link Distance (ft)	376		319			523
Travel Time (s)	8.5		7.3			11.9
Confl. Peds. (#/hr)	1	1		1	1	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	30%	0%	0%	58%	0%	0%
Adj. Flow (vph)	23	1	120	14	0	137
Shared Lane Traffic (%)						
Lane Group Flow (vph)	24	0	134	0	0	137
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.96	0.96	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	1	103	12	0	118
Future Vol, veh/h	20	1	103	12	0	118
Conflicting Peds, #/hr	1	1	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	30	0	0	58	0	0
Mvmt Flow	23	1	120	14	0	137

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	266	129	0	0	135	0
Stage 1	128	-	-	-	-	-
Stage 2	138	-	-	-	-	-
Critical Hdwy	6.7	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.7	-	-	-	-	-
Critical Hdwy Stg 2	5.7	-	-	-	-	-
Follow-up Hdwy	3.77	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	667	926	-	-	1462	-
Stage 1	833	-	-	-	-	-
Stage 2	824	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	666	924	-	-	1461	-
Mov Cap-2 Maneuver	666	-	-	-	-	-
Stage 1	832	-	-	-	-	-
Stage 2	823	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	675	1461	-
HCM Lane V/C Ratio	-	-	0.036	-	-
HCM Control Delay (s)	-	-	10.5	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

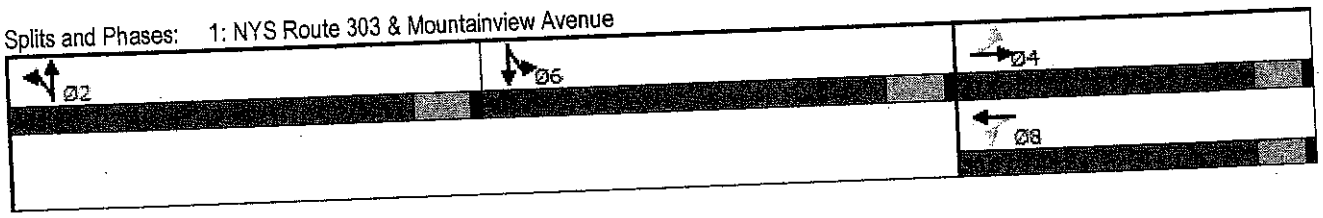
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↑↑			↑↑	
Traffic Volume (vph)	61	32	117	77	38	18	138	585	111	42	546	49
Future Volume (vph)	61	32	117	77	38	18	138	585	111	42	546	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	12	12	12	10	10	10	10	10	10
Grade (%)		-2%			-1%			0%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.925			0.982			0.980			0.988	
Flt Protected		0.986			0.972			0.992			0.997	
Satd. Flow (prot)	0	1731	0	0	1614	0	0	3008	0	0	2952	0
Flt Permitted		0.850			0.553			0.992			0.997	
Satd. Flow (perm)	0	1492	0	0	918	0	0	3008	0	0	2952	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		54			6						8	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		595			255			710			1410	
Travel Time (s)		13.5			5.8			12.1			24.0	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	10%	18%	4%	8%	3%	56%	10%	9%	7%	42%	11%	10%
Adj. Flow (vph)	69	36	133	88	43	20	157	665	126	48	620	56
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	238	0	0	151	0	0	948	0	0	724	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	0.91	0.91	0.91	0.99	0.99	0.99	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	83		20	83		20	83		20	83	
Trailing Detector (ft)	0	-5		0	-5		0	-5		0	-5	
Detector 1 Position(ft)	0	-5		0	-5		0	-5		0	-5	
Detector 1 Size(ft)	20	40		20	40		20	40		20	40	
Detector 1 Type	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	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Split	NA		Split	NA	
Protected Phases		4			8		2	2		6	6	
Permitted Phases	4			8								

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	10.0		30.0	30.0		11.0	11.0		28.0	28.0	
Total Split (s)	30.0	30.0		30.0	30.0		40.0	40.0		40.0	40.0	
Total Split (%)	27.3%	27.3%		27.3%	27.3%		36.4%	36.4%		36.4%	36.4%	
Yellow Time (s)	4.0	4.0		4.0	4.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Max	Max		None	None	
v/c Ratio		0.73			0.85			0.90			0.85	
Control Delay		43.2			75.8			45.8			43.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		43.2			75.8			45.8			43.6	
Queue Length 50th (ft)		112			91			313			226	
Queue Length 95th (ft)		198			#186			#483			307	
Internal Link Dist (ft)		515			175			630			1330	
Turn Bay Length (ft)												
Base Capacity (vph)		423			240			1050			1035	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.56			0.63			0.90			0.70	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 98.8
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 303 & Mountainview Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	32	117	77	38	18	138	585	111	42	546	49
Future Volume (veh/h)	61	32	117	77	38	18	138	585	111	42	546	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1777	1777	1777	1894	1894	1894	1767	1767	1767	1774	1774	1774
Adj Flow Rate, veh/h	69	36	133	88	43	20	157	665	126	48	620	56
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	18	18	18	3	3	3	9	9	9	11	11	11
Cap, veh/h	116	55	152	168	77	28	202	898	178	58	781	74
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.37	0.37	0.37	0.26	0.26	0.26
Sat Flow, veh/h	365	313	858	594	433	157	541	2401	477	221	2983	283
Grp Volume(v), veh/h	238	0	0	151	0	0	504	0	444	383	0	341
Grp Sat Flow(s), veh/h/ln	1536	0	0	1184	0	0	1740	0	1681	1763	0	1723
Q Serve(g_s), s	2.3	0.0	0.0	0.0	0.0	0.0	23.3	0.0	20.4	18.6	0.0	16.6
Cycle Q Clear(g_c), s	13.6	0.0	0.0	11.2	0.0	0.0	23.3	0.0	20.4	18.6	0.0	16.6
Prop In Lane	0.29		0.56	0.58		0.13	0.31		0.28	0.13		0.16
Lane Grp Cap(c), veh/h	324	0	0	273	0	0	650	0	628	462	0	451
V/C Ratio(X)	0.74	0.00	0.00	0.55	0.00	0.00	0.78	0.00	0.71	0.83	0.00	0.76
Avail Cap(c_a), veh/h	466	0	0	411	0	0	650	0	628	659	0	644
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.3	0.0	0.0	35.0	0.0	0.0	25.1	0.0	24.2	31.7	0.0	30.9
Incr Delay (d2), s/veh	1.5	0.0	0.0	0.7	0.0	0.0	8.8	0.0	6.6	6.0	0.0	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	0.0	0.0	3.2	0.0	0.0	10.4	0.0	8.7	8.3	0.0	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.8	0.0	0.0	35.6	0.0	0.0	33.9	0.0	30.8	37.7	0.0	34.0
LnGrp LOS	D	A	A	D	A	A	C	A	C	D	A	C
Approach Vol, veh/h		238			151			948			724	
Approach Delay, s/veh		37.8			35.6			32.5			36.0	
Approach LOS		D			D			C			D	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		40.0		21.1		29.8		21.1				
Change Period (Y+Rc), s		6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s		34.0		25.0		34.0		25.0				
Max Q Clear Time (g_c+I1), s		25.3		15.6		20.6		13.2				
Green Ext Time (p_c), s		2.3		0.6		3.2		0.4				
Intersection Summary												
HCM 6th Ctrl Delay			34.5									
HCM 6th LOS			C									

Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	19	4	108	78	7	113
Future Volume (vph)	19	4	108	78	7	113
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	15	15	14	14
Grade (%)	0%		2%			-2%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.975		0.943			
Flt Protected	0.961					0.997
Satd. Flow (prot)	1702	0	1724	0	0	1834
Flt Permitted	0.961					0.997
Satd. Flow (perm)	1702	0	1724	0	0	1834
Link Speed (mph)	30		30			30
Link Distance (ft)	289		255			361
Travel Time (s)	6.6		5.8			8.2
Confl. Peds. (#/hr)	1	1		1	1	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	100%	14%	12%	33%	10%
Adj. Flow (vph)	22	5	127	92	8	133
Shared Lane Traffic (%)						
Lane Group Flow (vph)	27	0	219	0	0	141
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.85	0.85	0.89	0.89	0.91	0.91
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	19	4	108	78	7	113
Future Vol, veh/h	19	4	108	78	7	113
Conflicting Peds, #/hr	1	1	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized		None		None		None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	2	-	-	-2
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	100	14	12	33	10
Mvmt Flow	22	5	127	92	8	133

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	324	175	0	0	220	0
Stage 1	174	-	-	-	-	-
Stage 2	150	-	-	-	-	-
Critical Hdwy	6.4	7.2	-	-	4.43	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	4.2	-	-	2.497	-
Pot Cap-1 Maneuver	674	668	-	-	1186	-
Stage 1	861	-	-	-	-	-
Stage 2	883	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	668	666	-	-	1184	-
Mov Cap-2 Maneuver	668	-	-	-	-	-
Stage 1	860	-	-	-	-	-
Stage 2	876	-	-	-	-	-

Approach	WB	NE	SW
HCM Control Delay, s	10.6	0	0.5
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NERWBLn1	SWL	SWT
Capacity (veh/h)	-	- 668	1184	-
HCM Lane V/C Ratio	-	- 0.041	0.007	-
HCM Control Delay (s)	-	- 10.6	8.1	0
HCM Lane LOS	-	- B	A	A
HCM 95th %tile Q(veh)	-	- 0.1	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	17	1	61	51	3	104
Future Volume (vph)	17	1	61	51	3	104
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	13	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.994		0.939			
Flt Protected	0.955					0.998
Satd. Flow (prot)	924	0	1268	0	0	1798
Flt Permitted	0.955					0.998
Satd. Flow (perm)	924	0	1268	0	0	1798
Link Speed (mph)	30		30			30
Link Distance (ft)	376		319			523
Travel Time (s)	8.5		7.3			11.9
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	100%	0%	9%	89%	0%	2%
Adj. Flow (vph)	20	1	72	60	4	122
Shared Lane Traffic (%)						
Lane Group Flow (vph)	21	0	132	0	0	126
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.96	0.96	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	17	1	61	51	3	104
Future Vol, veh/h	17	1	61	51	3	104
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	100	0	9	89	0	2
Mvmt Flow	20	1	72	60	4	122

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	232	102	0	0	132	0
Stage 1	102	-	-	-	-	-
Stage 2	130	-	-	-	-	-
Critical Hdwy	7.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	6.4	-	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-	-
Follow-up Hdwy	4.4	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	583	959	-	-	1466	-
Stage 1	726	-	-	-	-	-
Stage 2	702	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	581	959	-	-	1466	-
Mov Cap-2 Maneuver	581	-	-	-	-	-
Stage 1	726	-	-	-	-	-
Stage 2	700	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.3	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	594	1466	-
HCM Lane V/C Ratio	-	-	0.036	0.002	-
HCM Control Delay (s)	-	-	11.3	7.5	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	32	86	146	65	52	132	721	68	16	646	93
Future Volume (vph)	58	32	86	146	65	52	132	721	68	16	646	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	12	12	12	10	10	10	10	10	10
Grade (%)		-2%			-1%			0%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.934			0.973			0.989			0.981	
Flt Protected		0.984			0.973			0.993			0.999	
Satd. Flow (prot)	0	1863	0	0	1690	0	0	3199	0	0	3135	0
Flt Permitted		0.800			0.651			0.993			0.999	
Satd. Flow (perm)	0	1515	0	0	1131	0	0	3199	0	0	3135	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		41			11						14	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		595			255			710			1410	
Travel Time (s)		13.5			5.8			12.1			24.0	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	2%	2%	3%	26%	1%	4%	2%	75%	5%	0%
Adj. Flow (vph)	66	36	98	166	74	59	150	819	77	18	734	106
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	200	0	0	299	0	0	1046	0	0	858	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	0.91	0.91	0.91	0.99	0.99	0.99	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	83		20	83		20	83		20	83	
Trailing Detector (ft)	0	-5		0	-5		0	-5		0	-5	
Detector 1 Position(ft)	0	-5		0	-5		0	-5		0	-5	
Detector 1 Size(ft)	20	40		20	40		20	40		20	40	
Detector 1 Type	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	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Split	NA		Split	NA	
Protected Phases		4			8		2	2		6	6	
Permitted Phases	4			8								

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		6	6		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	10.0		30.0	30.0		11.0	11.0		28.0	28.0	
Total Split (s)	31.0	31.0		31.0	31.0		40.0	40.0		39.0	39.0	
Total Split (%)	28.2%	28.2%		28.2%	28.2%		36.4%	36.4%		35.5%	35.5%	
Yellow Time (s)	4.0	4.0		4.0	4.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Max	Max		None	None	
v/c Ratio		0.51			1.08			1.05			0.92	
Control Delay		33.9			115.7			79.7			52.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		33.9			115.7			79.7			52.9	
Queue Length 50th (ft)		97			~232			~427			301	
Queue Length 95th (ft)		167			#394			#537			#402	
Internal Link Dist (ft)		515			175			630			1330	
Turn Bay Length (ft)												
Base Capacity (vph)		392			277			997			958	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.51			1.08			1.05			0.90	

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 109.1

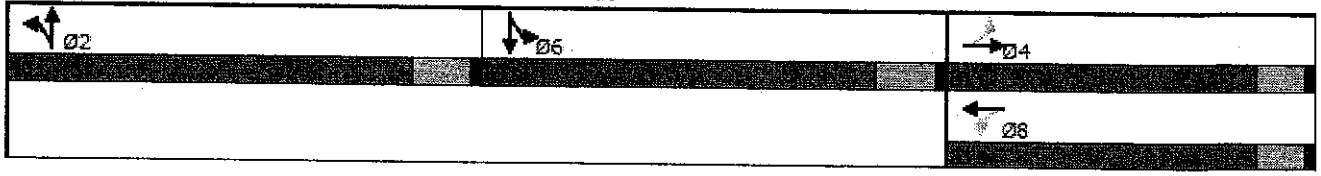
Natural Cycle: 110

Control Type: Actuated-Uncoordinated

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

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

Splits and Phases: 1: NYS Route 303 & Mountainview Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	32	86	146	65	52	132	721	68	16	646	93
Future Volume (veh/h)	58	32	86	146	65	52	132	721	68	16	646	93
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2058	2058	2058	1894	1894	1894	1841	1841	1841	1864	1864	1864
Adj Flow Rate, veh/h	66	36	98	166	74	59	150	819	77	18	734	106
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	3	3	3	4	4	4	5	5	5
Cap, veh/h	153	96	195	228	84	64	160	915	90	20	861	131
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.32	0.32	0.32	0.28	0.28	0.28
Sat Flow, veh/h	454	403	823	735	354	268	494	2834	279	73	3095	472
Grp Volume(v), veh/h	200	0	0	299	0	0	551	0	495	459	0	399
Grp Sat Flow(s),veh/h/ln	1680	0	0	1357	0	0	1816	0	1791	1861	0	1779
Q Serve(g_s), s	0.0	0.0	0.0	12.4	0.0	0.0	31.1	0.0	27.2	24.9	0.0	22.0
Cycle Q Clear(g_c), s	10.5	0.0	0.0	22.9	0.0	0.0	31.1	0.0	27.2	24.9	0.0	22.0
Prop In Lane	0.33		0.49	0.56		0.20	0.27		0.16	0.04		0.27
Lane Grp Cap(c), veh/h	444	0	0	376	0	0	587	0	578	517	0	495
V/C Ratio(X)	0.45	0.00	0.00	0.80	0.00	0.00	0.94	0.00	0.86	0.89	0.00	0.81
Avail Cap(c_a), veh/h	460	0	0	389	0	0	587	0	578	583	0	558
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.4	0.0	0.0	39.7	0.0	0.0	34.6	0.0	33.3	36.4	0.0	35.4
Incr Delay (d2), s/veh	0.3	0.0	0.0	9.7	0.0	0.0	25.0	0.0	15.0	14.1	0.0	7.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.0	0.0	8.5	0.0	0.0	17.1	0.0	13.7	12.8	0.0	10.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.7	0.0	0.0	49.4	0.0	0.0	59.6	0.0	48.3	50.5	0.0	43.1
LnGrp LOS	C	A	A	D	A	A	E	A	D	D	A	D
Approach Vol, veh/h		200			299			1046			858	
Approach Delay, s/veh		34.7			49.4			54.3			47.1	
Approach LOS		C			D			D			D	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		40.0		30.0		35.3		30.0				
Change Period (Y+Rc), s		6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s		34.0		26.0		33.0		26.0				
Max Q Clear Time (g_c+I1), s		33.1		12.5		26.9		24.9				
Green Ext Time (p_c), s		0.4		0.5		2.4		0.1				
Intersection Summary												
HCM 6th Ctrl Delay			49.5									
HCM 6th LOS			D									

Lane Group	WBL	WBR	NBT	NBR	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	91	22	97	18	5	171
Future Volume (vph)	91	22	97	18	5	171
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	15	15	14	14
Grade (%)	0%		2%			-2%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.973		0.979			
Flt Protected	0.961					0.999
Satd. Flow (prot)	1903	0	1902	0	0	1940
Flt Permitted	0.961					0.999
Satd. Flow (perm)	1903	0	1902	0	0	1940
Link Speed (mph)	30		30			30
Link Distance (ft)	289		255			361
Travel Time (s)	6.6		5.8			8.2
Confl. Peds. (#/hr)	1			1		
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	6%	5%	6%	9%	20%	5%
Adj. Flow (vph)	110	27	117	22	6	206
Shared Lane Traffic (%)						
Lane Group Flow (vph)	137	0	139	0	0	212
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.85	0.85	0.89	0.89	0.91	0.91
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	3.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	91	22	97	18	5	171
Future Vol, veh/h	91	22	97	18	5	171
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	2	-	-	-2
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	6	5	6	9	20	5
Mvmt Flow	110	27	117	22	6	206

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	348	129	0	0	140	0
Stage 1	129	-	-	-	-	-
Stage 2	219	-	-	-	-	-
Critical Hdwy	6.46	6.25	-	-	4.3	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.345	-	-	2.38	-
Pot Cap-1 Maneuver	641	913	-	-	1340	-
Stage 1	887	-	-	-	-	-
Stage 2	808	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	637	912	-	-	1338	-
Mov Cap-2 Maneuver	637	-	-	-	-	-
Stage 1	886	-	-	-	-	-
Stage 2	803	-	-	-	-	-

Approach	WB	NE	SW
HCM Control Delay, s	11.7	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	677	1338	-
HCM Lane V/C Ratio	-	-	0.201	0.005	-
HCM Control Delay (s)	-	-	11.7	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.7	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	56	3	106	14	1	120
Future Volume (vph)	56	3	106	14	1	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	13	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.994		0.984			
Flt Protected	0.954					
Satd. Flow (prot)	1400	0	1811	0	0	1837
Flt Permitted	0.954					
Satd. Flow (perm)	1400	0	1811	0	0	1837
Link Speed (mph)	30		30			30
Link Distance (ft)	376		319			523
Travel Time (s)	8.5		7.3			11.9
Confl. Peds. (#/hr)	1	1		1	1	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	30%	0%	0%	58%	0%	0%
Adj. Flow (vph)	65	3	123	16	1	140
Shared Lane Traffic (%)						
Lane Group Flow (vph)	68	0	139	0	0	141
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.96	0.96	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	56	3	106	14	1	120
Future Vol, veh/h	56	3	106	14	1	120
Conflicting Peds, #/hr	1	1	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	30	0	0	58	0	0
Mvmt Flow	65	3	123	16	1	140

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	275	133	0	0	140	0
Stage 1	132	-	-	-	-	-
Stage 2	143	-	-	-	-	-
Critical Hdwy	6.7	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.7	-	-	-	-	-
Critical Hdwy Stg 2	5.7	-	-	-	-	-
Follow-up Hdwy	3.77	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	659	922	-	-	1456	-
Stage 1	830	-	-	-	-	-
Stage 2	820	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	657	920	-	-	1455	-
Mov Cap-2 Maneuver	657	-	-	-	-	-
Stage 1	829	-	-	-	-	-
Stage 2	818	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 667	1455	-
HCM Lane V/C Ratio	-	- 0.103	0.001	-
HCM Control Delay (s)	-	- 11	7.5	0
HCM Lane LOS	-	- B	A	A
HCM 95th %tile Q(veh)	-	- 0.3	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	61	31	117	82	39	23	138	585	101	38	546	49
Future Volume (vph)	61	31	117	82	39	23	138	585	101	38	546	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	12	12	12	10	10	10	10	10	10
Grade (%)		-2%			-1%			0%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.924			0.978			0.982			0.988	
Flt Protected		0.986			0.972			0.992			0.997	
Satd. Flow (prot)	0	1730	0	0	1588	0	0	3013	0	0	2958	0
Flt Permitted		0.845			0.566			0.992			0.997	
Satd. Flow (perm)	0	1482	0	0	925	0	0	3013	0	0	2958	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		54			8						8	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		595			255			710			1410	
Travel Time (s)		13.5			5.8			12.1			24.0	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	10%	18%	4%	8%	3%	56%	10%	9%	7%	42%	11%	10%
Adj. Flow (vph)	69	35	133	93	44	26	157	665	115	43	620	56
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	237	0	0	163	0	0	937	0	0	719	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	0.91	0.91	0.91	0.99	0.99	0.99	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	83		20	83		20	83		20	83	
Trailing Detector (ft)	0	-5		0	-5		0	-5		0	-5	
Detector 1 Position(ft)	0	-5		0	-5		0	-5		0	-5	
Detector 1 Size(ft)	20	40		20	40		20	40		20	40	
Detector 1 Type	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	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Split	NA		Split	NA	
Protected Phases		4			8		2	2		6	6	
Permitted Phases	4			8								

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	10.0		30.0	30.0		11.0	11.0		28.0	28.0	
Total Split (s)	30.0	30.0		30.0	30.0		40.0	40.0		40.0	40.0	
Total Split (%)	27.3%	27.3%		27.3%	27.3%		36.4%	36.4%		36.4%	36.4%	
Yellow Time (s)	4.0	4.0		4.0	4.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Max	Max		None	None	
v/c Ratio		0.71			0.87			0.90			0.85	
Control Delay		41.4			76.9			46.1			43.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		41.4			76.9			46.1			43.9	
Queue Length 50th (ft)		112			99			318			231	
Queue Length 95th (ft)		197			#204			#474			304	
Internal Link Dist (ft)		515			175			630			1330	
Turn Bay Length (ft)												
Base Capacity (vph)		416			240			1039			1025	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.57			0.68			0.90			0.70	

Intersection Summary

Area Type: Other

Cycle Length: 110

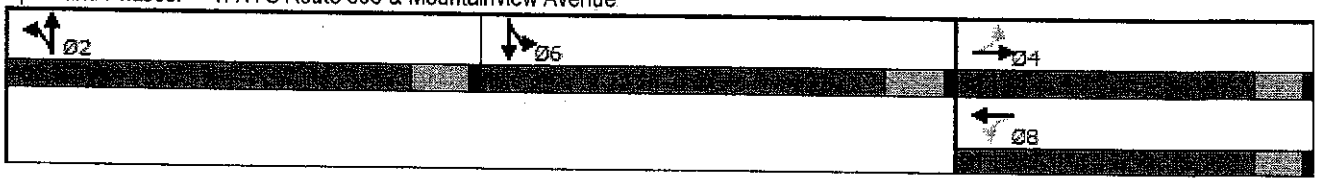
Actuated Cycle Length: 99.9

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

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

Splits and Phases: 1: NYS Route 303 & Mountainview Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	31	117	82	39	23	138	585	101	38	546	49
Future Volume (veh/h)	61	31	117	82	39	23	138	585	101	38	546	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1777	1777	1777	1894	1894	1894	1767	1767	1767	1774	1774	1774
Adj Flow Rate, veh/h	69	35	133	93	44	26	157	665	115	43	620	56
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	18	18	18	3	3	3	9	9	9	11	11	11
Cap, veh/h	116	54	152	166	75	34	205	912	165	62	782	74
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.37	0.37	0.37	0.26	0.26	0.26
Sat Flow, veh/h	363	306	856	585	421	191	549	2436	442	199	3003	285
Grp Volume(v), veh/h	237	0	0	163	0	0	498	0	439	380	0	339
Grp Sat Flow(s),veh/h/ln	1525	0	0	1196	0	0	1739	0	1687	1764	0	1723
Q Serve(g_s), s	1.4	0.0	0.0	0.0	0.0	0.0	22.8	0.0	20.0	18.5	0.0	16.4
Cycle Q Clear(g_c), s	13.6	0.0	0.0	12.1	0.0	0.0	22.8	0.0	20.0	18.5	0.0	16.4
Prop In Lane	0.29		0.56	0.57		0.16	0.32		0.26	0.11		0.17
Lane Grp Cap(c), veh/h	323	0	0	275	0	0	651	0	632	459	0	449
V/C Ratio(X)	0.73	0.00	0.00	0.59	0.00	0.00	0.76	0.00	0.70	0.83	0.00	0.75
Avail Cap(c_a), veh/h	466	0	0	413	0	0	651	0	632	661	0	645
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.2	0.0	0.0	35.3	0.0	0.0	24.9	0.0	24.0	31.7	0.0	30.9
Incr Delay (d2), s/veh	1.5	0.0	0.0	0.8	0.0	0.0	8.3	0.0	6.2	5.9	0.0	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	0.0	0.0	3.4	0.0	0.0	10.2	0.0	8.5	8.2	0.0	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.7	0.0	0.0	36.0	0.0	0.0	33.2	0.0	30.2	37.5	0.0	34.0
LnGrp LOS	D	A	A	D	A	A	C	A	C	D	A	C
Approach Vol, veh/h		237			163			937			719	
Approach Delay, s/veh		37.7			36.0			31.8			35.9	
Approach LOS		D			D			C			D	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		40.0		21.2		29.6		21.2				
Change Period (Y+Rc), s		6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s		34.0		25.0		34.0		25.0				
Max Q Clear Time (g_c+I1), s		24.8		15.6		20.5		14.1				
Green Ext Time (p_c), s		2.4		0.6		3.2		0.4				
Intersection Summary												
HCM 6th Ctrl Delay			34.2									
HCM 6th LOS			C									

Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	8	3	81	90	5	136
Future Volume (vph)	8	3	81	90	5	136
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	15	15	14	14
Grade (%)	0%		2%			-2%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.958		0.929			
Flt Protected	0.967					0.998
Satd. Flow (prot)	1525	0	1702	0	0	1843
Flt Permitted	0.967					0.998
Satd. Flow (perm)	1525	0	1702	0	0	1843
Link Speed (mph)	30		30			30
Link Distance (ft)	289		255			361
Travel Time (s)	6.6		5.8			8.2
Confl. Peds. (#/hr)	1	1		1	1	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	100%	14%	12%	33%	10%
Adj. Flow (vph)	9	4	95	106	6	160
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	0	201	0	0	166
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.85	0.85	0.89	0.89	0.91	0.91
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	8	3	81	90	5	136
Future Vol, veh/h	8	3	81	90	5	136
Conflicting Peds, #/hr	1	1	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	2	-	-	-2
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	100	14	12	33	10
Mvmt Flow	9	4	95	106	6	160

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	322	150	0	0	202	0
Stage 1	149	-	-	-	-	-
Stage 2	173	-	-	-	-	-
Critical Hdwy	6.4	7.2	-	-	4.43	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	4.2	-	-	2.497	-
Pot Cap-1 Maneuver	676	692	-	-	1205	-
Stage 1	884	-	-	-	-	-
Stage 2	862	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	671	690	-	-	1203	-
Mov Cap-2 Maneuver	671	-	-	-	-	-
Stage 1	883	-	-	-	-	-
Stage 2	857	-	-	-	-	-

Approach	WB	NE	SW
HCM Control Delay, s	10.4	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SWL	SWT
Capacity (veh/h)	-	-	676	1203	-
HCM Lane V/C Ratio	-	-	0.019	0.005	-
HCM Control Delay (s)	-	-	10.4	8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	34	2	71	13	4	107
Future Volume (vph)	34	2	71	13	4	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	13	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.994		0.980			
Flt Protected	0.955					0.998
Satd. Flow (prot)	924	0	1589	0	0	1798
Flt Permitted	0.955					0.998
Satd. Flow (perm)	924	0	1589	0	0	1798
Link Speed (mph)	30		30			30
Link Distance (ft)	376		319			523
Travel Time (s)	8.5		7.3			11.9
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	100%	0%	9%	69%	0%	2%
Adj. Flow (vph)	40	2	84	15	5	126
Shared Lane Traffic (%)						
Lane Group Flow (vph)	42	0	99	0	0	131
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.96	0.96	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	34	2	71	13	4	107
Future Vol, veh/h	34	2	71	13	4	107
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	100	0	9	89	0	2
Mvmt Flow	40	2	84	15	5	126

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	228	92	0	0	99	0
Stage 1	92	-	-	-	-	-
Stage 2	136	-	-	-	-	-
Critical Hdwy	7.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	6.4	-	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-	-
Follow-up Hdwy	4.4	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	587	971	-	-	1507	-
Stage 1	735	-	-	-	-	-
Stage 2	697	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	585	971	-	-	1507	-
Mov Cap-2 Maneuver	585	-	-	-	-	-
Stage 1	735	-	-	-	-	-
Stage 2	694	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.5	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	598	1507	-
HCM Lane V/C Ratio	-	-	0.071	0.003	-
HCM Control Delay (s)	-	-	11.5	7.4	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	2	62	11	4	106
Future Volume (vph)	5	2	62	11	4	106
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.966		0.980			
Flt Protected	0.964					0.998
Satd. Flow (prot)	1735	0	1739	0	0	1859
Flt Permitted	0.964					0.998
Satd. Flow (perm)	1735	0	1739	0	0	1859
Link Speed (mph)	30		30			30
Link Distance (ft)	239		523			380
Travel Time (s)	5.4		11.9			8.6
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	2%	2%	8%	2%	2%	2%
Adj. Flow (vph)	6	2	73	13	5	125
Shared Lane Traffic (%)						
Lane Group Flow (vph)	8	0	86	0	0	130
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	2	62	11	4	106
Future Vol, veh/h	5	2	62	11	4	106
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	8	2	2	2
Mvmt Flow	6	2	73	13	5	125

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	215	80	0	0	86	0
Stage 1	80	-	-	-	-	-
Stage 2	135	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	773	980	-	-	1510	-
Stage 1	943	-	-	-	-	-
Stage 2	891	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	770	980	-	-	1510	-
Mov Cap-2 Maneuver	770	-	-	-	-	-
Stage 1	943	-	-	-	-	-
Stage 2	887	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.4	0	0.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	820	1510	-
HCM Lane V/C Ratio	-	-	0.01	0.003	-
HCM Control Delay (s)	-	-	9.4	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

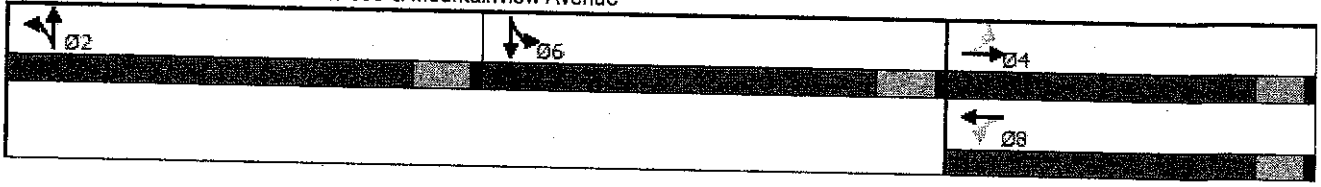
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	33	86	142	65	53	132	721	70	18	646	93
Future Volume (vph)	58	33	86	142	65	53	132	721	70	18	646	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	12	12	12	10	10	10	10	10	10
Grade (%)		-2%			-1%			0%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.935			0.973			0.989			0.982	
Flt Protected		0.984			0.973			0.993			0.999	
Satd. Flow (prot)	0	1865	0	0	1687	0	0	3200	0	0	3134	0
Flt Permitted		0.799			0.651			0.993			0.999	
Satd. Flow (perm)	0	1514	0	0	1129	0	0	3200	0	0	3134	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		40			11						14	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		595			255			710			1410	
Travel Time (s)		13.5			5.8			12.1			24.0	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	2%	2%	3%	26%	1%	4%	2%	75%	5%	0%
Adj. Flow (vph)	66	38	98	161	74	60	150	819	80	20	734	106
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	202	0	0	295	0	0	1049	0	0	860	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	0.91	0.91	0.91	0.99	0.99	0.99	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	83		20	83		20	83		20	83	
Trailing Detector (ft)	0	-5		0	-5		0	-5		0	-5	
Detector 1 Position(ft)	0	-5		0	-5		0	-5		0	-5	
Detector 1 Size(ft)	20	40		20	40		20	40		20	40	
Detector 1 Type	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	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Split	NA		Split	NA	
Protected Phases		4			8		2	2		6	6	
Permitted Phases	4			8								

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	10.0		30.0	30.0		11.0	11.0		28.0	28.0	
Total Split (s)	31.0	31.0		31.0	31.0		40.0	40.0		39.0	39.0	
Total Split (%)	28.2%	28.2%		28.2%	28.2%		36.4%	36.4%		35.5%	35.5%	
Yellow Time (s)	4.0	4.0		4.0	4.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Max	Max		None	None	
v/c Ratio		0.52			1.06			1.05			0.92	
Control Delay		34.3			111.8			80.3			53.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		34.3			111.8			80.3			53.1	
Queue Length 50th (ft)		99			~226			~430			302	
Queue Length 95th (ft)		170			#387			#540			#403	
Internal Link Dist (ft)		515			175			630			1330	
Turn Bay Length (ft)												
Base Capacity (vph)		391			277			997			958	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.52			1.06			1.05			0.90	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 109.1
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 303 & Mountainview Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	33	86	142	65	53	132	721	70	18	646	93
Future Volume (veh/h)	58	33	86	142	65	53	132	721	70	18	646	93
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2058	2058	2058	1894	1894	1894	1841	1841	1841	1864	1864	1864
Adj Flow Rate, veh/h	66	38	98	161	74	60	150	819	80	20	734	106
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	3	3	3	4	4	4	5	5	5
Cap, veh/h	150	98	191	222	85	65	160	915	94	23	861	131
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.32	0.32	0.32	0.28	0.28	0.28
Sat Flow, veh/h	445	418	813	720	363	276	492	2824	289	81	3088	471
Grp Volume(v), veh/h	202	0	0	295	0	0	553	0	496	460	0	400
Grp Sat Flow(s),veh/h/ln	1677	0	0	1359	0	0	1816	0	1789	1860	0	1779
Q Serve(g_s), s	0.0	0.0	0.0	11.8	0.0	0.0	31.0	0.0	27.2	24.8	0.0	22.0
Cycle Q Clear(g_c), s	10.6	0.0	0.0	22.4	0.0	0.0	31.0	0.0	27.2	24.8	0.0	22.0
Prop In Lane	0.33		0.49	0.55		0.20	0.27		0.16	0.04		0.26
Lane Grp Cap(c), veh/h	439	0	0	372	0	0	589	0	580	519	0	496
V/C Ratio(X)	0.46	0.00	0.00	0.79	0.00	0.00	0.94	0.00	0.85	0.89	0.00	0.81
Avail Cap(c_a), veh/h	461	0	0	391	0	0	589	0	580	585	0	560
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.6	0.0	0.0	39.7	0.0	0.0	34.4	0.0	33.1	36.2	0.0	35.2
Incr Delay (d2), s/veh	0.3	0.0	0.0	9.2	0.0	0.0	24.8	0.0	14.9	14.0	0.0	7.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	0.0	0.0	8.3	0.0	0.0	17.1	0.0	13.6	12.8	0.0	10.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.9	0.0	0.0	48.9	0.0	0.0	59.3	0.0	48.0	50.2	0.0	42.9
LnGrp LOS	C	A	A	D	A	A	E	A	D	D	A	D
Approach Vol, veh/h		202			295			1049			860	
Approach Delay, s/veh		34.9			48.9			54.0			46.8	
Approach LOS		C			D			D			D	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		40.0		29.6		35.3		29.6				
Change Period (Y+Rc), s		6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s		34.0		26.0		33.0		26.0				
Max Q Clear Time (g_c+I1), s		33.0		12.6		26.8		24.4				
Green Ext Time (p_c), s		0.4		0.5		2.4		0.2				
Intersection Summary												
HCM 6th Ctrl Delay			49.2									
HCM 6th LOS			D									

Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	54	20	94	27	4	206
Future Volume (vph)	54	20	94	27	4	206
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	15	15	14	14
Grade (%)	0%		2%			-2%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.964		0.969			
Flt Protected	0.965					0.999
Satd. Flow (prot)	1895	0	1879	0	0	1942
Flt Permitted	0.965					0.999
Satd. Flow (perm)	1895	0	1879	0	0	1942
Link Speed (mph)	30		30			30
Link Distance (ft)	289		255			361
Travel Time (s)	6.6		5.8			8.2
Confl. Peds. (#/hr)	1			1		
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	6%	5%	6%	9%	20%	5%
Adj. Flow (vph)	65	24	113	33	5	248
Shared Lane Traffic (%)						
Lane Group Flow (vph)	89	0	146	0	0	253
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.85	0.85	0.89	0.89	0.91	0.91
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	54	20	94	27	4	206
Future Vol, veh/h	54	20	94	27	4	206
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized		None		None		None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	2	-	-	-2
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	6	5	6	9	20	5
Mvmt Flow	65	24	113	33	5	248

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	390	131	0	0	147	0
Stage 1	131	-	-	-	-	-
Stage 2	259	-	-	-	-	-
Critical Hdwy	6.46	6.25	-	-	4.3	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.345	-	-	2.38	-
Pot Cap-1 Maneuver	606	911	-	-	1332	-
Stage 1	885	-	-	-	-	-
Stage 2	775	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	602	910	-	-	1330	-
Mov Cap-2 Maneuver	602	-	-	-	-	-
Stage 1	884	-	-	-	-	-
Stage 2	771	-	-	-	-	-

Approach	WB	NE	SW
HCM Control Delay, s	11.3	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SWL	SWT
Capacity (veh/h)	-	-	663	1330	-
HCM Lane V/C Ratio	-	-	0.134	0.004	-
HCM Control Delay (s)	-	-	11.3	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	78	5	108	7	1	133
Future Volume (vph)	78	5	108	7	1	133
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	13	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.992		0.992			
Flt Protected	0.955					
Satd. Flow (prot)	1405	0	1948	0	0	1837
Flt Permitted	0.955					
Satd. Flow (perm)	1405	0	1948	0	0	1837
Link Speed (mph)	30		30			30
Link Distance (ft)	376		319			523
Travel Time (s)	8.5		7.3			11.9
Conf. Peds. (#/hr)	1	1		1	1	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	30%	0%	0%	0%	0%	0%
Adj. Flow (vph)	91	6	126	8	1	155
Shared Lane Traffic (%)						
Lane Group Flow (vph)	97	0	134	0	0	156
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.96	0.96	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	2.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	78	5	108	7	1	133
Future Vol, veh/h	78	5	108	7	1	133
Conflicting Peds, #/hr	1	1	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized		None		None		None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	30	0	0	0	0	0
Mvmt Flow	91	6	126	8	1	155

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	289	132	0	0	135	0
Stage 1	131	-	-	-	-	-
Stage 2	158	-	-	-	-	-
Critical Hdwy	6.7	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.7	-	-	-	-	-
Critical Hdwy Stg 2	5.7	-	-	-	-	-
Follow-up Hdwy	3.77	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	646	923	-	-	1462	-
Stage 1	830	-	-	-	-	-
Stage 2	807	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	644	921	-	-	1461	-
Mov Cap-2 Maneuver	644	-	-	-	-	-
Stage 1	829	-	-	-	-	-
Stage 2	805	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.4	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	656	1461	-
HCM Lane V/C Ratio	-	-	0.147	0.001	-
HCM Control Delay (s)	-	-	11.4	7.5	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	14	5	109	4	1	121
Future Volume (vph)	14	5	109	4	1	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.963		0.995			
Flt Protected	0.965					
Satd. Flow (prot)	1731	0	1889	0	0	1900
Flt Permitted	0.965					
Satd. Flow (perm)	1731	0	1889	0	0	1900
Link Speed (mph)	30		30			30
Link Distance (ft)	239		523			380
Travel Time (s)	5.4		11.9			8.6
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	0%	2%	2%	0%
Adj. Flow (vph)	16	6	127	5	1	141
Shared Lane Traffic (%)						
Lane Group Flow (vph)	22	0	132	0	0	142
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	5	109	4	1	121
Future Vol, veh/h	14	5	109	4	1	121
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	0	2	2	0
Mvmt Flow	16	6	127	5	1	141

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	273	130	0	0	132	0
Stage 1	130	-	-	-	-	-
Stage 2	143	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	716	920	-	-	1453	-
Stage 1	896	-	-	-	-	-
Stage 2	884	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	715	920	-	-	1453	-
Mov Cap-2 Maneuver	715	-	-	-	-	-
Stage 1	896	-	-	-	-	-
Stage 2	883	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.9	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	760	1453	-
HCM Lane V/C Ratio	-	-	0.029	0.001	-
HCM Control Delay (s)	-	-	9.9	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

125 AND 155 GREENBUSH ROAD

APPENDIX E

TRAFFIC VOLUME DATA

Maser Consulting, P.A.
400 Columbus Avenue - Suite 180E
Valhalla, NY 10595
Customer Loyalty Through Client Satisfaction

File Name : 2-NYS_RT_303_&_MOUNTAIN_VIEW_AVE_639067_03-27-2019
Site Code :
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Groups Printed- Lights - Buses - Trucks - Pedestrians

	ROUTE 303 From North					MOUNTAIN VIEW AVE From East					ROUTE 303 From South					MOUNTAIN VIEW AVE 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	3	59	8	0	70	2	2	10	0	14	43	72	6	0	121	16	6	7	0	29	234
06:45 AM	1	73	3	0	77	2	4	12	0	18	46	92	10	0	148	14	9	9	0	32	275
Total	4	132	11	0	147	4	6	22	0	32	89	164	16	0	269	30	15	16	0	61	509
07:00 AM	1	68	3	0	72	8	2	41	0	51	17	82	9	0	108	15	11	4	0	30	261
07:15 AM	6	88	2	0	96	2	8	23	0	33	21	110	11	0	142	8	6	12	0	26	297
07:30 AM	9	105	3	0	117	6	10	21	0	37	16	126	22	0	164	24	6	12	0	42	360
07:45 AM	13	134	1	0	148	3	9	21	0	33	21	150	44	0	215	30	9	13	0	52	448
Total	29	395	9	0	433	19	29	106	0	154	75	468	86	0	629	77	32	41	0	150	1366
08:00 AM	21	148	6	0	175	1	13	22	0	36	19	153	43	0	215	33	7	18	0	58	484
08:15 AM	7	133	2	0	142	2	7	7	0	16	16	144	25	0	185	28	6	17	0	51	394
08:30 AM	7	120	3	0	130	3	9	17	0	29	20	127	23	0	170	24	5	12	0	41	370
08:45 AM	14	128	2	0	144	2	9	18	0	29	18	120	18	0	156	21	2	8	0	31	360
Total	49	529	13	0	591	8	38	64	0	110	73	544	109	0	726	106	20	55	0	181	1608
09:00 AM	6	107	4	1	118	2	8	17	0	27	16	128	10	0	154	25	16	11	0	52	351
09:15 AM	2	98	3	1	104	5	3	15	0	23	23	114	15	0	152	12	1	6	0	19	298
Grand Total	90	1261	40	2	1393	38	84	224	0	346	276	1418	236	0	1930	250	84	129	0	463	4132
Apprch %	6.5	90.5	2.9	0.1		11	24.3	64.7	0		14.3	73.5	12.2	0		54	18.1	27.9	0		
Total %	2.2	30.5	1	0	33.7	0.9	2	5.4	0	8.4	6.7	34.3	5.7	0	46.7	6.1	2	3.1	0	11.2	
Lights	78	1083	23	0	1184	22	75	194	0	291	257	1280	215	0	1752	235	67	117	0	419	3646
% Lights	86.7	85.9	57.5	0	85	57.9	89.3	86.6	0	84.1	93.1	90.3	91.1	0	90.8	94	79.8	90.7	0	90.5	88.2
Buses	6	26	0	0	32	2	9	23	0	34	14	23	10	0	47	4	14	10	0	28	141
% Buses	6.7	2.1	0	0	2.3	5.3	10.7	10.3	0	9.8	5.1	1.6	4.2	0	2.4	1.6	16.7	7.8	0	6	3.4
Trucks	6	152	17	0	175	14	0	7	0	21	5	115	11	0	131	11	3	2	0	16	343
% Trucks	6.7	12.1	42.5	0	12.6	36.8	0	3.1	0	6.1	1.8	8.1	4.7	0	6.8	4.4	3.6	1.6	0	3.5	8.3
Pedestrians	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Pedestrians	0	0	0	100	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Maser Consulting, P.A.
400 Columbus Avenue - Suite 180E
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	ROUTE 303 From North					MOUNTAIN VIEW AVE From East					ROUTE 303 From South					MOUNTAIN VIEW AVE 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 07:45 AM																					
07:45 AM	13	134	1	0	148	3	9	21	0	33	21	150	44	0	215	30	9	13	0	52	448
08:00 AM	21	148	6	0	175	1	13	22	0	36	19	153	43	0	215	33	7	18	0	58	484
08:15 AM	7	133	2	0	142	2	7	7	0	16	16	144	25	0	185	28	6	17	0	51	394
08:30 AM	7	120	3	0	130	3	9	17	0	29	20	127	23	0	170	24	5	12	0	41	370
Total Volume	48	535	12	0	595	9	38	67	0	114	76	574	135	0	785	115	27	60	0	202	1896
% App. Total	8.1	89.9	2	0		7.9	33.3	58.8	0		9.7	73.1	17.2	0		56.9	13.4	29.7	0		
PHF	.571	.904	.500	.000	.850	.750	.731	.761	.000	.792	.905	.938	.767	.000	.913	.871	.750	.833	.000	.871	.876
Lights	43	478	7	0	528	4	37	62	0	103	71	521	121	0	713	110	22	54	0	186	1530
% Lights	89.6	89.3	58.3	0	88.7	44.4	97.4	92.5	0	90.4	93.4	90.8	89.6	0	90.8	95.7	81.5	90.0	0	92.1	90.2
Buses	5	10	0	0	15	0	1	3	0	4	2	8	8	0	18	2	3	6	0	11	48
% Buses	10.4	1.9	0	0	2.5	0	2.6	4.5	0	3.5	2.6	1.4	5.9	0	2.3	1.7	11.1	10.0	0	5.4	2.8
Trucks	0	47	5	0	52	5	0	2	0	7	3	45	6	0	54	3	2	0	0	5	118
% Trucks	0	8.8	41.7	0	8.7	55.6	0	3.0	0	6.1	3.9	7.8	4.4	0	6.9	2.6	7.4	0	0	2.5	7.0
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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Groups Printed- Lights - Buses - Trucks - Pedestrians

	ROUTE 303 From North					MOUNTAIN VIEW AVE From East					ROUTE 303 From South					MOUNTAIN VIEW AVE 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	14	176	6	0	196	2	5	32	0	39	20	145	26	0	191	28	9	16	0	53	479
03:45 PM	15	146	4	0	165	5	15	16	0	36	18	136	20	0	174	26	5	19	0	50	425
Total	29	322	10	0	361	7	20	48	0	75	38	281	46	0	365	54	14	35	0	103	904
04:00 PM	12	148	4	3	167	1	8	19	0	28	27	147	46	0	220	33	4	18	0	55	470
04:15 PM	8	126	3	1	138	6	15	32	0	53	21	189	36	0	246	14	8	11	0	33	470
04:30 PM	18	125	4	0	147	4	10	34	0	48	15	168	25	0	208	21	7	6	0	34	437
04:45 PM	17	156	1	0	174	6	25	28	0	59	18	165	21	0	204	21	5	16	0	42	479
Total	55	555	12	4	626	17	58	113	0	188	81	669	128	0	878	89	24	51	0	164	1856
05:00 PM	19	172	3	0	194	2	17	25	0	44	16	145	38	0	199	18	4	18	0	40	477
05:15 PM	34	155	3	0	192	5	11	31	0	47	20	215	41	0	276	23	14	12	0	49	564
05:30 PM	21	150	1	0	172	6	8	23	0	37	9	182	29	0	220	22	10	11	0	43	472
05:45 PM	6	146	2	0	154	4	16	21	0	41	13	167	33	0	213	16	7	9	0	32	440
Total	80	623	9	0	712	17	52	100	0	169	58	709	141	0	908	79	35	50	0	164	1953
06:00 PM	14	117	0	0	131	1	9	16	0	26	8	137	26	0	171	9	8	13	0	30	358
06:15 PM	7	122	4	0	133	3	12	21	0	36	17	138	13	0	168	14	7	11	0	32	369
Grand Total	185	1739	35	4	1963	45	151	298	0	494	202	1934	354	0	2490	245	88	160	0	493	5440
Apprch %	9.4	88.6	1.8	0.2		9.1	30.6	60.3	0		8.1	77.7	14.2	0		49.7	17.8	32.5	0		
Total %	3.4	32	0.6	0.1	36.1	0.8	2.8	5.5	0	9.1	3.7	35.6	6.5	0	45.8	4.5	1.6	2.9	0	9.1	
Lights	183	1654	16	0	1853	28	146	292	0	466	180	1817	347	0	2344	237	81	156	0	474	5137
% Lights	98.9	95.1	45.7	0	94.4	62.2	96.7	98	0	94.3	89.1	94	98	0	94.1	96.7	92	97.5	0	96.1	94.4
Buses	2	13	1	0	16	0	1	2	0	3	18	16	2	0	36	4	4	2	0	10	65
% Buses	1.1	0.7	2.9	0	0.8	0	0.7	0.7	0	0.6	8.9	0.8	0.6	0	1.4	1.6	4.5	1.2	0	2	1.2
Trucks	0	72	18	0	90	17	4	4	0	25	4	101	5	0	110	4	3	2	0	9	234
% Trucks	0	4.1	51.4	0	4.6	37.8	2.6	1.3	0	5.1	2	5.2	1.4	0	4.4	1.6	3.4	1.2	0	1.8	4.3
Pedestrians	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
% Pedestrians	0	0	0	100	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1

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	ROUTE 303 From North					MOUNTAIN VIEW AVE From East					ROUTE 303 From South					MOUNTAIN VIEW AVE 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
eak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1																					
eak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	17	156	1	0	174	6	25	28	0	59	18	165	21	0	204	21	5	16	0	42	479
05:00 PM	19	172	3	0	194	2	17	25	0	44	16	145	38	0	199	18	4	18	0	40	477
05:15 PM	34	155	3	0	192	5	11	31	0	47	20	215	41	0	276	23	14	12	0	49	564
05:30 PM	21	150	1	0	172	6	8	23	0	37	9	182	29	0	220	22	10	11	0	43	472
Total Volume	91	633	8	0	732	19	61	107	0	187	63	707	129	0	899	84	33	57	0	174	1992
% App. Total	12.4	86.5	1.1	0		10.2	32.6	57.2	0		7	78.6	14.3	0		48.3	19	32.8	0		
PHF	.669	.920	.667	.000	.943	.792	.610	.863	.000	.792	.788	.822	.787	.000	.814	.913	.589	.792	.000	.888	.883
Lights	91	602	2	0	695	14	59	105	0	178	62	676	128	0	866	82	33	57	0	172	1911
% Lights	100	95.1	25.0	0	94.9	73.7	96.7	98.1	0	95.2	98.4	95.6	99.2	0	96.3	97.6	100	100	0	98.9	95.9
Buses	0	2	0	0	2	0	0	0	0	0	1	2	1	0	4	1	0	0	0	1	7
% Buses	0	0.3	0	0	0.3	0	0	0	0	0	1.6	0.3	0.8	0	0.4	1.2	0	0	0	0.6	0.4
Trucks	0	29	6	0	35	5	2	2	0	9	0	29	0	0	29	1	0	0	0	1	74
% Trucks	0	4.6	75.0	0	4.8	26.3	3.3	1.9	0	4.8	0	4.1	0	0	3.2	1.2	0	0	0	0.6	3.7
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Groups Printed- Lights - Buses - Trucks - Pedestrians

	S GREENBUSH RD From North					From East					S GREENBUSH RD From South					MOUNTAIN VIEW AVE 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	9	4	0	0	13	0	0	0	0	0	0	2	4	0	6	50	0	10	0	60	79
06:45 AM	14	2	0	0	16	0	0	0	0	0	0	2	3	0	5	34	0	18	0	52	73
Total	23	6	0	0	29	0	0	0	0	0	0	4	7	0	11	84	0	28	0	112	152
07:00 AM	16	0	0	0	16	0	0	0	0	0	0	3	42	0	45	10	0	22	0	32	93
07:15 AM	24	1	0	0	25	0	0	0	0	0	0	2	8	0	10	13	0	17	0	30	65
07:30 AM	25	1	0	1	27	0	0	0	0	0	0	0	8	0	8	13	0	17	0	30	65
07:45 AM	27	1	0	0	28	0	0	0	0	0	0	1	5	0	6	8	0	16	0	24	58
Total	92	3	0	1	96	0	0	0	0	0	0	6	63	0	69	44	0	72	0	116	281
08:00 AM	31	2	0	1	34	0	0	0	0	0	0	1	4	0	5	14	0	16	1	31	70
08:15 AM	18	1	0	0	19	0	0	0	0	0	0	2	0	0	2	13	0	15	0	28	49
08:30 AM	29	2	0	0	31	0	0	0	0	0	0	1	3	0	4	15	0	12	0	27	62
08:45 AM	32	7	0	0	39	0	0	0	0	0	0	2	1	0	3	14	0	11	0	25	67
Total	110	12	0	1	123	0	0	0	0	0	0	6	8	0	14	56	0	54	1	111	248
09:00 AM	21	2	0	1	24	0	0	0	0	0	0	1	3	0	4	11	0	24	0	35	63
09:15 AM	17	2	0	0	19	0	0	0	0	0	0	4	2	0	6	14	0	13	0	27	52
Grand Total	263	25	0	3	291	0	0	0	0	0	0	21	83	0	104	209	0	191	1	401	796
Apprch %	90.4	8.6	0	1		0	0	0	0		0	20.2	79.8	0		52.1	0	47.6	0.2		
Total %	33	3.1	0	0.4	36.6	0	0	0	0	0	0	2.6	10.4	0	13.1	26.3	0	24	0.1	50.4	
Lights	215	20	0	0	235	0	0	0	0	0	0	11	77	0	88	193	0	152	0	345	668
% Lights	81.7	80	0	0	80.8	0	0	0	0	0	0	52.4	92.8	0	84.6	92.3	0	79.6	0	86	83.9
Buses	33	0	0	0	33	0	0	0	0	0	0	1	0	0	1	1	0	27	0	28	62
% Buses	12.5	0	0	0	11.3	0	0	0	0	0	0	4.8	0	0	1	0.5	0	14.1	0	7	7.8
Trucks	15	5	0	0	20	0	0	0	0	0	0	9	6	0	15	15	0	12	0	27	62
% Trucks	5.7	20	0	0	6.9	0	0	0	0	0	0	42.9	7.2	0	14.4	7.2	0	6.3	0	6.7	7.8
Pedestrians	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	4
% Pedestrians	0	0	0	100	1	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.2	0.5

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	S GREENBUSH RD From North					From East					S GREENBUSH RD From South					MOUNTAIN VIEW AVE 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 07:45 AM to 08:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	27	1	0	0	28	0	0	0	0	0	0	1	5	0	6	8	0	16	0	24	58
08:00 AM	31	2	0	1	34	0	0	0	0	0	0	1	4	0	5	14	0	16	1	31	70
08:15 AM	18	1	0	0	19	0	0	0	0	0	0	2	0	0	2	13	0	15	0	28	49
08:30 AM	29	2	0	0	31	0	0	0	0	0	0	1	3	0	4	15	0	12	0	27	62
Total Volume	105	6	0	1	112	0	0	0	0	0	0	5	12	0	17	50	0	59	1	110	239
% App. Total	93.8	5.4	0	0.9		0	0	0	0		0	29.4	70.6	0		45.5	0	53.6	0.9		
PHF	.847	.750	.000	.250	.824	.000	.000	.000	.000	.000	.000	.625	.600	.000	.708	.833	.000	.922	.250	.887	.854
Lights	94	4	0	0	98	0	0	0	0	0	0	0	12	0	12	44	0	51	0	95	205
% Lights	89.5	66.7	0	0	87.5	0	0	0	0	0	0	0	100	0	70.6	88.0	0	86.4	0	86.4	85.8
Buses	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	9
% Buses	3.8	0	0	0	3.6	0	0	0	0	0	0	0	0	0	0	0	0	8.5	0	4.5	3.8
Trucks	7	2	0	0	9	0	0	0	0	0	0	5	0	0	5	6	0	3	0	9	23
% Trucks	6.7	33.3	0	0	8.0	0	0	0	0	0	0	100	0	0	29.4	12.0	0	5.1	0	8.2	9.6
Pedestrians	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
% Pedestrians	0	0	0	100	0.9	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.9	0.8

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Groups Printed- Lights - Buses - Trucks - Pedestrians

	S GREENBUSH RD From North					From East					S GREENBUSH RD From South					MOUNTAIN VIEW AVE 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	27	1	0	0	28	0	0	0	0	0	0	4	17	0	21	7	0	26	0	33	82
03:45 PM	24	1	0	0	25	0	0	0	0	0	0	3	8	0	11	6	0	20	0	26	62
Total	51	2	0	0	53	0	0	0	0	0	0	7	25	0	32	13	0	46	0	59	144
04:00 PM	18	1	0	0	19	0	0	0	0	0	0	4	9	0	13	9	0	28	0	37	69
04:15 PM	42	1	0	0	43	0	0	0	0	0	0	0	14	0	14	1	0	34	1	36	93
04:30 PM	34	2	0	0	36	0	0	0	0	0	0	6	20	0	26	1	0	23	0	24	86
04:45 PM	38	2	0	0	40	0	0	0	0	0	0	4	15	0	19	3	0	20	0	23	82
Total	132	6	0	0	138	0	0	0	0	0	0	14	58	0	72	14	0	105	1	120	330
05:00 PM	34	1	0	0	35	0	0	0	0	0	0	3	12	0	15	2	0	20	0	22	72
05:15 PM	33	1	0	0	34	0	0	0	0	0	0	9	15	0	24	6	0	31	0	37	95
05:30 PM	24	1	0	0	25	0	0	0	0	0	0	5	12	0	17	0	0	23	1	24	66
05:45 PM	29	1	0	0	30	0	0	0	0	0	0	2	12	0	14	0	0	18	0	18	62
Total	120	4	0	0	124	0	0	0	0	0	0	19	51	0	70	8	0	92	1	101	295
06:00 PM	22	1	0	0	23	0	0	0	0	0	0	0	9	0	9	0	0	16	0	16	48
06:15 PM	19	0	0	0	19	0	0	0	0	0	0	3	7	0	10	0	0	24	1	25	54
Grand Total	344	13	0	0	357	0	0	0	0	0	0	43	150	0	193	35	0	283	3	321	871
Apprch %	96.4	3.6	0	0		0	0	0	0		0	22.3	77.7	0		10.9	0	88.2	0.9		
Total %	39.5	1.5	0	0	41	0	0	0	0	0	0	4.9	17.2	0	22.2	4	0	32.5	0.3	36.9	
Lights	322	7	0	0	329	0	0	0	0	0	0	36	143	0	179	29	0	240	0	269	777
% Lights	93.6	53.8	0	0	92.2	0	0	0	0	0	0	83.7	95.3	0	92.7	82.9	0	84.8	0	83.8	89.2
Buses	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	23	0	24	26
% Buses	0.3	0	0	0	0.3	0	0	0	0	0	0	2.3	0	0	0.5	2.9	0	8.1	0	7.5	3
Trucks	21	6	0	0	27	0	0	0	0	0	0	6	7	0	13	5	0	20	0	25	65
% Trucks	6.1	46.2	0	0	7.6	0	0	0	0	0	0	14	4.7	0	6.7	14.3	0	7.1	0	7.8	7.5
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.9	0.3

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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 04:45 PM to 05:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	**38**	**2**	0	0	**40**	0	0	0	0	0	0	4	**15**	0	19	3	0	20	0	23	82
05:00 PM	34	1	0	0	35	0	0	0	0	0	0	3	12	0	15	2	0	20	0	22	72
05:15 PM	33	1	0	0	34	0	0	0	0	0	0	**9**	15	0	**24**	**6**	0	**31**	0	37	**95**
05:30 PM	24	1	0	0	25	0	0	0	0	0	0	5	12	0	17	0	0	23	1	24	66
Total Volume	129	5	0	0	134	0	0	0	0	0	0	21	54	0	75	11	0	94	1	106	315
% App. Total	96.3	3.7	0	0		0	0	0	0		0	28	72	0		10.4	0	88.7	0.9		
PHF	.849	.625	.000	.000	.838	.000	.000	.000	.000	.000	.000	.583	.900	.000	.781	.458	.000	.758	.250	.716	.829
Lights	123	4	0	0	127	0	0	0	0	0	0	20	51	0	71	10	0	88	0	98	296
% Lights	95.3	80.0	0	0	94.8	0	0	0	0	0	0	95.2	94.4	0	94.7	90.9	0	93.6	0	92.5	94.0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.1	0	0.9	0.3
Trucks	6	1	0	0	7	0	0	0	0	0	0	1	3	0	4	1	0	5	0	6	17
% Trucks	4.7	20.0	0	0	5.2	0	0	0	0	0	0	4.8	5.6	0	5.3	9.1	0	5.3	0	5.7	5.4
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.9	0.3

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Groups Printed- Lights - Buses - Trucks - Pedestrians

	S GREENBUSH RD From North					DRIVEWAY From East					S GREENBUSH RD From South					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	12	0	0	12	0	0	1	0	1	7	6	0	0	13	0	0	0	0	0	26
06:45 AM	0	12	1	0	13	0	0	5	0	5	13	7	0	0	20	0	0	0	0	0	38
Total	0	24	1	0	25	0	0	6	0	6	20	13	0	0	33	0	0	0	0	0	64
07:00 AM	0	9	5	0	14	0	0	6	0	6	5	20	0	0	25	0	0	0	0	0	45
07:15 AM	0	14	1	0	15	0	0	10	0	10	6	13	0	0	19	0	0	0	0	0	44
07:30 AM	0	19	0	0	19	0	0	9	0	9	2	15	0	0	17	0	0	0	0	0	45
07:45 AM	0	25	0	0	25	0	0	2	0	2	2	17	0	0	19	0	0	0	0	0	46
Total	0	67	6	0	73	0	0	27	0	27	15	65	0	0	80	0	0	0	0	0	180
08:00 AM	0	32	0	0	32	0	0	2	0	2	2	15	0	0	17	0	0	0	0	0	51
08:15 AM	0	16	0	0	16	0	0	3	0	3	3	12	0	0	15	0	0	0	0	0	34
08:30 AM	0	24	0	0	24	0	0	3	0	3	2	14	0	0	16	0	0	0	0	0	43
08:45 AM	0	38	0	0	38	0	0	2	0	2	4	7	0	0	11	0	0	0	0	0	51
Total	0	110	0	0	110	0	0	10	0	10	11	48	0	0	59	0	0	0	0	0	179
09:00 AM	0	16	0	0	16	1	0	7	0	8	17	8	0	0	25	0	0	0	0	0	49
09:15 AM	0	12	0	0	12	4	0	10	0	14	14	6	0	0	20	0	0	0	0	0	46
Grand Total	0	229	7	0	236	5	0	60	0	65	77	140	0	0	217	0	0	0	0	0	518
Apprch %	0	97	3	0		7.7	0	92.3	0		35.5	64.5	0	0		0	0	0	0		
Total %	0	44.2	1.4	0	45.6	1	0	11.6	0	12.5	14.9	27	0	0	41.9	0	0	0	0	0	
Lights	0	219	7	0	226	5	0	17	0	22	35	132	0	0	167	0	0	0	0	0	415
% Lights	0	95.6	100	0	95.8	100	0	28.3	0	33.8	45.5	94.3	0	0	77	0	0	0	0	0	80.1
Buses	0	8	0	0	8	0	0	24	0	24	24	4	0	0	28	0	0	0	0	0	60
% Buses	0	3.5	0	0	3.4	0	0	40	0	36.9	31.2	2.9	0	0	12.9	0	0	0	0	0	11.6
Trucks	0	2	0	0	2	0	0	19	0	19	18	4	0	0	22	0	0	0	0	0	43
% Trucks	0	0.9	0	0	0.8	0	0	31.7	0	29.2	23.4	2.9	0	0	10.1	0	0	0	0	0	8.3
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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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
eak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																					
eak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	25	0	0	25	0	0	2	0	2	2	17	0	0	19	0	0	0	0	0	46
08:00 AM	0	32	0	0	32	0	0	2	0	2	2	15	0	0	17	0	0	0	0	0	51
08:15 AM	0	16	0	0	16	0	0	3	0	3	3	12	0	0	15	0	0	0	0	0	34
08:30 AM	0	24	0	0	24	0	0	3	0	3	2	14	0	0	16	0	0	0	0	0	43
Total Volume	0	97	0	0	97	0	0	10	0	10	9	58	0	0	67	0	0	0	0	0	174
% App. Total	0	100	0	0		0	0	100	0		13.4	86.6	0	0		0	0	0	0		
PHF	.000	.758	.000	.000	.758	.000	.000	.833	.000	.833	.750	.853	.000	.000	.882	.000	.000	.000	.000	.000	.853
Lights	0	95	0	0	95	0	0	0	0	0	1	53	0	0	54	0	0	0	0	0	149
% Lights	0	97.9	0	0	97.9	0	0	0	0	0	11.1	91.4	0	0	80.6	0	0	0	0	0	85.6
Buses	0	2	0	0	2	0	0	2	0	2	2	3	0	0	5	0	0	0	0	0	9
% Buses	0	2.1	0	0	2.1	0	0	20.0	0	20.0	22.2	5.2	0	0	7.5	0	0	0	0	0	5.2
Trucks	0	0	0	0	0	0	0	8	0	8	6	2	0	0	8	0	0	0	0	0	16
% Trucks	0	0	0	0	0	0	0	80.0	0	80.0	66.7	3.4	0	0	11.9	0	0	0	0	0	9.2
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Groups Printed- Lights - Buses - Trucks - Pedestrians

	S GREENBUSH RD From North					DRIVEWAY From East					S GREENBUSH RD From South					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	26	0	0	26	0	0	3	0	3	6	24	0	0	30	0	0	0	0	0	59
03:45 PM	0	16	0	0	16	0	0	4	0	4	3	22	0	0	25	0	0	0	0	0	45
Total	0	42	0	0	42	0	0	7	0	7	9	46	0	0	55	0	0	0	0	0	104
04:00 PM	0	19	0	0	19	1	0	5	0	6	8	24	0	0	32	0	0	0	0	0	57
04:15 PM	0	31	0	0	31	2	0	12	0	14	15	14	0	0	29	0	0	0	0	0	74
04:30 PM	0	26	0	0	26	2	0	7	0	9	6	26	0	0	32	0	0	0	0	0	67
04:45 PM	0	31	0	0	31	0	0	9	0	9	1	23	0	0	24	0	0	0	0	0	64
Total	0	107	0	0	107	5	0	33	0	38	30	87	0	0	117	0	0	0	0	0	262
05:00 PM	0	35	0	0	35	1	0	4	0	5	6	18	0	0	24	0	0	0	0	0	64
05:15 PM	0	30	0	0	30	0	0	3	1	4	4	35	0	0	39	0	0	0	0	0	73
05:30 PM	0	20	0	0	20	0	0	4	0	4	1	25	0	0	26	0	0	0	0	0	50
05:45 PM	0	27	0	0	27	0	0	3	0	3	0	21	0	0	21	0	0	0	0	0	51
Total	0	112	0	0	112	1	0	14	1	16	11	99	0	0	110	0	0	0	0	0	238
06:00 PM	0	19	1	0	20	0	0	1	0	1	1	14	0	0	15	0	0	0	0	0	36
06:15 PM	0	20	0	0	20	0	0	1	0	1	4	19	0	0	23	0	0	0	0	0	44
Grand Total	0	300	1	0	301	6	0	56	1	63	55	265	0	0	320	0	0	0	0	0	684
Apprch %	0	99.7	0.3	0		9.5	0	88.9	1.6		17.2	82.8	0	0		0	0	0	0		
Total %	0	43.9	0.1	0	44	0.9	0	8.2	0.1	9.2	8	38.7	0	0	46.8	0	0	0	0	0	
Lights	0	291	0	0	291	6	0	39	0	45	12	258	0	0	270	0	0	0	0	0	606
% Lights	0	97	0	0	96.7	100	0	69.6	0	71.4	21.8	97.4	0	0	84.4	0	0	0	0	0	88.6
Buses	0	3	0	0	3	0	0	0	0	0	20	3	0	0	23	0	0	0	0	0	26
% Buses	0	1	0	0	1	0	0	0	0	0	36.4	1.1	0	0	7.2	0	0	0	0	0	3.8
Trucks	0	6	1	0	7	0	0	17	0	17	23	4	0	0	27	0	0	0	0	0	51
% Trucks	0	2	100	0	2.3	0	0	30.4	0	27	41.8	1.5	0	0	8.4	0	0	0	0	0	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	1.6	0	0	0	0	0	0	0	0	0	0	0.1

Maser Consulting, P.A.
400 Columbus Avenue - Suite 180E
Valhalla, NY 10595
Customer Loyalty Through Client Satisfaction

File Name : 4-S_GREEN_BUSH_RD_&_EXISTING_SITE_DRIVEWAY_639072_03-27-2019
Site Code :
Start Date : 3/27/2019
Page No : 2

	S GREENBUSH RD From North					DRIVEWAY From East					S GREENBUSH RD From South					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 04:45 PM to 05:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	31	0	0	31	0	0	9	0	9	1	23	0	0	24	0	0	0	0	0	64
05:00 PM	0	35	0	0	35	1	0	4	0	5	6	18	0	0	24	0	0	0	0	0	73
05:15 PM	0	30	0	0	30	0	0	3	1	4	4	35	0	0	39	0	0	0	0	0	50
05:30 PM	0	20	0	0	20	0	0	4	0	4	1	25	0	0	26	0	0	0	0	0	251
Total Volume	0	116	0	0	116	1	0	20	1	22	12	101	0	0	113	0	0	0	0	0	
% App. Total	0	100	0	0		4.5	0	90.9	4.5		10.6	89.4	0	0		0	0	0	0		
PHF	.000	.829	.000	.000	.829	.250	.000	.556	.250	.611	.500	.721	.000	.000	.724	.000	.000	.000	.000	.000	.860
Lights	0	116	0	0	116	1	0	14	0	15	5	101	0	0	106	0	0	0	0	0	237
% Lights	0	100	0	0	100	100	0	70.0	0	68.2	41.7	100	0	0	93.8	0	0	0	0	0	94.4
Buses	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	0	0	0	0	8.3	0	0	0	0.9	0	0	0	0	0	0.4
Trucks	0	0	0	0	0	0	0	6	0	6	6	0	0	0	6	0	0	0	0	0	12
% Trucks	0	0	0	0	0	0	0	30.0	0	27.3	50.0	0	0	0	5.3	0	0	0	0	0	4.8
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	4.5	0	0	0	0	0	0	0	0	0	.0	0.4