Traffic Impact Study

Proposed QuickChek Market with Fuel Sales
Section 86, Block 1, Lot 39.3
2 Lakeside Road
Town of Newburgh
Orange County, New York

Prepared for:
QC Newburgh PBXDEV, LLC

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EXECUTIVE SUMMARY

This Traffic Impact Study was revised based on comments and discussions with the New York State Department of Transportation and the Town of Newburgh's consultant reviewer. The following is a summary of the report and analysis findings contained herein:

1. Pass-by rates for the proposed development were revised based on recommendation by the NYSDOT. Rather than utilizing the most current average pass-by rates as published by the ITE, rates of 62%, 56%, and 56% we utilized for the weekday morning, weekday evening, and Saturday midday peak hours, respectively.

2. Per recommendation from the Town of Newburgh's consultant reviewer, alternative mitigation options were considered and analyzed. The following modifications were evaluated:

    - Change the lane assignment of the Pilot Travel Center driveway to an exclusive right-turn lane and a shared left-turn/through lane as well as installing a new additional exclusive left-turn lane for the southwest-bound approach of Lakeside Road, which would provide the approach with two (2) exclusive left-turn lanes.

    - Weekday morning peak hour – shift 10 seconds from the northeast-bound Pilot Travel Center driveway phase to the southwest-bound Lakeside Road left-turn phase.

    - Weekday evening peak hour – shift six (6) seconds from the northeast-bound Pilot Travel Center driveway phase to the southwest-bound Lakeside Road left-turn phase.

    - Saturday midday peak hour – shift six (6) seconds from the northeast-bound Pilot Travel Center driveway phase to the southwest-bound Lakeside Road left-turn phase.

    - Weekday morning peak hour – shift three (3) seconds from the eastbound/westbound NYS Route 17K phase to the northbound/southbound Rock Cut Road/commercial driveway phase.

3. Per recommendation from the Town of Newburgh's consultant reviewer, the eastern driveway has been revised to accommodate a pork chop island with a narrow lane to allow for passenger vehicles to execute right-turns while prohibiting trucks from making right-turns. In order to provide a conservative analysis, vehicles returning to northbound Lakeside Road were not routed through the new addition.

4. Distribution figures were added which illustrate the trip routing percentages for the site-generated traffic.

5. As the Level of Service results show no perceptible impacts at the intersections of NYS Route 17K and Governor Drive/Homewood Avenue, NYS Route 17K and Rock Cut Road, and Lakeside Road and Patton Road, extending the study network to intersections further away from the site is not justified.

6. The findings of the revised Traffic Impact Study are generally consistent with the original findings. The site driveways and on-site layout have been designed to provide effective access to and from the subject property, and the proposed parking supply would be sufficient to support this project.

INTRODUCTION

This Traffic Impact Study was prepared to identify any potential traffic impacts of the proposed QuickChek market with fuel sales on the adjacent roadway network. The subject property is bounded by Lakeside Road to the north, Cochecton Turnpike (NYS Route 17K) to the west, and the Interstate 84 westbound Exit 34 egress ramp to the south in the Town of Newburgh, Orange County, New York. The site location is shown on appended **Figure 1**.

The subject property is designated as Section 86, Block 1, Lot 39.3 as depicted on the Orange County Tax Map. The site has approximately 375 feet of frontage along NYS Route 17K and approximately 1,100 feet of frontage along Lakeside Road. The site is currently undeveloped with no vehicular access provided. Under the proposed development program, the western portion of the property will be cleared and a 6,730-square-foot QuickChek market with 16 vehicle fueling positions would be constructed. Site access is proposed via one (1) full-movement passenger vehicle-only driveway, one (1) ingress-only driveway, and one (1) egress-only driveway along Lakeside Road.

METHODOLOGY

Stonefield Engineering & Design, LLC has prepared this Traffic Impact Study in accordance with the recommended guidelines and practices outlined by the Institute of Transportation Engineers (ITE) within Transportation Impact Analyses for Site Development. A detailed field investigation was performed to assess the existing conditions of the adjacent roadway network. A data collection effort was completed to identify the existing traffic volumes at the study intersections to serve as a base for the traffic analyses. Capacity analysis, a procedure used to estimate the traffic-carrying ability of roadway facilities over a range of defined operating conditions, was performed using the Synchro 11 Software for all study conditions to assess the roadway operations.

For an unsignalized intersection, Level of Service (LOS) A indicates operations with delay of less than 10 seconds per vehicle, while LOS F describes operations with delay in excess of 50 seconds per vehicle. For a signalized intersection, LOS A indicates operations with delay of less than 10 seconds per vehicle, while LOS F describes operations with delay in excess of 80 seconds per vehicle. The Technical Appendix contains the Highway Capacity Analysis Detail Sheets for the study intersections analyzed in this assessment. The traffic signal timing utilized within the signalized analysis is based on timing directives provided by the New York State Department of Transportation (NYSDOT).

2024 EXISTING CONDITION

2024 EXISTING ROADWAY CONDITIONS

The proposed QuickChek market with fuel sales is bounded by Lakeside Road to the north, Cochecton Turnpike (NYS Route 17K) to the west, and the Interstate 84 westbound Exit 34 egress ramp to the south in the Town of Newburgh, Orange County, New York. The subject property is designated as Section 86, Block 1, Lot 39.3 as depicted on the Orange County Tax Map. The site has approximately 375 feet of frontage along NYS Route 17K and approximately 1,100 feet of frontage along Lakeside Road. Land uses in the area are predominantly commercial and residential uses.

Interstate 84 is classified as an urban principal arterial interstate roadway with a general east-west orientation, and is under the jurisdiction of the NYSDOT and the Federal Highway Administration (FHWA). Proximate to the site, the roadway provides two (2) lanes in each direction separated by a grass median with additional entrance and exit lanes provided at interchange locations. The roadway has a posted speed limit of 65 mph. Curb and sidewalk are not provided along either side of the roadway, shoulders are provided along both sides of the roadway, and on-street parking is not permitted along either side of the roadway. Interstate 84 provides east-west mobility through Pennsylvania, New York, Connecticut, and Massachusetts for predominantly commercial and industrial uses along its length.

NYS Route 17K is classified as an urban principal arterial other roadway with a general north-south orientation, and is under the jurisdiction of the NYSDOT. The roadway generally provides one (1) lane of travel in each direction with additional turning lanes at key intersections. The roadway has a posted speed limit of 40 mph. Along the site frontage, curb is provided along the southerly side of the roadway, sidewalk is not provided along either side of the roadway, shoulders are provided along both sides of the roadway, and on-street parking is not permitted along either side of the roadway. NYS Route 17K provides north-south mobility between Bloomingburg and Newburgh for a mix of commercial, industrial, institutional, and residential uses along its length.

Lakeside Road is classified as an urban major collector roadway with a general east-west orientation, and is under the jurisdiction of the Town of Newburgh. Along the site frontage, the roadway provides one (1) lane of travel in each direction and has a posted speed limit of 30 mph. Curb and sidewalk are provided along both sides of the roadway, shoulders are not provided along either side of the roadway, and on-street parking is not permitted along either side of the roadway. Lakeside Road provides access from NYS Route 17K to NYS Route 300 for primarily commercial and residential uses along its length.

Governor Drive is classified as a local roadway with a general east-west orientation, and is under the jurisdiction of the Town of Newburgh. The roadway provides one (1) lane of travel in each direction with additional turning lanes at key intersections and has a posted speed limit of 40 mph. Curb and sidewalk are not provided along either side of the roadway, shoulders are not provided along either side of the roadway, and on-street parking is not permitted along either side of the roadway. Governor Drive provides access to NYS Route 17K for primarily commercial and industrial uses along its length.

Homewood Avenue is classified as a local roadway with a general east-west orientation, and is under the jurisdiction of the Town of Newburgh. The roadway provides one (1) lane of travel in each direction and does not have a posted speed limit. Curb and sidewalk are generally not provided along either side of the road, shoulders are not provided along either side of the road, and on-street parking is not permitted along either side of the roadway. Homewood Avenue provides access to NYS Route 17K and for primarily commercial and residential uses along its length.

Rock Cut Road (Orange County Route 23) is classified as an urban minor arterial roadway with a general north-south orientation, and is under the jurisdiction of Orange County. The roadway provides one (1) lane of travel in each direction and does not have a posted speed limit. Curb and sidewalk are not provided along either side of the roadway, shoulders are not provided along either side of the roadway, and on-street parking is not permitted along either side of the roadway. Orange County Route 23 provides north-south mobility between Orange County and Ulster County for primarily commercial and residential uses along its length.

Patton Road is classified as an urban major collector roadway with a general east-west orientation, and is under the jurisdiction of the Town of Newburgh. The roadway provided one (1) lane of travel in each direction and has a posted speed limit of 30 mph. Curb and sidewalk are not provided along either side of the roadway, shoulders are not provided along either side of the roadway, and on-street parking is not permitted along either side of the roadway. Patton Road provides east-west mobility between Lakeside Road and South Plank Road (NYS Route 52) for primarily residential uses along its length.

NYS Route 17K, Lakeside Road, and the Pilot Travel Center's driveway intersect to form a signalized four (4)-leg intersection. The eastbound and westbound approaches to the intersection each provide one (1) exclusive left-turn lane and one (1) shared through/right-turn lane. The northbound and southbound approaches of NYS Route 17K each provide one (1) exclusive left-turn lane, one (1) exclusive through lane, and one (1) shared through/right-turn lane. Crosswalks are not provided across any legs of the intersection.

NYS Route 17K and the Interstate 84 Westbound Ramps intersect to form a signalized four (4)-leg intersection. The westbound approach of the Interstate 84 exit ramp provides one (1) shared left-turn/through lane and one (1) exclusive right-turn lane. The northbound approach of NYS Route 17K provides one (1)

exclusive left-turn lane and two (2) exclusive through lanes. The southbound approach of NYS Route 17K provides one (1) exclusive through lane and one (1) shared through/right-turn lane. The western leg of the intersection is the Interstate 84 Westbound on-ramp at Exit 34 and provides a single receiving lane. Crosswalks are not provided across any legs of the intersection.

NYS Route 17K and the Interstate 84 Eastbound Ramps intersect to form a signalized four (4)-leg intersection. The eastbound approach of the Interstate 84 exit ramp provides one (1) shared left-turn/through lane and one (1) exclusive right-turn lane. The northbound approach of NYS Route 17K provides one (1) exclusive through lane and one (1) shared through/right-turn lane. The southbound approach of NYS Route 17K provides one (1) exclusive left-turn lane and two (2) exclusive through lanes. The eastern leg of the intersection is the Interstate 84 Eastbound on-ramp at Exit 34 and provides a single receiving lane. Crosswalks are not provided across any legs of the intersection.

NYS Route 17K, Governor Drive, and Homewood Avenue intersect to form a signalized four (4)-leg intersection. The eastbound approach of Governor Drive provides one (1) shared left-turn/through lane and one (1) exclusive right-turn lane. The westbound approach of Homewood Avenue provides one (1) shared left-turn/through/right-turn lane. The northbound approach of NYS Route 17K provides one (1) exclusive left-turn lane and one (1) shared through/right-turn lane. The southbound approach of NYS Route 17K provides one (1) exclusive left-turn lane, one (1) exclusive through lane, and one (1) shared through/right-turn lane. Crosswalks are not provided across any legs of the intersection.

NYS Route 17K, Rock Cut Road, and a commercial driveway intersect to form a signalized four (4)-leg intersection. The eastbound and westbound approaches of NYS Route 17K provides one (1) shared left-turn/through/right-turn lane. The northbound approach of the commercial driveway provides one (1) shared left-turn/through/right-turn lane. The southbound approach of Rock Cut Road provides one (1) shared left-turn/through/right-turn lane. Crosswalks are not provided across any legs of the intersection.

Lakeside Road and Patton Road intersect to form an unsignalized T-intersection with the westbound approach of Patton Road operating under stop control. The westbound approach of Patton Road provides one (1) shared left-turn/right-turn lane. The northbound approach of Lakeside Road provides one (1) shared through/right-turn lane. The southbound approach of Lakeside Road provides one (1) shared left-turn/through lane. Crosswalks are not provided across any legs of the intersection.

2024 EXISTING TRAFFIC VOLUMES

Turning movement counts were collected during the typical weekday morning, weekday evening and Saturday midday time periods to evaluate existing traffic conditions and identify the specific hours when traffic activity on the adjacent roadways is at a maximum and could be potentially impacted by the development of the site. Turning movement counts were collected at the following intersections:

- NYS Route 17K and Lakeside Road/Pilot Travel Center driveway
- NYS Route 17K and westbound Interstate 84 access ramps
- NYS Route 17K and eastbound Interstate 84 access ramps
- NYS Route 17K and Governor Drive/Homewood Avenue
- NYS Route 17K and Rock Cut Road/commercial driveway
- Lakeside Road and Patton Road

Specifically, turning movement counts were conducted on the following dates and during the following times:

- Thursday, February 8, 2024, from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 7:00 p.m.
- Saturday, February 10, 2024, from 11:00 a.m. to 2:00 p.m.

The study time periods were chosen as they are representative of the peak periods of both the adjacent roadway network and the proposed development. The traffic volume data was collected and analyzed to identify the design peak hour in accordance with HCM and ITE guidelines. Based on the review of the count data the weekday morning peak hour occurred from 7:30 a.m. to 8:30 a.m.; the weekday evening peak hour occurred from 4:00 p.m. to 5:00 p.m.; and the Saturday midday peak hour occurred from 11:30 a.m. to 12:30 p.m. The Technical Appendix contains a summary of the turning movement count data. The 2024 Existing weekday morning, weekday evening, and Saturday midday peak-hour volumes are summarized on appended **Figure 2**.

2024 EXISTING LOS/CAPACITY ANALYSIS

A Level of Service and Volume/Capacity analysis was conducted for the 2024 Existing Condition during the weekday morning, weekday evening, and Saturday midday peak hours at the study intersections.

Under the 2024 Existing Condition, the signalized intersection of NYS Route 17K, Lakeside Road, and the Pilot Travel Center driveway is calculated to operate at Level of Service C during all peak hours. Please note that the southeast-bound left-turn movement is calculated to operate at Level of Service E during the weekday evening peak hour and the northwest-bound left-turn movement is calculated to operate at Level of Service E during the weekday morning and weekday evening peak hours.

Under the 2024 Existing Condition, the signalized intersection of NYS Route 17K and the Interstate 84 westbound access ramps is calculated to operate at Level of Service C or better during the weekday morning, weekday evening, and Saturday midday peak hours. Please note that the southwest-bound left-turn/through movement is calculated to operate at Level of Service E during the weekday morning peak hour. Additionally, the northwest-bound left-turn movement is calculated to operate at Level of Service E during the study peak hours.

Under the 2024 Existing Condition, the signalized intersection of NYS Route 17K and the Interstate 84 eastbound access ramps is calculated to operate at Level of Service C during the weekday morning, weekday evening, and Saturday midday peak hours. Please note that the southeast-bound left-turn movement and the northeast-bound left-turn/through movement are calculated to operate at Level of Service E during the weekday morning, weekday evening, and Saturday midday peak hours.

Under the 2024 Existing Condition, the signalized intersection of NYS Route 17K, Governor Drive, and Homewood Avenue is calculated to operate at Level of Service C or better during the weekday morning, weekday evening, and Saturday midday peak hours. Please note that the northeast-bound left-turn/through movement is calculated to operate at Level of Service E during the weekday morning peak hour.

Under the 2024 Existing Condition, the signalized intersection of NYS Route 17K, Rock Cut Road, and the commercial driveway is calculated to operate at Level of Service C during the weekday morning, weekday evening, and Saturday midday peak hours. Please note that the southbound left-turn/through/right-turn movement is calculated to operate at Level of Service E during the weekday morning peak hour.

Under the 2024 Existing Condition, the turning movements at the unsignalized intersection of Lakeside Road and Patton Road are calculated to operate at Level of Service B or better during the weekday morning, weekday evening, and Saturday midday peak hours.

MOTOR VEHICLE COLLISION ANALYSIS

In order to assess the safety of the study intersections, the 54 most recent months of available motor vehicle collision data were obtained from the NYSDOT. The study time period spans from October 1, 2018, to March 31, 2023. It is important to note that zero (0) fatalities occurred as a result of the reported motor vehicle collisions in the study network. Please note that accident rates are generally consistent each year. Accident rates at the study intersections are not anticipated to be adversely impacted due to the proposed development project. The summarized motor vehicle collision analysis can be found on appended **Table 1**. Please refer to the Technical Appendix which provides intersection crash rates compared to NYSDOT averages as well as summaries including predominant collision types, location, frequency, contributing factors, etc. at all study intersections.

2026 NO-BUILD CONDITION

BACKGROUND GROWTH

The 2024 Existing Condition traffic volume data was grown to a future horizon year of 2026, when the proposed QuickChek is expected to be fully constructed. In accordance with industry guidelines, the existing

traffic volumes at the study intersections were increased by 1% annually for two (2) years, which is a conservative rate based on the growth in traffic forecasted by the NYSDOT Traffic Data Forecaster for the study area to generate the 2026 Base Traffic Volumes. These volumes are summarized on appended **Figure 3**. The NYSDOT traffic data growth forecaster results by functional class for Region 8 – Orange County are summarized on appended **Table 2**.

OTHER PLANNED DEVELOPMENT PROJECTS

To evaluate the future traffic conditions, it is important to consider the potential site-generated traffic of other projects that could influence the traffic volume at the study intersections. Other planned development projects include those that are either in the entitlement process or have recently been approved for building permits in proximity to the proposed development. Based on consultations with the Town of Newburgh Planning Board, the following developments may potentially impact traffic volumes within the study area:

- Matrix I-84 Distribution Center – Conditionally approved 595,900-square-foot distribution center along Interstate 84 approximately 0.75 miles east of the subject site.
    - Based on a review of the Traffic Impact Study prepared by Langan, dated June 19, 2023, truck traffic in the area is expected to increase along Interstate 84. As part of the assessment of Other Planned Developments contained herein, trip volumes associated with the Matrix Distribution Center as shown on **Figure 10** within the aforementioned Traffic Impact Study were utilized.
- Sunbelt Rentals – 224 NYS Route 17K – Approved 11,990-square-foot equipment and tool rental facility along the easterly side of NYS Route 17K approximately 0.5 miles south of the subject site.
    - Based on a review of the Traffic Impact Study prepared by GPI, dated May 2022, this land use is unlikely to generate significant new traffic volumes. As part of the assessment of Other Planned Developments contained herein, trip volumes associated with the Sunbelt Rental development as shown on **Figure 4** within the aforementioned Traffic Impact Study were utilized.
- 36 Racquet Road – Proposed 42,000-square-foot warehouse along the westerly side of Racquet Road approximately 0.4 miles north of the subject site.
    - Based on a review of the Traffic Impact Study prepared by Colliers, dated September 22, 2022, the proposed warehouse is not expected to generate significant traffic through the study network contained herein. As part of the assessment of Other Planned Developments contained herein, trip volumes associated with the warehouse development as shown on **Figures 14** through **17** within the aforementioned Traffic Impact Study were utilized.

Appended **Figure 4** illustrates the site-generated traffic associated with the aforementioned developments assigned to the study area network.

2026 NO-BUILD TRAFFIC VOLUMES

The background growth rate was applied to the 2024 Existing Traffic Volumes to calculate the 2026 No-Build Traffic Volumes for the weekday morning, weekday evening, and Saturday midday peak hours. These volumes are summarized on appended **Figure 5**.

2026 NO-BUILD LOS/CAPACITY ANALYSIS

A Level of Service and Volume/Capacity analysis was also conducted for the 2026 No-Build Condition during the weekday morning, weekday evening, and Saturday midday peak hours at the study intersections.

Under the 2026 No-Build Condition, the signalized intersection of NYS Route 17K, Lakeside Road, and the Pilot Travel Center driveway is calculated to operate generally consistent with the findings of the 2024 Existing Condition during the study peak hours.

Under the 2026 No-Build Condition, the signalized intersection of NYS Route 17K and the Interstate 84 westbound access ramps is calculated to operate generally consistent with the findings of the 2024 Existing Condition during the study peak hours. Please note that the southwest-bound left-turn/through movement is calculated to continue to operate at Level of Service E during the weekday morning peak hour and the northwest-bound left-turn movement is calculated to continue to operate at Level of Service E during all peak hours.

Under the 2026 No-Build Condition, the signalized intersection of NYS Route 17K and the Interstate 84 eastbound access ramps is calculated to operate generally consistent with the findings of the 2024 Existing Condition during the study peak hours. Please note that the southeast-bound left-turn movement and the northeast-bound left-turn/through movement are calculated to continue to operate at Level of Service E during the weekday morning, weekday evening, and Saturday midday peak hours.

Under the 2026 No-Build Condition, the signalized intersection of NYS Route 17K, Governor Drive, and Homewood Avenue is calculated to operate generally consistent with the findings of the 2024 Existing Condition during the study peak hours. Please note that the northeast-bound left-turn/through movement is calculated to continue to operate at Level of Service E during the weekday morning peak hour. It should be noted that during the weekday evening peak hour, the intersection is calculated to degrade to Level of Service C, exceeding the LOS B to C threshold by 0.1 seconds.

Under the 2026 No-Build Condition, the signalized intersection of NYS Route 17K, Rock Cut Road, and the commercial driveway is calculated to operate generally consistent with the findings of the 2024 Existing Condition during the study peak hours. Please note that the southbound left-turn/through/right-turn movement

is calculated to continue to operate at Level of Service E during the weekday morning peak hour. It should be noted that during the weekday morning peak hour, the eastbound left-turn/through/right-turn movement is calculated to degrade to Level of Service C, exceeding the LOS B to C threshold by 0.2 seconds.

Under the 2026 No-Build Condition, the turning movements at the unsignalized intersection of Lakeside Road and Patton Road are calculated to operate generally consistent with the findings of the 2024 Existing Condition during the study peak hours.

2026 BUILD CONDITION

The site-generated traffic volume of the proposed QuickChek was estimated to identify the potential impacts of the project. For the purpose of this analysis, a complete project "build out" is assumed within two (2) years of the preparation of this study.

TRIP GENERATION

Trip generation projections for the proposed QuickChek were prepared utilizing ITE's Trip Generation Manual, 11th Edition. Trip generation rates associated with Land Use 945 "Convenience Store/Gas Station" were cited for the 6,730-square-foot QuickChek market with 16 vehicle fueling positions. Please note that ITE offers multiple methods of projecting trip generation for Land Use 945 "Convenience Store/Gas Station." Therefore, separate trip generation projections were prepared to represent the anticipated traffic impacts associated with the proposed development. **Option 1** projects trip generation using vehicle fueling positions, whereas **Option 2** projects trip generation using square footage. The weekday morning peak hour, weekday evening peak hour, and Saturday midday peak hour trip generation volumes associated with the proposed QuickChek market with fuel sales in terms of **Option 1** and **Option 2** are summarized in **Table 1** and **Table 2**, respectively.

TABLE 1 – PROJECTED TRIP GENERATION – OPTION 1

	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Midday Peak Hour		
Land Use	**Enter**	**Exit**	**Total**	**Enter**	**Exit**	**Total**	**Enter**	**Exit**	**Total**
16 VFP Convenience Store/Gas Station *ITE Land Use 945*	253	253	506	215	215	430	233	243	476

TABLE 2 – PROJECTED TRIP GENERATION – OPTION 2

	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Midday Peak Hour		
Land Use	**Enter**	**Exit**	**Total**	**Enter**	**Exit**	**Total**	**Enter**	**Exit**	**Total**
6,730 SF Convenience Store/Gas Station *ITE Land Use 945*	307	308	615	266	265	531	236	236	472

As shown in **Tables 1** and **2**, **Option 2** generally provides a more conservative trip generation projection for the proposed development and is hence utilized for the analysis contained herein.

As stated within Chapter 10 of ITE's Trip Generation Handbook, 3rd Edition, there are instances when the total number of trips generated by a site is different from the amount of new traffic added to the street system by the generator. Gasoline stations and convenience stores are specifically located on or adjacent to busy streets and highways to attract motorists already on these roadways. Therefore, the proposed QuickChek development would be expected to attract a portion of its trips from traffic currently passing the site on NYS Route 17K and Interstate 84 on the way from an origin to an ultimate destination. These trips do not add new traffic to the study area roadway system and are referred to as pass-by trips.

Based upon the published ITE data for Land Use 945 "Convenience Store/Gas Station," an average of 76% of the site-generated traffic during the weekday morning peak hour and 75% during the weekday evening peak hour would be comprised of pass-by traffic. Please note that after correspondence with the NYSDOT on April 29, 2024, it was requested that lower pass-by rates be utilized. Therefore, pass-by rates of 62% during the weekday morning peak hour, 56% during the weekday evening peak hour, and 56% during the Saturday midday peak hour have been utilized herein. **Table 3** shows the site generated traffic volumes in terms of new and pass-by trips.

TABLE 3 – PROJECTED TRIP GENERATION – NEW & PASS-BY TRIPS

	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Midday Peak Hour		
Trip Type	**Enter**	**Exit**	**Total**	**Enter**	**Exit**	**Total**	**Enter**	**Exit**	**Total**
"New" Trips	117	118	235	118	117	235	104	104	208
"Pass-By" Trips	190	190	380	148	148	296	132	132	264
Total	**307**	**308**	**615**	**266**	**265**	**531**	**236**	**236**	**472**

Based on guidance provided by the NYSDOT at a pre-application meeting for QuickChek's application, on a peak hour basis, the total pass-by trip reduction on NYS Route 17K cannot exceed 10% of the total hourly traffic volumes passing through the Lakeside Road intersection on NYS Route 17K. Accordingly, 38% of the site-generated traffic during the weekday morning peak hour, 56% of site-generated traffic during the weekday evening peak hour, and 56% of site-generated traffic during the Saturday midday peak hour would be comprised

of pass-by traffic on NYS Route 17K. The applied pass-by credit does not exceed 10% of the hourly traffic volumes along NYS Route 17K. In accordance with the published ITE pass-by data, the remaining 24% of site-generated traffic during the weekday morning peak hour would be pass-by traffic that has been diverted from Interstate 84.

At the intersection of NYS Route 17K and Lakeside Road, the calculated number of NYS Route 17K pass-by trips is shown as a negative number at the through movement as vehicles are temporarily diverted from the through travel stream into and out of the site access point. Please note that the calculated number of Interstate 84 pass-by trips is shown as a positive number at the east- and westbound Off-Ramp intersections with NYS Route 17K. These trips are temporarily diverted from the mainline travel stream on Interstate 84 and therefore, trip reductions are not applied on the local street network.

As shown in **Table 3**, 235, 235, and 208 "new" trips are generated in the weekday morning, weekday evening, and Saturday midday peak hours, respectively.

TRIP ASSIGNMENT/DISTRIBUTION

The trips generated by the proposed development were distributed according to the existing travel pattern along the adjacent roadways and the access management plan of the site. The "New" Site-Generated Traffic Distribution and "Pass-By" Site-Generated Traffic Distribution are appended on **Figures 6** and **7**, respectively. The "New" Site-Generated Traffic Volumes are illustrated on appended **Figure 8** and the "Pass-By" Site-Generated Traffic Volumes expected to access the site are depicted on appended **Figure 9**.

2026 BUILD TRAFFIC VOLUMES

The site-generated trips were added to the 2026 No-Build Traffic Volumes to calculate the 2026 Build Traffic Volumes and are shown on appended **Figure 10**.

QUEUE ANALYSIS SUMMARY

In addition to the manual turning movement counts, Stonefield conducted an analysis of the vehicular queuing along the site frontage at the study intersection. Specifically, queuing observations were recorded at the Lakeside Road approach to its intersection with NYS Route 17K during the weekday morning, weekday evening, and Saturday midday peak periods concurrently with the turning movement counts to evaluate the existing queueing conditions along the subject roadway. **Table 4** provides a summary of the average queue lengths observed during the study peak hours as well as the calculated average queue lengths from Synchro during each analysis scenario. Detailed summaries of the queue counts can be found in the appendix. Please note that based on the revised analysis, the weekday morning peak hour is now the critical peak hour.

TABLE 4 – WEEKDAY PEAK HOUR QUEUES – LAKESIDE ROAD

Peak Hour	Lane Group	As Counted	2024 Existing	2026 No-Build	2026 Build	2026 Mitigation
Average Queues						
AM	SWB Left	67'	118'	121'	459'	160'
	SWB Through/Right	4'	2'	2'	2'	2'
PM	SWB Left	44'	87'	88'	227'	100'
	SWB Through/Right	4'	5'	5'	5'	4'
95th Percentile Queues						
AM	SWB Left	175'	135'	138'	*402'	153'
	SWB Through/Right	25'	8'	8'	*0'	0'
PM	SWB Left	100'	104'	104'	*217'	109'
	SWB Through/Right	25'	10'	10'	*0'	0'

*The Synchro 12 Software notes that the 95th percentile volume exceeds capacity, and the queue may be longer than calculated.

As shown in **Table 4**, the calculated average queue length of the Lakeside Road southwest-bound left-turn lane is 459 feet during the 2026 Build Condition and 160 feet during the 2026 Build Mitigation Condition. As the proposed full-movement driveway is located approximately 300 feet from the stop bar, the queue is not expected to regularly extend past the proposed egress location. It is important to note that during the observations, queues were observed to clear the intersection each cycle.

2026 BUILD LOS/CAPACITY ANALYSIS

A Level of Service and Volume/Capacity analysis was also conducted for the 2026 Build Condition during the weekday morning, weekday evening, and Saturday midday peak hours at the study intersections and proposed site driveways. **Tables 5** through **23** compare the 2024 Existing, 2026 No-Build, and 2026 Build Conditions Level of Service and delay values.

Under the 2026 Build Condition, the signalized intersection of NYS Route 17K, Lakeside Road, and the Pilot Travel Center driveway is calculated to operate at Level of Service D during the weekday evening and Saturday midday peak hours. The southwest-bound left-turn movement is calculated to operate at Level of Service F during all study peak hours. Overall, the intersection is calculated to operate at Level of Service F during weekday morning peak hour.

Under the 2026 Build Condition, the signalized intersection of NYS Route 17K and the Interstate 84 westbound access ramps is calculated to operate generally consistent with the findings of the 2026 No-Build Condition during the study peak hours. The southwest-bound left-turn/through movement is calculated to continue to operate at Level of Service E during the weekday morning peak hour and the northwest-bound left-turn movement is calculated to continue to operate at Level of Service E during all peak hours. During the weekday morning peak hour, the intersection is calculated to degrade to overall Level of Service C, exceeding the LOS B to C threshold by 0.6 seconds. During the weekday evening peak hour, the southeast-bound through/right-turn movement is calculated to degrade to Level of Service C, exceeding the LOS B to C threshold by 5.7 seconds. During the Saturday midday peak hour, the southwest-bound right-turn movement is calculated to degrade to Level of Service C, exceeding the LOS B to C threshold by 4.3 seconds.

Under the 2026 Build Condition, the signalized intersection of NYS Route 17K and the Interstate 84 eastbound access ramps is calculated to operate generally consistent with the findings of the 2026 No-Build Condition during the study peak hours. The northeast-bound left-turn/through movement is calculated to continue to operate at Level of Service E during the weekday morning, weekday evening, and Saturday midday peak hours.

Under the 2026 Build Condition, the signalized intersection of NYS Route 17K, Governor Drive, and Homewood Avenue is calculated to operate generally consistent with the findings of the 2026 No-Build Condition during the study peak hours. The northeast-bound left-turn/through movement is calculated to continue to operate at Level of Service E during the weekday morning peak hour.

Under the 2026 Build Condition, the signalized intersection of NYS Route 17K, Rock Cut Road, and the commercial driveway is calculated to operate generally consistent with the findings of the 2026 No-Build Condition during the study peak hours. The southbound left-turn/through/right-turn movement is calculated to continue to operate at Level of Service E during the weekday morning peak hour. During the Saturday midday peak hour, the westbound left-turn/through/right-turn movement is calculated to degrade to Level of Service C, exceeding the LOS B to C threshold by 2.2 seconds. During the Saturday midday peak hour, the southbound left-turn/through/right-turn movement is calculated to degrade to Level of Service E, exceeding the LOS D to E threshold by 0.2 seconds.

Under the 2026 Build Condition, the turning movements at the unsignalized intersection of Lakeside Road and Patton Road are calculated to operate generally consistent with the findings of the 2026 No-Build Condition during the study peak hours.

Under the 2026 Build Condition, the turning movements at the unsignalized site driveways along Lakeside Road are calculated to operate at Level of Service C or better during the study peak hours.

2026 MITIGATED BUILD CONDITION

Under the 2026 Build Condition, the southwest-bound left-turn at the intersection of NYS Route 17K, Lakeside Road, and the Pilot Travel Center driveway could potentially experience undesirable Level of Service degradations from the 2026 No-Build Condition during the weekday morning, weekday evening, and Saturday midday peak hours. The following roadway layout modifications are proposed to mitigate the impacted lane groups at the aforementioned intersection:

- Change the lane assignment of the Pilot Travel Center driveway to an exclusive right-turn lane and a shared left-turn/through lane as well as installing a new additional exclusive left-turn lane for the southwest-bound approach of Lakeside Road, which would provide the approach with two (2) exclusive left-turn lanes.

Additionally, the following signal timing adjustments are proposed to mitigate the impacted lane groups at the aforementioned intersection:

- Weekday morning peak hour – shift 10 seconds from the northeast-bound Pilot Travel Center driveway phase to the southwest-bound Lakeside Road left-turn phase.
- Weekday evening peak hour – shift six (6) seconds from the northeast-bound Pilot Travel Center driveway phase to the southwest-bound Lakeside Road left-turn phase.
- Weekday evening peak hour – shift six (6) seconds from the northeast-bound Pilot Travel Center driveway phase to the southwest-bound Lakeside Road left-turn phase.

Please note that these proposed mitigation measures would not result in changes to the traffic signal timings for NYS Route 17K approaches at the intersection and therefore mitigations extending to other signals along the coordinated Route 17K corridor are not necessary.

With implementation of the proposed mitigation measures, the intersection is calculated to return to operating at an overall LOS C during the study peak hours in the 2026 Mitigated Build Condition. Additionally, the southwest-bound Lakeside Road left-turn is calculated to operate generally consistent with or better than 2026 No-Build Condition during the weekday morning and weekday evening peak hours. **Tables 5** through **7** compare the 2024 Existing, 2026 No-Build, 2026 Build, and 2026 Mitigated Build conditions Level of Service and delay values during the weekday morning, weekday evening, and Saturday midday peak hours.

Additionally, per comments from the Town of Newburgh's consultant reviewer, dated November 23, 2024, it was noted that the southbound approach of NYS Route 17K and Rock Cut Road/commercial driveway can expect an increase in delays during the weekday morning peak hour. The following signal timing adjustment is proposed to mitigate the impacted lane group at the aforementioned intersection:

- Weekday morning peak hour – shift three (3) seconds from the eastbound/westbound NYS Route 17K phase to the northbound/southbound Rock Cut Road/commercial driveway phase.

With implementation of the proposed mitigation measure, the intersection is calculated to return to operating at an overall LOS C during the weekday morning peak hour in the 2026 Mitigated Build Condition. Further, the southbound Rock Cut Road approach is calculated to operate generally consistent with or better than the 2026 No-Build Condition during the weekday morning peak hour.

COMPARATIVE LEVEL OF SERVICE (DELAY) TABLES

NYS ROUTE 17K & LAKESIDE ROAD / PILOT TRAVEL CENTER DRIVEWAY

SEB (Southeast-bound) and NWB (Northwest-bound) approaches are the NYS Route 17K approaches
NEB (Northeast-bound) approach is the Pilot Travel Center driveway approach
SWB (Southwest-bound) approach is the Lakeside Road approach
X (n) = Level of Service (seconds of delay)

TABLE 5 – WEEKDAY MORNING PEAK HOUR

Lane Group	2024 Existing	2026 No-Build	2026 Build	2026 Mitigation
SEB Left	D (53.8)	D (53.8)	D (47.8)	D (49.4)
SEB Through/Right	C (21.4)	C (22.0)	C (22.1)	C (23.6)
NWB Left	E (58.7)	E (66.0)	E (64.0)	E (65.4)
NWB Through/Right	A (7.1)	A (7.3)	B (15.6)	B (15.6)
NEB Left	D (36.8)	D (36.8)	C (35.0)	--
NEB Left/Through	--	--	--	D (49.6)
NEB Through/Right	A (1.4)	A (1.4)	A (1.5)	--
NEB Right	--	--	--	B (14.8)
SWB Left	E (66.7)	E (70.5)	F (487.9)	D (54.3)
SWB Through/Right	B (15.6)	B (15.5)	B (10.6)	A (8.0)
Intersection	**C (23.1)**	**C (24.1)**	**F (107.0)**	**C (29.4)**

TABLE 6 – WEEKDAY EVENING PEAK HOUR

Lane Group	2024 Existing	2026 No-Build	2026 Build	2026 Mitigation
SEB Left	E (55.2)	E (55.3)	D (44.6)	D (53.3)
SEB Through/Right	B (18.2)	B (18.7)	B (18.3)	C (21.8)
NWB Left	E (55.3)	D (53.9)	D (53.2)	D (54.3)
NWB Through/Right	B (15.0)	B (16.2)	C (29.5)	C (27.8)
NEB Left	D (35.1)	C (35.0)	D (35.2)	--
NEB Left/Through	--	--	--	E (59.3)
NEB Through/Right	C (25.9)	C (26.1)	C (25.5)	--
NEB Right	--	--	--	A (8.5)
SWB Left	D (53.9)	D (54.6)	F (229.9)	D (53.3)
SWB Through/Right	B (18.1)	B (18.0)	B (13.8)	A (7.3)
Intersection	**C (21.9)**	**C (22.5)**	**D (48.1)**	**C (29.8)**

TABLE 7 – SATURDAY MIDDAY PEAK HOUR

Lane Group	2024 Existing	2026 No-Build	2026 Build	2026 Mitigation
SEB Left	D (52.9)	D (53.0)	D (50.1)	D (52.6)
SEB Through/Right	B (18.5)	B (18.7)	B (17.8)	B (16.4)
NWB Left	D (51.1)	D (51.2)	D (51.2)	D (51.2)
NWB Through/Right	B (18.3)	B (18.5)	C (28.1)	C (24.4)
NEB Left	C (28.4)	C (28.5)	C (29.9)	--
NEB Left/Through	--	--	--	D (47.8)
NEB Through/Right	C (25.5)	C (25.4)	C (25.4)	--
NEB Right	--	--	--	B (11.6)
SWB Left	D (53.0)	D (54.7)	F (168.9)	D (54.6)
SWB Through/Right	B (12.9)	B (12.9)	A (9.9)	A (7.9)
Intersection	**C (24.1)**	**C (24.4)**	**D (47.3)**	**C (28.1)**

NYS ROUTE 17K & INTERSTATE 84 WESTBOUND ACCESS RAMPS

SEB (Southeast-bound) and NWB (Northwest-bound) approaches are the NYS Route 17K approaches
NWB (Northwest-bound) approach is the Interstate 84 WB off-ramp approach
X (n) = Level of Service (seconds of delay)

TABLE 8 – WEEKDAY MORNING PEAK HOUR

Lane Group	2024 Existing	2026 No-Build	2026 Build
SEB Through/Right	A (7.8)	A (9.5)	B (19.0)
NWB Left	E (59.7)	E (62.0)	E (60.1)
NWB Through	A (7.0)	A (7.9)	A (7.6)
SWB Left/Through	E (57.6)	E (58.1)	E (57.3)
SWB Right	B (10.4)	A (9.2)	A (9.5)
Intersection	**B (14.8)**	**B (16.9)**	**C (20.6)**

TABLE 9 – WEEKDAY EVENING PEAK HOUR

Lane Group	2024 Existing	2026 No-Build	2026 Build
SEB Through/Right	B (16.5)	B (17.6)	C (25.6)
NWB Left	E (76.6)	E (78.1)	E (78.1)
NWB Through	A (5.2)	A (5.1)	A (5.0)
SWB Left/Through	D (41.5)	D (43.2)	D (42.3)
SWB Right	D (44.1)	D (44.4)	D (45.4)
Intersection	**C (24.2)**	**C (25.3)**	**C (27.8)**

TABLE 10 – SATURDAY MIDDAY PEAK HOUR

Lane Group	2024 Existing	2026 No-Build	2026 Build
SEB Through/Right	B (12.0)	B (12.7)	B (13.8)
NWB Left	E (61.3)	E (61.7)	E (63.2)
NWB Through	A (3.2)	A (3.3)	A (3.3)
SWB Left/Through	D (51.7)	D (50.1)	D (47.3)
SWB Right	B (17.0)	B (19.1)	C (23.4)
Intersection	**B (13.9)**	**B (14.5)**	**B (15.5)**

NYS ROUTE 17K & INTERSTATE 84 EASTBOUND ACCESS RAMPS

SEB (Southeast-bound) and NWB (Northwest-bound) approaches are the NYS Route 17K approaches
NEB (Northeast-bound) approach is the Interstate 84 EB off-ramp approach
X (n) = Level of Service (seconds of delay)

TABLE 11 – WEEKDAY MORNING PEAK HOUR

Lane Group	2024 Existing	2026 No-Build	2026 Build
SEB Left	E (63.0)	E (59.2)	E (58.0)
SEB Through	A (3.0)	A (3.7)	A (4.8)
NWB Through/Right	C (23.6)	C (25.2)	C (31.7)
NEB Left/Through	E (59.8)	E (59.6)	E (59.7)
NEB Right	B (11.6)	B (14.0)	B (16.0)
Intersection	**C (25.7)**	**C (25.2)**	**C (27.7)**

TABLE 12 – WEEKDAY EVENING PEAK HOUR

Lane Group	2024 Existing	2026 No-Build	2026 Build
SEB Left	E (62.6)	E (60.5)	E (59.3)
SEB Through	A (5.5)	A (6.1)	A (6.7)
NWB Through/Right	C (27.9)	C (30.0)	C (31.1)
NEB Left/Through	E (57.1)	E (57.0)	E (56.9)
NEB Right	A (9.7)	A (9.6)	A (9.6)
Intersection	**C (27.9)**	**C (28.4)**	**C (28.5)**

TABLE 13 – SATURDAY MIDDAY PEAK HOUR

Lane Group	2024 Existing	2026 No-Build	2026 Build
SEB Left	E (72.8)	E (72.7)	E (71.5)
SEB Through	A (3.5)	A (3.5)	A (3.5)
NWB Through/Right	B (17.1)	B (17.7)	B (18.4)
NEB Left/Through	E (57.6)	E (57.9)	E (57.8)
NEB Right	B (11.1)	B (11.0)	B (10.9)
Intersection	**C (24.7)**	**C (25.0)**	**C (24.4)**

NYS ROUTE 17K & GOVERNOR DRIVE / HOMEWOOD AVENUE

SEB (Southeast-bound) and NWB (Northwest-bound) approaches are the NYS Route 17K approaches
NEB (Northeast-bound) approach is the Governor Drive approach
SWB (Southwest-bound) approach is the Homewood Avenue approach
X (n) = Level of Service (seconds of delay)

TABLE 14 – WEEKDAY MORNING PEAK HOUR

Lane Group	2024 Existing	2026 No-Build	2026 Build
SEB Left	B (11.2)	B (12.1)	B (11.7)
SEB Through/Right	C (22.7)	C (24.6)	C (25.2)
NWB Left	B (11.1)	B (11.8)	B (12.1)
NWB Through/Right	B (15.9)	B (16.8)	B (17.6)
NEB Left/Through	E (62.3)	E (62.5)	E (62.5)
NEB Right	A (4.5)	A (4.5)	A (4.4)
SWB Left/Through/Right	C (23.1)	C (22.9)	C (22.9)
Intersection	**C (25.4)**	**C (26.4)**	**C (26.6)**

TABLE 15 – WEEKDAY EVENING PEAK HOUR

Lane Group	2024 Existing	2026 No-Build	2026 Build
SEB Left	A (8.7)	A (9.5)	A (9.9)
SEB Through/Right	B (12.3)	B (13.8)	B (14.5)
NWB Left	A (7.3)	A (7.5)	A (7.6)
NWB Through/Right	B (17.0)	C (20.0)	C (21.7)
NEB Left/Through	D (54.9)	D (54.9)	D (54.8)
NEB Right	A (5.8)	A (5.8)	A (5.7)
SWB Left/Through/Right	C (20.2)	B (20.0)	B (20.0)
Intersection	**B (18.4)**	**C (20.1)**	**C (21.0)**

TABLE 16 – SATURDAY MIDDAY PEAK HOUR

Lane Group	2024 Existing	2026 No-Build	2026 Build
SEB Left	A (4.0)	A (4.1)	A (4.0)
SEB Through/Right	A (6.7)	A (6.7)	A (6.7)
NWB Left	A (3.5)	A (3.6)	A (3.5)
NWB Through/Right	A (8.2)	A (8.3)	A (8.7)
NEB Left/Through	D (55.0)	D (55.0)	D (54.9)
NEB Right	B (10.3)	B (10.3)	B (10.3)
SWB Left/Through/Right	C (29.9)	C (29.7)	C (29.6)
Intersection	**B (10.4)**	**B (10.5)**	**B (10.4)**

NYS ROUTE 17K & ROCK CUT ROAD / COMMERCIAL DRIVEWAY

EB (Eastbound) and WB (Westbound) approaches are the NYS Route 17K approaches
NB (Northbound) approach is the commercial driveway approach
SB (Southbound) approach is the Rock Cut Road approach
X (n) = Level of Service (seconds of delay)

TABLE 17 – WEEKDAY MORNING PEAK HOUR

Lane Group	2024 Existing	2026 No-Build	2026 Build	2026 Mitigation
EB Left/Through/Right	B (18.9)	C (20.2)	C (22.3)	C (24.9)
WB Left/Through/Right	B (15.4)	B (15.8)	B (17.7)	B (19.9)
NB Left/Through/Right	--	--	--	--
SB Left/Through/Right	E (63.8)	E (66.4)	E (78.7)	E (63.4)
Intersection	**C (31.6)**	**C (32.8)**	**D (37.6)**	**C (34.7)**

TABLE 18 – WEEKDAY EVENING PEAK HOUR

Lane Group	2024 Existing	2026 No-Build	2026 Build
EB Left/Through/Right	B (15.0)	B (16.2)	B (19.7)
WB Left/Through/Right	C (21.0)	C (23.4)	C (32.8)
NB Left/Through/Right	B (15.6)	B (15.5)	B (15.1)
SB Left/Through/Right	D (48.1)	D (50.1)	D (52.8)
Intersection	**C (24.1)**	**C (26.2)**	**C (32.7)**

TABLE 19 – SATURDAY MIDDAY PEAK HOUR

Lane Group	2024 Existing	2026 No-Build	2026 Build
EB Left/Through/Right	B (15.3)	B (15.9)	B (18.0)
WB Left/Through/Right	B (17.4)	B (18.2)	C (22.2)
NB Left/Through/Right	C (22.0)	C (21.0)	C (21.0)
SB Left/Through/Right	D (52.1)	D (52.0)	E (55.2)
Intersection	**C (24.4)**	**C (25.0)**	**C (28.3)**

LAKESIDE ROAD & PATTON ROAD
WB (Westbound) approach is the Patton Road approach
NB (Northbound) and SB (Southbound) approaches are the Lakeside Road approaches
X (n) = Level of Service (seconds of delay)

TABLE 20 – WEEKDAY MORNING PEAK HOUR

Lane Group	2024 Existing	2026 No-Build	2026 Build
WB Left/Right	B (10.0)	B (10.1)	B (10.2)
SB Left/Through	A (7.8)	A (7.8)	A (7.9)

TABLE 21 – WEEKDAY EVENING PEAK HOUR

Lane Group	2024 Existing	2026 No-Build	2026 Build
WB Left/Right	B (10.4)	B (10.4)	B (10.5)
SB Left/Through	A (7.9)	A (7.9)	A (7.9)

TABLE 22 – SATURDAY MIDDAY PEAK HOUR

Lane Group	2024 Existing	2026 No-Build	2026 Build
WB Left/Right	A (9.9)	A (9.9)	B (10.0)
SB Left/Through	A (7.4)	A (7.5)	A (7.5)

LAKESIDE ROAD AND CENTRAL SITE DRIVEWAY
WB (Westbound) approach is the Lakeside Road approach
NB (Northbound) approach is the central site driveway approach
X (n) = Level of Service (seconds of delay)

TABLE 23 – 2026 BUILD CONDITION

Lane Group	Weekday Morning Peak Hour	Weekday Evening Peak Hour	Saturday Midday Peak Hour
WB Left	A (7.4)	A (7.7)	A (7.6)
NB Left/Right	B (14.7)	C (16.8)	C (16.5)

SITE CIRCULATION/PARKING SUPPLY

A review was conducted of the proposed QuickChek market with fuel sales using the Site Plan prepared by Stonefield, dated December 18, 2023, last revised July 10, 202. In completing this review, particular attention was focused on site access, circulation, and parking supply.

Access along Lakeside Road is proposed via one (1) full-movement passenger vehicle-only driveway, one (1) ingress-only driveway, and one (1) egress-only driveway. As requested in the Traffic Engineering Review Letter prepared by Creighton Manning, dated May 9, 2024, the eastern driveway has been revised to accommodate a pork chop island with a narrow lane to allow for passenger vehicles to execute right-turns while prohibiting trucks from making right-turns. Please note that in order to provide a conservative analysis, vehicles returning to northbound Lakeside Road were not routed through the new addition. The QuickChek market will be constructed on the western portion of the site. The vehicle fueling canopy with 16 vehicle fueling pumps will be constructed in the northwestern portion of the property. A trash enclosure will be located in the southern portion of the site. Two (2)-way site circulation will be provided for passenger vehicles via

minimum 25-foot wide two (2)-way drive aisles. Passenger vehicle parking will be provided in the northern and southern portions of the site and along the northern, western, and southern building façades. Truck Parking will be provided in the eastern portion of the site. Note that the eastern portion of the property contains a wetland; therefore, the proposed development project will be confined to the western portion of the property.

Regarding the parking requirements for the proposed development, Town of Newburgh Zoning Ordinance requires one (1) parking space per 150 square feet of retail space, one (1) space per 40 square feet of eating space, and a minimum of five (5) additional spaces for gasoline stations. For the proposed 6,730-square-foot QuickChek market with fuel sales inclusive of 250 square feet of eating space, this equates to 57 required spaces. The site would provide 60 total parking spaces, inclusive of 52 standard parking spaces, three (3) ADA-accessible parking spaces, three (3) charger-ready spaces, and two (2) compressed air/vacuum spaces, which meets the parking requirement and would be sufficient to support this project's parking demand. The standard spaces would be 10 feet wide by 20 feet deep in accordance with Town of Newburgh Zoning Ordinance and industry standards.

Additionally, it is widely recognized throughout the traffic engineering industry that vehicle fueling positions function as parking spaces for patrons of both gasoline and convenience items; patrons rarely move their vehicle from a fueling position to a striped parking space between gasoline and convenience store transactions. Therefore, 16 vehicle fueling positions are available to supplement the 52 striped standard passenger vehicle parking spaces on the Site Plan, for a total of 68 standard passenger vehicle positions. Therefore, the project parking supply is expected to be sufficient.

CONCLUSIONS

This report was prepared to examine the potential traffic impact of the proposed QuickChek market with fuel sales. The site-generated trips of the proposed development would consist largely of "pass-by" trips, as opposed to new vehicles on the roadway, due to the land use, location, and the access management plan. The site driveways and on-site layout have been designed to provide effective access to and from the subject property. The parking supply is expected to sufficiently support this project.

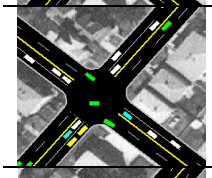
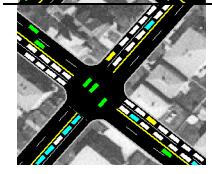
TECHNICAL APPENDIX

LEVEL OF SERVICE/AVERAGE CONTROL DELAY CRITERIA

LEVEL OF SERVICE /AVERAGE CONTROL DELAY CRITERIA

The ability of a roadway to effectively accommodate traffic demand is determined through an assessment of the volume-to-capacity ratio, delay and Level of Service of the lane group and/or intersection. The volume-to-capacity ratio is the ratio of traffic flow rate to capacity for a given transportation facility. As defined within the Highway Capacity Manual 2010 (HCM 2010), intersection delay is the total additional travel time experienced by drivers, passengers, or pedestrians as a result of control measures and interaction with other users of the facility, divided by the volume departing from the corresponding cross section of the facility. Level of service is a qualitative measure describing operational conditions within a traffic stream, based on service measures such as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience.

For an unsignalized intersection, LOS A indicates operations with delay less than 10 seconds per vehicle, while LOS F describes operations with delay in excess of 50 seconds per vehicle. For a signalized intersection, LOS A indicates operations with delay less than 10 seconds per vehicle and LOS F denotes operations with delay in excess of 80 seconds per vehicle.

	Level Of Service (LOS)	Signalized Delay Range (average control delay in sec/veh)	Unsignalized Delay Range (average control delay in sec/veh)
	A	<=10	<=10
	B	>10 and <=20	>10 and <=15
	C	>20 and <=35	>15 and <=25
	D	>35 and <=55	>25 and <=35
	E	>55 and <=80	>35 and <=50
	F	>80	>50

Source: Highway Capacity Manual 2010

TURNING MOVEMENT COUNT DATA

National Data & Surveying Services

Intersection Turning Movement Count

Location: Lakeside Rd & NYS Rte 17K
City: Newburgh
Control: Signalized

Project ID: 24-380010-001
Date: 2/8/2024

Data - Total

NS/EW Streets:	Lakeside Rd				Lakeside Rd				NYS Rte 17K				NYS Rte 17K				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	2	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	14	0	18	0	10	0	7	144	0	0	11	89	14	0	307
7:15 AM	2	0	20	0	34	0	9	0	10	165	1	0	7	115	9	0	372
7:30 AM	1	0	11	0	48	1	6	0	6	173	3	0	17	100	13	0	379
7:45 AM	2	0	26	0	23	0	12	0	6	198	6	0	20	126	20	0	439
8:00 AM	0	0	20	0	30	1	11	0	2	171	2	0	9	108	19	0	373
8:15 AM	2	0	23	0	27	0	12	0	7	182	4	0	29	97	5	0	388
8:30 AM	3	0	26	0	34	2	16	0	8	162	3	0	16	125	7	0	402
8:45 AM	2	0	23	0	23	4	8	0	6	191	5	0	11	124	10	0	407
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	12	0	163	0	237	8	84	0	52	1386	24	0	120	884	97	0	3067
APPROACH %'s :	6.86%	0.00%	93.14%	0.00%	72.04%	2.43%	25.53%	0.00%	3.56%	94.80%	1.64%	0.00%	10.90%	80.29%	8.81%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	5	0	80	0	128	2	41	0	21	724	15	0	75	431	57	0	1579
PEAK HR FACTOR :	0.625	0.000	0.769	0.000	0.667	0.500	0.854	0.000	0.750	0.914	0.625	0.000	0.647	0.855	0.713	0.000	0.899
	0.733				0.822				0.905				0.848				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	2	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	7	0	21	0	36	2	12	0	5	177	8	0	24	230	40	0	562
4:15 PM	1	0	22	0	20	2	9	0	12	158	7	0	20	200	44	0	495
4:30 PM	8	1	19	0	21	0	5	0	14	139	8	0	19	234	47	0	515
4:45 PM	3	0	18	0	25	0	10	0	13	148	6	0	14	195	45	1	478
5:00 PM	1	3	25	0	12	1	18	0	15	171	5	0	24	227	36	0	538
5:15 PM	1	2	15	0	26	3	11	0	22	180	3	0	14	208	50	0	535
5:30 PM	6	2	16	0	25	1	22	0	19	130	6	0	22	218	45	0	512
5:45 PM	4	3	19	0	16	1	12	0	14	140	8	0	15	190	38	0	460
6:00 PM	6	0	14	0	19	1	19	0	14	119	7	0	15	165	19	0	398
6:15 PM	3	3	20	0	7	1	20	0	10	145	4	0	14	175	29	0	431
6:30 PM	1	1	14	0	23	1	12	0	8	134	3	0	22	165	33	0	417
6:45 PM	6	2	13	1	19	1	16	0	7	82	1	0	15	137	22	0	322
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	47	17	216	1	249	14	166	0	153	1723	66	0	218	2344	448	1	5663
APPROACH %'s :	16.73%	6.05%	76.87%	0.36%	58.04%	3.26%	38.69%	0.00%	7.88%	88.72%	3.40%	0.00%	7.24%	77.85%	14.88%	0.03%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	19	1	80	0	102	4	36	0	44	622	29	0	77	859	176	1	2050
PEAK HR FACTOR :	0.594	0.250	0.909	0.000	0.708	0.500	0.750	0.000	0.786	0.879	0.906	0.000	0.802	0.918	0.936	0.250	0.912
	0.862				0.888				0.848				0.928				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Lakeside Rd & NYS Rte 17K
City: Newburgh
Control: Signalized

Project ID: 24-380010-001
Date: 2/8/2024

Data - HT

NS/EW Streets:	Lakeside Rd				Lakeside Rd				NYS Rte 17K				NYS Rte 17K				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	2	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	8	0	0	0	1	0	0	7	0	0	6	11	3	0	36
7:15 AM	0	0	15	0	1	0	0	0	1	13	0	0	6	12	0	0	48
7:30 AM	1	0	7	0	0	0	2	0	1	20	1	0	14	11	0	0	57
7:45 AM	1	0	18	0	0	0	0	0	0	16	0	0	14	12	1	0	62
8:00 AM	0	0	14	0	0	0	2	0	0	15	0	0	7	14	0	0	52
8:15 AM	1	0	18	0	0	0	1	0	3	14	1	0	24	16	1	0	79
8:30 AM	1	0	19	0	1	0	2	0	0	26	0	0	15	17	0	0	81
8:45 AM	1	0	15	0	1	0	0	0	0	12	2	0	3	13	1	0	48
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	5	0	114	0	3	0	8	0	5	123	4	0	89	106	6	0	463
APPROACH %'s :	4.20%	0.00%	95.80%	0.00%	27.27%	0.00%	72.73%	0.00%	3.79%	93.18%	3.03%	0.00%	44.28%	52.74%	2.99%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	3	0	57	0	0	0	5	0	4	65	2	0	59	53	2	0	250
PEAK HR FACTOR :	0.750	0.000	0.750	0.000	0.000	0.000	0.625	0.000	0.333	0.625	0.500	0.000	0.615	0.779	0.500	0.000	0.772
	0.750				0.417				0.683				0.695				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	2	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	1	0	6	0	4	0	1	0	0	6	1	0	15	15	2	0	51
4:15 PM	0	0	9	0	0	0	1	0	1	8	0	0	13	7	0	0	39
4:30 PM	0	0	8	0	0	0	0	0	0	4	1	0	9	8	1	0	31
4:45 PM	0	0	9	0	0	0	0	0	0	5	0	0	9	8	2	0	33
5:00 PM	0	0	14	0	0	0	0	0	0	4	0	0	15	5	1	0	39
5:15 PM	0	1	6	0	1	1	0	0	0	6	0	0	7	7	1	0	30
5:30 PM	0	0	11	0	0	0	0	0	0	0	1	0	12	6	0	0	30
5:45 PM	0	0	13	0	2	0	0	0	1	1	0	0	10	1	0	0	28
6:00 PM	0	0	8	0	0	0	0	0	1	3	0	0	11	4	0	0	27
6:15 PM	1	0	13	0	0	0	0	0	0	3	0	0	9	6	0	0	32
6:30 PM	0	0	7	0	0	0	0	0	0	4	1	0	11	3	0	0	26
6:45 PM	2	1	4	0	0	0	0	0	0	2	0	0	9	2	0	0	20
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	4	2	108	0	7	1	2	0	3	46	4	0	130	72	7	0	386
APPROACH %'s :	3.51%	1.75%	94.74%	0.00%	70.00%	10.00%	20.00%	0.00%	5.66%	86.79%	7.55%	0.00%	62.20%	34.45%	3.35%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	1	0	32	0	4	0	2	0	1	23	2	0	46	38	5	0	154
PEAK HR FACTOR :	0.000	0.000	0.571	0.000	1.000	0.000	0.000	0.000	0.000	0.958	0.500	0.000	0.767	1.188	0.625	0.000	0.987
	0.589				0.750				1.083				1.060				

National Data & Surveying Services

Intersection Turning Movement Count

Location: I-84 WB On/Off Ramps & NYS Rte 17K
City: Newburgh
Control: Signalized

Project ID: 24-380010-002
Date: 2/8/2024

Data - Total

NS/EW Streets:	I-84 WB On/Off Ramps				I-84 WB On/Off Ramps				NYS Rte 17K				NYS Rte 17K				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0.5	0.5	1	0	0	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	30	0	60	0	0	149	30	0	24	52	0	0	345
7:15 AM	0	0	0	0	36	0	66	0	0	174	40	0	17	67	0	0	400
7:30 AM	0	0	0	0	39	0	62	0	0	194	44	0	10	70	0	0	419
7:45 AM	0	0	0	0	46	0	72	0	0	197	47	0	13	90	0	0	465
8:00 AM	0	0	0	0	22	0	51	0	0	189	35	0	11	89	0	0	397
8:15 AM	0	0	0	0	26	0	52	0	0	195	31	0	17	75	0	0	396
8:30 AM	0	0	0	0	27	1	63	0	0	185	42	0	26	92	0	0	436
8:45 AM	0	0	0	0	27	0	50	0	0	213	25	0	34	88	0	0	437
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	253	1	476	0	0	1496	294	0	152	623	0	0	3295
APPROACH %'s :					34.66%	0.14%	65.21%	0.00%	0.00%	83.58%	16.42%	0.00%	19.61%	80.39%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	133	0	237	0	0	775	157	0	51	324	0	0	1677
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.723	0.000	0.823	0.000	0.000	0.984	0.835	0.000	0.750	0.900	0.000	0.000	0.902
							0.784				0.955				0.794		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0.5	0.5	1	0	0	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	22	0	98	0	0	195	44	0	46	194	0	0	599
4:15 PM	0	0	0	0	20	4	99	0	0	158	34	0	49	166	0	1	531
4:30 PM	0	0	0	0	24	0	120	0	0	150	36	0	45	179	0	0	554
4:45 PM	0	0	0	0	27	3	103	0	0	160	33	0	46	154	0	0	526
5:00 PM	0	0	0	0	16	0	104	0	0	166	42	0	45	181	0	0	554
5:15 PM	0	0	0	0	17	1	95	0	0	191	30	0	43	182	0	1	560
5:30 PM	0	0	0	0	21	0	118	0	0	141	23	0	43	162	0	1	509
5:45 PM	0	0	0	0	26	0	100	0	0	158	24	0	21	143	0	1	473
6:00 PM	0	0	0	0	23	0	95	0	0	120	26	0	31	111	0	0	406
6:15 PM	0	0	0	0	16	0	89	0	0	156	22	0	31	122	0	0	436
6:30 PM	0	0	0	0	15	2	106	0	0	141	27	0	25	115	0	0	431
6:45 PM	0	0	0	0	19	0	82	0	0	102	14	0	23	91	0	0	331
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	246	10	1209	0	0	1838	355	0	448	1800	0	4	5910
APPROACH %'s :					16.79%	0.68%	82.53%	0.00%	0.00%	83.81%	16.19%	0.00%	19.89%	79.93%	0.00%	0.18%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	93	7	420	0	0	663	147	0	186	693	0	1	2210
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.861	0.438	0.875	0.000	0.000	0.850	0.835	0.000	0.949	0.893	0.000	0.250	0.922
							0.903				0.847				0.917		

National Data & Surveying Services

Intersection Turning Movement Count

Location: I-84 WB On/Off Ramps & NYS Rte 17K
City: Newburgh
Control: Signalized

Project ID: 24-380010-002
Date: 2/8/2024

Data - HT

NS/EW Streets:	I-84 WB On/Off Ramps				I-84 WB On/Off Ramps				NYS Rte 17K				NYS Rte 17K				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0.5	0.5	1	0	0	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	2	0	13	0	0	10	4	0	2	6	0	0	37
7:15 AM	0	0	0	0	1	0	8	0	0	24	6	0	3	12	0	0	54
7:30 AM	0	0	0	0	8	0	13	0	0	22	5	0	1	11	0	0	60
7:45 AM	0	0	0	0	1	0	13	0	0	29	4	0	4	13	0	0	64
8:00 AM	0	0	0	0	2	0	3	0	0	22	8	0	0	18	0	0	53
8:15 AM	0	0	0	0	7	0	9	0	0	25	5	0	1	32	0	0	79
8:30 AM	0	0	0	0	4	1	9	0	0	41	6	0	2	24	0	0	87
8:45 AM	0	0	0	0	5	0	8	0	0	26	3	0	3	8	0	0	53
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	30	1	76	0	0	199	41	0	16	124	0	0	487
APPROACH %'s :					28.04%	0.93%	71.03%	0.00%	0.00%	82.92%	17.08%	0.00%	11.43%	88.57%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	18	0	38	0	0	98	22	0	6	74	0	0	256
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.643	0.000	0.731	0.000	0.000	0.598	0.688	0.000	0.375	0.578	0.000	0.000	0.736
					0.875				0.638				0.606				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0.5	0.5	1	0	0	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	6	0	18	0	0	8	11	0	1	14	0	0	58
4:15 PM	0	0	0	0	3	4	12	0	0	14	3	0	6	8	0	0	50
4:30 PM	0	0	0	0	8	0	13	0	0	7	4	0	1	5	0	0	38
4:45 PM	0	0	0	0	7	0	12	0	0	9	6	0	1	8	0	0	43
5:00 PM	0	0	0	0	8	0	10	0	0	8	10	0	1	10	0	0	47
5:15 PM	0	0	0	0	2	0	11	0	0	7	6	0	7	4	0	0	37
5:30 PM	0	0	0	0	5	0	11	0	0	7	3	0	1	7	0	0	34
5:45 PM	0	0	0	0	3	0	5	0	0	10	7	0	2	6	0	0	33
6:00 PM	0	0	0	0	8	0	9	0	0	6	5	0	5	6	0	0	39
6:15 PM	0	0	0	0	9	0	10	0	0	10	6	0	0	5	0	0	40
6:30 PM	0	0	0	0	4	1	8	0	0	10	1	0	3	6	0	0	33
6:45 PM	0	0	0	0	8	0	5	0	0	3	2	0	6	6	0	0	30
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	71	5	124	0	0	99	64	0	34	85	0	0	482
APPROACH %'s :					35.50%	2.50%	62.00%	0.00%	0.00%	60.74%	39.26%	0.00%	28.57%	71.43%	0.00%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	24	4	55	0	0	38	24	0	9	35	0	0	189
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.750	0.250	0.764	0.000	0.000	0.679	0.545	0.000	0.375	0.625	0.000	0.000	0.815
					0.865				0.816				0.733				

National Data & Surveying Services

Intersection Turning Movement Count

Location: I-84 EB On/Off Ramps & NYS Rte 17K
City: Newburgh
Control: Signalized

Project ID: 24-380010-003
Date: 2/8/2024

Data - Total

NS/EW Streets:	I-84 EB On/Off Ramps				I-84 EB On/Off Ramps				NYS Rte 17K				NYS Rte 17K				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0.5	0.5	1	0	0	0	0	0	1	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	18	0	61	0	0	0	0	0	88	96	0	0	0	60	24	0	347
7:15 AM	17	0	75	0	0	0	0	0	82	120	0	1	0	64	17	0	376
7:30 AM	29	0	60	0	0	0	0	0	90	150	0	0	0	53	7	0	389
7:45 AM	33	0	69	0	0	0	0	0	85	155	0	0	0	68	17	0	427
8:00 AM	29	0	48	0	0	0	0	0	89	123	0	0	0	77	12	0	378
8:15 AM	12	0	52	0	0	0	0	0	97	126	0	0	0	76	37	0	400
8:30 AM	21	0	46	0	0	0	0	0	91	118	0	0	0	95	28	0	399
8:45 AM	22	0	45	0	0	0	0	0	96	146	0	0	0	102	50	0	461
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	181	0	456	0	0	0	0	0	718	1034	0	1	0	595	192	0	3177
APPROACH %'s :	28.41%	0.00%	71.59%	0.00%					40.96%	58.98%	0.00%	0.06%	0.00%	75.60%	24.40%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	103	0	229	0	0	0	0	0	361	554	0	0	0	274	73	0	1594
PEAK HR FACTOR :	0.780	0.000	0.830	0.000	0.000	0.000	0.000	0.000	0.930	0.894	0.000	0.000	0.000	0.890	0.493	0.000	0.933
	1.078								0.945				0.571				

NS/EW Streets:	I-84 EB On/Off Ramps				I-84 EB On/Off Ramps				NYS Rte 17K				NYS Rte 17K				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0.5	0.5	1	0	0	0	0	0	1	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	47	0	50	0	0	0	0	0	69	142	0	0	0	193	49	0	550
4:15 PM	48	1	48	0	0	0	0	0	77	108	0	0	0	170	22	0	474
4:30 PM	43	0	38	0	0	0	0	0	65	109	0	0	0	179	22	0	456
4:45 PM	45	0	44	0	0	0	0	0	66	120	0	0	0	157	24	0	456
5:00 PM	45	0	45	0	0	0	0	0	77	106	0	0	0	178	23	0	474
5:15 PM	44	0	43	0	0	0	0	0	93	112	0	0	0	186	27	0	505
5:30 PM	44	0	45	0	0	0	0	0	73	94	0	0	0	158	21	0	435
5:45 PM	35	0	37	0	0	0	0	0	59	124	0	0	0	132	14	0	401
6:00 PM	34	0	21	0	0	0	0	0	64	81	0	0	0	106	19	0	325
6:15 PM	22	0	29	0	0	0	0	0	67	99	0	0	0	132	16	0	365
6:30 PM	30	1	31	0	0	0	0	0	59	95	0	0	0	112	16	0	344
6:45 PM	23	0	33	0	0	0	0	0	63	66	0	0	0	89	14	0	288
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	460	2	464	0	0	0	0	0	832	1256	0	0	0	1792	267	0	5073
APPROACH %'s :	49.68%	0.22%	50.11%	0.00%					39.85%	60.15%	0.00%	0.00%	0.00%	87.03%	12.97%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	183	1	180	0	0	0	0	0	277	479	0	0	0	699	117	0	1936
PEAK HR FACTOR :	0.953	0.250	0.900	0.000	0.000	0.000	0.000	0.000	0.899	0.843	0.000	0.000	0.000	0.905	0.597	0.000	0.880
	0.938								0.896				0.843				

National Data & Surveying Services

Intersection Turning Movement Count

Location: I-84 EB On/Off Ramps & NYS Rte 17K
City: Newburgh
Control: Signalized

Project ID: 24-380010-003
Date: 2/8/2024

Data - HT

NS/EW Streets:	I-84 EB On/Off Ramps				I-84 EB On/Off Ramps				NYS Rte 17K				NYS Rte 17K				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0.5	0.5	1	0	0	0	0	0	1	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	4	0	6	0	0	0	0	0	8	5	0	0	0	4	10	0	37
7:15 AM	3	0	3	0	0	0	0	0	14	11	0	0	0	12	4	0	47
7:30 AM	9	0	5	0	0	0	0	0	20	10	0	0	0	4	3	0	51
7:45 AM	7	0	2	0	0	0	0	0	17	13	0	0	0	9	2	0	50
8:00 AM	9	0	3	0	0	0	0	0	14	9	0	0	0	9	2	0	46
8:15 AM	4	0	2	0	0	0	0	0	24	9	0	0	0	29	19	0	87
8:30 AM	5	0	6	0	0	0	0	0	26	16	0	0	0	21	13	0	87
8:45 AM	5	0	6	0	0	0	0	0	22	11	0	0	0	8	13	0	65
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	46	0	33	0	0	0	0	0	145	84	0	0	0	96	66	0	470
APPROACH %'s :	58.23%	0.00%	41.77%	0.00%					63.32%	36.68%	0.00%	0.00%	0.00%	59.26%	40.74%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	29	0	12	0	0	0	0	0	75	41	0	0	0	51	26	0	234
PEAK HR FACTOR :	0.806	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.721	0.641	0.000	0.000	0.000	0.440	0.342	0.000	0.672
	0.854								0.690				0.401				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0.5	0.5	1	0	0	0	0	0	1	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	7	0	1	0	0	0	0	0	4	9	0	0	0	7	3	0	31
4:15 PM	3	0	4	0	0	0	0	0	8	10	0	0	0	11	3	0	39
4:30 PM	1	0	1	0	0	0	0	0	5	10	0	0	0	6	2	0	25
4:45 PM	3	0	3	0	0	0	0	0	5	10	0	0	0	5	6	0	32
5:00 PM	7	0	3	0	0	0	0	0	6	11	0	0	0	4	3	0	34
5:15 PM	2	0	1	0	0	0	0	0	2	6	0	0	0	10	2	0	23
5:30 PM	4	0	1	0	0	0	0	0	9	4	0	0	0	3	4	0	25
5:45 PM	5	0	1	0	0	0	0	0	8	5	0	0	0	4	2	0	25
6:00 PM	6	0	0	0	0	0	0	0	5	9	0	0	0	4	3	0	27
6:15 PM	0	0	3	0	0	0	0	0	7	11	0	0	0	6	4	0	31
6:30 PM	4	1	3	0	0	0	0	0	5	8	0	0	0	4	6	0	31
6:45 PM	3	0	3	0	0	0	0	0	3	10	0	0	0	9	3	0	31
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	45	1	24	0	0	0	0	0	67	103	0	0	0	73	41	0	354
APPROACH %'s :	64.29%	1.43%	34.29%	0.00%					39.41%	60.59%	0.00%	0.00%	0.00%	64.04%	35.96%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	14	0	9	0	0	0	0	0	22	39	0	0	0	29	14	0	127
PEAK HR FACTOR :	0.500	0.000	0.563	0.000	0.000	0.000	0.000	0.000	0.688	0.975	0.000	0.000	0.000	0.659	0.583	0.000	0.814
	0.719								0.847				0.768				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Governor Dr/Homewood Ave & NYS Rte 17K
City: Newburgh
Control: Signalized

Project ID: 24-380010-004
Date: 2/8/2024

Data - Total

NS/EW Streets:	Governor Dr/Homewood Ave				Governor Dr/Homewood Ave				NYS Rte 17K				NYS Rte 17K				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	1	0	0	1	2	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	32	0	12	0	0	1	0	0	2	118	40	0	14	50	1	0	270
7:15 AM	22	1	11	0	2	1	0	0	6	132	56	1	17	59	0	0	308
7:30 AM	19	1	15	0	4	2	0	0	6	149	46	1	11	51	0	0	305
7:45 AM	16	2	12	0	1	4	0	0	5	168	58	1	25	68	2	0	362
8:00 AM	15	2	16	0	2	1	1	0	3	139	26	1	8	61	0	0	275
8:15 AM	54	1	7	0	1	0	2	0	3	160	16	1	3	61	0	0	309
8:30 AM	47	1	12	0	3	1	0	0	4	140	16	1	9	74	2	0	310
8:45 AM	76	0	10	0	4	0	0	0	3	167	21	3	4	79	1	0	368
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	281	8	95	0	17	10	3	0	32	1173	279	9	91	503	6	0	2507
APPROACH %'s :	73.18%	2.08%	24.74%	0.00%	56.67%	33.33%	10.00%	0.00%	2.14%	78.57%	18.69%	0.60%	15.17%	83.83%	1.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	104	6	50	0	8	7	3	0	17	616	146	4	47	241	2	0	1251
PEAK HR FACTOR :	0.481	0.750	0.781	0.000	0.500	0.438	0.375	0.000	0.708	0.917	0.629	1.000	0.470	0.886	0.250	0.000	0.864
	0.465				1.125				1.009				0.853				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	1	0	0	1	2	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	45	2	14	0	2	2	4	0	4	152	33	0	14	176	4	0	452
4:15 PM	25	0	14	0	0	0	1	0	3	132	23	0	8	176	2	0	384
4:30 PM	34	2	16	0	2	1	2	0	4	116	26	0	13	150	9	0	375
4:45 PM	28	4	14	0	1	1	1	0	2	131	27	0	16	147	4	0	376
5:00 PM	26	2	12	0	2	1	3	0	2	136	18	1	13	174	5	0	395
5:15 PM	26	1	12	0	1	0	3	0	4	133	17	0	9	184	3	0	393
5:30 PM	18	1	8	0	1	0	1	0	4	119	17	0	7	155	4	0	335
5:45 PM	16	0	4	0	1	1	0	0	5	125	30	0	12	120	2	0	316
6:00 PM	24	0	34	0	0	1	0	0	6	77	20	0	9	114	0	0	285
6:15 PM	19	0	10	0	1	4	2	0	2	107	18	0	9	123	2	0	297
6:30 PM	15	0	8	0	0	0	1	0	3	101	22	0	11	106	1	0	268
6:45 PM	22	0	6	0	0	1	2	0	1	80	18	1	4	85	2	0	222
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	298	12	152	0	11	12	20	0	40	1409	269	2	125	1710	38	0	4098
APPROACH %'s :	64.50%	2.60%	32.90%	0.00%	25.58%	27.91%	46.51%	0.00%	2.33%	81.92%	15.64%	0.12%	6.67%	91.30%	2.03%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	132	8	58	0	5	4	8	0	13	531	109	0	51	649	19	0	1587
PEAK HR FACTOR :	0.733	0.500	0.906	0.000	0.625	0.500	0.500	0.000	0.813	0.873	0.826	0.000	0.797	0.922	0.528	0.000	0.878
	0.811				0.531				0.864				0.927				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Governor Dr/Homewood Ave & NYS Rte 17K
City: Newburgh
Control: Signalized

Project ID: 24-380010-004
Date: 2/8/2024

Data - HT

NS/EW Streets:	Governor Dr/Homewood Ave				Governor Dr/Homewood Ave				NYS Rte 17K				NYS Rte 17K				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	1	0	0	1	2	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	8	0	3	0	0	0	0	0	0	10	1	0	1	6	1	0	30
7:15 AM	4	0	1	0	0	0	0	0	1	11	2	0	1	12	0	0	32
7:30 AM	4	0	0	0	0	0	0	0	2	10	3	0	0	3	0	0	22
7:45 AM	3	0	1	0	0	0	0	0	1	9	5	0	0	8	0	0	27
8:00 AM	3	0	0	0	0	0	0	0	0	8	4	0	1	8	0	0	24
8:15 AM	37	1	2	0	0	0	1	0	0	7	4	0	1	11	0	0	64
8:30 AM	25	0	3	0	0	0	0	0	0	18	4	0	2	8	0	0	60
8:45 AM	14	0	3	0	0	0	0	0	0	11	6	0	0	8	0	0	42
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	98	1	13	0	0	0	1	0	4	84	29	0	6	64	1	0	301
APPROACH %'s :	87.50%	0.89%	11.61%	0.00%	0.00%	0.00%	100.00%	0.00%	3.42%	71.79%	24.79%	0.00%	8.45%	90.14%	1.41%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	47	1	3	0	0	0	1	0	3	34	16	0	2	30	0	0	137
PEAK HR FACTOR :	0.318	0.250	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.472	0.667	0.000	0.250	0.682	0.000	0.000	0.535
	0.319				0.250				0.602				0.667				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	1	0	0	1	2	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	5	0	0	0	1	0	0	0	0	2	8	0	1	3	0	0	20
4:15 PM	2	0	1	0	0	0	0	0	1	6	6	0	2	12	0	0	30
4:30 PM	3	0	0	0	1	0	0	0	0	5	7	0	3	6	2	0	27
4:45 PM	5	1	1	0	0	0	0	0	0	4	9	0	1	5	0	0	26
5:00 PM	2	0	0	0	0	0	0	0	0	7	7	0	1	5	0	0	22
5:15 PM	4	0	1	0	0	0	0	0	0	3	4	0	0	8	0	0	20
5:30 PM	3	0	0	0	0	0	0	0	0	2	3	0	0	5	0	0	13
5:45 PM	2	0	0	0	0	0	0	0	0	6	0	0	0	3	0	0	11
6:00 PM	3	0	0	0	0	0	0	0	1	2	6	0	2	4	0	0	18
6:15 PM	5	0	1	0	0	0	1	0	0	6	8	0	0	5	2	0	28
6:30 PM	5	0	1	0	0	0	0	0	0	1	9	0	2	6	0	0	24
6:45 PM	7	0	0	0	0	0	0	0	0	3	11	0	1	3	1	0	26
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	46	1	5	0	2	0	1	0	2	47	78	0	13	65	5	0	265
APPROACH %'s :	88.46%	1.92%	9.62%	0.00%	66.67%	0.00%	33.33%	0.00%	1.57%	37.01%	61.42%	0.00%	15.66%	78.31%	6.02%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	15	1	2	0	2	0	0	0	1	17	30	0	7	26	2	0	103
PEAK HR FACTOR :	0.750	0.250	0.500	0.000	0.500	0.000	0.000	0.000	0.250	0.708	0.833	0.000	0.583	0.542	0.250	0.000	0.858
	0.643				0.500				0.923				0.625				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Rock Cut Rd & NYS Rte 17K
City: Newburgh
Control: Signalized

Project ID: 24-380010-005
Date: 2/8/2024

Data - Total

NS/EW Streets:	Rock Cut Rd				Rock Cut Rd				NYS Rte 17K				NYS Rte 17K				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	1	0	59	0	22	0	9	84	0	0	0	71	12	0	258
7:15 AM	0	0	0	0	78	2	19	0	16	103	1	0	0	82	22	0	323
7:30 AM	0	0	0	0	84	0	28	0	14	102	0	0	0	77	29	0	334
7:45 AM	1	0	2	0	84	0	23	0	13	105	0	0	2	85	30	0	345
8:00 AM	0	0	0	0	75	1	15	0	11	90	1	0	1	82	27	0	303
8:15 AM	1	0	0	0	79	0	16	0	18	127	1	0	2	68	20	0	332
8:30 AM	0	0	0	0	62	0	16	0	8	98	0	0	3	82	20	0	289
8:45 AM	0	0	2	0	91	1	24	0	8	123	2	0	1	82	35	0	369
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	0	5	0	612	4	163	0	97	832	5	0	9	629	195	0	2553
APPROACH %'s :	28.57%	0.00%	71.43%	0.00%	78.56%	0.51%	20.92%	0.00%	10.39%	89.08%	0.54%	0.00%	1.08%	75.51%	23.41%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	2	0	2	0	322	1	82	0	56	424	2	0	5	312	106	0	1314
PEAK HR FACTOR :	0.500	0.000	0.250	0.000	0.958	0.250	0.732	0.000	0.778	0.835	0.500	0.000	0.625	0.918	0.883	0.000	0.952
	0.333				0.904				0.825				0.904				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	3	1	1	0	50	1	21	0	14	112	0	0	1	132	78	0	414
4:15 PM	0	0	0	0	64	0	11	0	25	103	0	0	0	137	70	0	410
4:30 PM	0	0	2	0	49	0	22	0	20	96	0	0	1	123	80	0	393
4:45 PM	0	0	4	0	46	0	32	0	21	92	0	0	1	134	72	0	402
5:00 PM	0	2	3	0	62	0	24	0	27	118	0	0	1	125	78	0	440
5:15 PM	0	0	0	0	60	0	15	0	28	124	0	0	0	123	81	0	431
5:30 PM	0	0	1	0	41	0	22	0	20	92	0	0	0	144	78	0	398
5:45 PM	0	1	1	0	46	1	16	0	14	83	0	0	0	111	72	0	345
6:00 PM	0	0	0	0	38	0	11	0	15	88	0	0	0	116	65	0	333
6:15 PM	0	0	0	0	42	1	12	0	12	95	1	0	1	117	58	0	339
6:30 PM	0	0	0	0	48	0	11	0	9	73	0	0	0	97	64	0	302
6:45 PM	0	0	0	0	23	0	9	0	11	57	0	0	0	99	51	0	250
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	3	4	12	0	569	3	206	0	216	1133	1	0	5	1458	847	0	4457
APPROACH %'s :	15.79%	21.05%	63.16%	0.00%	73.14%	0.39%	26.48%	0.00%	16.00%	83.93%	0.07%	0.00%	0.22%	63.12%	36.67%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	3	1	7	0	209	1	86	0	80	403	0	0	3	526	300	0	1619
PEAK HR FACTOR :	0.250	0.250	0.438	0.000	0.816	0.250	0.672	0.000	0.800	0.900	0.000	0.000	0.750	0.960	0.938	0.000	0.978
	0.550				0.860				0.794				0.934				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Rock Cut Rd & NYS Rte 17K
City: Newburgh
Control: Signalized

Project ID: 24-380010-005
Date: 2/8/2024

Data - HT

NS/EW Streets:	Rock Cut Rd				Rock Cut Rd				NYS Rte 17K				NYS Rte 17K				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	1	0	3	8	0	0	0	9	2	0	23
7:15 AM	0	0	0	0	3	0	2	0	4	17	0	0	0	10	3	0	39
7:30 AM	0	0	0	0	4	0	4	0	1	14	0	0	0	7	3	0	33
7:45 AM	0	0	0	0	3	0	3	0	1	10	0	0	0	12	1	0	30
8:00 AM	0	0	0	0	2	0	0	0	0	10	0	0	0	12	5	0	29
8:15 AM	0	0	0	0	3	0	2	0	3	14	0	0	0	7	4	0	33
8:30 AM	0	0	0	0	9	0	1	0	0	7	0	0	0	15	2	0	34
8:45 AM	0	0	0	0	5	0	3	0	0	10	0	0	0	10	2	0	30
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	29	0	16	0	12	90	0	0	0	82	22	0	251
APPROACH %'s :					64.44%	0.00%	35.56%	0.00%	11.76%	88.24%	0.00%	0.00%	0.00%	78.85%	21.15%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	12	0	9	0	5	48	0	0	0	38	13	0	125
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.750	0.000	0.563	0.000	0.417	0.857	0.000	0.000	0.000	0.792	0.650	0.000	0.947
					0.656				0.779				0.750				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	2	0	4	0	1	4	0	0	0	14	1	0	26
4:15 PM	0	0	0	0	1	0	1	0	0	7	0	0	0	5	2	0	16
4:30 PM	0	0	0	0	2	0	0	0	2	2	0	0	0	6	1	0	13
4:45 PM	0	0	0	0	1	0	1	0	1	5	0	0	0	10	1	0	19
5:00 PM	0	0	0	0	1	0	0	0	0	2	0	0	0	4	0	0	7
5:15 PM	0	0	0	0	2	0	0	0	0	3	0	0	0	4	1	0	10
5:30 PM	0	0	0	0	1	0	2	0	0	0	0	0	0	4	1	0	8
5:45 PM	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	3
6:00 PM	0	0	0	0	2	0	0	0	0	1	0	0	0	2	0	0	5
6:15 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	4	2	0	9
6:30 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	3	0	0	7
6:45 PM	0	0	0	0	1	0	1	0	0	2	0	0	0	3	1	0	8
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	14	0	9	0	4	35	0	0	0	59	10	0	131
APPROACH %'s :					60.87%	0.00%	39.13%	0.00%	10.26%	89.74%	0.00%	0.00%	0.00%	85.51%	14.49%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	6	0	6	0	4	18	0	0	0	35	5	0	74
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.750	0.000	0.750	0.000	1.000	0.900	0.000	0.000	0.000	0.875	1.250	0.000	0.974
					1.000				0.917				0.909				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Lakeside Rd & Patton Rd
City: Newburgh
Control: 1-Way Stop(WB)

Project ID: 24-380010-006
Date: 2/8/2024

Data - Total

NS/EW Streets:	Lakeside Rd				Lakeside Rd				Patton Rd				Patton Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	4	12	0	0	16	0	0	0	0	0	0	12	0	0	0	44
7:15 AM	0	3	8	0	0	15	0	0	0	0	0	0	15	0	3	0	44
7:30 AM	0	11	11	0	5	26	0	0	0	0	0	0	16	0	1	0	70
7:45 AM	0	6	11	0	3	12	0	0	0	0	0	0	22	0	1	0	55
8:00 AM	0	6	10	0	1	19	0	0	0	0	0	0	17	0	1	0	54
8:15 AM	0	3	12	0	0	14	0	0	0	0	0	0	19	0	0	0	48
8:30 AM	0	7	7	0	1	21	0	0	0	0	0	0	18	0	0	0	54
8:45 AM	0	7	9	0	0	22	0	0	0	0	0	0	11	0	2	0	51
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	47	80	0	10	145	0	0	0	0	0	0	130	0	8	0	420
APPROACH %'s :	0.00%	37.01%	62.99%	0.00%	6.45%	93.55%	0.00%	0.00%					94.20%	0.00%	5.80%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	26	44	0	9	71	0	0	0	0	0	0	74	0	3	0	227
PEAK HR FACTOR :	0.000	0.591	0.917	0.000	0.450	0.683	0.000	0.000	0.000	0.000	0.000	0.000	0.841	0.000	0.750	0.000	0.811
		0.795				0.645								0.837			

NS/EW Streets:	Lakeside Rd				Lakeside Rd				Patton Rd				Patton Rd				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	24	7	0	1	21	0	0	0	0	0	0	17	0	1	0	71
4:15 PM	0	25	16	0	2	13	0	0	0	0	0	0	12	0	1	0	69
4:30 PM	0	24	27	0	2	8	0	0	0	0	0	0	13	0	2	0	76
4:45 PM	0	32	27	0	0	16	0	0	0	0	0	0	12	0	1	0	88
5:00 PM	0	29	14	0	2	17	0	0	0	0	0	0	15	0	0	0	77
5:15 PM	0	29	19	0	0	11	0	0	0	0	0	0	12	0	1	0	72
5:30 PM	0	25	23	0	1	13	0	0	0	0	0	0	14	0	2	0	78
5:45 PM	0	29	19	0	1	12	0	0	0	0	0	0	11	0	2	0	74
6:00 PM	0	16	13	0	3	15	0	0	0	0	0	0	20	0	2	0	69
6:15 PM	0	16	8	0	0	10	0	0	0	0	0	0	21	0	0	0	55
6:30 PM	0	18	7	0	3	14	0	0	0	0	0	0	13	0	2	0	57
6:45 PM	0	9	10	0	0	4	0	0	0	0	0	0	6	0	0	0	29
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	276	190	0	15	154	0	0	0	0	0	0	166	0	14	0	815
APPROACH %'s :	0.00%	59.23%	40.77%	0.00%	8.88%	91.12%	0.00%	0.00%					92.22%	0.00%	7.78%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	105	77	0	5	58	0	0	0	0	0	0	54	0	5	0	304
PEAK HR FACTOR :	0.000	0.820	0.713	0.000	0.625	0.690	0.000	0.000	0.000	0.000	0.000	0.000	0.794	0.000	0.625	0.000	0.864
		0.771				0.829								0.922			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Lakeside Rd & Patton Rd
City: Newburgh
Control: 1-Way Stop(WB)

Project ID: 24-380010-006
Date: 2/8/2024

Data - HT

NS/EW Streets:	Lakeside Rd				Lakeside Rd				Patton Rd				Patton Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	3
7:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	1	1	0	3	1	0	0	0	0	0	0	1	0	1	0	8
7:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	3
8:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	3	0	0	2	0	0	0	0	0	0	1	0	0	0	6
8:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3
8:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	4	6	0	4	5	0	0	0	0	0	0	5	0	2	0	26
APPROACH %'s :	0.00%	40.00%	60.00%	0.00%	44.44%	55.56%	0.00%	0.00%					71.43%	0.00%	28.57%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	1	4	0	4	4	0	0	0	0	0	0	3	0	2	0	18
PEAK HR FACTOR :	0.000	0.250	0.333	0.000	0.333	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.500	0.000	0.563
		0.417				0.500								0.625			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	1	1	0	0	1	0	0	0	0	0	0	3	0	0	0	6
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
6:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
6:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	7	1	0	2	3	0	0	0	0	0	0	3	0	0	0	16
APPROACH %'s :	0.00%	87.50%	12.50%	0.00%	40.00%	60.00%	0.00%	0.00%					100.00%	0.00%	0.00%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	1	1	0	1	1	0	0	0	0	0	0	3	0	0	0	7
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.875
		0.500				0.500											

National Data & Surveying Services

Intersection Turning Movement Count

Location: Lakeside Rd & NYS Rte 17K
City: Newburgh
Control: Signalized

Project ID: 24-380010-001
Date: 2/10/2024

Data - Total

NS/EW Streets:	Lakeside Rd				Lakeside Rd				NYS Rte 17K				NYS Rte 17K				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	2	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	2	7	12	0	35	2	10	0	12	153	3	1	13	110	29	1	390
11:15 AM	2	0	18	0	31	1	13	0	12	161	8	1	9	145	24	0	425
11:30 AM	3	2	10	0	60	0	18	0	10	187	3	0	9	153	20	0	475
11:45 AM	2	0	18	0	27	4	14	0	15	150	8	0	14	171	20	0	443
12:00 PM	2	1	23	0	23	2	20	0	14	182	4	1	12	155	33	0	472
12:15 PM	4	2	10	0	41	2	16	0	17	162	10	0	12	187	35	1	499
12:30 PM	3	0	18	0	23	2	17	0	11	156	4	0	5	151	26	0	416
12:45 PM	4	2	9	0	18	1	9	0	18	160	7	0	10	165	29	0	432
1:00 PM	1	3	13	0	21	3	17	0	19	165	4	0	15	160	33	0	454
1:15 PM	2	0	19	0	32	4	15	0	13	157	8	0	11	129	29	0	419
1:30 PM	4	2	18	0	26	2	10	0	23	183	6	0	17	169	34	0	494
1:45 PM	3	2	14	0	32	2	14	0	20	132	9	0	19	154	51	0	452
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	32	21	182	0	369	25	173	0	184	1948	74	3	146	1849	363	2	5371
APPROACH %'s :	13.62%	8.94%	77.45%	0.00%	65.08%	4.41%	30.51%	0.00%	8.33%	88.18%	3.35%	0.14%	6.19%	78.35%	15.38%	0.08%	
PEAK HR :	11:30 AM - 12:30 PM																TOTAL
PEAK HR VOL :	11	5	61	0	151	8	68	0	56	681	25	1	47	666	108	1	1889
PEAK HR FACTOR :	0.688	0.625	0.663	0.000	0.629	0.500	0.850	0.000	0.824	0.910	0.625	0.250	0.839	0.890	0.771	0.250	0.946
	0.740				0.728				0.949				0.874				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Lakeside Rd & NYS Rte 17K
City: Newburgh
Control: Signalized

Project ID: 24-380010-001
Date: 2/10/2024

Data - HT

NS/EW Streets:	Lakeside Rd				Lakeside Rd				NYS Rte 17K				NYS Rte 17K				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	2	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	0	0	10	0	0	0	0	0	0	2	0	0	6	4	0	0	22
11:15 AM	0	0	9	0	0	0	0	0	0	2	1	0	4	4	0	0	20
11:30 AM	0	1	3	0	0	0	0	0	0	3	1	0	3	7	0	0	18
11:45 AM	0	0	9	0	0	0	1	0	0	4	0	0	4	4	1	0	23
12:00 PM	0	0	7	0	1	0	0	0	0	5	0	0	5	5	0	0	23
12:15 PM	0	0	2	0	2	0	0	0	0	1	0	0	6	4	1	0	16
12:30 PM	0	0	8	0	0	0	1	0	0	0	0	0	1	3	0	0	13
12:45 PM	0	0	2	0	0	0	0	0	1	1	0	0	5	2	1	0	12
1:00 PM	0	0	4	0	0	0	0	0	0	4	0	0	7	2	0	0	17
1:15 PM	0	0	3	0	0	0	0	0	0	2	0	0	6	2	0	0	13
1:30 PM	1	0	3	0	0	0	0	0	0	2	0	0	8	4	0	0	18
1:45 PM	0	1	7	0	0	0	0	0	0	4	1	0	5	5	1	0	24
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	2	67	0	3	0	2	0	1	30	3	0	60	46	4	0	219
APPROACH %'s :	1.43%	2.86%	95.71%	0.00%	60.00%	0.00%	40.00%	0.00%	2.94%	88.24%	8.82%	0.00%	54.55%	41.82%	3.64%	0.00%	
PEAK HR :	11:30 AM - 12:30 PM																TOTAL
PEAK HR VOL :	0	1	21	0	3	0	1	0	0	13	1	0	18	20	2	0	80
PEAK HR FACTOR :	0.000	0.250	0.583	0.000	0.375	0.000	0.250	0.000	0.000	0.650	0.250	0.000	0.750	0.714	0.500	0.000	0.870
			0.611				0.500				0.700				0.909		

National Data & Surveying Services

Intersection Turning Movement Count

Location: I-84 WB On/Off Ramps & NYS Rte 17K
City: Newburgh
Control: Signalized

Project ID: 24-380010-002
Date: 2/10/2024

Data - Total

NS/EW Streets:	I-84 WB On/Off Ramps				I-84 WB On/Off Ramps				NYS Rte 17K				NYS Rte 17K				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0.5	0.5	1	0	0	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	0	0	0	0	10	0	62	0	0	168	29	0	28	102	0	0	399
11:15 AM	0	0	0	0	11	1	64	0	0	178	36	1	24	102	0	0	417
11:30 AM	0	0	0	0	10	0	76	0	0	210	39	0	27	109	0	0	471
11:45 AM	0	0	0	0	10	3	77	0	0	181	21	0	27	125	0	0	444
12:00 PM	0	0	0	0	9	1	67	0	0	202	21	0	15	150	0	0	465
12:15 PM	0	0	0	0	11	0	85	0	0	178	32	0	25	133	0	0	464
12:30 PM	0	0	0	0	13	0	68	0	0	189	18	0	23	116	0	0	427
12:45 PM	0	0	0	0	22	1	83	0	0	167	16	0	42	121	0	0	452
1:00 PM	0	0	0	0	13	1	68	0	0	174	24	0	20	141	0	1	442
1:15 PM	0	0	0	0	18	0	53	0	0	180	33	0	30	113	0	0	427
1:30 PM	0	0	0	0	13	1	71	0	0	186	37	0	34	149	0	0	491
1:45 PM	0	0	0	0	12	1	86	0	0	160	20	0	22	142	0	1	444
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	152	9	860	0	0	2173	326	1	317	1503	0	2	5343
APPROACH %'s :					14.89%	0.88%	84.23%	0.00%	0.00%	86.92%	13.04%	0.04%	17.40%	82.49%	0.00%	0.11%	
PEAK HR :	**11:30 AM - 12:30 PM**																TOTAL
PEAK HR VOL :	0	0	0	0	40	4	305	0	0	771	113	0	94	517	0	0	1844
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.909	0.333	0.897	0.000	0.000	0.918	0.724	0.000	0.870	0.862	0.000	0.000	0.979
							0.909				0.888				0.926		

National Data & Surveying Services

Intersection Turning Movement Count

Location: I-84 WB On/Off Ramps & NYS Rte 17K
City: Newburgh
Control: Signalized

Project ID: 24-380010-002
Date: 2/10/2024

Data - HT

NS/EW Streets:	I-84 WB On/Off Ramps				I-84 WB On/Off Ramps				NYS Rte 17K				NYS Rte 17K				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0.5	0.5	1	0	0	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	0	0	0	0	1	0	8	0	0	8	5	0	0	3	0	0	25
11:15 AM	0	0	0	0	1	0	4	0	0	5	6	0	2	3	0	0	21
11:30 AM	0	0	0	0	1	0	6	0	0	4	2	0	1	4	0	0	18
11:45 AM	0	0	0	0	1	0	6	0	0	7	5	0	0	3	0	0	22
12:00 PM	0	0	0	0	3	1	4	0	0	11	3	0	1	8	0	0	31
12:15 PM	0	0	0	0	2	0	5	0	0	3	2	0	0	4	0	0	16
12:30 PM	0	0	0	0	6	0	4	0	0	5	3	0	0	1	0	0	19
12:45 PM	0	0	0	0	4	1	7	0	0	3	0	0	1	2	0	0	18
1:00 PM	0	0	0	0	4	0	6	0	0	6	2	0	1	2	0	0	21
1:15 PM	0	0	0	0	3	0	3	0	0	4	1	0	0	4	0	0	15
1:30 PM	0	0	0	0	6	0	9	0	0	4	1	0	0	3	0	0	23
1:45 PM	0	0	0	0	5	1	7	0	0	8	3	0	0	4	0	0	28
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	37	3	69	0	0	68	33	0	6	41	0	0	257
APPROACH %'s :					33.94%	2.75%	63.30%	0.00%	0.00%	67.33%	32.67%	0.00%	12.77%	87.23%	0.00%	0.00%	
PEAK HR :	**11:30 AM - 12:30 PM**																TOTAL
PEAK HR VOL :	0	0	0	0	7	1	21	0	0	25	12	0	2	19	0	0	87
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.583	0.250	0.875	0.000	0.000	0.568	0.600	0.000	0.500	0.594	0.000	0.000	0.702
							0.906				0.661				0.583		

National Data & Surveying Services

Intersection Turning Movement Count

Location: I-84 EB On/Off Ramps & NYS Rte 17K
City: Newburgh
Control: Signalized

Project ID: 24-380010-003
Date: 2/10/2024

Data - Total

NS/EW Streets:	I-84 EB On/Off Ramps				I-84 EB On/Off Ramps				NYS Rte 17K				NYS Rte 17K				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0.5	0.5	1	0	0	0	0	0	1	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	28	0	35	0	0	0	0	0	50	125	0	0	0	103	8	0	349
11:15 AM	9	0	31	0	0	0	0	0	64	129	0	0	0	116	11	0	360
11:30 AM	20	0	49	0	0	0	0	0	62	144	0	0	0	124	12	0	411
11:45 AM	21	0	30	0	0	0	0	0	76	129	0	0	0	123	11	0	390
12:00 PM	36	0	36	0	0	0	0	0	71	135	0	0	0	133	9	0	420
12:15 PM	27	1	36	0	0	0	0	0	70	124	0	0	0	127	12	0	397
12:30 PM	15	0	31	0	0	0	0	0	72	124	0	0	0	124	9	0	375
12:45 PM	18	1	33	0	0	0	0	0	73	118	0	0	0	148	11	0	402
1:00 PM	21	0	36	0	0	0	0	0	66	126	0	0	0	138	17	0	404
1:15 PM	30	1	31	0	0	0	0	0	70	120	0	0	0	124	9	0	385
1:30 PM	27	1	30	0	0	0	0	0	75	132	0	0	0	145	19	1	430
1:45 PM	34	1	33	0	0	0	0	0	53	114	0	0	0	132	12	0	379
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	286	5	411	0	0	0	0	0	802	1520	0	0	0	1537	140	1	4702
APPROACH %'s :	40.74%	0.71%	58.55%	0.00%					34.54%	65.46%	0.00%	0.00%	0.00%	91.60%	8.34%	0.06%	
PEAK HR :	11:30 AM - 12:30 PM																TOTAL
PEAK HR VOL :	104	1	151	0	0	0	0	0	279	532	0	0	0	507	44	0	1618
PEAK HR FACTOR :	0.722	0.250	0.770	0.000	0.000	0.000	0.000	0.000	0.918	0.924	0.000	0.000	0.000	0.953	0.917	0.000	0.963
	1.032								0.979				0.835				

National Data & Surveying Services

Intersection Turning Movement Count

Location: I-84 EB On/Off Ramps & NYS Rte 17K
City: Newburgh
Control: Signalized

Project ID: 24-380010-003
Date: 2/10/2024

Data - HT

NS/EW Streets:	I-84 EB On/Off Ramps				I-84 EB On/Off Ramps				NYS Rte 17K				NYS Rte 17K				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0.5	0.5	1	0	0	0	0	0	1	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	2	0	0	0	0	0	0	0	9	1	0	0	0	1	0	0	13
11:15 AM	0	0	1	0	0	0	0	0	2	4	0	0	0	5	2	0	14
11:30 AM	3	0	1	0	0	0	0	0	3	1	0	0	0	2	1	0	11
11:45 AM	2	0	1	0	0	0	0	0	4	5	0	0	0	1	0	0	13
12:00 PM	4	0	0	0	0	0	0	0	6	8	0	0	0	5	1	0	24
12:15 PM	2	0	1	0	0	0	0	0	2	3	0	0	0	2	1	0	11
12:30 PM	1	0	1	0	0	0	0	0	5	6	0	0	0	0	1	0	14
12:45 PM	0	0	1	0	0	0	0	0	1	6	0	0	0	3	0	0	11
1:00 PM	2	0	4	0	0	0	0	0	3	7	0	0	0	1	2	0	19
1:15 PM	3	0	0	0	0	0	0	0	1	6	0	0	0	1	0	0	11
1:30 PM	2	0	0	0	0	0	0	0	3	7	0	0	0	1	1	0	14
1:45 PM	2	0	0	0	0	0	0	0	5	7	0	0	0	2	1	0	17
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	23	0	10	0	0	0	0	0	44	61	0	0	0	24	10	0	172
APPROACH %'s :	69.70%	0.00%	30.30%	0.00%					41.90%	58.10%	0.00%	0.00%	0.00%	70.59%	29.41%	0.00%	
PEAK HR :	11:30 AM - 12:30 PM																TOTAL
PEAK HR VOL :	11	0	3	0	0	0	0	0	15	17	0	0	0	10	3	0	59
PEAK HR FACTOR :	0.917	0.000	0.188	0.000	0.000	0.000	0.000	0.000	1.250	0.607	0.000	0.000	0.000	0.833	0.375	0.000	0.776
	0.583								0.800				1.083				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Governor Dr/Homewood Ave & NYS Rte 17K
City: Newburgh
Control: Signalized

Project ID: 24-380010-004
Date: 2/10/2024

Data - Total

NS/EW Streets:	Governor Dr/Homewood Ave				Governor Dr/Homewood Ave				NYS Rte 17K				NYS Rte 17K				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	1	0	0	1	2	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	11	0	11	0	1	0	1	0	1	153	12	0	5	103	2	0	300
11:15 AM	10	2	18	0	1	0	1	0	4	132	22	0	2	108	2	0	302
11:30 AM	19	2	8	0	1	1	2	0	3	169	15	0	4	110	5	0	339
11:45 AM	4	0	8	0	3	1	1	0	6	148	13	0	4	133	2	0	323
12:00 PM	10	1	4	0	2	0	1	0	7	144	16	0	2	128	3	0	318
12:15 PM	10	0	10	0	1	0	3	0	2	146	15	0	4	124	3	0	318
12:30 PM	10	3	10	0	3	0	1	0	4	129	19	0	6	123	4	0	312
12:45 PM	19	0	8	0	2	2	0	0	3	139	13	0	6	146	1	0	339
1:00 PM	9	1	5	0	1	0	1	0	3	142	13	0	1	135	0	0	311
1:15 PM	9	1	5	0	2	0	6	0	5	129	12	0	6	123	3	0	301
1:30 PM	11	0	7	0	1	0	2	0	5	151	14	1	7	149	1	0	349
1:45 PM	11	2	3	0	2	0	1	0	6	120	15	0	6	124	1	0	291
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	133	12	97	0	20	4	20	0	49	1702	179	1	53	1506	27	0	3803
APPROACH %'s :	54.96%	4.96%	40.08%	0.00%	45.45%	9.09%	45.45%	0.00%	2.54%	88.14%	9.27%	0.05%	3.34%	94.96%	1.70%	0.00%	
PEAK HR :	11:30 AM - 12:30 PM																TOTAL
PEAK HR VOL :	43	3	30	0	7	2	7	0	18	607	59	0	14	495	13	0	1298
PEAK HR FACTOR :	0.566	0.375	0.750	0.000	0.583	0.500	0.583	0.000	0.643	0.898	0.922	0.000	0.875	0.930	0.650	0.000	0.957
	0.704				0.500				1.000				0.831				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Governor Dr/Homewood Ave & NYS Rte 17K
City: Newburgh
Control: Signalized

Project ID: 24-380010-004
Date: 2/10/2024

Data - HT

NS/EW Streets:	Governor Dr/Homewood Ave				Governor Dr/Homewood Ave				NYS Rte 17K				NYS Rte 17K				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	1	0	0	1	2	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	3
11:15 AM	2	0	0	0	0	0	0	0	0	4	1	0	0	5	0	0	12
11:30 AM	1	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	5
11:45 AM	0	0	0	0	0	0	0	0	0	4	2	0	0	1	0	0	7
12:00 PM	0	0	0	0	0	0	0	0	0	2	6	0	0	6	0	0	14
12:15 PM	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	6
12:30 PM	1	1	0	0	0	0	0	0	0	2	6	0	1	0	0	0	11
12:45 PM	3	0	0	0	0	0	0	0	0	4	3	0	1	2	0	0	13
1:00 PM	0	0	0	0	0	0	0	0	0	5	6	0	0	1	0	0	12
1:15 PM	0	0	0	0	0	0	0	0	0	0	6	0	1	1	0	0	8
1:30 PM	0	0	1	0	0	0	0	0	0	1	5	0	0	2	0	0	9
1:45 PM	1	0	0	0	1	0	0	0	1	0	7	0	1	2	0	0	13
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	8	1	1	0	1	0	0	0	1	25	46	0	4	26	0	0	113
APPROACH %'s :	80.00%	10.00%	10.00%	0.00%	100.00%	0.00%	0.00%	0.00%	1.39%	34.72%	63.89%	0.00%	13.33%	86.67%	0.00%	0.00%	
PEAK HR :	11:30 AM - 12:30 PM																TOTAL
PEAK HR VOL :	1	0	0	0	0	0	0	0	0	8	11	0	0	12	0	0	32
PEAK HR FACTOR :	0.083	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.400	0.458	0.000	0.000	1.500	0.000	0.000	0.615
	0.083								0.432				1.000				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Rock Cut Rd & NYS Rte 17K
City: Newburgh
Control: Signalized

Project ID: 24-380010-005
Date: 2/10/2024

Data - Total

NS/EW Streets:	Rock Cut Rd				Rock Cut Rd				NYS Rte 17K				NYS Rte 17K				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	0	0	0	0	49	0	10	0	8	95	0	0	0	87	37	0	286
11:15 AM	0	0	0	0	81	0	13	0	14	90	0	0	0	97	41	0	336
11:30 AM	0	0	0	0	71	0	22	0	15	99	0	0	0	122	52	0	381
11:45 AM	1	0	0	0	62	1	23	0	18	112	0	0	2	121	44	0	384
12:00 PM	0	0	0	0	50	0	16	0	11	116	0	0	0	109	47	0	349
12:15 PM	0	0	0	0	65	0	26	0	19	105	0	0	0	116	69	0	400
12:30 PM	0	0	0	0	55	0	25	0	21	93	0	0	0	105	65	0	364
12:45 PM	0	1	0	0	46	0	10	0	12	130	0	0	0	95	63	0	357
1:00 PM	0	0	0	0	62	0	10	0	19	95	0	0	0	106	44	0	336
1:15 PM	0	0	1	0	68	0	22	0	10	103	0	0	0	118	55	0	377
1:30 PM	0	0	0	0	61	0	25	0	12	107	1	0	0	102	66	0	374
1:45 PM	0	0	0	0	45	1	14	0	19	86	0	0	0	100	55	0	320
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	1	1	0	715	2	216	0	178	1231	1	0	2	1278	638	0	4264
APPROACH %'s :	33.33%	33.33%	33.33%	0.00%	76.63%	0.21%	23.15%	0.00%	12.62%	87.30%	0.07%	0.00%	0.10%	66.63%	33.26%	0.00%	
PEAK HR :	11:30 AM - 12:30 PM																TOTAL
PEAK HR VOL :	1	0	0	0	248	1	87	0	63	432	0	0	2	468	212	0	1514
PEAK HR FACTOR :	0.250	0.000	0.000	0.000	0.873	0.250	0.837	0.000	0.829	0.931	0.000	0.000	0.250	0.959	0.768	0.000	0.946
	0.250				0.903				0.952				0.922				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Rock Cut Rd & NYS Rte 17K
City: Newburgh
Control: Signalized

Project ID: 24-380010-005
Date: 2/10/2024

Data - HT

NS/EW Streets:	Rock Cut Rd				Rock Cut Rd				NYS Rte 17K				NYS Rte 17K				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	3	1	0	6
11:15 AM	0	0	0	0	2	0	1	0	1	3	0	0	0	3	1	0	11
11:30 AM	0	0	0	0	3	0	0	0	0	0	0	0	0	5	1	0	9
11:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
12:00 PM	0	0	0	0	2	0	0	0	0	1	0	0	0	4	2	0	9
12:15 PM	0	0	0	0	1	0	0	0	2	0	0	0	0	3	1	0	7
12:30 PM	0	0	0	0	0	0	1	0	1	1	0	0	0	2	0	0	5
12:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
1:00 PM	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	3
1:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2
1:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	4	0	0	6
1:45 PM	0	0	0	0	0	0	1	0	0	4	0	0	0	2	2	0	9
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	9	0	3	0	5	17	0	0	0	31	10	0	75
APPROACH %'s :					75.00%	0.00%	25.00%	0.00%	22.73%	77.27%	0.00%	0.00%	0.00%	75.61%	24.39%	0.00%	
PEAK HR :	**11:30 AM - 12:30 PM**																TOTAL
PEAK HR VOL :	0	0	0	0	6	0	0	0	2	2	0	0	0	15	4	0	29
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.250	0.500	0.000	0.000	0.000	0.750	0.500	0.000	0.806
					0.500				0.500				0.792				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Lakeside Rd & Patton Rd
City: Newburgh
Control: 1-Way Stop(WB)

Project ID: 24-380010-006
Date: 2/10/2024

Data - Total

NS/EW Streets:	Lakeside Rd				Lakeside Rd				Patton Rd				Patton Rd				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	0	16	10	0	2	29	0	0	0	0	0	0	11	0	1	0	69
11:15 AM	0	11	13	0	0	12	0	0	0	0	0	0	22	0	0	0	58
11:30 AM	0	14	8	0	2	16	0	0	0	0	0	0	17	0	2	0	59
11:45 AM	0	9	12	0	2	23	0	0	0	0	0	0	16	0	0	0	62
12:00 PM	0	17	13	0	1	16	0	0	0	0	0	0	16	0	0	0	63
12:15 PM	0	23	16	0	0	17	0	0	0	0	0	0	11	0	3	0	70
12:30 PM	0	12	11	0	3	18	0	0	0	0	0	0	14	0	0	0	58
12:45 PM	0	19	18	0	1	14	0	0	0	0	0	0	11	0	4	0	67
1:00 PM	0	17	20	0	0	15	0	0	0	0	0	0	16	0	3	0	71
1:15 PM	0	13	11	0	2	23	0	0	0	0	0	0	14	0	0	0	63
1:30 PM	0	14	11	0	2	22	0	0	0	0	0	0	10	0	3	0	62
1:45 PM	0	20	15	0	4	23	0	0	0	0	0	0	13	0	2	0	77
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	185	158	0	19	228	0	0	0	0	0	0	171	0	18	0	779
APPROACH %'s :	0.00%	53.94%	46.06%	0.00%	7.69%	92.31%	0.00%	0.00%					90.48%	0.00%	9.52%	0.00%	
PEAK HR :	11:30 AM - 12:30 PM																TOTAL
PEAK HR VOL :	0	63	49	0	5	72	0	0	0	0	0	0	60	0	5	0	254
PEAK HR FACTOR :	0.000	0.685	0.766	0.000	0.625	0.783	0.000	0.000	0.000	0.000	0.000	0.000	0.882	0.000	0.417	0.000	0.907
	0.757				0.713								0.855				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Lakeside Rd & Patton Rd
City: Newburgh
Control: 1-Way Stop(WB)

Project ID: 24-380010-006
Date: 2/10/2024

Data - HT

NS/EW Streets:	Lakeside Rd				Lakeside Rd				Patton Rd				Patton Rd				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
12:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	2
12:45 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	3
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	3	0	1	1	0	0	0	0	0	0	2	0	1	0	9
APPROACH %'s :	0.00%	25.00%	75.00%	0.00%	50.00%	50.00%	0.00%	0.00%					66.67%	0.00%	33.33%	0.00%	
PEAK HR :	11:30 AM - 12:30 PM																TOTAL
PEAK HR VOL :	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	3
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750
	0.250																

MOTOR VEHICLE COLLISION DATA

STONEFIELD

SE&D No.:	NYC-230182.01	**Municipality:**	Town of Newburgh
Date:	October 1, 2018 - March 31, 2023	**County:**	Orange County

Table 1: Motor Vehicle Collision Data Summary by Calendar Year

Intersection	Collision Type	Number of Collisions	Collisions Resulting in Injury	Collisions Resulting in Fatality
Oct. 1 - EOY 2018				
NYS Route 17K and Lakeside Road	Rear End	3	1	0
	Backing Unsafely	1	0	0
	Collision with Parked Car	1	0	0
	Overtaking	1	0	0
	Total	**6**	**1**	**0**
NYS Route 17K and I-84 Westbound Ramps	Rear End	1	0	0
	Total	**1**	**0**	**0**
NYS Route 17K btwn I-84 WB Ramps and I-84	Rear End	1	0	0
	Total	**1**	**0**	**0**
NYS Route 17K and I-84 EB Ramps	Rear End	2	1	0
	Total	**2**	**1**	**0**
NYS Route 17K btwn I-84 EB Ramps and Governor Drive	Overtaking	1	0	0
	Rear End	1	0	0
	Total	**2**	**0**	**0**
NYS Route 17K and Governor Drive	Collision with Fixed Object	2	0	0
	Overtaking	1	0	0
	Total	**3**	**0**	**0**

2019				
NYS Route 17K and Lakeside Road	Backing Unsafely	6	0	0
	Collision with Fixed Object	1	1	0
	Collision with Parked Car	2	0	0
	Left Turn (Against Other Car)	1	0	0
	Left Turn (With Other Car)	1	0	0
	Overtaking	6	0	0
	Rear End	3	0	0
	Right Angle	2	0	0
	Right Turn (With Other Car)	1	0	0
	Sideswipe	1	0	0
	Total	**24**	**1**	**0**
NYS Route 17K and I-84 EB Ramps	Left Turn (Against Other Car)	2	1	0
	Overtaking	1	0	0
	Rear End	4	0	0
	Total	**7**	**1**	**0**
NYS Route 17K and Rock Cut Road	Backing Unsafely	1	0	0
	Collision with Parked Car	1	0	0
	Left Turn (Against Other Car)	1	1	0
	Rear End	4	1	0
	Total	**7**	**2**	**0**
NYS Route 17K and Racquet Road	Left Turn (Against Other Car)	1	1	0
	Right Angle	2	0	0
	Left Turn (Against Other Car)	1	1	0
	Right Turn (With Other Car)	1	0	0
	Total	**5**	**2**	**0**
NYS Route 17K btwn Racquet Road and Pomarico Drive	Backing Unsafely	2	0	0
	Overtaking	1	1	0
	Rear End	2	1	0
	Total	**5**	**2**	**0**
NYS Route 17K and I-84 Westbound Ramps	Rear End	3	1	0
	Right Angle	1	1	0
	Total	**4**	**2**	**0**
NYS Route 17K and Governor Drive	Rear End	2	0	0
	Sideswipe	1	0	0
	Total	**3**	**0**	**0**
NYS Route 17K btwn I-84 WB Ramps and I-84 EB Ramps	Overtaking	1	0	0
	Rear End	2	0	0
	Total	**3**	**0**	**0**
NYS Route 17K btwn Rock Cut Road and Racquet Road	Collision with Fixed Object	1	0	0
	Left Turn (With Other Car)	1	0	0
	Total	**2**	**0**	**0**
Lakeside Road btwn NYS Route 17K and hotel driveway	Collision with Animal	1	0	0
	Collision with Obstruction	1	0	0
	Total	**2**	**0**	**0**
NYS Route 17K and Pomarico Drive	Overtaking	1	0	0
	Rear End	1	1	0
	Total	**2**	**1**	**0**
Lakeside Road, south of Patton Road	Collision with Animal	1	0	0
	Total	**1**	**0**	**0**
Lakeside Road and hotel driveway	Backing Unsafely	1	0	0
	Total	**1**	**0**	**0**

2020				
NYS Route 17K and Lakeside Road	Backing Unsafely	1	0	0
	Collision with Fixed Object	2	0	0
	Collision with Parked Car	2	0	0
	Overtaking	2	0	0
	Rear End	1	0	0
	Right Turn (Against Other Car)	1	0	0
	Right Turn (With Other Car)	1	0	0
	Sideswipe	1	0	0
	Total	**11**	**0**	**0**
NYS Route 17K and Rock Cut Road	Collision with Animal	1	0	0
	Left Turn (Against Other Car)	2	0	0
	Left Turn (With Other Car)	2	0	0
	Overtaking	1	0	0
	Rear End	2	2	0
	Right Angle	1	0	0
	Total	**9**	**2**	**0**
NYS Route 17K and I-84 Westbound Ramps	Head On	1	1	0
	Rear End	7	1	0
	Total	**8**	**2**	**0**
NYS Route 17K btwn Racquet Road and Pomarico Drive	Collision with Animal	1	0	0
	Collision with Fixed Object	1	0	0
	Collision with Parked Car	1	0	0
	Collision with Pedestrian	1	1	0
	Overtaking	1	0	0
	Rear End	1	0	0
	Total	**6**	**1**	**0**
NYS Route 17K and I-84 EB Ramps	Left Turn (Against Other Car)	1	1	0
	Rear End	4	0	0
	Total	**5**	**1**	**0**
NYS Route 17K btwn Rock Cut Road and Racquet Road	Rear End	1	1	0
	Right Turn (With Other Car)	1	0	0
	Total	**2**	**1**	**0**
NYS Route 17K and Racquet Road	Right Angle	2	0	0
	Total	**2**	**0**	**0**
Lakeside Road, south of Patton Road	Collision with Fixed Object	2	0	0
	Total	**2**	**0**	**0**
Lakeside Road and Patton Road	Collision with Fixed Object	1	0	0
	Right Angle	1	1	0
	Total	**2**	**1**	**0**
Lakeside Roard, north of Patton Road	Collision with Animal	1	0	0
	Total	**1**	**0**	**0**
NYS Route 17K btwn I-84 EB Ramps and	Overtaking	1	0	0
	Total	**1**	**0**	**0**
NYS Route 17K and Skyers Lane	Right Angle	1	0	0
	Total	**1**	**0**	**0**
NYS Route 17K and Pomarico Drive	Collision with Parked Car	1	0	0
	Total	**1**	**0**	**0**
NYS Route 17K btwn I-84 WB Ramps and I-84	Sideswipe	1	0	0
	Total	**1**	**0**	**0**
Lakeside Road btwn NYS Route 17K and	Collision with Fixed Object	1	0	0
	Total	**1**	**0**	**0**

2021				
NYS Route 17K and Rock Cut Road	Collision with Fixed Object	1	0	0
	Left Turn (Against Other Car)	1	0	0
	Left Turn (With Other Car)	1	0	0
	Overtaking	3	0	0
	Ran Off Road	1	0	0
	Rear End	8	3	0
	Right Angle	1	0	0
	Total	**16**	**3**	**0**
NYS Route 17K and Lakeside Road	Collision with Parked Car	2	0	0
	Left Turn (Against Other Car)	1	0	0
	Overtaking	1	0	0
	Rear End	6	0	0
	Sideswipe	1	0	0
	Total	**11**	**0**	**0**
NYS Route 17K and I-84 Westbound Ramps	Rear End	3	0	0
	Right Angle	1	0	0
	Sideswipe	1	0	0
	Total	**5**	**0**	**0**
NYS Route 17K and I-84 EB Ramps	Collision with Animal	1	0	0
	Left Turn (Against Other Car)	1	0	0
	Overtaking	1	0	0
	Rear End	2	0	0
	Total	**5**	**0**	**0**
NYS Route 17K btwn I-84 WB Ramps and I-84 EB Ramps	Overtaking	1	0	0
	Rear End	4	0	0
	Total	**5**	**0**	**0**
NYS Route 17K and Governor Drive	Rear End	2	1	0
	Right Angle	1	1	0
	Total	**3**	**2**	**0**
NYS Route 17K btwn Lakeside Road and I-84 WB Ramps	Collision with Animal	1	0	0
	Right Turn (Against Other Car)	1	0	0
	Total	**2**	**0**	**0**
NYS Route 17K and Racquet Road	Left Turn (Against Other Car)	1	0	0
	Total	**1**	**0**	**0**
NYS Route 17K and Pomarico Drive	Rear End	1	0	0
	Total	**1**	**0**	**0**

2022				
NYS Route 17K and Rock Cut Road	Backing Unsafely	1	0	0
	Collision with Animal	2	0	0
	Left Turn (Against Other Car)	3	2	0
	Rear End	2	1	0
	Right Angle	2	1	0
	Right Turn (With Other Car)	1	0	0
	Total	**11**	**4**	**0**
NYS Route 17K and Lakeside Road	Backing Unsafely	1	0	0
	Collision with Parked Car	1	0	0
	Left Turn (Against Other Car)	3	0	0
	Rear End	3	2	0
	Total	**8**	**2**	**0**
NYS Route 17K and Governor Drive	Collision with Fixed Object	1	0	0
	Rear End	6	2	0
	Total	**7**	**2**	**0**
NYS Route 17K and Racquet Road	Left Turn (Against Other Car)	3	1	0
	Rear End	3	0	0
	Total	**6**	**1**	**0**
NYS Route 17K btwn Racquet Road and Pomarico Drive	Rear End	1	0	0
	Right Angle	1	0	0
	Right Turn (With Other Car)	1	0	0
	Total	**3**	**0**	**0**
NYS Route 17K and I-84 EB Ramps	Overtaking	1	0	0
	Right Angle	2	1	0
	Total	**3**	**1**	**0**
NYS Route 17K and Pomarico Drive	Left Turn (Against Other Car)	1	0	0
	Overtaking	1	0	0
	Rear End	1	0	0
	Total	**3**	**0**	**0**
NYS Route 17K and I-84 Westbound Ramps	Rear End	3	0	0
	Total	**3**	**0**	**0**
Lakeside Road and sports complex	Sideswipe	1	0	0
	Total	**1**	**0**	**0**
Lakeside Road, south of Patton Road	Collision with Fixed Object	1	0	0
	Total	**1**	**0**	**0**
NYS Route 17K btwn Rock Cut Road and	Rear End	1	0	0
	Total	**1**	**0**	**0**
NYS Route 17K btwn I-84 EB Ramps and	Overtaking	1	0	0
	Total	**1**	**0**	**0**
Lakeside Road and Patton Road	Left Turn (Against Other Car)	1	1	0
	Total	**1**	**1**	**0**

Jan. 1 - Oct. 1, 2023				
NYS Route 17K and Lakeside Road	Right Turn (With Other Car)	2	2	0
	Collision with Fixed Object	1	0	0
	Total	**3**	**2**	**0**
NYS Route 17K and Racquet Road	Left Turn (With Other Car)	1	0	0
	Right Angle	1	0	0
	Total	**2**	**0**	**0**
NYS Route 17K btwn Racquet Road and	Rear End	1	0	0
	Total	**1**	**0**	**0**
Lakeside Road, north of Patton Road	Collision with Animal	1	0	0
	Total	**1**	**0**	**0**
NYS Route 17K and Rock Cut Road	Left Turn (Against Other Car)	1	1	0
	Total	**1**	**1**	**0**

STONEFIELD

SE&D No.: NYC-230182.01
Date: October 1, 2018 - March 31, 2023

Municipality: Town of Newburgh
County: Orange County

	Number of Collisions	MEV	Crash Rate	NYSDOT Average
NYS Route 17K and Lakeside Road	63	42.08	1.50	0.25
NYS Route 17K and Rock Cut Road	44	33.23	1.32	0.52
NYS Route 17K and I-84 EB Ramps	22	39.74	0.55	0.25
NYS Route 17K and I-84 WB Ramps	21	45.36	0.46	0.25
NYS Route 17K and Governor Drive	16	32.57	0.49	0.25
Lakeside Road and Patton Road	3	5.55	0.54	0.18

STONEFIELD

NYS Route 17K and Lakeside Road
October 1, 2018 - March 31, 2023
Total Collisions: 63

Day of Week	Number	%
Sunday	4	6%
Monday	6	10%
Tuesday	11	18%
Wednesday	16	25%
Thursday	7	11%
Friday	9	14%
Saturday	10	16%
Time of Day	**Number**	**%**
12 am - 6 am	4	6%
6 am - 10 am	3	5%
10 am - 4 pm	24	38%
4 pm - 7 pm	17	27%
7 pm - 12 am	15	24%
Weather	**Number**	**%**
Clear	39	62%
Cloudy	18	29%
Rain	4	6%
Snow	2	3%
Fog	0	0%
Pavement	**Number**	**%**
Dry	47	75%
Snow/Ice	4	6%
Wet	12	19%
Light Conditions	**Number**	**%**
Dark-Road Lighted	18	29%
Dark-Road Unlighted	6	9%
Daylight	37	59%
Dusk	2	3%
Severity	**Number**	**%**
Fatal Injury	0	0%
Non-Fatal Injury	6	10%
Property-Damage Only	57	90%
Time of Year	**Number**	**%**
Fall (Sep-Nov)	12	19%
Spring (Mar-May)	13	20%
Summer (Jun-Aug)	15	24%
Winter (Dec-Feb)	23	37%

Accident Type	Oct. 1 - EOY 2018	2019	2020	2021	2022	Jan. 1 - March 31, 2023
Backing Unsafely	1	6	1	0	1	0
Collision with Animal	0	0	0	0	0	0
Collision with Fixed Object	0	1	2	0	0	1
Collision with Parked Car	1	2	2	2	1	0
Head On	0	0	0	0	0	0
Left-Turn (Against Other Car)	0	1	0	1	3	0
Left-Turn (With Other Car)	0	1	0	0	0	0
Overtaking	1	6	2	1	0	0
Ran Off Road						
Rear End	3	3	1	6	3	0
Right Angle	0	2	0	0	0	0
Right-Turn (Against Other Car)	0	0	1	0	0	0
Right-Turn (With Other Car)	0	1	1	0	0	2
Sideswipe	0	1	1	1	0	0

Contributing Factor	Number	%
Alcohol Involvement	1	2%
Animal Involvement	0	0%
Backing Unsafely	11	17%
Defective Brakes	1	2%
Driver Inattention	8	13%
Failure to Yield Right of Way	8	13%
Following Too Closely	10	15%
Glare	0	0%
Improper Lane Changing	8	13%
Improper Turning	13	20%
Oversized Vehicle	1	2%
Roadway Obstruction	0	0%
Traffic Control Device Disregarded	0	0%
Unknown	0	0%
Unsafe Speed	2	3%

STONEFIELD

NYS Route 17K and Rock Cut Road
October 1, 2018 - March 31, 2023
Total Collisions: 44

Day of Week	Number	%
Sunday	3	7%
Monday	10	23%
Tuesday	5	11%
Wednesday	8	18%
Thursday	10	23%
Friday	5	11%
Saturday	3	7%
Time of Day	**Number**	**%**
12 am - 6 am	2	4%
6 am - 10 am	14	32%
10 am - 4 pm	10	23%
4 pm - 7 pm	10	23%
7 pm - 12 am	8	18%
Weather	**Number**	**%**
Clear	28	64%
Cloudy	11	25%
Rain	5	11%
Snow	0	0%
Fog	0	0%
Pavement	**Number**	**%**
Dry	36	82%
Snow/Ice	0	0%
Wet	8	18%
Light Conditions	**Number**	**%**
Dark-Road Lighted	9	20%
Dark-Road Unlighted	1	2%
Daylight	32	73%
Dusk	2	5%
Severity	**Number**	**%**
Fatal Injury	0	0%
Non-Fatal Injury	12	27%
Property-Damage Only	32	73%
Time of Year	**Number**	**%**
Fall (Sep-Nov)	14	32%
Spring (Mar-May)	9	20%
Summer (Jun-Aug)	10	23%
Winter (Dec-Feb)	11	25%

Accident Type	Oct. 1 - EOY 2018	2019	2020	2021	2022	Jan. 1 - March 31, 2023
Backing Unsafely	0	1	0	0	1	0
Collision with Animal	0	0	1	0	2	0
Collision with Fixed Object	0	0	0	1	0	0
Collision with Parked Car	0	1	0	0	0	0
Head On	0	0	0	0	0	0
Left-Turn (Against Other Car)	0	1	2	1	3	1
Left-Turn (With Other Car)	0	0	2	1	0	0
Overtaking	0	0	1	3	0	0
Ran Off Road	0	0	0	1	0	0
Rear End	0	4	2	8	2	0
Right Angle	0	0	1	1	2	0
Right-Turn (Against Other Car)	0	0	0	0	0	0
Right-Turn (With Other Car)	0	0	0	0	1	0
Sideswipe	0	0	0	0	0	0

Contributing Factor	Number	%
Alcohol Involvement	1	2%
Animal Involvement	2	5%
Backing Unsafely	2	5%
Defective Brakes	1	2%
Driver Inattention	8	18%
Failure to Yield Right of Way	9	20%
Following Too Closely	8	18%
Glare	0	0%
Improper Lane Changing	5	11%
Improper Turning	4	9%
Oversized Vehicle	0	0%
Roadway Obstruction	0	0%
Traffic Control Device Disregarded	2	5%
Unknown	2	5%
Unsafe Speed	0	0%

STONEFIELD

NYS Route 17K and I-84 Eastbound Ramps
October 1, 2018 - March 31, 2023
Total Collisions: 22

Day of Week	Number	%
Sunday	1	5%
Monday	2	9%
Tuesday	2	9%
Wednesday	5	22%
Thursday	6	27%
Friday	3	14%
Saturday	3	14%
Time of Day	**Number**	**%**
12 am - 6 am	1	5%
6 am - 10 am	8	36%
10 am - 4 pm	7	32%
4 pm - 7 pm	4	18%
7 pm - 12 am	2	9%
Weather	**Number**	**%**
Clear	14	64%
Cloudy	5	22%
Rain	3	14%
Snow	0	0%
Fog	0	0%
Pavement	**Number**	**%**
Dry	19	86%
Snow/Ice	0	0%
Wet	3	14%
Light Conditions	**Number**	**%**
Dark-Road Lighted	2	9%
Dark-Road Unlighted	2	9%
Daylight	18	82%
Dusk	0	0%
Severity	**Number**	**%**
Fatal Injury	0	0%
Non-Fatal Injury	4	18%
Property-Damage Only	18	82%
Time of Year	**Number**	**%**
Fall (Sep-Nov)	3	14%
Spring (Mar-May)	8	36%
Summer (Jun-Aug)	6	27%
Winter (Dec-Feb)	5	23%

Accident Type	Oct. 1 - EOY 2018	2019	2020	2021	2022	Jan. 1 - March 31, 2023
Backing Unsafely	0	0	0	0	0	0
Collision with Animal	0	0	0	1	0	0
Collision with Fixed Object	0	0	0	0	0	0
Collision with Parked Car	0	0	0	0	0	0
Head On	0	0	0	0	0	0
Left-Turn (Against Other Car)	0	2	1	1	0	0
Left-Turn (With Other Car)	0	0	0	0	0	0
Overtaking	0	1	0	1	1	0
Ran Off Road	0	0	0	0	0	0
Rear End	2	4	4	2	0	0
Right Angle	0	0	0	0	2	0
Right-Turn (Against Other Car)	0	0	0	0	0	0
Right-Turn (With Other Car)	0	0	0	0	0	0
Sideswipe	0	0	0	0	0	0

Contributing Factor	Number	%
Alcohol Involvement	1	5%
Animal Involvement	1	5%
Backing Unsafely	0	0%
Defective Brakes	0	0%
Driver Inattention	1	5%
Failure to Yield Right of Way	3	13%
Following Too Closely	9	40%
Glare	0	0%
Improper Lane Changing	2	9%
Improper Turning	0	0%
Oversized Vehicle	0	0%
Roadway Obstruction	0	0%
Traffic Control Device Disregarded	4	18%
Unknown	0	0%
Unsafe Speed	1	5%

STONEFIELD

NYS Route 17K and I-84 Westbound Ramps
October 1, 2018 - March 31, 2023
Total Collisions: 21

Day of Week	Number	%
Sunday	0	0%
Monday	4	19%
Tuesday	4	19%
Wednesday	4	19%
Thursday	1	5%
Friday	6	28%
Saturday	2	10%
Time of Day	**Number**	**%**
12 am - 6 am	0	0%
6 am - 10 am	3	14%
10 am - 4 pm	10	48%
4 pm - 7 pm	7	33%
7 pm - 12 am	1	5%
Weather	**Number**	**%**
Clear	17	81%
Cloudy	3	14%
Rain	1	5%
Snow	0	0%
Fog	0	0%
Pavement	**Number**	**%**
Dry	19	90%
Snow/Ice	0	0%
Wet	2	10%
Light Conditions	**Number**	**%**
Dark-Road Lighted	1	5%
Dark-Road Unlighted	2	10%
Daylight	18	85%
Dusk	0	0%
Severity	**Number**	**%**
Fatal Injury	0	0%
Non-Fatal Injury	4	19%
Property-Damage Only	17	81%
Time of Year	**Number**	**%**
Fall (Sep-Nov)	2	10%
Spring (Mar-May)	7	33%
Summer (Jun-Aug)	3	14%
Winter (Dec-Feb)	9	43%

Accident Type	Oct. 1 - EOY 2018	2019	2020	2021	2022	Jan. 1 - March 31, 2023
Backing Unsafely	0	0	0	0	0	0
Collision with Animal	0	0	0	0	0	0
Collision with Fixed Object	0	0	0	0	0	0
Collision with Parked Car	0	0	0	0	0	0
Head On	0	0	1	0	0	0
Left-Turn (Against Other Car)	0	0	0	0	0	0
Left-Turn (With Other Car)	0	0	0	0	0	0
Overtaking	0	0	0	0	0	0
Ran Off Road	0	0	0	0	0	0
Rear End	1	3	7	3	3	0
Right Angle	0	1	0	1	0	0
Right-Turn (Against Other Car)	0	0	0	0	0	0
Right-Turn (With Other Car)	0	0	0	0	0	0
Sideswipe	0	0	0	1	0	0

Contributing Factor	Number	%
Alcohol Involvement	0	0%
Animal Involvement	0	0%
Backing Unsafely	0	0%
Defective Brakes	0	0%
Driver Inattention	4	19%
Failure to Yield Right of Way	2	10%
Following Too Closely	12	57%
Glare	0	0%
Improper Lane Changing	1	4%
Improper Turning	0	0%
Oversized Vehicle	0	0%
Roadway Obstruction	0	0%
Traffic Control Device Disregarded	2	10%
Unknown	0	0%
Unsafe Speed	0	0%

STONEFIELD

NYS Route 17K and Governor Drive / Homewood Avenue
October 1, 2018 - March 31, 2023
Total Collisions: 16

Day of Week	Number	%
Sunday	1	6%
Monday	2	13%
Tuesday	5	31%
Wednesday	1	6%
Thursday	2	13%
Friday	3	18%
Saturday	2	13%
Time of Day	**Number**	**%**
12 am - 6 am	1	6%
6 am - 10 am	3	19%
10 am - 4 pm	6	38%
4 pm - 7 pm	4	25%
7 pm - 12 am	2	12%
Weather	**Number**	**%**
Clear	9	56%
Cloudy	5	31%
Rain	2	13%
Snow	0	0%
Fog	0	0%
Pavement	**Number**	**%**
Dry	13	81%
Snow/Ice	0	0%
Wet	3	19%
Light Conditions	**Number**	**%**
Dark-Road Lighted	2	12%
Dark-Road Unlighted	0	0%
Daylight	14	88%
Dusk	0	0%
Severity	**Number**	**%**
Fatal Injury	0	0%
Non-Fatal Injury	4	25%
Property-Damage Only	12	75%
Time of Year	**Number**	**%**
Fall (Sep-Nov)	7	44%
Spring (Mar-May)	2	12%
Summer (Jun-Aug)	4	25%
Winter (Dec-Feb)	3	19%

Accident Type	Oct. 1 - EOY 2018	2019	2020	2021	2022	Jan. 1 - March 31, 2023
Backing Unsafely	0	0	0	0	0	0
Collision with Animal	0	0	0	0	0	0
Collision with Fixed Object	2	0	0	0	1	0
Collision with Parked Car	0	0	0	0	0	0
Head On	0	0	0	0	0	0
Left-Turn (Against Other Car)	0	0	0	0	0	0
Left-Turn (With Other Car)	0	0	0	0	0	0
Overtaking	1	0	0	0	0	0
Ran Off Road	0	0	0	0	0	0
Rear End	0	2	0	2	6	0
Right Angle	0	0	0	1	0	0
Right-Turn (Against Other Car)	0	0	0	0	0	0
Right-Turn (With Other Car)	0	0	0	0	0	0
Sideswipe	0	1	0	0	0	0

Contributing Factor	Number	%
Alcohol Involvement	0	0%
Animal Involvement	0	0%
Backing Unsafely	0	0%
Defective Brakes	0	0%
Driver Inattention	2	13%
Failure to Yield Right of Way	1	6%
Following Too Closely	8	50%
Glare	0	0%
Improper Lane Changing	2	13%
Improper Turning	0	0%
Oversized Vehicle	0	0%
Roadway Obstruction	0	0%
Traffic Control Device Disregarded	1	6%
Unknown	1	6%
Unsafe Speed	1	6%

STONEFIELD

Lakeside Road and Patton Road
October 1, 2018 - March 31, 2023
Total Collisions: 3

Day of Week	Number	%
Sunday	0	0%
Monday	0	0%
Tuesday	1	33%
Wednesday	2	67%
Thursday	0	0%
Friday	0	0%
Saturday	0	0%
Time of Day	**Number**	**%**
12 am - 6 am	0	0%
6 am - 10 am	0	0%
10 am - 4 pm	0	0%
4 pm - 7 pm	2	67%
7 pm - 12 am	1	33%
Weather	**Number**	**%**
Clear	2	67%
Cloudy	0	0%
Rain	1	33%
Snow	0	0%
Fog	0	0%
Pavement	**Number**	**%**
Dry	2	67%
Snow/Ice	0	0%
Wet	1	33%
Light Conditions	**Number**	**%**
Dark-Road Lighted	0	0%
Dark-Road Unlighted	2	66%
Daylight	1	33%
Dusk	0	0%
Severity	**Number**	**%**
Fatal Injury	0	0%
Non-Fatal Injury	2	67%
Property-Damage Only	1	33%
Time of Year	**Number**	**%**
Fall (Sep-Nov)	2	67%
Spring (Mar-May)	0	0%
Summer (Jun-Aug)	0	0%
Winter (Dec-Feb)	1	33%

Accident Type	Oct. 1 - EOY 2018	2019	2020	2021	2022	Jan. 1 - March 31, 2023
Backing Unsafely	0	0	0	0	0	0
Collision with Animal	0	0	0	0	0	0
Collision with Fixed Object	0	0	1	0	0	0
Collision with Parked Car	0	0	0	0	0	0
Head On	0	0	0	0	0	0
Left-Turn (Against Other Car)	0	0	0	0	1	0
Left-Turn (With Other Car)	0	0	0	0	0	0
Overtaking	0	0	0	0	0	0
Ran Off Road	0	0	0	0	0	0
Rear End	0	0	0	0	0	0
Right Angle	0	0	1	0	0	0
Right-Turn (Against Other Car)	0	0	0	0	0	0
Right-Turn (With Other Car)	0	0	0	0	0	0
Sideswipe	0	0	0	0	0	0

Contributing Factor	Number	%
Alcohol Involvement	0	0%
Animal Involvement	0	0%
Backing Unsafely	0	0%
Defective Brakes	0	0%
Driver Inattention	0	0%
Failure to Yield Right of Way	2	67%
Following Too Closely	0	0%
Glare	0	0%
Improper Lane Changing	0	0%
Improper Turning	0	0%
Oversized Vehicle	0	0%
Roadway Obstruction	0	0%
Traffic Control Device Disregarded	0	0%
Unknown	0	0%
Unsafe Speed	1	33%

NYSDOT GROWTH RATE FORECAST

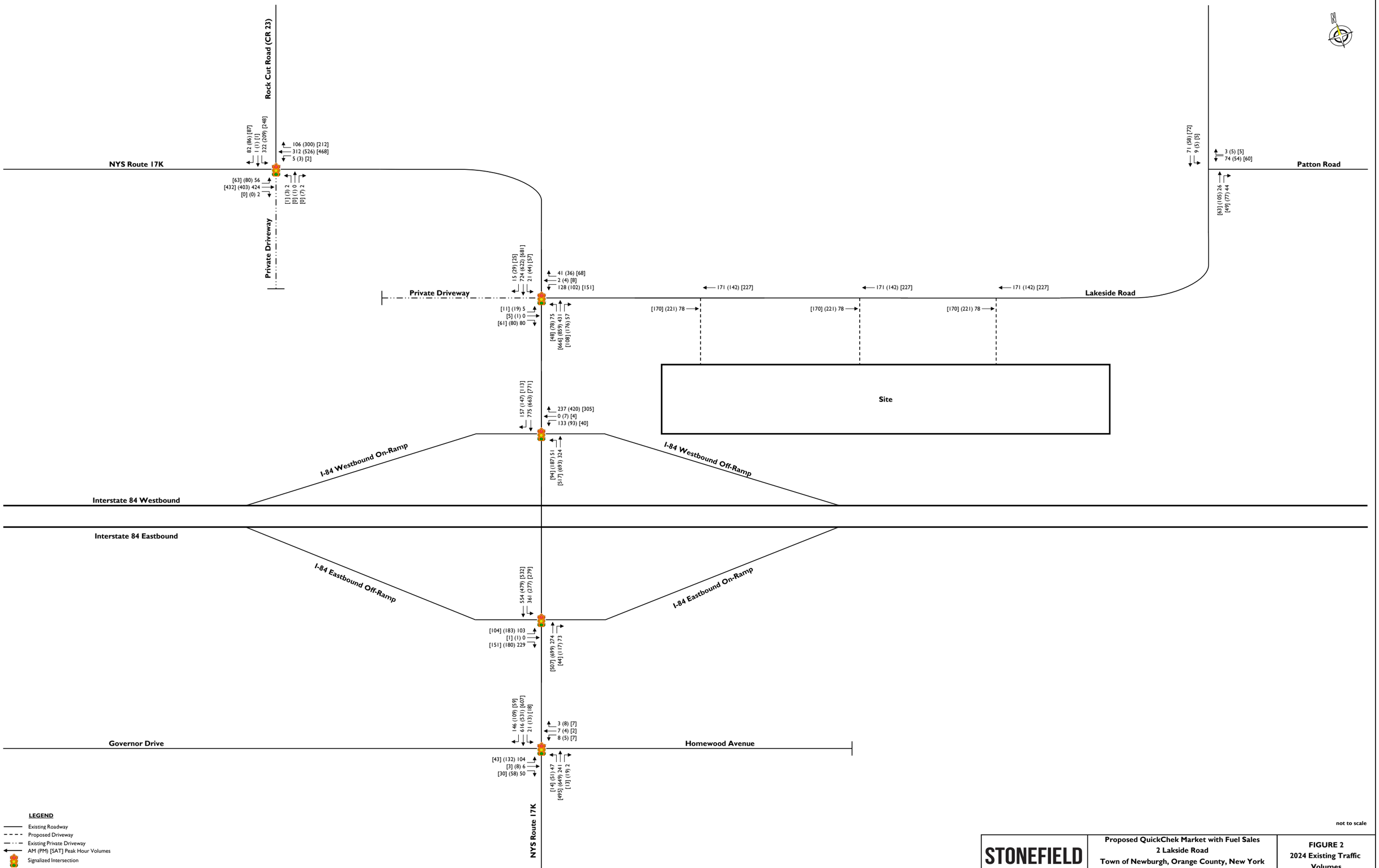
STONEFIELD

Table 2 - NYSDOT Growth Rate Forecast
Region 8 - Orange County
2 Lakeside Road, Town of Newburgh, Orange County, NY
SE&D #: NYC-230182.01

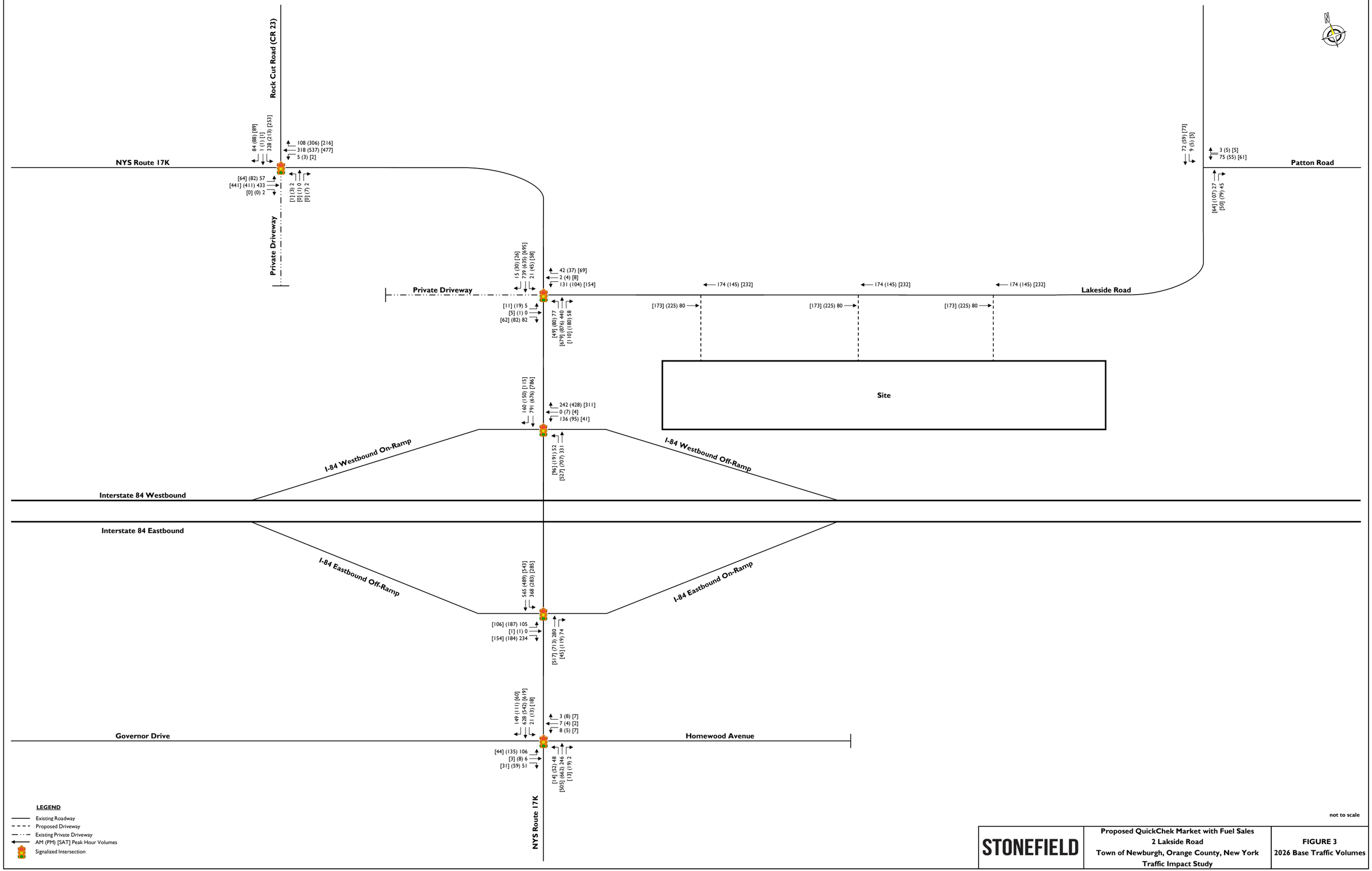
Functional Class	Average Growth Rate (%)
Principal Arterial Interstate	0.74
Principa Arterial Other	-0.34
Minor Arterial	-0.39
Major Collector	-0.29
Local	-0.71

FIGURES

STONEFIELD	Proposed QuickChek Market with Fuel Sales 2 Lakside Road Town of Newburgh, Orange County, New York Traffic Impact Study	FIGURE 1 Site Location Map

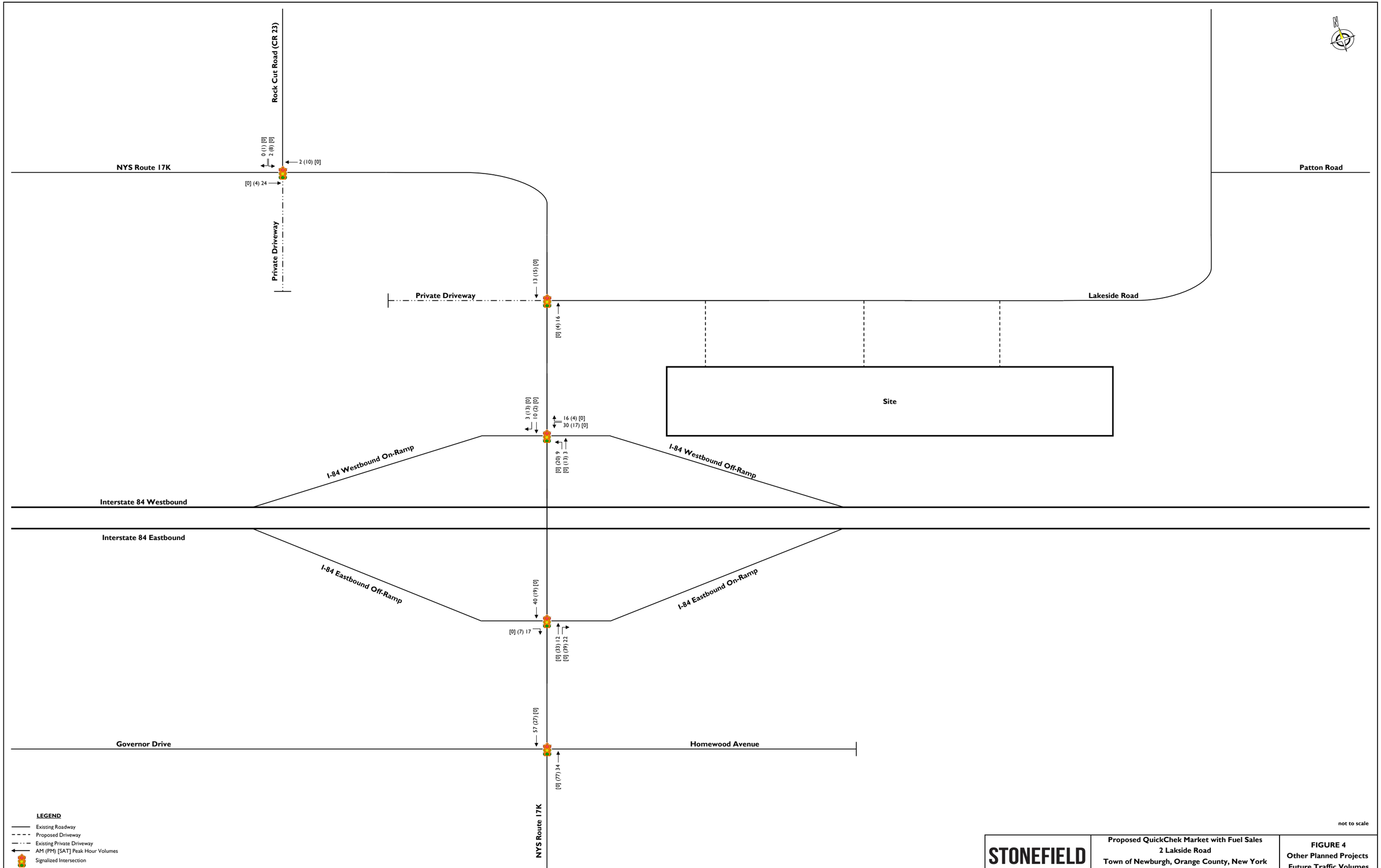


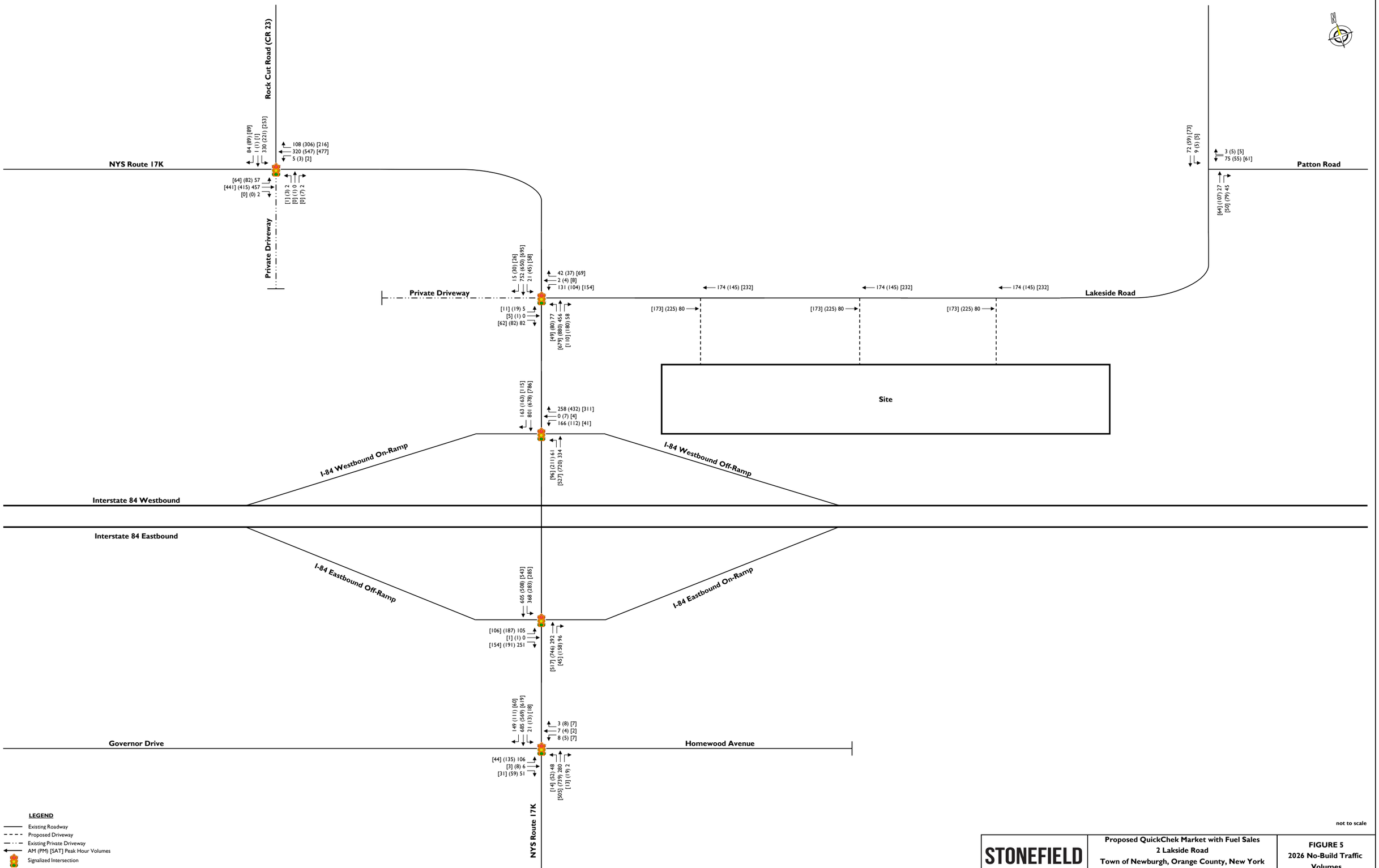
STONEFIELD	Proposed QuickChek Market with Fuel Sales 2 Lakside Road Town of Newburgh, Orange County, New York Traffic Impact Study	FIGURE 2 2024 Existing Traffic Volumes



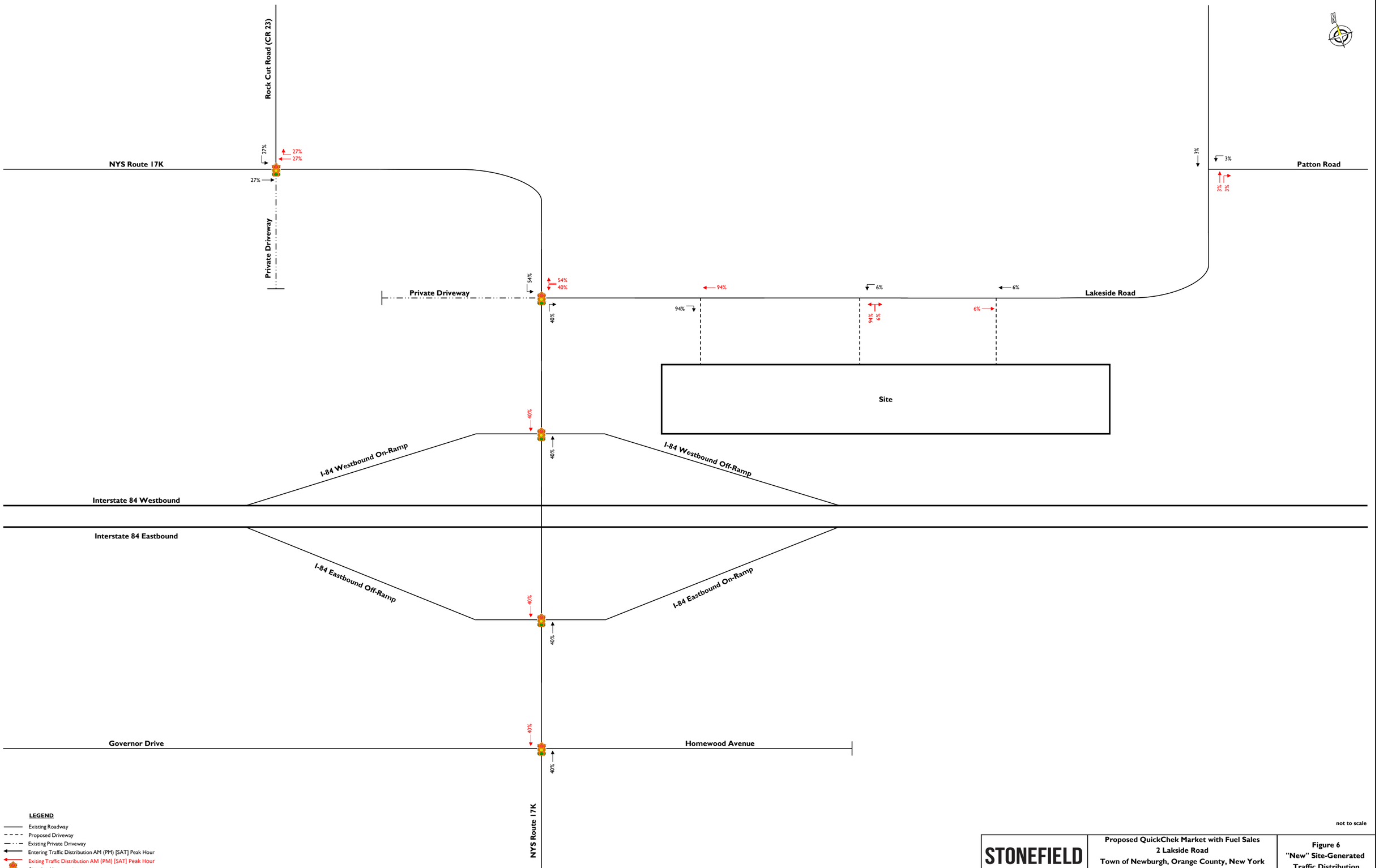
not to scale

STONEFIELD	Proposed QuickChek Market with Fuel Sales 2 Lakside Road Town of Newburgh, Orange County, New York Traffic Impact Study	FIGURE 3 2026 Base Traffic Volumes


Rock Cut Road (CR 23)
NYS Route 17K
Patton Road
Private Driveway
Private Driveway
Lakeside Road
Site
I-84 Westbound On-Ramp
I-84 Westbound Off-Ramp
Interstate 84 Westbound
Interstate 84 Eastbound
I-84 Eastbound Off-Ramp
I-84 Eastbound On-Ramp
Governor Drive
Homewood Avenue
NYS Route 17K
0 (1) [0]
2 (8) [0]
2 (10) [0]
[0] (4) 24
13 (15) [0]
[0] (4) 16
3 (13) [0]
10 (2) [0]
16 (4) [0]
30 (17) [0]
[0] (20) 9
[0] (13) 3
40 (19) [0]
[0] (7) 17
[0] (33) 12
[0] (39) 22
57 (27) [0]
[0] (77) 34
LEGEND
Existing Roadway
Proposed Driveway
Existing Private Driveway
AM (PM) [SAT] Peak Hour Volumes
Signalized Intersection
not to scale
STONEFIELD
Proposed QuickChek Market with Fuel Sales
2 Lakside Road
Town of Newburgh, Orange County, New York
Traffic Impact Study
FIGURE 4
Other Planned Projects
Future Traffic Volumes

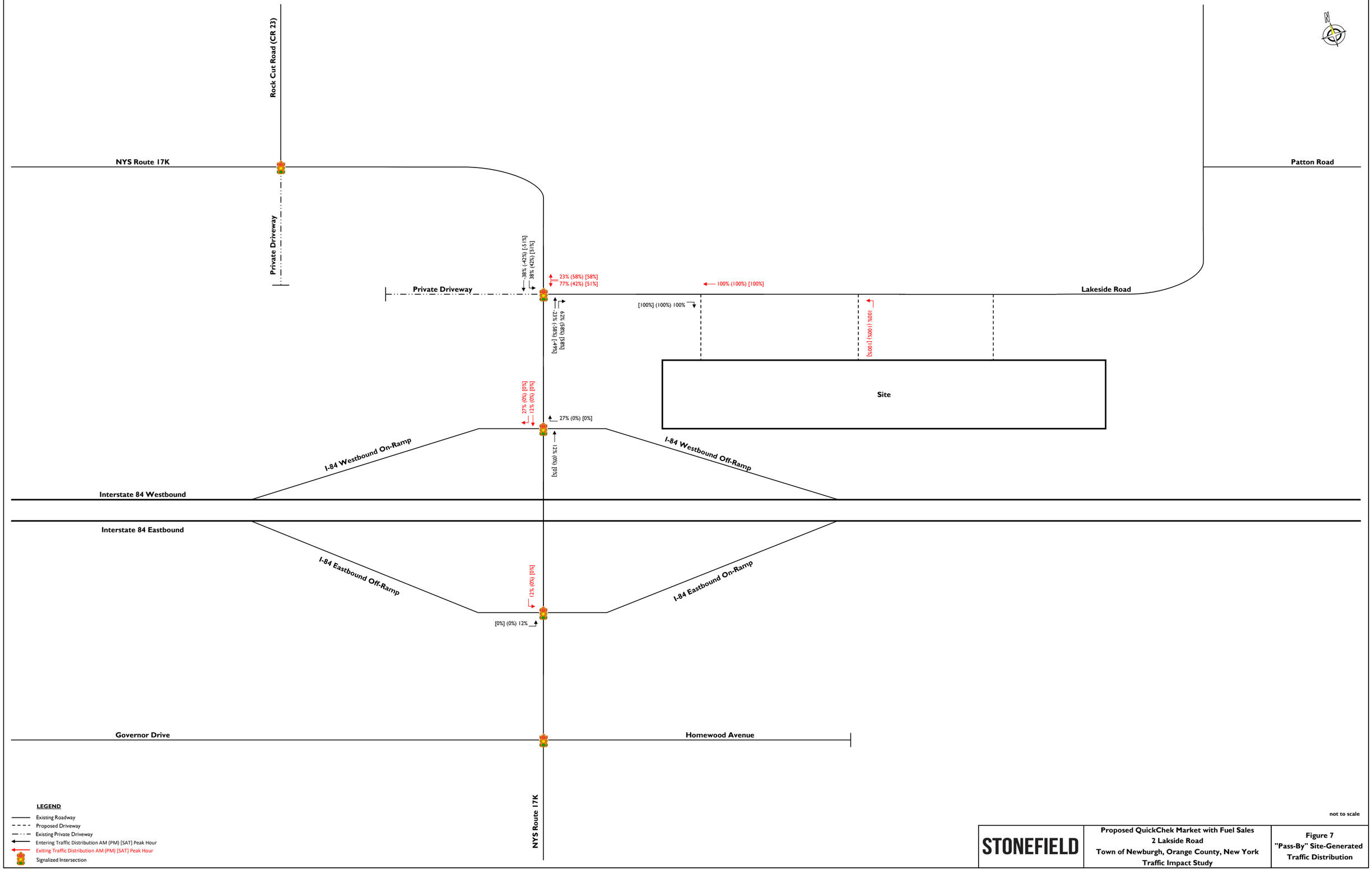


STONEFIELD	Proposed QuickChek Market with Fuel Sales 2 Lakside Road Town of Newburgh, Orange County, New York Traffic Impact Study	FIGURE 5 2026 No-Build Traffic Volumes



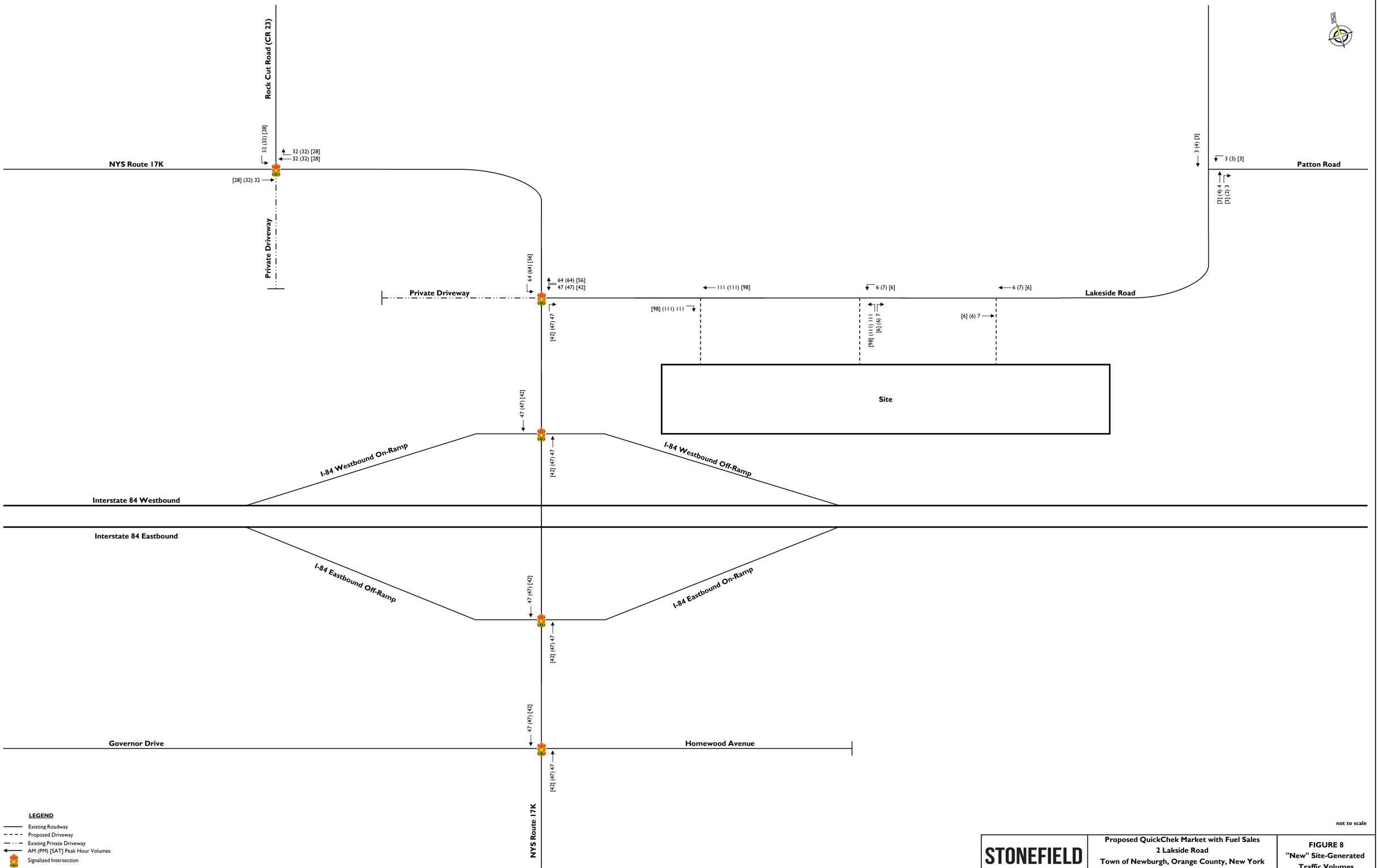
not to scale

STONEFIELD	Proposed QuickChek Market with Fuel Sales 2 Lakside Road Town of Newburgh, Orange County, New York Traffic Impact Study	Figure 6 "New" Site-Generated Traffic Distribution



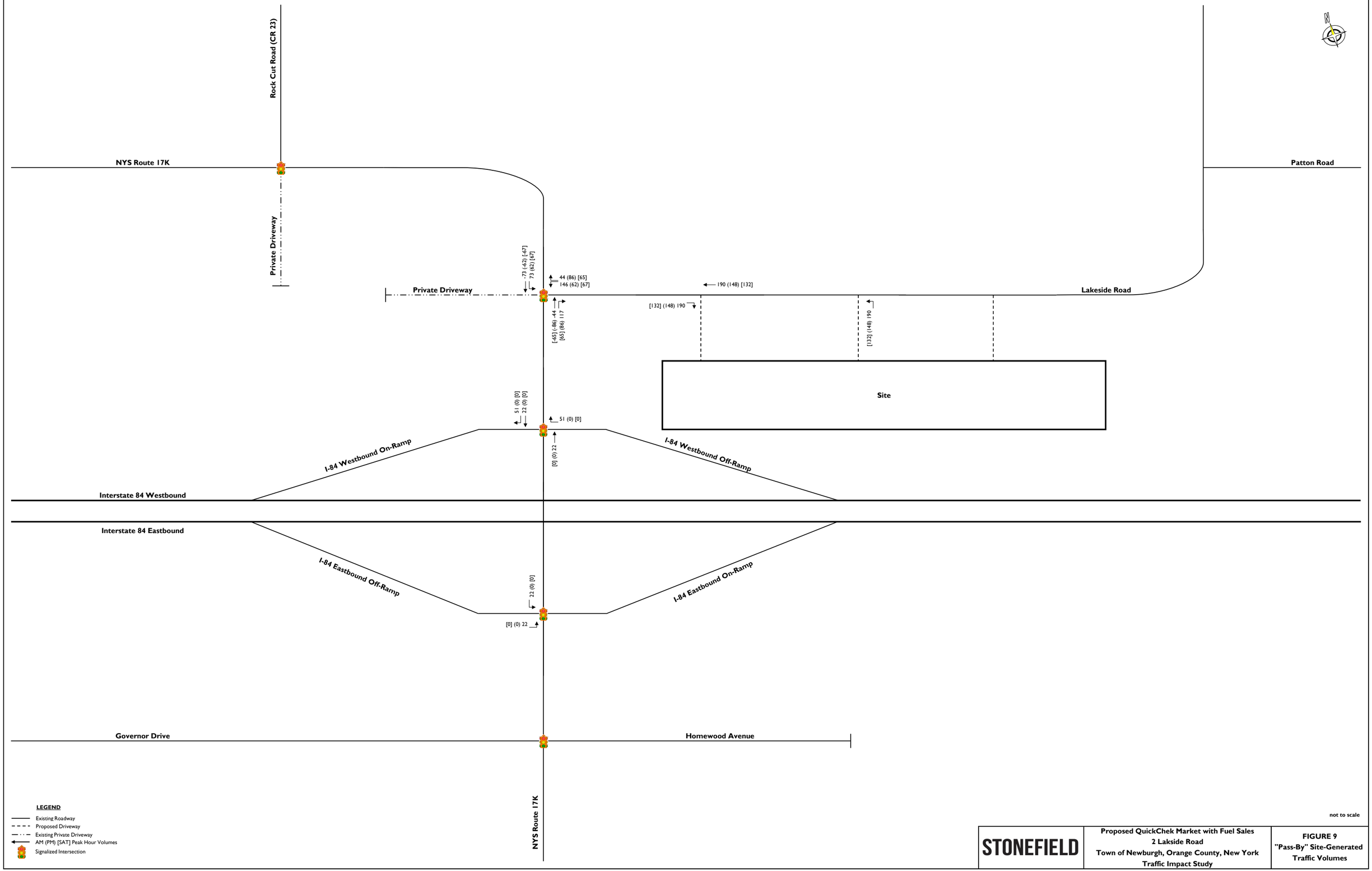
not to scale

STONEFIELD	Proposed QuickChek Market with Fuel Sales 2 Lakside Road Town of Newburgh, Orange County, New York Traffic Impact Study	Figure 7 "Pass-By" Site-Generated Traffic Distribution



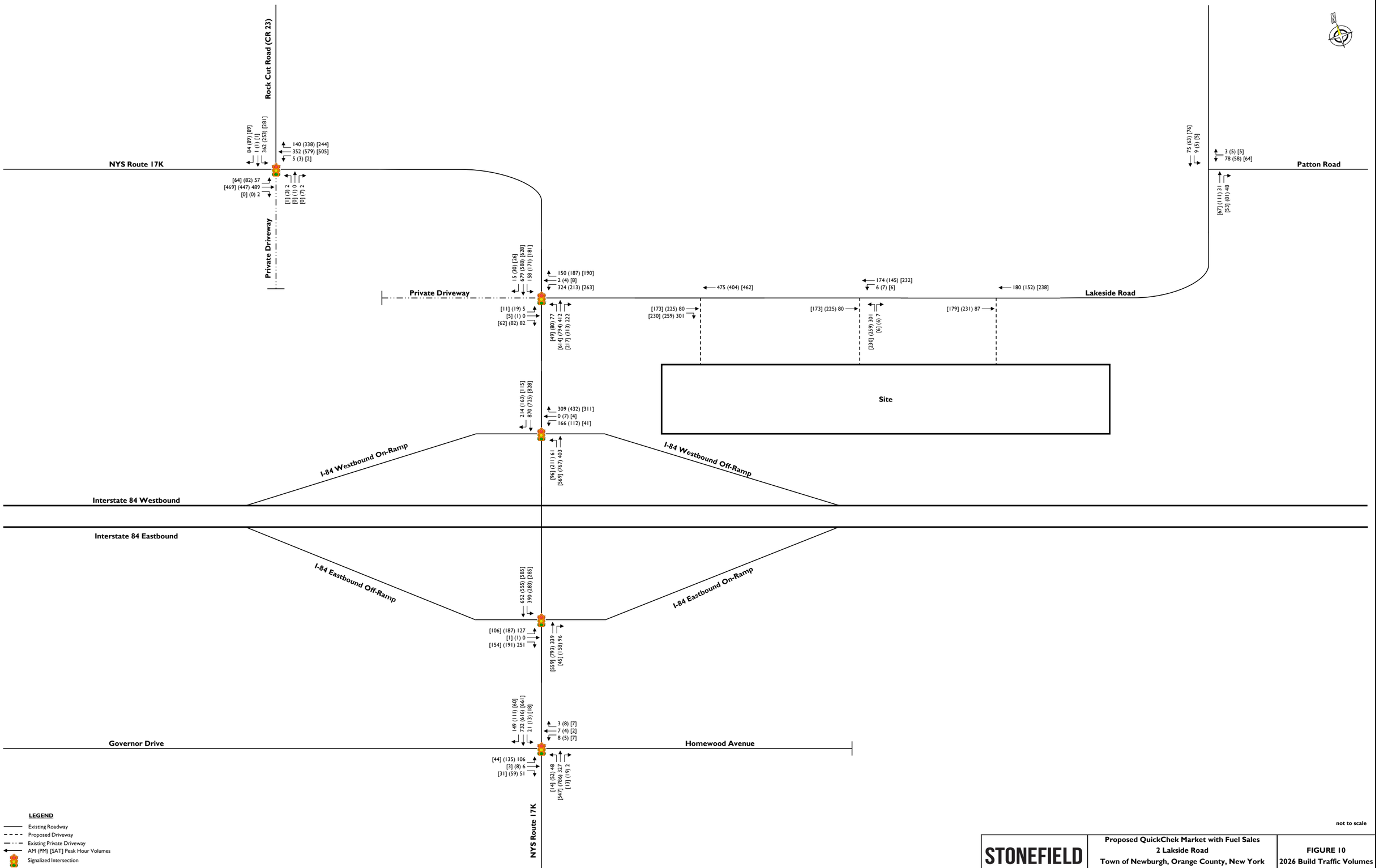
not to scale

STONEFIELD	Proposed QuickChek Market with Fuel Sales 2 Lakside Road Town of Newburgh, Orange County, New York Traffic Impact Study	FIGURE 8 "New" Site-Generated Traffic Volumes



not to scale

STONEFIELD	Proposed QuickChek Market with Fuel Sales 2 Lakside Road Town of Newburgh, Orange County, New York Traffic Impact Study	FIGURE 9 "Pass-By" Site-Generated Traffic Volumes



not to scale

STONEFIELD	Proposed QuickChek Market with Fuel Sales 2 Lakside Road Town of Newburgh, Orange County, New York Traffic Impact Study	FIGURE 10 2026 Build Traffic Volumes

QUEUE DATA

Prepared by National Data & Surveying Services

Queue Per Cycle

Location: Lakeside Rd (NS) & Rte 17K (EW)

City: Newburgh, NY

SOUTHBOUND QUEUE PER CYCLE LENGTH (# OF VEHICLES)			
2/8/2024 (Thu)			
BOG	Signal/Phase	SL/ST	ST/SR
7:00:43	ST/SR	2	0
7:00:53	SL	0	
7:02:28	SL/ST/SR	1	0
7:04:13	ST/SR	1	0
7:05:59	ST/SR	4	0
7:06:08	SL	0	
7:07:43	SL/ST/SR	1	0
7:09:28	ST/SR	3	0
7:11:23	ST/SR	1	0
7:13:11	ST/SR	0	1
7:15:08	SL	5	
7:16:45	SL	4	
7:18:14	ST/SR	1	0
7:20:21	SL	3	
7:21:43	SL/ST/SR	1	0
7:23:28	ST/SR	3	0
7:23:40	SL	0	
7:25:14	ST/SR	2	0
7:26:58	SL/ST/SR	4	0
7:28:57	ST/SR	5	1
7:29:08	SL	0	
7:30:28	SL/ST/SR	2	1
7:32:13	SL/ST/SR	1	1
7:33:58	ST/SR	3	0
7:35:43	SL/ST/SR	4	0
7:37:28	ST/SR	3	0
7:39:13	ST/SR	7	0
7:39:38	SL	0	
7:40:58	ST/SR	5	0
7:42:43	SL/ST/SR	4	0
7:44:28	SL	4	
7:44:53	ST/SR	0	1
7:46:15	ST/SR	0	1
7:47:58	ST/SR	3	0
7:49:43	ST/SR	4	0
7:51:29	SL/ST/SR	2	0
7:53:13	ST/SR	1	0
7:54:58	SL/ST/SR	4	0
7:56:43	SL/ST/SR	3	0
7:58:28	ST/SR	1	0
7:58:53	SL	1	
8:00:13	ST/SR	1	1
8:02:23	SL	3	
8:03:43	SL/ST/SR	2	0
8:05:28	SL/ST/SR	7	0
8:07:27	SL	4	
8:08:58	ST/SR	2	0
8:10:43	SL/ST/SR	4	0
8:12:41	ST/SR	2	1
8:12:53	SL	0	
8:14:13	ST/SR	2	0
8:14:23	SL	0	
8:15:58	ST/SR	6	0
8:18:08	SL	2	
8:19:28	ST/SR	2	0
8:21:13	ST/SR	4	0
8:21:38	SL	2	
8:23:23	SL	8	
8:24:56	SL	9	
8:26:28	ST/SR	2	0
8:28:13	ST/SR	1	0
8:31:45	ST/SR	5	4
8:33:42	ST/SR	0	2
8:35:38	SL	5	
8:36:58	SL/ST/SR	3	1
8:38:42	ST/SR	3	0
8:40:27	SL/ST/SR	7	0
8:42:27	ST/SR	7	0
8:42:38	SL	0	
8:44:23	SL	2	
8:46:05	ST/SR	1	1
8:46:07	SL	0	
8:47:27	SL/ST/SR	1	0
8:49:12	ST/SR	3	0
8:49:23	SL	0	
8:51:16	ST/SR	1	1
8:51:22	SL	0	

SOUTHBOUND QUEUE PER CYCLE LENGTH (# OF VEHICLES)			
2/10/2024 (Sat)			
BOG	Signal/Phase	SL/ST	ST/SR
11:01:14	SL/ST/SR	3	0
11:02:16	SL/ST/SR	2	0
11:04:01	ST/SR	0	1
11:05:30	SL/ST/SR	1	1
11:07:11	SL/ST/SR	1	0
11:08:53	SL	2	
11:10:44	SL/ST/SR	4	0
11:12:36	SL	1	
11:13:23	ST/SR	1	1
11:14:34	SL/ST/SR	2	1
11:17:59	SL/ST/SR	3	0
11:19:18	SL/ST/SR	2	0
11:21:07	SL/ST/SR	1	0
11:22:27	SL/ST/SR	1	0
11:23:53	SL/ST/SR	3	0
11:25:19	SL	1	
11:25:54	SL/ST/SR	1	0
11:27:38	SL/ST/SR	2	1
11:29:04	SL/ST/SR	8	1
11:30:16	SL/ST/SR	8	0
11:31:18	SL/ST/SR	5	2
11:32:57	SL/ST/SR	5	2
11:34:08	SL	5	
11:35:21	SL	3	
11:35:46	SL	1	
11:36:59	SL/ST/SR	2	0
11:38:49	SL/ST/SR	2	0
11:40:25	SL/ST/SR	2	0
11:41:21	SL/ST/SR	1	0
11:42:45	SL	2	
11:44:22	ST/SR	0	0
11:46:07	SL/ST/SR	2	0
11:46:43	ST/SR	0	0
11:47:56	SL	2	
11:48:35	SL/ST/SR	1	0
11:49:04	ST/SR	0	0
11:49:35	ST/SR	0	0
11:50:55	ST/SR	2	1
11:51:56	SL/ST/SR	2	3
11:53:43	SL/ST/SR	2	0
11:54:34	SL/ST/SR	2	0
11:56:13	SL/ST/SR	2	1
11:57:35	ST/SR	0	0
11:58:10	SL/ST/SR	1	0
11:59:10	SL/ST/SR	1	0
12:00:33	SL/ST/SR	1	2
12:01:41	ST/SR	0	0
12:03:09	SL	2	
12:03:56	ST/SR	0	0
12:04:48	SL/ST/SR	5	1
12:06:06	SL/ST/SR	1	0
12:07:34	SL/ST/SR	2	1
12:08:54	SL/ST/SR	1	0
12:09:38	SL/ST/SR	1	0
12:10:38	ST/SR	0	1
12:11:55	SL	2	
12:13:46	SL/ST/SR	1	0
12:15:32	SL/ST/SR	2	0
12:17:12	SL/ST/SR	1	1
12:19:29	SL	1	
12:21:01	SL/ST/SR	2	0
12:21:43	ST/SR	2	1
12:22:42	SL	2	
12:23:00	ST/SR	0	0
12:23:44	SL/ST/SR	1	0
12:25:06	SL	5	
12:25:45	ST/SR	2	0
12:26:44	SL	5	
12:27:16	ST/SR	0	0
12:28:33	SL/ST/SR	3	0
12:29:57	SL	1	
12:30:43	ST/SR	0	0
12:31:12	ST/SR	1	0
12:32:16	ST/SR	0	0
12:32:51	ST/SR	0	0
12:34:25	SL/ST/SR	2	2
12:34:56	SL/ST/SR	2	0

No Queue in lane 2 when BOG is only for SL (lane 1)

8:52:42	ST/SR	1	0
8:54:28	ST/SR	0	1
8:56:27	ST/SR	4	3
8:56:38	SL	0	
8:57:57	SL/ST/SR	4	0
8:59:42	ST/SR	5	0
16:00:06	SL	1	
16:01:26	SL/ST/SR	1	0
16:03:36	SL	4	
16:03:42	ST/SR	0	1
16:05:21	SL	3	
16:06:41	ST/SR	6	0
16:07:07	SL	0	
16:08:52	SL	3	
16:10:12	SL/ST/SR	2	0
16:11:56	ST/SR	2	0
16:12:21	SL	0	
16:13:42	SL/ST/SR	1	2
16:15:27	SL/ST/SR	2	0
16:17:11	ST/SR	6	0
16:17:37	SL	0	
16:18:57	ST/SR	2	0
16:20:41	ST/SR	0	0
16:22:37	ST/SR	0	1
16:24:11	ST/SR	1	0
16:25:58	ST/SR	1	0
16:27:41	ST/SR	1	0
16:29:26	ST/SR	2	0
16:31:12	SL/ST/SR	2	1
16:33:21	SL	2	
16:34:41	ST/SR	0	0
16:36:52	SL	2	
16:38:37	SL	2	
16:39:56	ST/SR	3	0
16:42:06	SL	1	
16:43:51	SL	3	
16:45:11	ST/SR	3	0
16:45:23	SL	0	
16:46:56	SL/ST/SR	1	0
16:48:41	ST/SR	1	0
16:50:44	ST/SR	3	0
16:50:51	SL	0	
16:52:12	ST/SR	3	0
16:53:56	ST/SR	1	0
16:55:41	ST/SR	2	0
16:57:26	ST/SR	3	0
16:59:22	SL	1	
17:00:56	ST/SR	1	0
17:02:53	ST/SR	0	1
17:04:26	ST/SR	0	0
17:06:11	ST/SR	1	0
17:07:56	ST/SR	4	0
17:08:10	SL	0	
17:09:42	ST/SR	0	0
17:11:26	ST/SR	0	0
17:13:11	ST/SR	2	1
17:14:56	ST/SR	2	0
17:16:42	ST/SR	2	1
17:18:27	ST/SR	1	0
17:20:36	SL	2	
17:21:57	SL/ST/SR	1	0
17:23:41	ST/SR	0	0
17:25:27	SL/ST/SR	1	0
17:27:12	SL/ST/SR	3	0
17:29:09	SL/ST/SR	3	3
17:31:06	SL	2	
17:31:12	ST/SR	0	0
17:32:27	SL	3	
17:34:12	ST/SR	2	0
17:38:02	ST/SR	5	1
17:38:07	SL	0	
17:39:40	ST/SR	3	0
17:39:52	SL	0	
17:41:11	ST/SR	2	1
17:43:19	ST/SR	1	3
17:43:22	SL	1	
17:44:43	ST/SR	0	0
17:46:27	ST/SR	2	0
17:48:12	ST/SR	2	0
17:50:12	ST/SR	1	2
17:51:42	ST/SR	1	0
17:53:53	SL	2	
17:55:35	SL	2	
17:56:57	ST/SR	0	0
17:57:22	SL	1	

12:37:39	SL/ST/SR	3	0
12:39:05	SL/ST/SR	3	0
12:40:15	ST/SR	0	1
12:40:51	SL/ST/SR	1	0
12:42:09	SL/ST/SR	4	0
12:42:45	ST/SR	0	0
12:43:52	ST/SR	0	1
12:45:34	SL/ST/SR	2	0
12:46:52	SL/ST/SR	1	0
12:48:06	ST/SR	2	0
12:49:17	ST/SR	0	0
12:50:27	SL	1	
12:51:59	SL/ST/SR	1	1
12:55:45	SL/ST/SR	1	1
12:57:16	SL/ST/SR	1	0
12:58:31	SL/ST/SR	1	0
12:59:57	SL/ST/SR	1	1
13:02:08	ST/SR	0	2
13:02:57	SL/ST/SR	2	0
13:04:18	SL	1	
13:05:33	SL/ST/SR	1	0
13:07:08	SL	1	
13:08:34	SL/ST/SR	2	0
13:10:06	SL/ST/SR	1	0
13:11:45	SL/ST/SR	2	0
13:13:07	SL/ST/SR	1	1
13:14:47	SL/ST/SR	1	1
13:16:07	SL/ST/SR	2	0
13:17:26	ST/SR	0	0
13:18:36	ST/SR	0	0
13:19:37	SL/ST/SR	1	0
13:20:36	ST/SR	1	0
13:21:53	ST/SR	1	0
13:22:47	SL/ST/SR	2	0
13:24:16	ST/SR	1	0
13:25:26	ST/SR	0	0
13:26:34	ST/SR	1	0
13:27:27	SL/ST/SR	0	2
13:29:06	SL/ST/SR	1	0
13:30:30	SL	2	
13:32:04	SL/ST/SR	1	0
13:33:34	SL/ST/SR	2	0
13:35:01	SL/ST/SR	2	1
13:37:44	ST/SR	0	0
13:39:27	SL/ST/SR	3	0
13:41:20	SL	2	
13:41:52	ST/SR	2	0
13:43:01	SL/ST/SR	3	1
13:44:27	ST/SR	0	0
13:45:22	ST/SR	0	0
13:46:28	SL/ST/SR	2	0
13:47:55	ST/SR	2	0
13:49:10	ST/SR	0	0
13:49:45	ST/SR	0	1
13:50:13	ST/SR	1	1
13:51:08	ST/SR	3	3
13:52:51	SL	2	
13:53:35	SL/ST/SR	2	0
13:55:01	SL/ST/SR	4	2
13:56:30	SL/ST/SR	1	1
13:57:17	SL	2	
13:57:53	ST/SR	0	0
13:58:44	SL/ST/SR	2	1
Average Queue		2	0

17:58:42	SL/ST/SR	1	0
18:00:27	ST/SR	0	0
18:02:37	SL	3	
18:04:15	SL/ST/SR	2	0
18:05:42	SL	1	
18:07:45	SL/ST/SR	2	1
18:09:26	ST/SR	1	0
18:10:57	ST/SR	2	2
18:12:52	SL/ST/SR	2	1
18:14:27	ST/SR	0	1
18:17:56	ST/SR	0	1
18:20:07	SL	3	
18:21:27	ST/SR	1	3
18:23:12	ST/SR	0	0
18:24:57	ST/SR	1	0
18:26:42	ST/SR	1	0
18:28:52	SL	1	
18:31:57	ST/SR	1	1
18:33:42	SL/ST/SR	1	0
18:35:27	ST/SR	2	0
18:37:12	SL/ST/SR	2	0
18:38:57	SL/ST/SR	1	0
18:41:07	SL	2	
18:42:27	SL	2	
18:44:12	SL/ST/SR	3	0
18:46:12	ST/SR	7	0
18:46:22	SL	0	
18:49:27	SL/ST/SR	2	0
18:51:12	SL/ST/SR	1	0
18:52:58	ST/SR	1	0
18:54:42	ST/SR	1	0
18:56:48	ST/SR	1	1
18:56:52	SL	0	
18:58:12	SL	1	
18:58:25	ST/SR	0	0
18:59:57	ST/SR	1	1
Average Queue		2	0

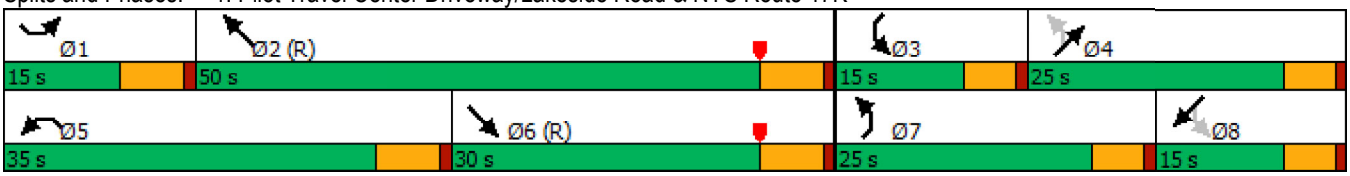
HIGHWAY CAPACITY ANALYSIS DETAIL SHEETS

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	21	724	15	75	431	57	5	0	80	128	2	41
Future Volume (vph)	21	724	15	75	431	57	5	0	80	128	2	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	12	11	12	12
Storage Length (ft)	80		0	300		0	0		0	140		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	86			60			25			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996			0.979			0.850			0.862	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1517	3295	0	1008	3187	0	1091	913	0	1745	1474	0
Flt Permitted	0.950			0.950			0.723			0.402		
Satd. Flow (perm)	1517	3295	0	1008	3187	0	830	913	0	738	1474	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			21			402			48	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		335			466			148			640	
Travel Time (s)		5.7			7.9			3.4			14.5	
Peak Hour Factor	0.75	0.91	0.63	0.65	0.86	0.71	0.63	0.90	0.77	0.67	0.50	0.85
Heavy Vehicles (%)	19%	9%	13%	79%	12%	4%	60%	0%	71%	0%	0%	12%
Adj. Flow (vph)	28	796	24	115	501	80	8	0	104	191	4	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	28	820	0	115	581	0	8	104	0	191	52	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.00	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0		2	2		2	2	
Detector Template												
Leading Detector (ft)	83	0		83	0		83	83		83	83	
Trailing Detector (ft)	-5	0		-5	0		-5	-5		-5	-5	
Detector 1 Position(ft)	-5	0		-5	0		-5	-5		-5	-5	
Detector 1 Size(ft)	40	6		40	6		40	40		40	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		43	43	
Detector 2 Size(ft)	40			40			40	40		40	40	
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0	0.0		0.0	0.0	
Turn Type	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	NA	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases							4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	10.0		8.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	30.0		14.0	50.0		10.0	10.0		10.0	10.0	
Total Split (s)	15.0	30.0		35.0	50.0		25.0	25.0		15.0	15.0	
Total Split (%)	14.3%	28.6%		33.3%	47.6%		23.8%	23.8%		14.3%	14.3%	
Maximum Green (s)	9.0	24.0		29.0	44.0		20.0	20.0		10.0	10.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes											
Vehicle Extension (s)	2.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	6.7	50.6		17.4	65.7		10.7	5.1		19.7	17.7	
Actuated g/C Ratio	0.06	0.48		0.17	0.63		0.10	0.05		0.19	0.17	
v/c Ratio	0.29	0.52		0.69	0.29		0.08	0.24		0.82	0.18	
Control Delay	53.8	21.4		58.7	7.1		36.8	1.4		66.7	15.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	53.8	21.4		58.7	7.1		36.8	1.4		66.7	15.6	
LOS	D	C		E	A		D	A		E	B	
Approach Delay		22.4			15.7			3.9			55.7	
Approach LOS		C			B			A			E	
Queue Length 50th (ft)	18	192		69	61		4	0		118	2	
Queue Length 95th (ft)	38	292		79	89		12	0		135	8	
Internal Link Dist (ft)		255			386			68			560	
Turn Bay Length (ft)	80			300						140		
Base Capacity (vph)	130	1588		278	2001		208	499		234	291	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.22	0.52		0.41	0.29		0.04	0.21		0.82	0.18	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 2:NWT and 6:SET, Start of Yellow			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 23.1		Intersection LOS: C	
Intersection Capacity Utilization 55.1%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 1: Pilot Travel Center Driveway/Lakeside Road & NYS Route 17K

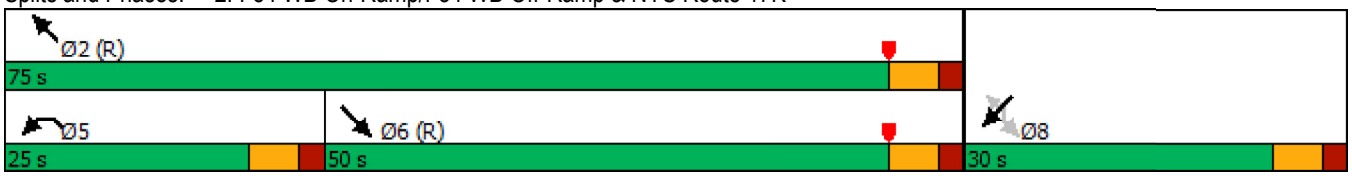


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	775	157	51	324	0	0	0	0	133	0	237
Future Volume (vph)	0	775	157	51	324	0	0	0	0	133	0	237
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	12	12	12	12	12	15	15
Storage Length (ft)	0		0	150		0	0		0	0		375
Storage Lanes	0		0	1		0	0		0	0		1
Taper Length (ft)	25			60			25			300		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.971										0.850
Flt Protected				0.950							0.950	
Satd. Flow (prot)	0	3097	0	1558	2935	0	0	0	0	0	1742	1531
Flt Permitted				0.950							0.950	
Satd. Flow (perm)	0	3097	0	1558	2935	0	0	0	0	0	1742	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		34										289
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		466			522			646			723	
Travel Time (s)		7.9			8.9			11.0			12.3	
Peak Hour Factor	0.90	0.98	0.84	0.75	0.90	0.90	0.90	0.90	0.90	0.72	0.90	0.82
Heavy Vehicles (%)	0%	13%	14%	12%	23%	0%	0%	0%	0%	14%	0%	16%
Adj. Flow (vph)	0	791	187	68	360	0	0	0	0	185	0	289
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	978	0	68	360	0	0	0	0	0	185	289
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		2	2					1	2	2
Detector Template										Left		
Leading Detector (ft)		83		83	83					20	83	83
Trailing Detector (ft)		-5		-5	-5					0	-5	-5
Detector 1 Position(ft)		-5		-5	-5					0	-5	-5
Detector 1 Size(ft)		40		40	40					20	40	40
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		43		43	43						43	43
Detector 2 Size(ft)		40		40	40						40	40
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0	0.0						0.0	0.0
Turn Type		NA		Prot	NA					Perm	NA	Perm

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases		6		5	2						8	
Permitted Phases										8		8
Detector Phase		6		5	2					8	8	8
Switch Phase												
Minimum Initial (s)		10.0		3.0	10.0					5.0	5.0	5.0
Minimum Split (s)		50.0		9.0	75.0					11.0	11.0	11.0
Total Split (s)		50.0		25.0	75.0					30.0	30.0	30.0
Total Split (%)		47.6%		23.8%	71.4%					28.6%	28.6%	28.6%
Maximum Green (s)		44.0		19.0	69.0					24.0	24.0	24.0
Yellow Time (s)		4.0		4.0	4.0					4.0	4.0	4.0
All-Red Time (s)		2.0		2.0	2.0					2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0						0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0						6.0	6.0
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		2.0		2.0	2.0					2.0	2.0	2.0
Recall Mode		C-Max		None	C-Max					None	None	None
Act Effct Green (s)		64.5		9.1	77.4						15.6	15.6
Actuated g/C Ratio		0.61		0.09	0.74						0.15	0.15
v/c Ratio		0.51		0.51	0.17						0.72	0.61
Control Delay		7.8		59.7	7.0						57.6	10.4
Queue Delay		0.0		0.0	0.0						0.0	0.0
Total Delay		7.8		59.7	7.0						57.6	10.4
LOS		A		E	A						E	B
Approach Delay		7.8			15.3						28.8	
Approach LOS		A			B						C	
Queue Length 50th (ft)		75		49	45						120	0
Queue Length 95th (ft)		93		79	62						182	47
Internal Link Dist (ft)		386			442			566			643	
Turn Bay Length (ft)				150								375
Base Capacity (vph)		1916		281	2164						398	572
Starvation Cap Reductn		74		0	0						0	0
Spillback Cap Reductn		0		0	0						0	0
Storage Cap Reductn		0		0	0						0	0
Reduced v/c Ratio		0.53		0.24	0.17						0.46	0.51

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 10 (10%), Referenced to phase 2:NWT and 6:SET, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 14.8		Intersection LOS: B	
Intersection Capacity Utilization 52.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: I-84 WB On-Ramp/I-84 WB Off-Ramp & NYS Route 17K

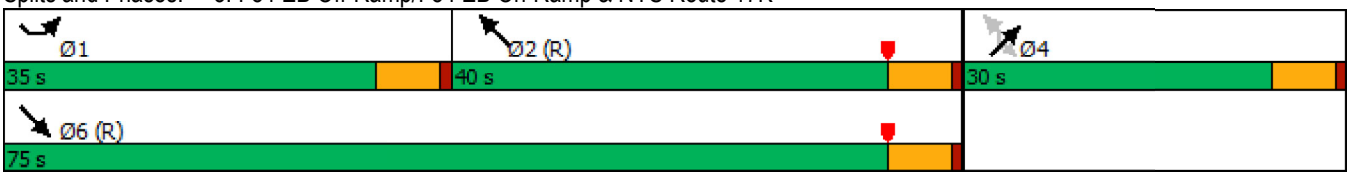


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	361	554	0	0	274	73	103	0	229	0	0	0
Future Volume (vph)	361	554	0	0	274	73	103	0	229	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	13	13	12	14	12	12	12	12
Storage Length (ft)	180		0	0		420	0		150	0		0
Storage Lanes	1		0	0		0	0		1	0		0
Taper Length (ft)	75			25			100			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.951				0.850			
Flt Protected	0.950							0.950				
Satd. Flow (prot)	1442	3374	0	0	2848	0	0	1504	1538	0	0	0
Flt Permitted	0.950							0.950				
Satd. Flow (perm)	1442	3374	0	0	2848	0	0	1504	1538	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					82				276			
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		522			634			685			676	
Travel Time (s)		8.9			10.8			11.7			11.5	
Peak Hour Factor	0.93	0.89	0.93	0.93	0.89	0.49	0.78	0.93	0.83	0.93	0.93	0.93
Heavy Vehicles (%)	21%	7%	0%	0%	19%	36%	28%	0%	5%	0%	0%	0%
Adj. Flow (vph)	388	622	0	0	308	149	132	0	276	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	388	622	0	0	457	0	0	132	276	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.00	1.00	1.00	0.96	0.96	1.00	0.92	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2			2		1	2	2			
Detector Template							Left					
Leading Detector (ft)	83	83			83		20	83	83			
Trailing Detector (ft)	-5	-5			-5		0	-5	-5			
Detector 1 Position(ft)	-5	-5			-5		0	-5	-5			
Detector 1 Size(ft)	40	40			40		20	40	40			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 2 Position(ft)	43	43			43			43	43			
Detector 2 Size(ft)	40	40			40			40	40			
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0			0.0	0.0			
Turn Type	Prot	NA			NA		Perm	NA	Perm			

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	1	6			2			4				
Permitted Phases							4		4			
Detector Phase	1	6			2		4	4	4			
Switch Phase												
Minimum Initial (s)	5.0	10.0			10.0		5.0	5.0	5.0			
Minimum Split (s)	11.0	75.0			40.0		11.0	11.0	11.0			
Total Split (s)	35.0	75.0			40.0		30.0	30.0	30.0			
Total Split (%)	33.3%	71.4%			38.1%		28.6%	28.6%	28.6%			
Maximum Green (s)	29.0	69.0			34.0		24.0	24.0	24.0			
Yellow Time (s)	5.0	5.0			5.0		5.0	5.0	5.0			
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0	1.0			
Lost Time Adjust (s)	0.0	0.0			0.0			0.0	0.0			
Total Lost Time (s)	6.0	6.0			6.0			6.0	6.0			
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	2.0	2.0			2.0		2.0	2.0	2.0			
Recall Mode	None	C-Max			C-Max		None	None	None			
Act Effct Green (s)	33.9	79.3			39.4			13.7	13.7			
Actuated g/C Ratio	0.32	0.76			0.38			0.13	0.13			
v/c Ratio	0.83	0.24			0.41			0.68	0.63			
Control Delay	63.0	3.0			23.6			59.8	11.6			
Queue Delay	0.0	0.0			0.0			0.0	0.0			
Total Delay	63.0	3.0			23.6			59.8	11.6			
LOS	E	A			C			E	B			
Approach Delay		26.1			23.6			27.2				
Approach LOS		C			C			C				
Queue Length 50th (ft)	281	26			100			86	0			
Queue Length 95th (ft)	#424	66			199			141	50			
Internal Link Dist (ft)		442			554			605			596	
Turn Bay Length (ft)	180								150			
Base Capacity (vph)	465	2548			1120			343	564			
Starvation Cap Reductn	0	0			0			0	0			
Spillback Cap Reductn	0	0			0			0	0			
Storage Cap Reductn	0	0			0			0	0			
Reduced v/c Ratio	0.83	0.24			0.41			0.38	0.49			

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 2:NWT and 6:SET, Start of Yellow, Master Intersection			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 25.7		Intersection LOS: C	
Intersection Capacity Utilization 52.1%		ICU Level of Service A	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 3: I-84 EB Off-Ramp/I-84 EB On-Ramp & NYS Route 17K

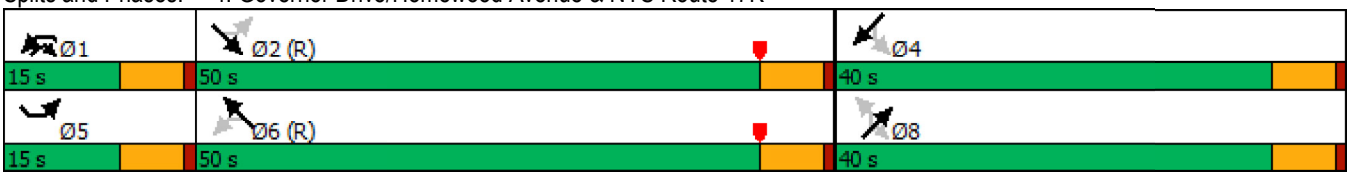


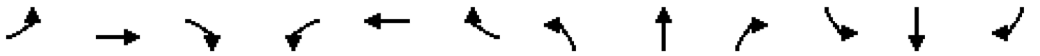
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	21	616	146	47	241	2	104	6	50	8	7	3
Future Volume (vph)	21	616	146	47	241	2	104	6	50	8	7	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	14	12	12	12	16	16	12	13	12
Storage Length (ft)	80		0	205		0	0		125	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	70			86			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.961			0.996				0.850		0.973	
Flt Protected	0.950			0.950				0.954			0.980	
Satd. Flow (prot)	1479	3234	0	1851	1695	0	0	1427	1727	0	1756	0
Flt Permitted	0.588			0.228				0.704			0.854	
Satd. Flow (perm)	915	3234	0	444	1695	0	0	1053	1727	0	1530	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		56			2				64		8	
Link Speed (mph)		40			40			40			30	
Link Distance (ft)		634			508			523			505	
Travel Time (s)		10.8			8.7			8.9			11.5	
Peak Hour Factor	0.71	0.92	0.63	0.47	0.89	0.25	0.48	0.75	0.78	0.50	0.44	0.38
Heavy Vehicles (%)	18%	6%	11%	4%	12%	0%	45%	17%	6%	0%	0%	33%
Adj. Flow (vph)	30	670	232	100	271	8	217	8	64	16	16	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	30	902	0	100	279	0	0	225	64	0	40	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		14			14			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.00	1.00	0.92	1.00	1.00	1.00	0.85	0.85	1.00	0.96	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		1	2	2	1	2	
Detector Template							Left			Left		
Leading Detector (ft)	83	83		83	83		20	83	83	20	83	
Trailing Detector (ft)	-5	-5		-5	-5		0	-5	-5	0	0	
Detector 1 Position(ft)	-5	-5		-5	-5		0	-5	-5	0	0	
Detector 1 Size(ft)	40	40		40	40		20	40	40	20	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43		43	43			43	43		43	
Detector 2 Size(ft)	40	40		40	40			40	40		40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	pm+ov	Perm	NA	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	5	2		1	6			8	1		4	
Permitted Phases	2			6			8		8	4		
Detector Phase	5	2		1	6		8	8	1	4	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		5.0	5.0	3.0	5.0	5.0	
Minimum Split (s)	9.0	50.0		9.0	50.0		11.0	11.0	9.0	11.0	11.0	
Total Split (s)	15.0	50.0		15.0	50.0		40.0	40.0	15.0	40.0	40.0	
Total Split (%)	14.3%	47.6%		14.3%	47.6%		38.1%	38.1%	14.3%	38.1%	38.1%	
Maximum Green (s)	9.0	44.0		9.0	44.0		34.0	34.0	9.0	34.0	34.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0			6.0	6.0		6.0	
Lead/Lag	Lead	Lag		Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0	2.0	3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	
Act Effct Green (s)	58.9	53.3		63.7	59.0			26.8	39.7		26.8	
Actuated g/C Ratio	0.56	0.51		0.61	0.56			0.26	0.38		0.26	
v/c Ratio	0.06	0.54		0.28	0.29			0.84	0.09		0.10	
Control Delay	11.2	22.7		11.1	15.9			62.3	4.5		23.1	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	11.2	22.7		11.1	15.9			62.3	4.5		23.1	
LOS	B	C		B	B			E	A		C	
Approach Delay		22.3			14.7			49.5			23.1	
Approach LOS		C			B			D			C	
Queue Length 50th (ft)	7	282		25	104			142	0		16	
Queue Length 95th (ft)	14	341		27	186			170	16		17	
Internal Link Dist (ft)		554			428			443			425	
Turn Bay Length (ft)	80			205					125			
Base Capacity (vph)	591	1670		392	952			340	725		500	
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.05	0.54		0.26	0.29			0.66	0.09		0.08	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 35 (33%), Referenced to phase 2:SETL and 6:NWTL, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 25.4		Intersection LOS: C	
Intersection Capacity Utilization 51.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 4: Governor Drive/Homewood Avenue & NYS Route 17K





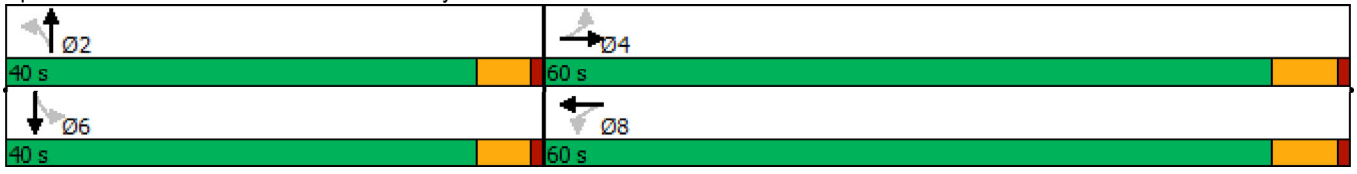
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	56	424	2	5	312	106	2	0	2	322	1	82
Future Volume (vph)	56	424	2	5	312	106	2	0	2	322	1	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.966			0.932			0.973	
Flt Protected		0.994			0.999			0.976			0.962	
Satd. Flow (prot)	0	1704	0	0	1639	0	0	1728	0	0	1631	0
Flt Permitted		0.904			0.995			0.899			0.767	
Satd. Flow (perm)	0	1550	0	0	1633	0	0	1592	0	0	1300	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					26			33			14	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		475			749			177			732	
Travel Time (s)		8.1			12.8			4.0			16.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	9%	11%	0%	0%	12%	12%	0%	0%	0%	4%	0%	11%
Adj. Flow (vph)	59	446	2	5	328	112	2	0	2	339	1	86
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	507	0	0	445	0	0	4	0	0	426	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		1	0		1	0		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	0		20	0		20	0		20	83	
Trailing Detector (ft)	0	0		0	0		0	0		0	-5	
Detector 1 Position(ft)	0	0		0	0		0	-5		0	-5	
Detector 1 Size(ft)	20	6		20	6		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	
Detector 2 Size(ft)											40	
Detector 2 Type											Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)											0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	60.0	60.0		60.0	60.0		10.0	10.0		10.0	10.0	
Total Split (s)	60.0	60.0		60.0	60.0		40.0	40.0		40.0	40.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Maximum Green (s)	54.0	54.0		54.0	54.0		35.0	35.0		35.0	35.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		2.0	2.0		3.0	3.0		2.0	2.0	
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Act Effct Green (s)		54.1			54.1			33.2			33.2	
Actuated g/C Ratio		0.55			0.55			0.34			0.34	
v/c Ratio		0.59			0.49			0.01			0.95	
Control Delay		18.9			15.4			0.0			63.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		18.9			15.4			0.0			63.8	
LOS		B			B			A			E	
Approach Delay		18.9			15.4						63.8	
Approach LOS		B			B						E	
Queue Length 50th (ft)		209			159			0			250	
Queue Length 95th (ft)		316			243			0			#443	
Internal Link Dist (ft)		395			669			97			652	
Turn Bay Length (ft)												
Base Capacity (vph)		853			909			588			472	
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		0.59			0.49			0.01			0.90	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 98.3			
Natural Cycle: 90			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay: 31.6		Intersection LOS: C	
Intersection Capacity Utilization 92.4%		ICU Level of Service F	
Analysis Period (min) 15			

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

Splits and Phases: 5: Commercial Driveway/Rock Cut Road & NYS Route 17K



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	74	3	26	44	9	71
Future Volume (vph)	74	3	26	44	9	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	12	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.994		0.915			
Flt Protected	0.954					0.994
Satd. Flow (prot)	1689	0	1569	0	0	1656
Flt Permitted	0.954					0.994
Satd. Flow (perm)	1689	0	1569	0	0	1656
Link Speed (mph)	30		30			30
Link Distance (ft)	594		1013			419
Travel Time (s)	13.5		23.0			9.5
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	4%	67%	4%	9%	44%	6%
Adj. Flow (vph)	91	4	32	54	11	88
Shared Lane Traffic (%)						
Lane Group Flow (vph)	95	0	86	0	0	99
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	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	21.8%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	3.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	74	3	26	44	9	71
Future Vol, veh/h	74	3	26	44	9	71
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	81	81	81	81	81	81
Heavy Vehicles, %	4	67	4	9	44	6
Mvmt Flow	91	4	32	54	11	88

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	169	59	0	0	86	0
Stage 1	59	-	-	-	-	-
Stage 2	110	-	-	-	-	-
Critical Hdwy	6.44	6.87	-	-	4.54	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.903	-	-	2.596	-
Pot Cap-1 Maneuver	817	851	-	-	1283	-
Stage 1	959	-	-	-	-	-
Stage 2	910	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	810	851	-	-	1283	-
Mov Cap-2 Maneuver	810	-	-	-	-	-
Stage 1	959	-	-	-	-	-
Stage 2	902	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10	0	0.9
HCM LOS	B		

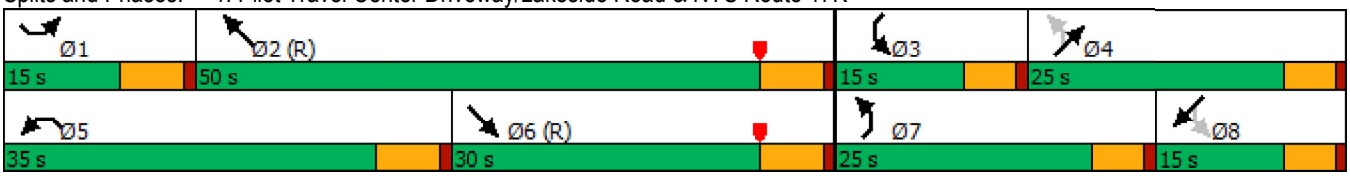
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	812	1283	-
HCM Lane V/C Ratio	-	-	0.117	0.009	-
HCM Control Delay (s)	-	-	10	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0	-

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	44	622	29	78	859	176	19	1	80	102	4	36
Future Volume (vph)	44	622	29	78	859	176	19	1	80	102	4	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	12	11	12	12
Storage Length (ft)	80		0	300		0	0		0	140		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	86			60			25			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.994			0.975			0.857			0.871	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3446	0	1128	3390	0	1662	1138	0	1678	1574	0
Flt Permitted	0.950			0.950			0.720			0.388		
Satd. Flow (perm)	1770	3446	0	1128	3390	0	1259	1138	0	685	1574	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			27			88			48	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		335			466			148			640	
Travel Time (s)		5.7			7.9			3.4			14.5	
Peak Hour Factor	0.79	0.88	0.91	0.80	0.92	0.94	0.59	0.25	0.91	0.71	0.50	0.75
Heavy Vehicles (%)	2%	4%	7%	60%	4%	3%	5%	0%	40%	4%	0%	6%
Adj. Flow (vph)	56	707	32	98	934	187	32	4	88	144	8	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	56	739	0	98	1121	0	32	92	0	144	56	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.00	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0		2	2		2	2	
Detector Template												
Leading Detector (ft)	83	0		83	0		83	83		83	83	
Trailing Detector (ft)	-5	0		-5	0		-5	-5		-5	-5	
Detector 1 Position(ft)	-5	0		-5	0		-5	-5		-5	-5	
Detector 1 Size(ft)	40	6		40	6		40	40		40	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		43	43	
Detector 2 Size(ft)	40			40			40	40		40	40	
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0	0.0		0.0	0.0	
Turn Type	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	NA	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases							4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	10.0		8.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	30.0		14.0	50.0		10.0	10.0		10.0	10.0	
Total Split (s)	15.0	30.0		35.0	50.0		25.0	25.0		15.0	15.0	
Total Split (%)	14.3%	28.6%		33.3%	47.6%		23.8%	23.8%		14.3%	14.3%	
Maximum Green (s)	9.0	24.0		29.0	44.0		20.0	20.0		10.0	10.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes											
Vehicle Extension (s)	2.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	7.9	56.7		14.6	62.8		12.3	7.0		18.2	12.2	
Actuated g/C Ratio	0.08	0.54		0.14	0.60		0.12	0.07		0.17	0.12	
v/c Ratio	0.42	0.40		0.63	0.55		0.19	0.58		0.69	0.25	
Control Delay	55.2	18.2		55.3	14.8		35.1	25.9		53.9	18.1	
Queue Delay	0.0	0.0		0.0	0.2		0.0	0.0		0.0	0.0	
Total Delay	55.2	18.2		55.3	15.0		35.1	25.9		53.9	18.1	
LOS	E	B		E	B		D	C		D	B	
Approach Delay		20.8			18.3			28.3			43.9	
Approach LOS		C			B			C			D	
Queue Length 50th (ft)	37	155		63	173		18	3		87	5	
Queue Length 95th (ft)	65	255		m82	m345		26	0		104	10	
Internal Link Dist (ft)		255			386			68			560	
Turn Bay Length (ft)	80			300						140		
Base Capacity (vph)	159	1862		311	2037		340	288		216	235	
Starvation Cap Reductn	0	0		0	258		0	0		0	0	
Spillback Cap Reductn	0	71		0	0		0	1		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.35	0.41		0.32	0.63		0.09	0.32		0.67	0.24	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 2:NWT and 6:SET, Start of Yellow			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay: 21.9		Intersection LOS: C	
Intersection Capacity Utilization 60.0%		ICU Level of Service B	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 1: Pilot Travel Center Driveway/Lakeside Road & NYS Route 17K



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	663	147	187	693	0	0	0	0	93	7	420
Future Volume (vph)	0	663	147	187	693	0	0	0	0	93	7	420
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	12	12	12	12	12	15	15
Storage Length (ft)	0		0	150		0	0		0	0		375
Storage Lanes	0		0	1		0	0		0	0		1
Taper Length (ft)	25			60			25			300		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.973										0.850
Flt Protected				0.950							0.958	
Satd. Flow (prot)	0	3257	0	1662	3438	0	0	0	0	0	1540	1572
Flt Permitted				0.950							0.958	
Satd. Flow (perm)	0	3257	0	1662	3438	0	0	0	0	0	1540	1572
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		31										*273
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		466			522			646			723	
Travel Time (s)		7.9			8.9			11.0			12.3	
Peak Hour Factor	0.92	0.85	0.84	0.95	0.89	0.92	0.92	0.92	0.92	0.86	0.44	0.88
Heavy Vehicles (%)	0%	6%	16%	5%	5%	0%	0%	0%	0%	26%	57%	13%
Adj. Flow (vph)	0	780	175	197	779	0	0	0	0	108	16	477
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	955	0	197	779	0	0	0	0	0	124	477
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		2	2					1	2	2
Detector Template										Left		
Leading Detector (ft)		83		83	83					20	83	83
Trailing Detector (ft)		-5		-5	-5					0	-5	-5
Detector 1 Position(ft)		-5		-5	-5					0	-5	-5
Detector 1 Size(ft)		40		40	40					20	40	40
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		43		43	43						43	43
Detector 2 Size(ft)		40		40	40						40	40
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0	0.0						0.0	0.0
Turn Type		NA		Prot	NA					Perm	NA	Perm

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases		6		5	2						8	
Permitted Phases										8		8
Detector Phase		6		5	2					8	8	8
Switch Phase												
Minimum Initial (s)		10.0		3.0	10.0					5.0	5.0	5.0
Minimum Split (s)		50.0		9.0	75.0					11.0	11.0	11.0
Total Split (s)		50.0		25.0	75.0					30.0	30.0	30.0
Total Split (%)		47.6%		23.8%	71.4%					28.6%	28.6%	28.6%
Maximum Green (s)		44.0		19.0	69.0					24.0	24.0	24.0
Yellow Time (s)		4.0		4.0	4.0					4.0	4.0	4.0
All-Red Time (s)		2.0		2.0	2.0					2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0						0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0						6.0	6.0
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		2.0		2.0	2.0					2.0	2.0	2.0
Recall Mode		C-Max		None	C-Max					None	None	None
Act Effct Green (s)		51.9		15.9	73.7						19.3	19.3
Actuated g/C Ratio		0.49		0.15	0.70						0.18	0.18
v/c Ratio		0.58		0.78	0.32						0.43	0.93
Control Delay (s/veh)		16.4		76.6	5.2						41.5	44.1
Queue Delay		0.1		0.0	0.0						0.0	0.0
Total Delay (s/veh)		16.5		76.6	5.2						41.5	44.1
LOS		B		E	A						D	D
Approach Delay (s/veh)		16.6			19.6						43.6	
Approach LOS		B			B						D	
Queue Length 50th (ft)		274		143	63						72	140
Queue Length 95th (ft)		89		218	75						57	#297
Internal Link Dist (ft)		386			442			566			643	
Turn Bay Length (ft)				150								375
Base Capacity (vph)		1624		300	2413						352	569
Starvation Cap Reductn		94		0	0						0	0
Spillback Cap Reductn		0		0	0						0	0
Storage Cap Reductn		0		0	0						0	0
Reduced v/c Ratio		0.62		0.66	0.32						0.35	0.84

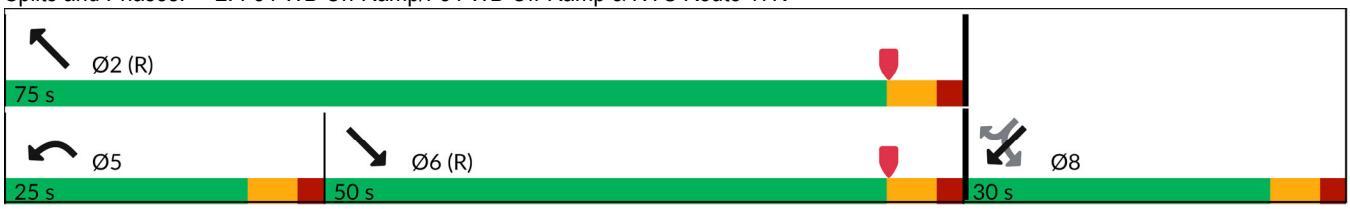
Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 10 (10%), Referenced to phase 2:NWT and 6:SET, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay (s/veh): 24.2		Intersection LOS: C	
Intersection Capacity Utilization 63.6%		ICU Level of Service B	
Analysis Period (min) 15			

* User Entered Value

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

Queue shown is maximum after two cycles.

Splits and Phases: 2: I-84 WB On-Ramp/I-84 WB Off-Ramp & NYS Route 17K

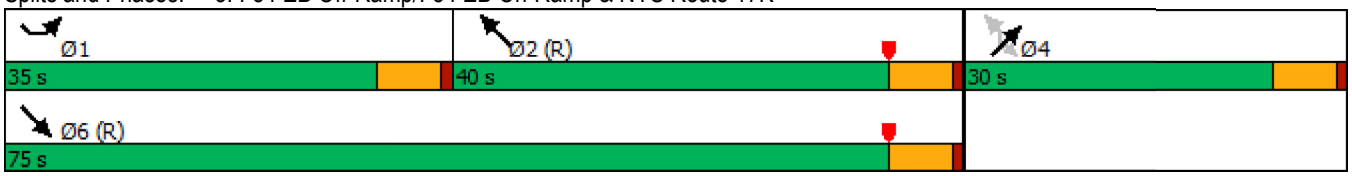


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	277	479	0	0	699	117	183	1	180	0	0	0
Future Volume (vph)	277	479	0	0	699	117	183	1	180	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	13	13	12	14	12	12	12	12
Storage Length (ft)	180		0	0		420	0		150	0		0
Storage Lanes	1		0	0		0	0		1	0		0
Taper Length (ft)	75			25			100			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.970				0.850			
Flt Protected	0.950							0.953				
Satd. Flow (prot)	1616	3343	0	0	3426	0	0	1791	1538	0	0	0
Flt Permitted	0.950							0.953				
Satd. Flow (perm)	1616	3343	0	0	3426	0	0	1791	1538	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					32				200			
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		522			634			685			676	
Travel Time (s)		8.9			10.8			11.7			11.5	
Peak Hour Factor	0.90	0.84	0.88	0.88	0.91	0.60	0.95	0.25	0.90	0.88	0.88	0.88
Heavy Vehicles (%)	8%	8%	0%	0%	4%	12%	8%	0%	5%	0%	0%	0%
Adj. Flow (vph)	308	570	0	0	768	195	193	4	200	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	308	570	0	0	963	0	0	197	200	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.00	1.00	1.00	0.96	0.96	1.00	0.92	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2			2		1	2	2			
Detector Template							Left					
Leading Detector (ft)	83	83			83		20	83	83			
Trailing Detector (ft)	-5	-5			-5		0	-5	-5			
Detector 1 Position(ft)	-5	-5			-5		0	-5	-5			
Detector 1 Size(ft)	40	40			40		20	40	40			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 2 Position(ft)	43	43			43			43	43			
Detector 2 Size(ft)	40	40			40			40	40			
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0			0.0	0.0			
Turn Type	Prot	NA			NA		Perm	NA	Perm			

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	1	6			2			4				
Permitted Phases							4		4			
Detector Phase	1	6			2		4	4	4			
Switch Phase												
Minimum Initial (s)	5.0	10.0			10.0		5.0	5.0	5.0			
Minimum Split (s)	11.0	75.0			40.0		11.0	11.0	11.0			
Total Split (s)	35.0	75.0			40.0		30.0	30.0	30.0			
Total Split (%)	33.3%	71.4%			38.1%		28.6%	28.6%	28.6%			
Maximum Green (s)	29.0	69.0			34.0		24.0	24.0	24.0			
Yellow Time (s)	5.0	5.0			5.0		5.0	5.0	5.0			
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0	1.0			
Lost Time Adjust (s)	0.0	0.0			0.0			0.0	0.0			
Total Lost Time (s)	6.0	6.0			6.0			6.0	6.0			
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	2.0	2.0			2.0		2.0	2.0	2.0			
Recall Mode	None	C-Max			C-Max		None	None	None			
Act Effct Green (s)	24.0	77.0			47.0			16.0	16.0			
Actuated g/C Ratio	0.23	0.73			0.45			0.15	0.15			
v/c Ratio	0.83	0.23			0.62			0.72	0.50			
Control Delay	62.6	5.5			27.9			57.1	9.7			
Queue Delay	0.0	0.0			0.0			0.0	0.0			
Total Delay	62.6	5.5			27.9			57.1	9.7			
LOS	E	A			C			E	A			
Approach Delay		25.5			27.9			33.2				
Approach LOS		C			C			C				
Queue Length 50th (ft)	223	26			198			128	0			
Queue Length 95th (ft)	312	101			#384			47	58			
Internal Link Dist (ft)		442			554			605			596	
Turn Bay Length (ft)	180								150			
Base Capacity (vph)	452	2452			1551			409	505			
Starvation Cap Reductn	0	0			0			0	0			
Spillback Cap Reductn	0	0			0			0	0			
Storage Cap Reductn	0	0			0			0	0			
Reduced v/c Ratio	0.68	0.23			0.62			0.48	0.40			

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 2:NWT and 6:SET, Start of Yellow, Master Intersection			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 27.9		Intersection LOS: C	
Intersection Capacity Utilization 63.6%		ICU Level of Service B	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 3: I-84 EB Off-Ramp/I-84 EB On-Ramp & NYS Route 17K

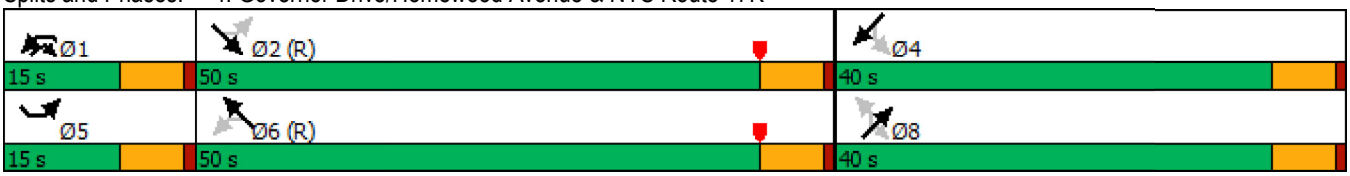


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	13	531	109	51	649	19	132	8	58	5	4	8
Future Volume (vph)	13	531	109	51	649	19	132	8	58	5	4	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	14	12	12	12	16	16	12	13	12
Storage Length (ft)	80		0	205		0	0		125	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	70			86			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.973			0.993				0.850		0.932	
Flt Protected	0.950			0.950				0.956			0.988	
Satd. Flow (prot)	1616	3270	0	1689	1808	0	0	1852	1777	0	1644	0
Flt Permitted	0.262			0.320				0.720			0.913	
Satd. Flow (perm)	446	3270	0	569	1808	0	0	1395	1777	0	1519	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30			3				64		16	
Link Speed (mph)		40			40			40			30	
Link Distance (ft)		634			508			523			505	
Travel Time (s)		10.8			8.7			8.9			11.5	
Peak Hour Factor	0.81	0.87	0.83	0.80	0.92	0.53	0.73	0.50	0.91	0.63	0.50	0.50
Heavy Vehicles (%)	8%	3%	28%	14%	4%	11%	11%	13%	3%	40%	0%	0%
Adj. Flow (vph)	16	610	131	64	705	36	181	16	64	8	8	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	16	741	0	64	741	0	0	197	64	0	32	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)		14			14			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.00	1.00	0.92	1.00	1.00	1.00	0.85	0.85	1.00	0.96	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		1	2	2	1	2	
Detector Template							Left			Left		
Leading Detector (ft)	83	83		83	83		20	83	83	20	83	
Trailing Detector (ft)	-5	-5		-5	-5		0	-5	-5	0	0	
Detector 1 Position(ft)	-5	-5		-5	-5		0	-5	-5	0	0	
Detector 1 Size(ft)	40	40		40	40		20	40	40	20	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43		43	43			43	43		43	
Detector 2 Size(ft)	40	40		40	40			40	40		40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	pm+ov	Perm	NA	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	5	2		1	6			8	1		4	
Permitted Phases	2			6			8		8	4		
Detector Phase	5	2		1	6		8	8	1	4	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		5.0	5.0	3.0	5.0	5.0	
Minimum Split (s)	9.0	50.0		9.0	50.0		11.0	11.0	9.0	11.0	11.0	
Total Split (s)	15.0	50.0		15.0	50.0		40.0	40.0	15.0	40.0	40.0	
Total Split (%)	14.3%	47.6%		14.3%	47.6%		38.1%	38.1%	14.3%	38.1%	38.1%	
Maximum Green (s)	9.0	44.0		9.0	44.0		34.0	34.0	9.0	34.0	34.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0			6.0	6.0		6.0	
Lead/Lag	Lead	Lag		Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0	2.0	3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	
Act Effct Green (s)	66.9	62.9		71.0	68.1			20.3	32.3		20.3	
Actuated g/C Ratio	0.64	0.60		0.68	0.65			0.19	0.31		0.19	
v/c Ratio	0.05	0.38		0.14	0.63			0.73	0.11		0.10	
Control Delay	8.7	12.3		7.3	17.0			54.9	5.8		20.2	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	8.7	12.3		7.3	17.0			54.9	5.8		20.2	
LOS	A	B		A	B			D	A		C	
Approach Delay		12.2			16.3			42.9			20.2	
Approach LOS		B			B			D			C	
Queue Length 50th (ft)	3	80		12	229			125	0		9	
Queue Length 95th (ft)	m12	171		29	572			93	26		14	
Internal Link Dist (ft)		554			428			443			425	
Turn Bay Length (ft)	80			205					125			
Base Capacity (vph)	397	1969		484	1173			451	639		502	
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.04	0.38		0.13	0.63			0.44	0.10		0.06	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 35 (33%), Referenced to phase 2:SETL and 6:NWTL, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 18.4		Intersection LOS: B	
Intersection Capacity Utilization 66.8%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 4: Governor Drive/Homewood Avenue & NYS Route 17K



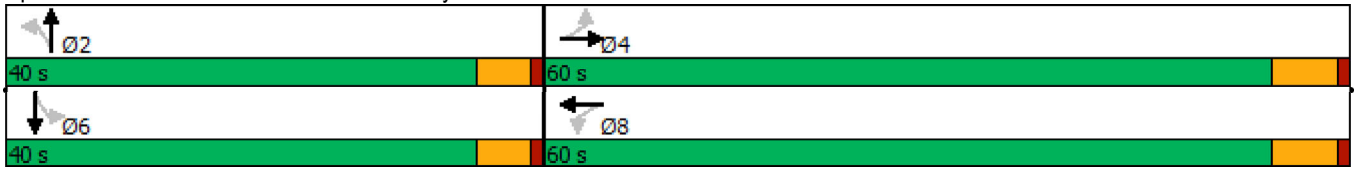
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	403	0	3	526	300	3	1	7	209	1	86
Future Volume (vph)	80	403	0	3	526	300	3	1	7	209	1	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.951			0.914			0.961	
Flt Protected		0.992						0.987			0.966	
Satd. Flow (prot)	0	1809	0	0	1718	0	0	1714	0	0	1637	0
Flt Permitted		0.781			0.999			0.928			0.784	
Satd. Flow (perm)	0	1425	0	0	1716	0	0	1612	0	0	1329	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					44			7			23	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		475			749			177			732	
Travel Time (s)		8.1			12.8			4.0			16.6	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	5%	4%	0%	0%	7%	2%	0%	0%	0%	3%	0%	7%
Adj. Flow (vph)	82	411	0	3	537	306	3	1	7	213	1	88
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	493	0	0	846	0	0	11	0	0	302	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		1	0		1	0		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	0		20	0		20	0		20	83	
Trailing Detector (ft)	0	0		0	0		0	0		0	-5	
Detector 1 Position(ft)	0	0		0	0		0	-5		0	-5	
Detector 1 Size(ft)	20	6		20	6		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	
Detector 2 Size(ft)											40	
Detector 2 Type											Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)											0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	60.0	60.0		60.0	60.0		10.0	10.0		10.0	10.0	
Total Split (s)	60.0	60.0		60.0	60.0		40.0	40.0		40.0	40.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Maximum Green (s)	54.0	54.0		54.0	54.0		35.0	35.0		35.0	35.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		2.0	2.0		3.0	3.0		2.0	2.0	
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Act Effct Green (s)		54.4			54.4			22.9			22.9	
Actuated g/C Ratio		0.62			0.62			0.26			0.26	
v/c Ratio		0.56			0.79			0.03			0.83	
Control Delay		15.0			21.0			15.6			48.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		15.0			21.0			15.6			48.1	
LOS		B			C			B			D	
Approach Delay		15.0			21.0			15.6			48.1	
Approach LOS		B			C			B			D	
Queue Length 50th (ft)		146			303			2			147	
Queue Length 95th (ft)		324			#717			14			243	
Internal Link Dist (ft)		395			669			97			652	
Turn Bay Length (ft)												
Base Capacity (vph)		876			1072			646			544	
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			0.79			0.02			0.56	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 88.4			
Natural Cycle: 80			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 24.1		Intersection LOS: C	
Intersection Capacity Utilization 109.5%		ICU Level of Service H	
Analysis Period (min) 15			

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

Splits and Phases: 5: Commercial Driveway/Rock Cut Road & NYS Route 17K



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	54	5	105	77	5	58
Future Volume (vph)	54	5	105	77	5	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	12	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.988		0.943			
Flt Protected	0.956					0.996
Satd. Flow (prot)	1701	0	1715	0	0	1768
Flt Permitted	0.956					0.996
Satd. Flow (perm)	1701	0	1715	0	0	1768
Link Speed (mph)	30		30			30
Link Distance (ft)	594		1013			419
Travel Time (s)	13.5		23.0			9.5
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	6%	0%	1%	1%	20%	2%
Adj. Flow (vph)	63	6	122	90	6	67
Shared Lane Traffic (%)						
Lane Group Flow (vph)	69	0	212	0	0	73
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 20.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	54	5	105	77	5	58
Future Vol, veh/h	54	5	105	77	5	58
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, %	6	0	1	1	20	2
Mvmt Flow	63	6	122	90	6	67

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	246	167	0	0	212	0
Stage 1	167	-	-	-	-	-
Stage 2	79	-	-	-	-	-
Critical Hdwy	6.46	6.2	-	-	4.3	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.3	-	-	2.38	-
Pot Cap-1 Maneuver	734	882	-	-	1258	-
Stage 1	853	-	-	-	-	-
Stage 2	934	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	730	882	-	-	1258	-
Mov Cap-2 Maneuver	730	-	-	-	-	-
Stage 1	853	-	-	-	-	-
Stage 2	929	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.4	0	0.6
HCM LOS	B		

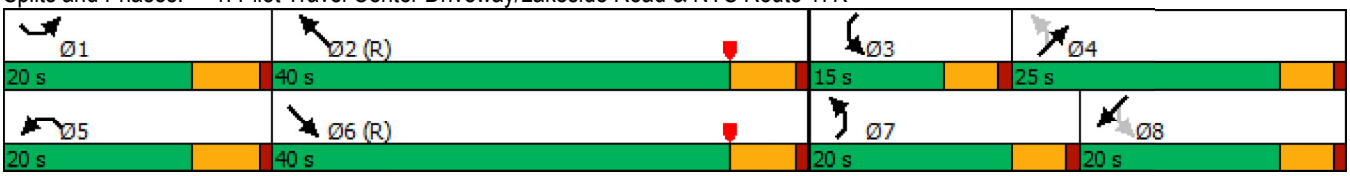
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	741	1258	-
HCM Lane V/C Ratio	-	-	0.093	0.005	-
HCM Control Delay (s)	-	-	10.4	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	57	681	25	48	666	108	11	5	61	151	8	68
Future Volume (vph)	57	681	25	48	666	108	11	5	61	151	8	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	12	11	12	12
Storage Length (ft)	80		0	300		0	0		0	140		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	86			60			25			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992			0.976			0.862			0.875	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3507	0	1308	3426	0	1745	1191	0	1711	1649	0
Flt Permitted	0.950			0.950			0.695			0.409		
Satd. Flow (perm)	1805	3507	0	1308	3426	0	1276	1191	0	736	1649	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			23			92			80	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		335			466			148			640	
Travel Time (s)		5.7			7.9			3.4			14.5	
Peak Hour Factor	0.82	0.91	0.63	0.84	0.89	0.77	0.69	0.63	0.66	0.63	0.50	0.85
Heavy Vehicles (%)	0%	2%	4%	38%	3%	2%	0%	20%	34%	2%	0%	1%
Adj. Flow (vph)	70	748	40	57	748	140	16	8	92	240	16	80
Shared Lane Traffic (%)												
Lane Group Flow (vph)	70	788	0	57	888	0	16	100	0	240	96	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.00	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0		2	2		2	2	
Detector Template												
Leading Detector (ft)	83	0		83	0		83	83		83	83	
Trailing Detector (ft)	-5	0		-5	0		-5	-5		-5	-5	
Detector 1 Position(ft)	-5	0		-5	0		-5	-5		-5	-5	
Detector 1 Size(ft)	40	6		40	6		40	40		40	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		43	43	
Detector 2 Size(ft)	40			40			40	40		40	40	
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0	0.0		0.0	0.0	
Turn Type	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	NA	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases							4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	10.0		8.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	16.0		14.0	16.0		10.0	10.0		10.0	10.0	
Total Split (s)	20.0	40.0		20.0	40.0		20.0	25.0		15.0	20.0	
Total Split (%)	20.0%	40.0%		20.0%	40.0%		20.0%	25.0%		15.0%	20.0%	
Maximum Green (s)	14.0	34.0		14.0	34.0		15.0	20.0		10.0	15.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes											
Vehicle Extension (s)	2.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	8.4	51.9		10.3	53.2		11.6	7.1		23.4	19.2	
Actuated g/C Ratio	0.08	0.52		0.10	0.53		0.12	0.07		0.23	0.19	
v/c Ratio	0.46	0.43		0.43	0.48		0.09	0.59		0.79	0.25	
Control Delay	52.9	18.5		51.1	18.0		28.4	25.5		53.0	12.9	
Queue Delay	0.0	0.0		0.0	0.3		0.0	0.0		0.0	0.0	
Total Delay	52.9	18.5		51.1	18.3		28.4	25.5		53.0	12.9	
LOS	D	B		D	B		C	C		D	B	
Approach Delay		21.3			20.2			25.9			41.6	
Approach LOS		C			C			C			D	
Queue Length 50th (ft)	43	173		35	194		8	5		131	8	
Queue Length 95th (ft)	77	252		67	272		18	19		134	9	
Internal Link Dist (ft)		255			386			68			560	
Turn Bay Length (ft)	80			300						140		
Base Capacity (vph)	252	1821		183	1832		339	311		304	394	
Starvation Cap Reductn	0	0		0	377		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.28	0.43		0.31	0.61		0.05	0.32		0.79	0.24	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:NWT and 6:SET, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 24.1		Intersection LOS: C	
Intersection Capacity Utilization 55.5%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 1: Pilot Travel Center Driveway/Lakeside Road & NYS Route 17K

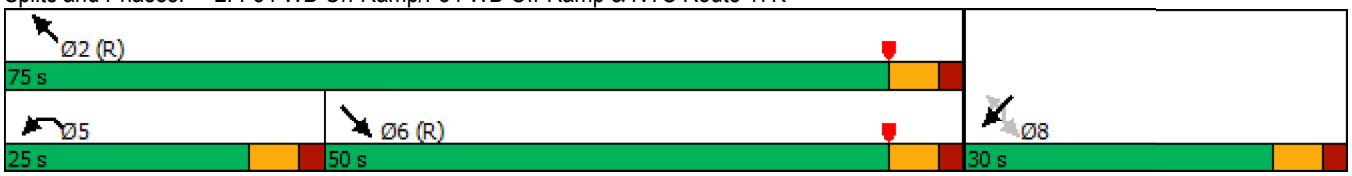


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	771	113	94	517	0	0	0	0	40	4	305
Future Volume (vph)	0	771	113	94	517	0	0	0	0	40	4	305
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	12	12	12	12	12	15	15
Storage Length (ft)	0		0	150		0	0		0	0		375
Storage Lanes	0		0	1		0	0		0	0		1
Taper Length (ft)	25			60			25			300		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.976										0.850
Flt Protected				0.950							0.962	
Satd. Flow (prot)	0	3379	0	1711	3471	0	0	0	0	0	1682	1660
Flt Permitted				0.950							0.962	
Satd. Flow (perm)	0	3379	0	1711	3471	0	0	0	0	0	1682	1660
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25										333
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		466			522			646			723	
Travel Time (s)		7.9			8.9			11.0			12.3	
Peak Hour Factor	0.98	0.92	0.72	0.87	0.86	0.98	0.98	0.98	0.98	0.91	0.33	0.90
Heavy Vehicles (%)	0%	3%	11%	2%	4%	0%	0%	0%	0%	18%	25%	7%
Adj. Flow (vph)	0	838	157	108	601	0	0	0	0	44	12	339
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	995	0	108	601	0	0	0	0	0	56	339
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		2	2					1	2	2
Detector Template										Left		
Leading Detector (ft)		83		83	83					20	83	83
Trailing Detector (ft)		-5		-5	-5					0	-5	-5
Detector 1 Position(ft)		-5		-5	-5					0	-5	-5
Detector 1 Size(ft)		40		40	40					20	40	40
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		43		43	43						43	43
Detector 2 Size(ft)		40		40	40						40	40
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0	0.0						0.0	0.0
Turn Type		NA		Prot	NA					Perm	NA	Perm

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases		6		5	2						8	
Permitted Phases										8		8
Detector Phase		6		5	2					8	8	8
Switch Phase												
Minimum Initial (s)		10.0		3.0	10.0					5.0	5.0	5.0
Minimum Split (s)		50.0		9.0	75.0					11.0	11.0	11.0
Total Split (s)		50.0		25.0	75.0					30.0	30.0	30.0
Total Split (%)		47.6%		23.8%	71.4%					28.6%	28.6%	28.6%
Maximum Green (s)		44.0		19.0	69.0					24.0	24.0	24.0
Yellow Time (s)		4.0		4.0	4.0					4.0	4.0	4.0
All-Red Time (s)		2.0		2.0	2.0					2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0						0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0						6.0	6.0
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		2.0		2.0	2.0					2.0	2.0	2.0
Recall Mode		C-Max		None	C-Max					None	None	None
Act Effct Green (s)		66.9		11.1	84.0						9.0	9.0
Actuated g/C Ratio		0.64		0.11	0.80						0.09	0.09
v/c Ratio		0.46		0.60	0.22						0.39	0.76
Control Delay		11.4		61.3	3.2						51.7	17.0
Queue Delay		0.6		0.0	0.0						0.0	0.0
Total Delay		12.0		61.3	3.2						51.7	17.0
LOS		B		E	A						D	B
Approach Delay		12.0			12.0						21.9	
Approach LOS		B			B						C	
Queue Length 50th (ft)		155		79	48						37	4
Queue Length 95th (ft)		277		132	59						25	86
Internal Link Dist (ft)		386			442			566			643	
Turn Bay Length (ft)				150								375
Base Capacity (vph)		2163		309	2777						384	636
Starvation Cap Reductn		702		0	0						0	0
Spillback Cap Reductn		0		0	0						0	0
Storage Cap Reductn		0		0	0						0	0
Reduced v/c Ratio		0.68		0.35	0.22						0.15	0.53

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 10 (10%), Referenced to phase 2:NWT and 6:SET, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 13.9		Intersection LOS: B	
Intersection Capacity Utilization 51.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: I-84 WB On-Ramp/I-84 WB Off-Ramp & NYS Route 17K

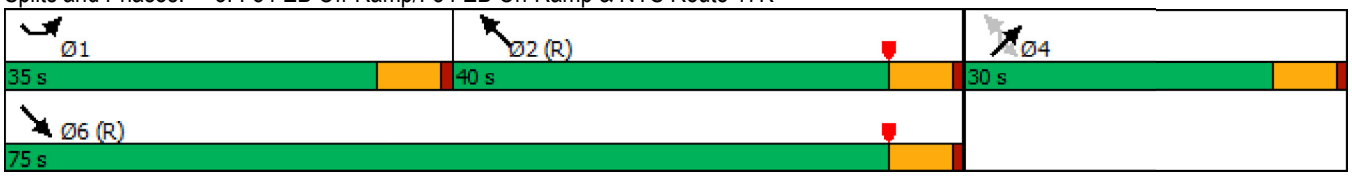


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	279	532	0	0	507	44	104	1	151	0	0	0
Future Volume (vph)	279	532	0	0	507	44	104	1	151	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	13	13	12	14	12	12	12	12
Storage Length (ft)	180		0	0		420	0		150	0		0
Storage Lanes	1		0	0		0	0		1	0		0
Taper Length (ft)	75			25			100			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.988				0.850			
Flt Protected	0.950							0.954				
Satd. Flow (prot)	1662	3505	0	0	3599	0	0	1747	1583	0	0	0
Flt Permitted	0.950							0.954				
Satd. Flow (perm)	1662	3505	0	0	3599	0	0	1747	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					9				196			
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		522			634			685			676	
Travel Time (s)		8.9			10.8			11.7			11.5	
Peak Hour Factor	0.92	0.92	0.96	0.96	0.95	0.92	0.72	0.25	0.77	0.96	0.96	0.96
Heavy Vehicles (%)	5%	3%	0%	0%	2%	7%	11%	0%	2%	0%	0%	0%
Adj. Flow (vph)	303	578	0	0	534	48	144	4	196	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	303	578	0	0	582	0	0	148	196	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.00	1.00	1.00	0.96	0.96	1.00	0.92	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2			2		1	2	2			
Detector Template							Left					
Leading Detector (ft)	83	83			83		20	83	83			
Trailing Detector (ft)	-5	-5			-5		0	-5	-5			
Detector 1 Position(ft)	-5	-5			-5		0	-5	-5			
Detector 1 Size(ft)	40	40			40		20	40	40			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 2 Position(ft)	43	43			43			43	43			
Detector 2 Size(ft)	40	40			40			40	40			
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0			0.0	0.0			
Turn Type	Prot	NA			NA		Perm	NA	Perm			

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	1	6			2			4				
Permitted Phases							4		4			
Detector Phase	1	6			2		4	4	4			
Switch Phase												
Minimum Initial (s)	5.0	10.0			10.0		5.0	5.0	5.0			
Minimum Split (s)	11.0	75.0			40.0		11.0	11.0	11.0			
Total Split (s)	35.0	75.0			40.0		30.0	30.0	30.0			
Total Split (%)	33.3%	71.4%			38.1%		28.6%	28.6%	28.6%			
Maximum Green (s)	29.0	69.0			34.0		24.0	24.0	24.0			
Yellow Time (s)	5.0	5.0			5.0		5.0	5.0	5.0			
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0	1.0			
Lost Time Adjust (s)	0.0	0.0			0.0			0.0	0.0			
Total Lost Time (s)	6.0	6.0			6.0			6.0	6.0			
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	2.0	2.0			2.0		2.0	2.0	2.0			
Recall Mode	None	C-Max			C-Max		None	None	None			
Act Effct Green (s)	23.4	79.6			50.2			13.4	13.4			
Actuated g/C Ratio	0.22	0.76			0.48			0.13	0.13			
v/c Ratio	0.82	0.22			0.34			0.67	0.53			
Control Delay	72.8	3.5			17.1			57.6	11.1			
Queue Delay	0.0	0.0			0.0			0.0	0.0			
Total Delay	72.8	3.5			17.1			57.6	11.1			
LOS	E	A			B			E	B			
Approach Delay		27.3			17.1			31.1				
Approach LOS		C			B			C				
Queue Length 50th (ft)	221	38			111			96	0			
Queue Length 95th (ft)	309	57			161			38	34			
Internal Link Dist (ft)		442			554			605			596	
Turn Bay Length (ft)	180								150			
Base Capacity (vph)	466	2657			1724			399	513			
Starvation Cap Reductn	0	0			0			0	0			
Spillback Cap Reductn	0	0			0			0	0			
Storage Cap Reductn	0	0			0			0	0			
Reduced v/c Ratio	0.65	0.22			0.34			0.37	0.38			

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 2:NWT and 6:SET, Start of Yellow, Master Intersection			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 24.7		Intersection LOS: C	
Intersection Capacity Utilization 51.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: I-84 EB Off-Ramp/I-84 EB On-Ramp & NYS Route 17K

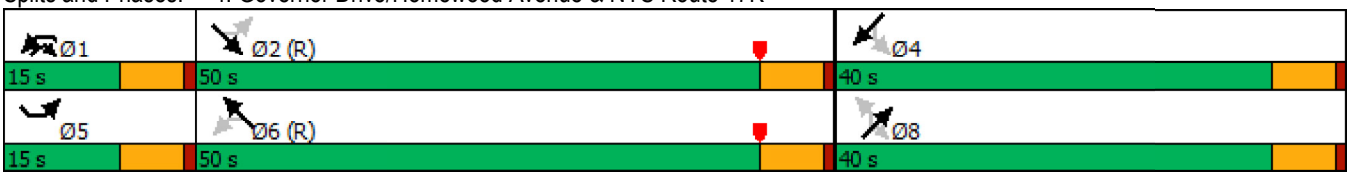


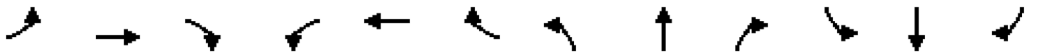
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	18	607	59	14	495	13	43	3	30	7	2	7
Future Volume (vph)	18	607	59	14	495	13	43	3	30	7	2	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	14	12	12	12	16	16	12	13	12
Storage Length (ft)	80		0	205		0	0		125	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	70			86			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.987			0.995				0.850		0.942	
Flt Protected	0.950			0.950				0.957			0.979	
Satd. Flow (prot)	1745	3474	0	1925	1855	0	0	2024	1830	0	1811	0
Flt Permitted	0.414			0.354				0.726			0.827	
Satd. Flow (perm)	760	3474	0	717	1855	0	0	1536	1830	0	1530	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			2				40		12	
Link Speed (mph)		40			40			40			30	
Link Distance (ft)		634			508			523			505	
Travel Time (s)		10.8			8.7			8.9			11.5	
Peak Hour Factor	0.64	0.90	0.92	0.88	0.93	0.65	0.57	0.38	0.75	0.58	0.50	0.58
Heavy Vehicles (%)	0%	1%	19%	0%	2%	0%	2%	0%	0%	0%	0%	0%
Adj. Flow (vph)	28	674	64	16	532	20	75	8	40	12	4	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	28	738	0	16	552	0	0	83	40	0	28	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)		14			14			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.00	1.00	0.92	1.00	1.00	1.00	0.85	0.85	1.00	0.96	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		1	2	2	1	2	
Detector Template							Left			Left		
Leading Detector (ft)	83	83		83	83		20	83	83	20	83	
Trailing Detector (ft)	-5	-5		-5	-5		0	-5	-5	0	0	
Detector 1 Position(ft)	-5	-5		-5	-5		0	-5	-5	0	0	
Detector 1 Size(ft)	40	40		40	40		20	40	40	20	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43		43	43			43	43		43	
Detector 2 Size(ft)	40	40		40	40			40	40		40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	pm+ov	Perm	NA	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	5	2		1	6			8	1		4	
Permitted Phases	2			6			8		8	4		
Detector Phase	5	2		1	6		8	8	1	4	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		5.0	5.0	3.0	5.0	5.0	
Minimum Split (s)	9.0	50.0		9.0	50.0		11.0	11.0	9.0	11.0	11.0	
Total Split (s)	15.0	50.0		15.0	50.0		40.0	40.0	15.0	40.0	40.0	
Total Split (%)	14.3%	47.6%		14.3%	47.6%		38.1%	38.1%	14.3%	38.1%	38.1%	
Maximum Green (s)	9.0	44.0		9.0	44.0		34.0	34.0	9.0	34.0	34.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0			6.0	6.0		6.0	
Lead/Lag	Lead	Lag		Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0	2.0	3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	
Act Effct Green (s)	79.9	77.0		80.7	78.9			11.0	19.3		10.8	
Actuated g/C Ratio	0.76	0.73		0.77	0.75			0.10	0.18		0.10	
v/c Ratio	0.04	0.29		0.03	0.40			0.52	0.11		0.17	
Control Delay	4.0	6.7		3.5	8.2			55.0	10.3		29.9	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	4.0	6.7		3.5	8.2			55.0	10.3		29.9	
LOS	A	A		A	A			E	B		C	
Approach Delay		6.6			8.0			40.5			29.9	
Approach LOS		A			A			D			C	
Queue Length 50th (ft)	4	90		2	152			54	0		10	
Queue Length 95th (ft)	8	78		7	258			39	18		17	
Internal Link Dist (ft)		554			428			443			425	
Turn Bay Length (ft)	80			205					125			
Base Capacity (vph)	685	2551		671	1395			497	440		503	
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.04	0.29		0.02	0.40			0.17	0.09		0.06	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 35 (33%), Referenced to phase 2:SETL and 6:NWTL, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.52			
Intersection Signal Delay: 10.4		Intersection LOS: B	
Intersection Capacity Utilization 44.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 4: Governor Drive/Homewood Avenue & NYS Route 17K



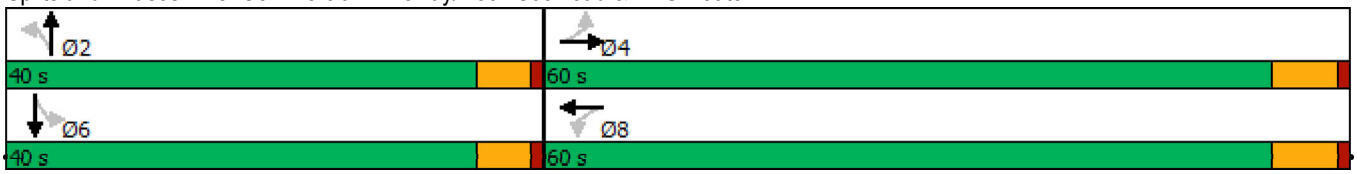


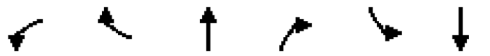
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	432	0	2	468	212	1	0	0	248	1	87
Future Volume (vph)	63	432	0	2	468	212	1	0	0	248	1	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.958						0.965	
Flt Protected		0.994						0.950			0.964	
Satd. Flow (prot)	0	1881	0	0	1773	0	0	1805	0	0	1684	0
Flt Permitted		0.851			0.999			0.646			0.783	
Satd. Flow (perm)	0	1611	0	0	1771	0	0	1227	0	0	1368	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					35						19	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		475			749			177			732	
Travel Time (s)		8.1			12.8			4.0			16.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	0%	0%	0%	3%	2%	0%	0%	0%	2%	0%	0%
Adj. Flow (vph)	66	455	0	2	493	223	1	0	0	261	1	92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	521	0	0	718	0	0	1	0	0	354	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		1	0		1	0		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	0		20	0		20	0		20	83	
Trailing Detector (ft)	0	0		0	0		0	0		0	-5	
Detector 1 Position(ft)	0	0		0	0		0	-5		0	-5	
Detector 1 Size(ft)	20	6		20	6		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	
Detector 2 Size(ft)											40	
Detector 2 Type											Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)											0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	60.0	60.0		60.0	60.0		10.0	10.0		10.0	10.0	
Total Split (s)	60.0	60.0		60.0	60.0		40.0	40.0		40.0	40.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Maximum Green (s)	54.0	54.0		54.0	54.0		35.0	35.0		35.0	35.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		2.0	2.0		3.0	3.0		2.0	2.0	
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Act Effct Green (s)		54.3			54.3			26.1			26.1	
Actuated g/C Ratio		0.59			0.59			0.29			0.29	
v/c Ratio		0.54			0.67			0.00			0.88	
Control Delay		15.3			17.4			22.0			52.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		15.3			17.4			22.0			52.1	
LOS		B			B			C			D	
Approach Delay		15.3			17.4			22.0			52.1	
Approach LOS		B			B			C			D	
Queue Length 50th (ft)		171			253			0			184	
Queue Length 95th (ft)		320			469			4			296	
Internal Link Dist (ft)		395			669			97			652	
Turn Bay Length (ft)												
Base Capacity (vph)		956			1065			472			538	
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		0.54			0.67			0.00			0.66	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 91.5			
Natural Cycle: 90			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 24.4		Intersection LOS: C	
Intersection Capacity Utilization 95.4%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 5: Commercial Driveway/Rock Cut Road & NYS Route 17K





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	60	5	63	49	5	72
Future Volume (vph)	60	5	63	49	5	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	12	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990		0.941			
Flt Protected	0.956					0.997
Satd. Flow (prot)	1765	0	1709	0	0	1814
Flt Permitted	0.956					0.997
Satd. Flow (perm)	1765	0	1709	0	0	1814
Link Speed (mph)	30		30			30
Link Distance (ft)	594		1013			419
Travel Time (s)	13.5		23.0			9.5
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	0%	2%	0%	0%	1%
Adj. Flow (vph)	66	5	69	54	5	79
Shared Lane Traffic (%)						
Lane Group Flow (vph)	71	0	123	0	0	84
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	18.2%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	2.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	60	5	63	49	5	72
Future Vol, veh/h	60	5	63	49	5	72
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	91	91	91	91	91	91
Heavy Vehicles, %	2	0	2	0	0	1
Mvmt Flow	66	5	69	54	5	79

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	185	96	0	0	123	0
Stage 1	96	-	-	-	-	-
Stage 2	89	-	-	-	-	-
Critical Hdwy	6.42	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	804	966	-	-	1477	-
Stage 1	928	-	-	-	-	-
Stage 2	934	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	801	966	-	-	1477	-
Mov Cap-2 Maneuver	801	-	-	-	-	-
Stage 1	928	-	-	-	-	-
Stage 2	930	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.9	0	0.5
HCM LOS	A		

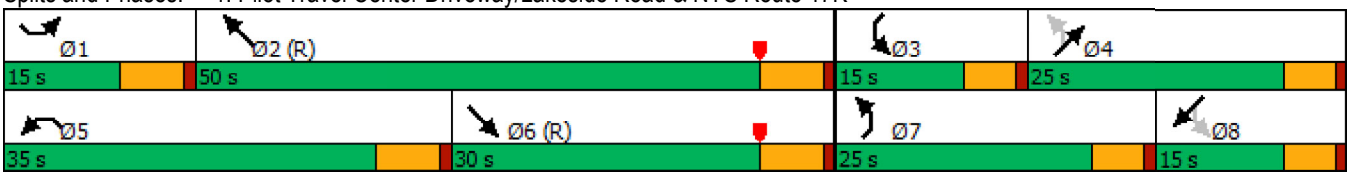
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	812	1477	-
HCM Lane V/C Ratio	-	-	0.088	0.004	-
HCM Control Delay (s)	-	-	9.9	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	21	752	15	77	456	58	5	0	82	131	2	42
Future Volume (vph)	21	752	15	77	456	58	5	0	82	131	2	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	12	11	12	12
Storage Length (ft)	80		0	300		0	0		0	140		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	86			60			25			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996			0.980			0.850			0.861	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1517	3295	0	1008	3189	0	1091	913	0	1745	1473	0
Flt Permitted	0.950			0.950			0.722			0.398		
Satd. Flow (perm)	1517	3295	0	1008	3189	0	829	913	0	731	1473	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			20			400			49	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		335			466			148			640	
Travel Time (s)		5.7			7.9			3.4			14.5	
Peak Hour Factor	0.75	0.91	0.63	0.65	0.86	0.71	0.63	0.90	0.77	0.67	0.50	0.85
Heavy Vehicles (%)	19%	9%	13%	79%	12%	4%	60%	0%	71%	0%	0%	12%
Adj. Flow (vph)	28	826	24	118	530	82	8	0	106	196	4	49
Shared Lane Traffic (%)												
Lane Group Flow (vph)	28	850	0	118	612	0	8	106	0	196	53	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.00	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0		2	2		2	2	
Detector Template												
Leading Detector (ft)	83	0		83	0		83	83		83	83	
Trailing Detector (ft)	-5	0		-5	0		-5	-5		-5	-5	
Detector 1 Position(ft)	-5	0		-5	0		-5	-5		-5	-5	
Detector 1 Size(ft)	40	6		40	6		40	40		40	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		43	43	
Detector 2 Size(ft)	40			40			40	40		40	40	
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0	0.0		0.0	0.0	
Turn Type	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	NA	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases							4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	10.0		8.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	30.0		14.0	50.0		10.0	10.0		10.0	10.0	
Total Split (s)	15.0	30.0		35.0	50.0		25.0	25.0		15.0	15.0	
Total Split (%)	14.3%	28.6%		33.3%	47.6%		23.8%	23.8%		14.3%	14.3%	
Maximum Green (s)	9.0	24.0		29.0	44.0		20.0	20.0		10.0	10.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes											
Vehicle Extension (s)	2.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	6.7	50.3		17.7	65.7		10.7	5.1		19.7	17.7	
Actuated g/C Ratio	0.06	0.48		0.17	0.63		0.10	0.05		0.19	0.17	
v/c Ratio	0.29	0.54		0.70	0.31		0.08	0.25		0.84	0.18	
Control Delay	53.8	22.0		66.0	7.3		36.8	1.4		70.5	15.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	53.8	22.0		66.0	7.3		36.8	1.4		70.5	15.5	
LOS	D	C		E	A		D	A		E	B	
Approach Delay		23.0			16.8			3.9			58.8	
Approach LOS		C			B			A			E	
Queue Length 50th (ft)	18	203		79	62		4	0		121	2	
Queue Length 95th (ft)	38	309		87	103		12	0		138	8	
Internal Link Dist (ft)		255			386			68			560	
Turn Bay Length (ft)	80			300						140		
Base Capacity (vph)	130	1580		278	2003		208	497		233	291	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	27		0	0		0	3		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.22	0.55		0.42	0.31		0.04	0.21		0.84	0.18	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 2:NWT and 6:SET, Start of Yellow			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 24.1		Intersection LOS: C	
Intersection Capacity Utilization 56.0%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 1: Pilot Travel Center Driveway/Lakeside Road & NYS Route 17K

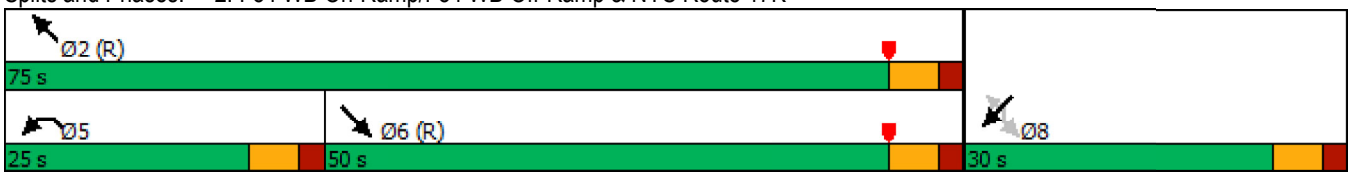


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	801	163	61	334	0	0	0	0	166	0	258
Future Volume (vph)	0	801	163	61	334	0	0	0	0	166	0	258
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	12	12	12	12	12	15	15
Storage Length (ft)	0		0	150		0	0		0	0		375
Storage Lanes	0		0	1		0	0		0	0		1
Taper Length (ft)	25			60			25			300		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.971										0.850
Flt Protected				0.950							0.950	
Satd. Flow (prot)	0	3097	0	1558	2935	0	0	0	0	0	1742	1531
Flt Permitted				0.950							0.950	
Satd. Flow (perm)	0	3097	0	1558	2935	0	0	0	0	0	1742	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		34										315
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		466			522			646			723	
Travel Time (s)		7.9			8.9			11.0			12.3	
Peak Hour Factor	0.90	0.98	0.84	0.75	0.90	0.90	0.90	0.90	0.90	0.72	0.90	0.82
Heavy Vehicles (%)	0%	13%	14%	12%	23%	0%	0%	0%	0%	14%	0%	16%
Adj. Flow (vph)	0	817	194	81	371	0	0	0	0	231	0	315
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1011	0	81	371	0	0	0	0	0	231	315
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		2	2					1	2	2
Detector Template										Left		
Leading Detector (ft)		83		83	83					20	83	83
Trailing Detector (ft)		-5		-5	-5					0	-5	-5
Detector 1 Position(ft)		-5		-5	-5					0	-5	-5
Detector 1 Size(ft)		40		40	40					20	40	40
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		43		43	43						43	43
Detector 2 Size(ft)		40		40	40						40	40
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0	0.0						0.0	0.0
Turn Type		NA		Prot	NA					Perm	NA	Perm

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases		6		5	2						8	
Permitted Phases										8		8
Detector Phase		6		5	2					8	8	8
Switch Phase												
Minimum Initial (s)		10.0		3.0	10.0					5.0	5.0	5.0
Minimum Split (s)		50.0		9.0	75.0					11.0	11.0	11.0
Total Split (s)		50.0		25.0	75.0					30.0	30.0	30.0
Total Split (%)		47.6%		23.8%	71.4%					28.6%	28.6%	28.6%
Maximum Green (s)		44.0		19.0	69.0					24.0	24.0	24.0
Yellow Time (s)		4.0		4.0	4.0					4.0	4.0	4.0
All-Red Time (s)		2.0		2.0	2.0					2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0						0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0						6.0	6.0
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		2.0		2.0	2.0					2.0	2.0	2.0
Recall Mode		C-Max		None	C-Max					None	None	None
Act Effct Green (s)		61.3		9.9	74.9						18.1	18.1
Actuated g/C Ratio		0.58		0.09	0.71						0.17	0.17
v/c Ratio		0.56		0.55	0.18						0.77	0.60
Control Delay		9.5		62.0	7.9						58.1	9.2
Queue Delay		0.1		0.0	0.0						0.0	0.0
Total Delay		9.5		62.0	7.9						58.1	9.2
LOS		A		E	A						E	A
Approach Delay		9.5			17.6						29.9	
Approach LOS		A			B						C	
Queue Length 50th (ft)		78		58	48						149	0
Queue Length 95th (ft)		96		91	64						219	46
Internal Link Dist (ft)		386			442			566			643	
Turn Bay Length (ft)				150								375
Base Capacity (vph)		1821		281	2094						398	592
Starvation Cap Reductn		70		0	0						0	0
Spillback Cap Reductn		0		0	0						0	0
Storage Cap Reductn		0		0	0						0	0
Reduced v/c Ratio		0.58		0.29	0.18						0.58	0.53

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 10 (10%), Referenced to phase 2:NWT and 6:SET, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 16.9		Intersection LOS: B	
Intersection Capacity Utilization 54.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: I-84 WB On-Ramp/I-84 WB Off-Ramp & NYS Route 17K

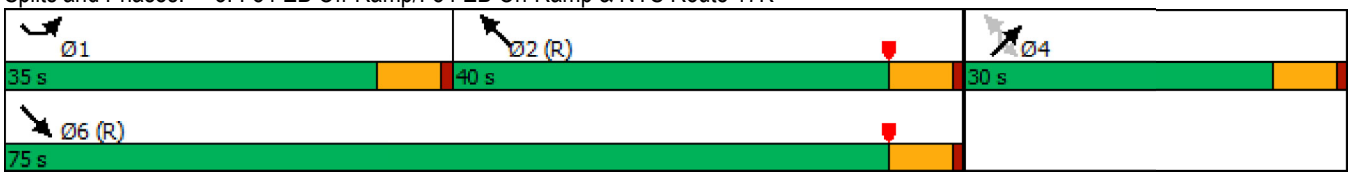


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	368	605	0	0	292	96	105	0	251	0	0	0
Future Volume (vph)	368	605	0	0	292	96	105	0	251	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	13	13	12	14	12	12	12	12
Storage Length (ft)	180		0	0		420	0		150	0		0
Storage Lanes	1		0	0		0	0		1	0		0
Taper Length (ft)	75			25			100			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.944				0.850			
Flt Protected	0.950							0.950				
Satd. Flow (prot)	1442	3374	0	0	2809	0	0	1504	1538	0	0	0
Flt Permitted	0.950							0.950				
Satd. Flow (perm)	1442	3374	0	0	2809	0	0	1504	1538	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					124				284			
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		522			634			685			676	
Travel Time (s)		8.9			10.8			11.7			11.5	
Peak Hour Factor	0.93	0.89	0.93	0.93	0.89	0.49	0.78	0.93	0.83	0.93	0.93	0.93
Heavy Vehicles (%)	21%	7%	0%	0%	19%	36%	28%	0%	5%	0%	0%	0%
Adj. Flow (vph)	396	680	0	0	328	196	135	0	302	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	396	680	0	0	524	0	0	135	302	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.00	1.00	1.00	0.96	0.96	1.00	0.92	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2			2		1	2	2			
Detector Template							Left					
Leading Detector (ft)	83	83			83		20	83	83			
Trailing Detector (ft)	-5	-5			-5		0	-5	-5			
Detector 1 Position(ft)	-5	-5			-5		0	-5	-5			
Detector 1 Size(ft)	40	40			40		20	40	40			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 2 Position(ft)	43	43			43			43	43			
Detector 2 Size(ft)	40	40			40			40	40			
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0			0.0	0.0			
Turn Type	Prot	NA			NA		Perm	NA	Perm			

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	1	6			2			4				
Permitted Phases							4		4			
Detector Phase	1	6			2		4	4	4			
Switch Phase												
Minimum Initial (s)	5.0	10.0			10.0		5.0	5.0	5.0			
Minimum Split (s)	11.0	75.0			40.0		11.0	11.0	11.0			
Total Split (s)	35.0	75.0			40.0		30.0	30.0	30.0			
Total Split (%)	33.3%	71.4%			38.1%		28.6%	28.6%	28.6%			
Maximum Green (s)	29.0	69.0			34.0		24.0	24.0	24.0			
Yellow Time (s)	5.0	5.0			5.0		5.0	5.0	5.0			
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0	1.0			
Lost Time Adjust (s)	0.0	0.0			0.0			0.0	0.0			
Total Lost Time (s)	6.0	6.0			6.0			6.0	6.0			
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	2.0	2.0			2.0		2.0	2.0	2.0			
Recall Mode	None	C-Max			C-Max		None	None	None			
Act Effct Green (s)	34.8	79.1			38.3			13.9	13.9			
Actuated g/C Ratio	0.33	0.75			0.36			0.13	0.13			
v/c Ratio	0.83	0.27			0.48			0.68	0.67			
Control Delay	59.2	3.7			25.2			59.6	14.0			
Queue Delay	0.0	0.0			0.0			0.0	0.0			
Total Delay	59.2	3.7			25.2			59.6	14.0			
LOS	E	A			C			E	B			
Approach Delay		24.1			25.2			28.1				
Approach LOS		C			C			C				
Queue Length 50th (ft)	287	28			122			88	11			
Queue Length 95th (ft)	#442	103			220			143	62			
Internal Link Dist (ft)		442			554			605			596	
Turn Bay Length (ft)	180								150			
Base Capacity (vph)	478	2541			1102			343	570			
Starvation Cap Reductn	0	0			0			0	0			
Spillback Cap Reductn	0	0			0			0	0			
Storage Cap Reductn	0	0			0			0	0			
Reduced v/c Ratio	0.83	0.27			0.48			0.39	0.53			

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 2:NWT and 6:SET, Start of Yellow, Master Intersection			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 25.2		Intersection LOS: C	
Intersection Capacity Utilization 54.9%		ICU Level of Service A	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 3: I-84 EB Off-Ramp/I-84 EB On-Ramp & NYS Route 17K

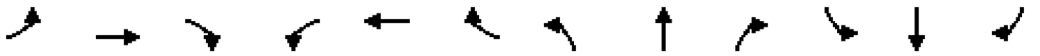


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	21	685	149	48	280	2	106	6	51	8	7	3
Future Volume (vph)	21	685	149	48	280	2	106	6	51	8	7	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	14	12	12	12	16	16	12	13	12
Storage Length (ft)	80		0	205		0	0		125	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	70			86			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.964			0.996				0.850		0.973	
Flt Protected	0.950			0.950				0.954			0.980	
Satd. Flow (prot)	1479	3246	0	1851	1694	0	0	1426	1727	0	1756	0
Flt Permitted	0.550			0.197				0.704			0.854	
Satd. Flow (perm)	856	3246	0	384	1694	0	0	1053	1727	0	1530	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		50			1				65		8	
Link Speed (mph)		40			40			40			30	
Link Distance (ft)		634			508			523			505	
Travel Time (s)		10.8			8.7			8.9			11.5	
Peak Hour Factor	0.71	0.92	0.63	0.47	0.89	0.25	0.48	0.75	0.78	0.50	0.44	0.38
Heavy Vehicles (%)	18%	6%	11%	4%	12%	0%	45%	17%	6%	0%	0%	33%
Adj. Flow (vph)	30	745	237	102	315	8	221	8	65	16	16	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	30	982	0	102	323	0	0	229	65	0	40	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		14			14			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.00	1.00	0.92	1.00	1.00	1.00	0.85	0.85	1.00	0.96	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		1	2	2	1	2	
Detector Template							Left			Left		
Leading Detector (ft)	83	83		83	83		20	83	83	20	83	
Trailing Detector (ft)	-5	-5		-5	-5		0	-5	-5	0	0	
Detector 1 Position(ft)	-5	-5		-5	-5		0	-5	-5	0	0	
Detector 1 Size(ft)	40	40		40	40		20	40	40	20	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43		43	43			43	43		43	
Detector 2 Size(ft)	40	40		40	40			40	40		40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	pm+ov	Perm	NA	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	5	2		1	6			8	1		4	
Permitted Phases	2			6			8		8	4		
Detector Phase	5	2		1	6		8	8	1	4	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		5.0	5.0	3.0	5.0	5.0	
Minimum Split (s)	9.0	50.0		9.0	50.0		11.0	11.0	9.0	11.0	11.0	
Total Split (s)	15.0	50.0		15.0	50.0		40.0	40.0	15.0	40.0	40.0	
Total Split (%)	14.3%	47.6%		14.3%	47.6%		38.1%	38.1%	14.3%	38.1%	38.1%	
Maximum Green (s)	9.0	44.0		9.0	44.0		34.0	34.0	9.0	34.0	34.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0			6.0	6.0		6.0	
Lead/Lag	Lead	Lag		Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0	2.0	3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	
Act Effct Green (s)	58.5	52.9		63.4	58.6			27.1	40.1		27.1	
Actuated g/C Ratio	0.56	0.50		0.60	0.56			0.26	0.38		0.26	
v/c Ratio	0.06	0.59		0.31	0.34			0.85	0.09		0.10	
Control Delay	12.1	24.6		11.8	16.8			62.5	4.5		22.9	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	12.1	24.6		11.8	16.8			62.5	4.5		22.9	
LOS	B	C		B	B			E	A		C	
Approach Delay		24.2			15.6			49.7			22.9	
Approach LOS		C			B			D			C	
Queue Length 50th (ft)	7	314		26	126			144	0		16	
Queue Length 95th (ft)	m17	370		28	218			173	17		17	
Internal Link Dist (ft)		554			428			443			425	
Turn Bay Length (ft)	80			205					125			
Base Capacity (vph)	558	1660		360	946			340	731		500	
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.05	0.59		0.28	0.34			0.67	0.09		0.08	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 35 (33%), Referenced to phase 2:SETL and 6:NWTL, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay: 26.4		Intersection LOS: C	
Intersection Capacity Utilization 53.7%		ICU Level of Service A	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 4: Governor Drive/Homewood Avenue & NYS Route 17K



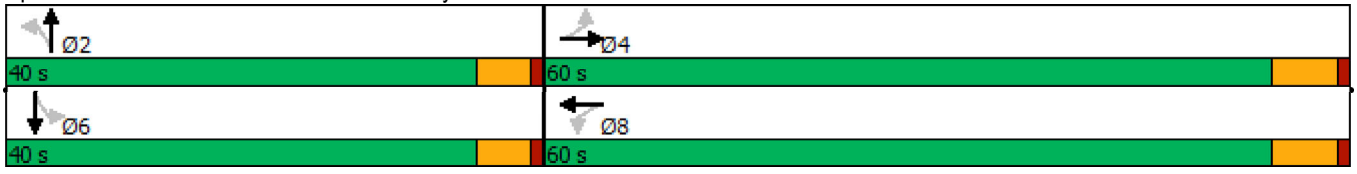
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	457	2	5	320	108	2	0	2	330	1	84
Future Volume (vph)	57	457	2	5	320	108	2	0	2	330	1	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.966			0.932			0.973	
Flt Protected		0.995			0.999			0.976			0.962	
Satd. Flow (prot)	0	1707	0	0	1639	0	0	1728	0	0	1631	0
Flt Permitted		0.906			0.995			0.898			0.767	
Satd. Flow (perm)	0	1554	0	0	1632	0	0	1590	0	0	1300	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					26			33			14	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		475			749			177			732	
Travel Time (s)		8.1			12.8			4.0			16.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	9%	11%	0%	0%	12%	12%	0%	0%	0%	4%	0%	11%
Adj. Flow (vph)	60	481	2	5	337	114	2	0	2	347	1	88
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	543	0	0	456	0	0	4	0	0	436	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		1	0		1	0		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	0		20	0		20	0		20	83	
Trailing Detector (ft)	0	0		0	0		0	0		0	-5	
Detector 1 Position(ft)	0	0		0	0		0	-5		0	-5	
Detector 1 Size(ft)	20	6		20	6		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	
Detector 2 Size(ft)											40	
Detector 2 Type											Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)											0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	60.0	60.0		60.0	60.0		10.0	10.0		10.0	10.0	
Total Split (s)	60.0	60.0		60.0	60.0		40.0	40.0		40.0	40.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Maximum Green (s)	54.0	54.0		54.0	54.0		35.0	35.0		35.0	35.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		2.0	2.0		3.0	3.0		2.0	2.0	
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Act Effct Green (s)		54.0			54.0			33.7			33.7	
Actuated g/C Ratio		0.55			0.55			0.34			0.34	
v/c Ratio		0.64			0.50			0.01			0.96	
Control Delay		20.2			15.8			0.0			66.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		20.2			15.8			0.0			66.4	
LOS		C			B			A			E	
Approach Delay		20.2			15.8						66.4	
Approach LOS		C			B						E	
Queue Length 50th (ft)		232			164			0			259	
Queue Length 95th (ft)		351			250			0			#458	
Internal Link Dist (ft)		395			669			97			652	
Turn Bay Length (ft)												
Base Capacity (vph)		850			905			584			470	
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		0.64			0.50			0.01			0.93	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 98.7			
Natural Cycle: 90			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.96			
Intersection Signal Delay: 32.8		Intersection LOS: C	
Intersection Capacity Utilization 95.3%		ICU Level of Service F	
Analysis Period (min) 15			

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

Splits and Phases: 5: Commercial Driveway/Rock Cut Road & NYS Route 17K



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	75	3	27	45	9	72
Future Volume (vph)	75	3	27	45	9	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	12	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.994		0.915			
Flt Protected	0.954					0.995
Satd. Flow (prot)	1690	0	1568	0	0	1659
Flt Permitted	0.954					0.995
Satd. Flow (perm)	1690	0	1568	0	0	1659
Link Speed (mph)	30		30			30
Link Distance (ft)	594		1013			419
Travel Time (s)	13.5		23.0			9.5
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	4%	67%	4%	9%	44%	6%
Adj. Flow (vph)	93	4	33	56	11	89
Shared Lane Traffic (%)						
Lane Group Flow (vph)	97	0	89	0	0	100
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	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	22.0%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	3.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	75	3	27	45	9	72
Future Vol, veh/h	75	3	27	45	9	72
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	81	81	81	81	81	81
Heavy Vehicles, %	4	67	4	9	44	6
Mvmt Flow	93	4	33	56	11	89

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	172	61	0	0	89	0
Stage 1	61	-	-	-	-	-
Stage 2	111	-	-	-	-	-
Critical Hdwy	6.44	6.87	-	-	4.54	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.903	-	-	2.596	-
Pot Cap-1 Maneuver	813	848	-	-	1280	-
Stage 1	957	-	-	-	-	-
Stage 2	909	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	806	848	-	-	1280	-
Mov Cap-2 Maneuver	806	-	-	-	-	-
Stage 1	957	-	-	-	-	-
Stage 2	901	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.1	0	0.9
HCM LOS	B		

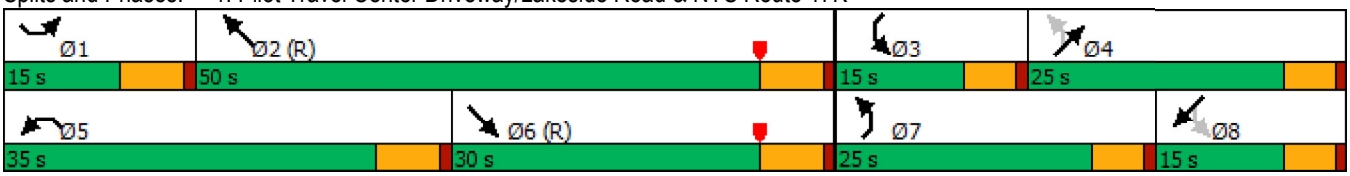
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	808	1280	-
HCM Lane V/C Ratio	-	-	0.119	0.009	-
HCM Control Delay (s)	-	-	10.1	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0	-

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	45	650	30	80	880	180	19	1	82	104	4	37
Future Volume (vph)	45	650	30	80	880	180	19	1	82	104	4	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	12	11	12	12
Storage Length (ft)	80		0	300		0	0		0	140		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	86			60			25			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.994			0.975			0.856			0.871	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3446	0	1128	3390	0	1662	1137	0	1678	1574	0
Flt Permitted	0.950			0.950			0.720			0.383		
Satd. Flow (perm)	1770	3446	0	1128	3390	0	1259	1137	0	676	1574	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			27			90			49	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		335			466			148			640	
Travel Time (s)		5.7			7.9			3.4			14.5	
Peak Hour Factor	0.79	0.88	0.91	0.80	0.92	0.94	0.59	0.25	0.91	0.71	0.50	0.75
Heavy Vehicles (%)	2%	4%	7%	60%	4%	3%	5%	0%	40%	4%	0%	6%
Adj. Flow (vph)	57	739	33	100	957	191	32	4	90	146	8	49
Shared Lane Traffic (%)												
Lane Group Flow (vph)	57	772	0	100	1148	0	32	94	0	146	57	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.00	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0		2	2		2	2	
Detector Template												
Leading Detector (ft)	83	0		83	0		83	83		83	83	
Trailing Detector (ft)	-5	0		-5	0		-5	-5		-5	-5	
Detector 1 Position(ft)	-5	0		-5	0		-5	-5		-5	-5	
Detector 1 Size(ft)	40	6		40	6		40	40		40	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		43	43	
Detector 2 Size(ft)	40			40			40	40		40	40	
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0	0.0		0.0	0.0	
Turn Type	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	NA	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases							4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	10.0		8.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	30.0		14.0	50.0		10.0	10.0		10.0	10.0	
Total Split (s)	15.0	30.0		35.0	50.0		25.0	25.0		15.0	15.0	
Total Split (%)	14.3%	28.6%		33.3%	47.6%		23.8%	23.8%		14.3%	14.3%	
Maximum Green (s)	9.0	24.0		29.0	44.0		20.0	20.0		10.0	10.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes											
Vehicle Extension (s)	2.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	8.0	56.4		14.8	62.6		12.4	7.0		18.3	12.3	
Actuated g/C Ratio	0.08	0.54		0.14	0.60		0.12	0.07		0.17	0.12	
v/c Ratio	0.43	0.42		0.63	0.56		0.19	0.59		0.70	0.25	
Control Delay	55.3	18.7		53.9	16.0		35.0	26.1		54.6	18.0	
Queue Delay	0.0	0.0		0.0	0.2		0.0	0.0		0.0	0.0	
Total Delay	55.3	18.7		53.9	16.2		35.0	26.1		54.6	18.0	
LOS	E	B		D	B		C	C		D	B	
Approach Delay		21.2			19.3			28.3			44.3	
Approach LOS		C			B			C			D	
Queue Length 50th (ft)	37	165		63	193		18	3		88	5	
Queue Length 95th (ft)	67	271		m82	m346		26	0		104	10	
Internal Link Dist (ft)		255			386			68			560	
Turn Bay Length (ft)	80			300						140		
Base Capacity (vph)	159	1854		311	2033		340	289		215	237	
Starvation Cap Reductn	0	0		0	246		0	0		0	0	
Spillback Cap Reductn	0	67		0	0		0	1		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.36	0.43		0.32	0.64		0.09	0.33		0.68	0.24	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 2:NWT and 6:SET, Start of Yellow			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 22.5		Intersection LOS: C	
Intersection Capacity Utilization 60.8%		ICU Level of Service B	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 1: Pilot Travel Center Driveway/Lakeside Road & NYS Route 17K



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	678	163	211	720	0	0	0	0	112	7	432
Future Volume (vph)	0	678	163	211	720	0	0	0	0	112	7	432
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	12	12	12	12	12	15	15
Storage Length (ft)	0		0	150		0	0		0	0		375
Storage Lanes	0		0	1		0	0		0	0		1
Taper Length (ft)	25			60			25			300		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.971										0.850
Flt Protected				0.950							0.957	
Satd. Flow (prot)	0	3247	0	1662	3438	0	0	0	0	0	1546	1572
Flt Permitted				0.950							0.957	
Satd. Flow (perm)	0	3247	0	1662	3438	0	0	0	0	0	1546	1572
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		35										*281
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		466			522			646			723	
Travel Time (s)		7.9			8.9			11.0			12.3	
Peak Hour Factor	0.92	0.85	0.84	0.95	0.89	0.92	0.92	0.92	0.92	0.86	0.44	0.88
Heavy Vehicles (%)	0%	6%	16%	5%	5%	0%	0%	0%	0%	26%	57%	13%
Adj. Flow (vph)	0	798	194	222	809	0	0	0	0	130	16	491
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	992	0	222	809	0	0	0	0	0	146	491
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		2	2					1	2	2
Detector Template										Left		
Leading Detector (ft)		83		83	83					20	83	83
Trailing Detector (ft)		-5		-5	-5					0	-5	-5
Detector 1 Position(ft)		-5		-5	-5					0	-5	-5
Detector 1 Size(ft)		40		40	40					20	40	40
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		43		43	43						43	43
Detector 2 Size(ft)		40		40	40						40	40
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0	0.0						0.0	0.0
Turn Type		NA		Prot	NA					Perm	NA	Perm

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases		6		5	2						8	
Permitted Phases										8		8
Detector Phase		6		5	2					8	8	8
Switch Phase												
Minimum Initial (s)		10.0		3.0	10.0					5.0	5.0	5.0
Minimum Split (s)		50.0		9.0	75.0					11.0	11.0	11.0
Total Split (s)		50.0		25.0	75.0					30.0	30.0	30.0
Total Split (%)		47.6%		23.8%	71.4%					28.6%	28.6%	28.6%
Maximum Green (s)		44.0		19.0	69.0					24.0	24.0	24.0
Yellow Time (s)		4.0		4.0	4.0					4.0	4.0	4.0
All-Red Time (s)		2.0		2.0	2.0					2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0						0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0						6.0	6.0
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		2.0		2.0	2.0					2.0	2.0	2.0
Recall Mode		C-Max		None	C-Max					None	None	None
Act Effct Green (s)		50.3		16.9	73.3						19.7	19.7
Actuated g/C Ratio		0.48		0.16	0.70						0.19	0.19
v/c Ratio		0.63		0.82	0.33						0.50	0.93
Control Delay (s/veh)		17.5		78.1	5.1						43.2	44.4
Queue Delay		0.1		0.0	0.0						0.0	0.0
Total Delay (s/veh)		17.6		78.1	5.1						43.2	44.4
LOS		B		E	A						D	D
Approach Delay (s/veh)		17.7			20.9						44.2	
Approach LOS		B			C						D	
Queue Length 50th (ft)		299		161	64						85	144
Queue Length 95th (ft)		89		m#242	76						65	#309
Internal Link Dist (ft)		386			442			566			643	
Turn Bay Length (ft)				150								375
Base Capacity (vph)		1574		300	2399						353	576
Starvation Cap Reductn		77		0	0						0	0
Spillback Cap Reductn		0		0	0						0	0
Storage Cap Reductn		0		0	0						0	0
Reduced v/c Ratio		0.66		0.74	0.34						0.41	0.85

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 10 (10%), Referenced to phase 2:NWT and 6:SET, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.94			
Intersection Signal Delay (s/veh): 25.3		Intersection LOS: C	
Intersection Capacity Utilization 66.8%		ICU Level of Service C	
Analysis Period (min) 15			

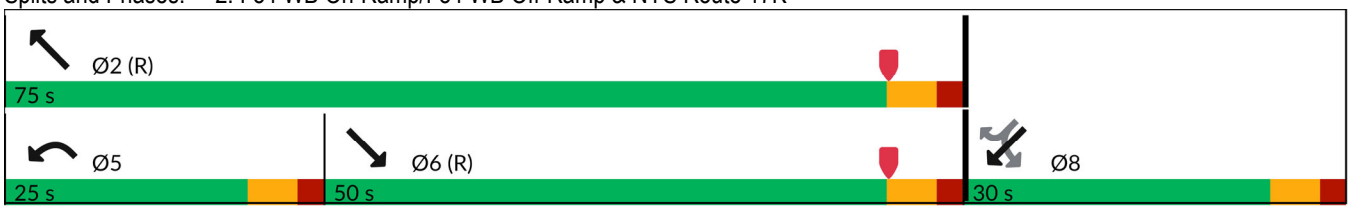
* User Entered Value

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 2: I-84 WB On-Ramp/I-84 WB Off-Ramp & NYS Route 17K

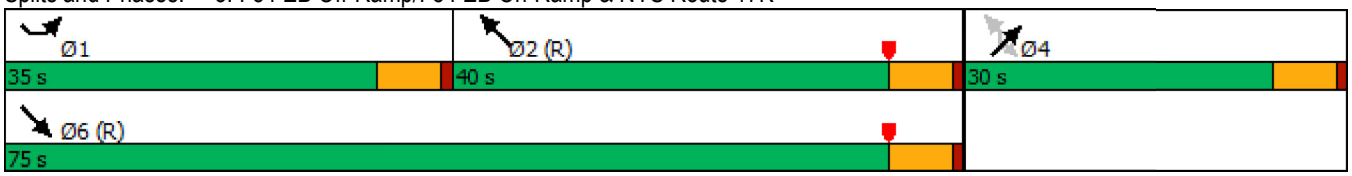


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	283	508	0	0	746	158	187	1	191	0	0	0
Future Volume (vph)	283	508	0	0	746	158	187	1	191	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	13	13	12	14	12	12	12	12
Storage Length (ft)	180		0	0		420	0		150	0		0
Storage Lanes	1		0	0		0	0		1	0		0
Taper Length (ft)	75			25			100			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.964				0.850			
Flt Protected	0.950							0.953				
Satd. Flow (prot)	1616	3343	0	0	3394	0	0	1791	1538	0	0	0
Flt Permitted	0.950							0.953				
Satd. Flow (perm)	1616	3343	0	0	3394	0	0	1791	1538	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					43				212			
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		522			634			685			676	
Travel Time (s)		8.9			10.8			11.7			11.5	
Peak Hour Factor	0.90	0.84	0.88	0.88	0.91	0.60	0.95	0.25	0.90	0.88	0.88	0.88
Heavy Vehicles (%)	8%	8%	0%	0%	4%	12%	8%	0%	5%	0%	0%	0%
Adj. Flow (vph)	314	605	0	0	820	263	197	4	212	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	314	605	0	0	1083	0	0	201	212	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.00	1.00	1.00	0.96	0.96	1.00	0.92	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2			2		1	2	2			
Detector Template							Left					
Leading Detector (ft)	83	83			83		20	83	83			
Trailing Detector (ft)	-5	-5			-5		0	-5	-5			
Detector 1 Position(ft)	-5	-5			-5		0	-5	-5			
Detector 1 Size(ft)	40	40			40		20	40	40			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 2 Position(ft)	43	43			43			43	43			
Detector 2 Size(ft)	40	40			40			40	40			
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0			0.0	0.0			
Turn Type	Prot	NA			NA		Perm	NA	Perm			

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	1	6			2			4				
Permitted Phases							4		4			
Detector Phase	1	6			2		4	4	4			
Switch Phase												
Minimum Initial (s)	5.0	10.0			10.0		5.0	5.0	5.0			
Minimum Split (s)	11.0	75.0			40.0		11.0	11.0	11.0			
Total Split (s)	35.0	75.0			40.0		30.0	30.0	30.0			
Total Split (%)	33.3%	71.4%			38.1%		28.6%	28.6%	28.6%			
Maximum Green (s)	29.0	69.0			34.0		24.0	24.0	24.0			
Yellow Time (s)	5.0	5.0			5.0		5.0	5.0	5.0			
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0	1.0			
Lost Time Adjust (s)	0.0	0.0			0.0			0.0	0.0			
Total Lost Time (s)	6.0	6.0			6.0			6.0	6.0			
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	2.0	2.0			2.0		2.0	2.0	2.0			
Recall Mode	None	C-Max			C-Max		None	None	None			
Act Effct Green (s)	24.3	76.8			46.5			16.2	16.2			
Actuated g/C Ratio	0.23	0.73			0.44			0.15	0.15			
v/c Ratio	0.84	0.25			0.71			0.73	0.51			
Control Delay	60.5	6.1			30.0			57.0	9.6			
Queue Delay	0.0	0.0			0.0			0.0	0.0			
Total Delay	60.5	6.1			30.0			57.0	9.6			
LOS	E	A			C			E	A			
Approach Delay		24.7			30.0			32.7				
Approach LOS		C			C			C				
Queue Length 50th (ft)	227	41			226			130	0			
Queue Length 95th (ft)	318	113			#495			48	60			
Internal Link Dist (ft)		442			554			605			596	
Turn Bay Length (ft)	180								150			
Base Capacity (vph)	451	2444			1527			409	515			
Starvation Cap Reductn	0	0			0			0	0			
Spillback Cap Reductn	0	0			0			0	0			
Storage Cap Reductn	0	0			0			0	0			
Reduced v/c Ratio	0.70	0.25			0.71			0.49	0.41			

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 2:NWT and 6:SET, Start of Yellow, Master Intersection			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 28.4		Intersection LOS: C	
Intersection Capacity Utilization 66.8%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 3: I-84 EB Off-Ramp/I-84 EB On-Ramp & NYS Route 17K



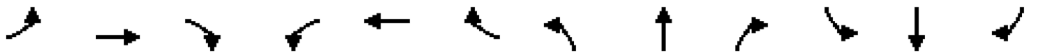
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	13	569	111	52	739	19	135	8	59	5	4	8
Future Volume (vph)	13	569	111	52	739	19	135	8	59	5	4	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	14	12	12	12	16	16	12	13	12
Storage Length (ft)	80		0	205		0	0		125	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	70			86			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.974			0.994				0.850		0.932	
Flt Protected	0.950			0.950				0.956			0.988	
Satd. Flow (prot)	1616	3278	0	1689	1811	0	0	1852	1777	0	1644	0
Flt Permitted	0.198			0.299				0.720			0.913	
Satd. Flow (perm)	337	3278	0	532	1811	0	0	1395	1777	0	1519	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28			3				65		16	
Link Speed (mph)		40			40			40			30	
Link Distance (ft)		634			508			523			505	
Travel Time (s)		10.8			8.7			8.9			11.5	
Peak Hour Factor	0.81	0.87	0.83	0.80	0.92	0.53	0.73	0.50	0.91	0.63	0.50	0.50
Heavy Vehicles (%)	8%	3%	28%	14%	4%	11%	11%	13%	3%	40%	0%	0%
Adj. Flow (vph)	16	654	134	65	803	36	185	16	65	8	8	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	16	788	0	65	839	0	0	201	65	0	32	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)		14			14			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.00	1.00	0.92	1.00	1.00	1.00	0.85	0.85	1.00	0.96	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		1	2	2	1	2	
Detector Template							Left			Left		
Leading Detector (ft)	83	83		83	83		20	83	83	20	83	
Trailing Detector (ft)	-5	-5		-5	-5		0	-5	-5	0	0	
Detector 1 Position(ft)	-5	-5		-5	-5		0	-5	-5	0	0	
Detector 1 Size(ft)	40	40		40	40		20	40	40	20	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43		43	43			43	43		43	
Detector 2 Size(ft)	40	40		40	40			40	40		40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	pm+ov	Perm	NA	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	5	2		1	6			8	1		4	
Permitted Phases	2			6			8		8	4		
Detector Phase	5	2		1	6		8	8	1	4	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		5.0	5.0	3.0	5.0	5.0	
Minimum Split (s)	9.0	50.0		9.0	50.0		11.0	11.0	9.0	11.0	11.0	
Total Split (s)	15.0	50.0		15.0	50.0		40.0	40.0	15.0	40.0	40.0	
Total Split (%)	14.3%	47.6%		14.3%	47.6%		38.1%	38.1%	14.3%	38.1%	38.1%	
Maximum Green (s)	9.0	44.0		9.0	44.0		34.0	34.0	9.0	34.0	34.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0			6.0	6.0		6.0	
Lead/Lag	Lead	Lag		Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0	2.0	3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	
Act Effct Green (s)	66.6	62.5		70.7	67.8			20.6	32.6		20.6	
Actuated g/C Ratio	0.63	0.60		0.67	0.65			0.20	0.31		0.20	
v/c Ratio	0.06	0.40		0.15	0.72			0.74	0.11		0.10	
Control Delay	9.5	13.8		7.5	20.0			54.9	5.8		20.0	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	9.5	13.8		7.5	20.0			54.9	5.8		20.0	
LOS	A	B		A	C			D	A		B	
Approach Delay		13.7			19.1			42.9			20.0	
Approach LOS		B			B			D			B	
Queue Length 50th (ft)	3	101		13	288			128	0		9	
Queue Length 95th (ft)	m12	211		29	#773			94	26		13	
Internal Link Dist (ft)		554			428			443			425	
Turn Bay Length (ft)	80			205					125			
Base Capacity (vph)	333	1962		461	1171			451	645		502	
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.05	0.40		0.14	0.72			0.45	0.10		0.06	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 35 (33%), Referenced to phase 2:SETL and 6:NWTL, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 20.1		Intersection LOS: C	
Intersection Capacity Utilization 67.8%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

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

Splits and Phases: 4: Governor Drive/Homewood Avenue & NYS Route 17K



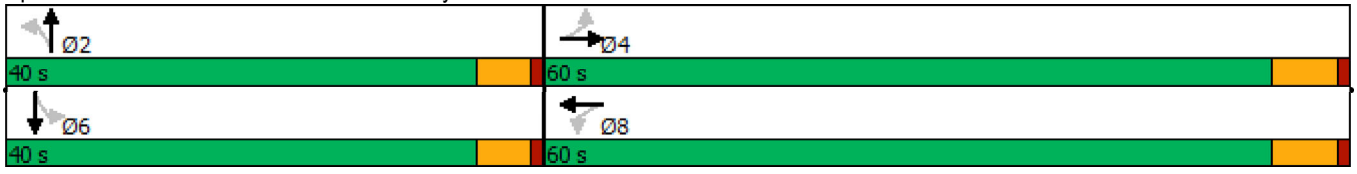
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	82	415	0	3	547	306	3	1	7	221	1	89
Future Volume (vph)	82	415	0	3	547	306	3	1	7	221	1	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.952			0.914			0.961	
Flt Protected		0.992						0.987			0.966	
Satd. Flow (prot)	0	1809	0	0	1720	0	0	1714	0	0	1637	0
Flt Permitted		0.770			0.999			0.928			0.782	
Satd. Flow (perm)	0	1404	0	0	1718	0	0	1612	0	0	1325	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					44			7			22	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		475			749			177			732	
Travel Time (s)		8.1			12.8			4.0			16.6	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	5%	4%	0%	0%	7%	2%	0%	0%	0%	3%	0%	7%
Adj. Flow (vph)	84	423	0	3	558	312	3	1	7	226	1	91
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	507	0	0	873	0	0	11	0	0	318	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		1	0		1	0		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	0		20	0		20	0		20	83	
Trailing Detector (ft)	0	0		0	0		0	0		0	-5	
Detector 1 Position(ft)	0	0		0	0		0	-5		0	-5	
Detector 1 Size(ft)	20	6		20	6		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	
Detector 2 Size(ft)											40	
Detector 2 Type											Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)											0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

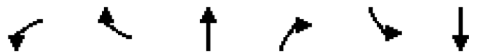
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	60.0	60.0		60.0	60.0		10.0	10.0		10.0	10.0	
Total Split (s)	60.0	60.0		60.0	60.0		40.0	40.0		40.0	40.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Maximum Green (s)	54.0	54.0		54.0	54.0		35.0	35.0		35.0	35.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		2.0	2.0		3.0	3.0		2.0	2.0	
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Act Effct Green (s)		54.4			54.4			24.1			24.1	
Actuated g/C Ratio		0.61			0.61			0.27			0.27	
v/c Ratio		0.60			0.82			0.03			0.85	
Control Delay		16.2			23.4			15.5			50.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		16.2			23.4			15.5			50.1	
LOS		B			C			B			D	
Approach Delay		16.2			23.4			15.5			50.1	
Approach LOS		B			C			B			D	
Queue Length 50th (ft)		163			341			2			158	
Queue Length 95th (ft)		342			#756			14			260	
Internal Link Dist (ft)		395			669			97			652	
Turn Bay Length (ft)												
Base Capacity (vph)		852			1060			638			535	
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		0.60			0.82			0.02			0.59	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 89.5			
Natural Cycle: 80			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay: 26.2		Intersection LOS: C	
Intersection Capacity Utilization 112.6%		ICU Level of Service H	
Analysis Period (min) 15			

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

Splits and Phases: 5: Commercial Driveway/Rock Cut Road & NYS Route 17K





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	55	5	107	79	5	59
Future Volume (vph)	55	5	107	79	5	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	12	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.988		0.942			
Flt Protected	0.956					0.996
Satd. Flow (prot)	1701	0	1713	0	0	1768
Flt Permitted	0.956					0.996
Satd. Flow (perm)	1701	0	1713	0	0	1768
Link Speed (mph)	30		30			30
Link Distance (ft)	594		1013			419
Travel Time (s)	13.5		23.0			9.5
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	6%	0%	1%	1%	20%	2%
Adj. Flow (vph)	64	6	124	92	6	69
Shared Lane Traffic (%)						
Lane Group Flow (vph)	70	0	216	0	0	75
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	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	20.5%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	55	5	107	79	5	59
Future Vol, veh/h	55	5	107	79	5	59
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	6	0	1	1	20	2
Mvmt Flow	64	6	124	92	6	69

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	251	170	0	0	216	0
Stage 1	170	-	-	-	-	-
Stage 2	81	-	-	-	-	-
Critical Hdwy	6.46	6.2	-	-	4.3	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.3	-	-	2.38	-
Pot Cap-1 Maneuver	729	879	-	-	1254	-
Stage 1	850	-	-	-	-	-
Stage 2	932	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	725	879	-	-	1254	-
Mov Cap-2 Maneuver	725	-	-	-	-	-
Stage 1	850	-	-	-	-	-
Stage 2	927	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.4	0	0.6
HCM LOS	B		

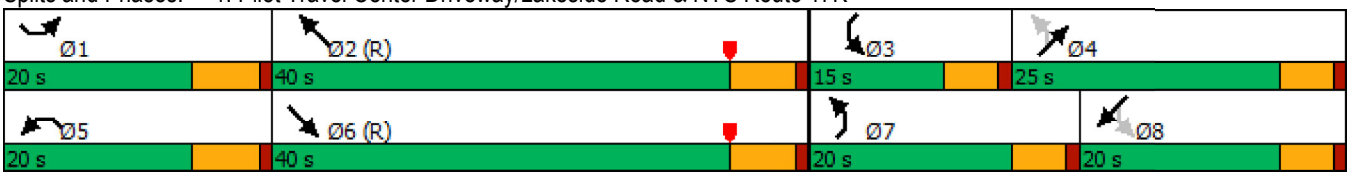
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	736	1254	-
HCM Lane V/C Ratio	-	-	0.095	0.005	-
HCM Control Delay (s)	-	-	10.4	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	58	695	26	49	679	110	11	5	62	154	8	69
Future Volume (vph)	58	695	26	49	679	110	11	5	62	154	8	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	12	11	12	12
Storage Length (ft)	80		0	300		0	0		0	140		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	86			60			25			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992			0.976			0.862			0.875	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3507	0	1308	3426	0	1745	1191	0	1711	1649	0
Flt Permitted	0.950			0.950			0.694			0.402		
Satd. Flow (perm)	1805	3507	0	1308	3426	0	1275	1191	0	724	1649	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			23			94			81	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		335			466			148			640	
Travel Time (s)		5.7			7.9			3.4			14.5	
Peak Hour Factor	0.82	0.91	0.63	0.84	0.89	0.77	0.69	0.63	0.66	0.63	0.50	0.85
Heavy Vehicles (%)	0%	2%	4%	38%	3%	2%	0%	20%	34%	2%	0%	1%
Adj. Flow (vph)	71	764	41	58	763	143	16	8	94	244	16	81
Shared Lane Traffic (%)												
Lane Group Flow (vph)	71	805	0	58	906	0	16	102	0	244	97	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.00	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0		2	2		2	2	
Detector Template												
Leading Detector (ft)	83	0		83	0		83	83		83	83	
Trailing Detector (ft)	-5	0		-5	0		-5	-5		-5	-5	
Detector 1 Position(ft)	-5	0		-5	0		-5	-5		-5	-5	
Detector 1 Size(ft)	40	6		40	6		40	40		40	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		43	43	
Detector 2 Size(ft)	40			40			40	40		40	40	
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0	0.0		0.0	0.0	
Turn Type	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	NA	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases							4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	10.0		8.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	16.0		14.0	16.0		10.0	10.0		10.0	10.0	
Total Split (s)	20.0	40.0		20.0	40.0		20.0	25.0		15.0	20.0	
Total Split (%)	20.0%	40.0%		20.0%	40.0%		20.0%	25.0%		15.0%	20.0%	
Maximum Green (s)	14.0	34.0		14.0	34.0		15.0	20.0		10.0	15.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes											
Vehicle Extension (s)	2.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	8.4	51.7		10.4	53.1		11.6	7.1		23.4	19.3	
Actuated g/C Ratio	0.08	0.52		0.10	0.53		0.12	0.07		0.23	0.19	
v/c Ratio	0.47	0.44		0.43	0.50		0.09	0.59		0.81	0.25	
Control Delay	53.0	18.7		51.2	18.2		28.5	25.4		54.7	12.9	
Queue Delay	0.0	0.0		0.0	0.3		0.0	0.0		0.0	0.0	
Total Delay	53.0	18.7		51.2	18.5		28.5	25.4		54.7	12.9	
LOS	D	B		D	B		C	C		D	B	
Approach Delay		21.5			20.5			25.8			42.8	
Approach LOS		C			C			C			D	
Queue Length 50th (ft)	44	180		35	201		8	5		133	8	
Queue Length 95th (ft)	77	258		68	279		18	19		136	9	
Internal Link Dist (ft)		255			386			68			560	
Turn Bay Length (ft)	80			300						140		
Base Capacity (vph)	252	1816		183	1828		340	313		303	395	
Starvation Cap Reductn	0	0		0	369		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.28	0.44		0.32	0.62		0.05	0.33		0.81	0.25	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:NWT and 6:SET, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 24.4		Intersection LOS: C	
Intersection Capacity Utilization 56.1%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 1: Pilot Travel Center Driveway/Lakeside Road & NYS Route 17K

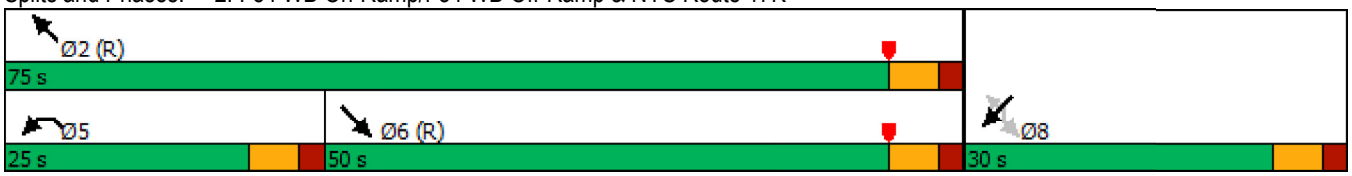


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	786	115	96	527	0	0	0	0	41	4	311
Future Volume (vph)	0	786	115	96	527	0	0	0	0	41	4	311
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	12	12	12	12	12	15	15
Storage Length (ft)	0		0	150		0	0		0	0		375
Storage Lanes	0		0	1		0	0		0	0		1
Taper Length (ft)	25			60			25			300		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.976										0.850
Flt Protected				0.950							0.962	
Satd. Flow (prot)	0	3379	0	1711	3471	0	0	0	0	0	1683	1660
Flt Permitted				0.950							0.962	
Satd. Flow (perm)	0	3379	0	1711	3471	0	0	0	0	0	1683	1660
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25										325
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		466			522			646			723	
Travel Time (s)		7.9			8.9			11.0			12.3	
Peak Hour Factor	0.98	0.92	0.72	0.87	0.86	0.98	0.98	0.98	0.98	0.91	0.33	0.90
Heavy Vehicles (%)	0%	3%	11%	2%	4%	0%	0%	0%	0%	18%	25%	7%
Adj. Flow (vph)	0	854	160	110	613	0	0	0	0	45	12	346
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1014	0	110	613	0	0	0	0	0	57	346
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		2	2					1	2	2
Detector Template										Left		
Leading Detector (ft)		83		83	83					20	83	83
Trailing Detector (ft)		-5		-5	-5					0	-5	-5
Detector 1 Position(ft)		-5		-5	-5					0	-5	-5
Detector 1 Size(ft)		40		40	40					20	40	40
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		43		43	43						43	43
Detector 2 Size(ft)		40		40	40						40	40
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0	0.0						0.0	0.0
Turn Type		NA		Prot	NA					Perm	NA	Perm

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases		6		5	2						8	
Permitted Phases										8		8
Detector Phase		6		5	2					8	8	8
Switch Phase												
Minimum Initial (s)		10.0		3.0	10.0					5.0	5.0	5.0
Minimum Split (s)		50.0		9.0	75.0					11.0	11.0	11.0
Total Split (s)		50.0		25.0	75.0					30.0	30.0	30.0
Total Split (%)		47.6%		23.8%	71.4%					28.6%	28.6%	28.6%
Maximum Green (s)		44.0		19.0	69.0					24.0	24.0	24.0
Yellow Time (s)		4.0		4.0	4.0					4.0	4.0	4.0
All-Red Time (s)		2.0		2.0	2.0					2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0						0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0						6.0	6.0
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		2.0		2.0	2.0					2.0	2.0	2.0
Recall Mode		C-Max		None	C-Max					None	None	None
Act Effct Green (s)		66.3		11.2	83.5						9.5	9.5
Actuated g/C Ratio		0.63		0.11	0.80						0.09	0.09
v/c Ratio		0.47		0.60	0.22						0.38	0.78
Control Delay		12.0		61.7	3.3						50.1	19.1
Queue Delay		0.6		0.0	0.0						0.0	0.0
Total Delay		12.7		61.7	3.3						50.1	19.1
LOS		B		E	A						D	B
Approach Delay		12.7			12.2						23.5	
Approach LOS		B			B						C	
Queue Length 50th (ft)		161		80	50						37	13
Queue Length 95th (ft)		295		133	61						25	99
Internal Link Dist (ft)		386			442			566			643	
Turn Bay Length (ft)				150								375
Base Capacity (vph)		2143		309	2761						384	630
Starvation Cap Reductn		683		0	0						0	0
Spillback Cap Reductn		0		0	0						0	0
Storage Cap Reductn		0		0	0						0	0
Reduced v/c Ratio		0.69		0.36	0.22						0.15	0.55

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 10 (10%), Referenced to phase 2:NWT and 6:SET, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 14.5		Intersection LOS: B	
Intersection Capacity Utilization 52.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: I-84 WB On-Ramp/I-84 WB Off-Ramp & NYS Route 17K

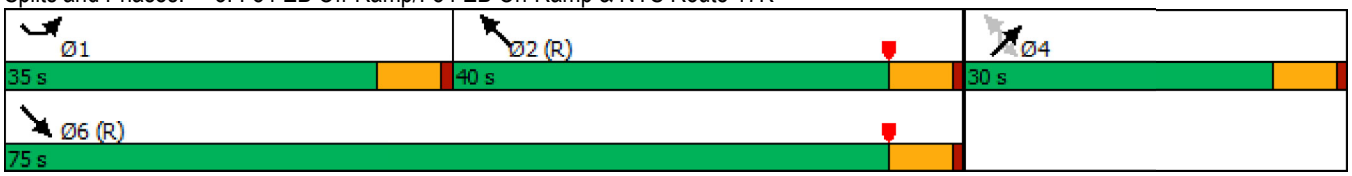


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	285	543	0	0	517	45	106	1	154	0	0	0
Future Volume (vph)	285	543	0	0	517	45	106	1	154	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	13	13	12	14	12	12	12	12
Storage Length (ft)	180		0	0		420	0		150	0		0
Storage Lanes	1		0	0		0	0		1	0		0
Taper Length (ft)	75			25			100			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.988				0.850			
Flt Protected	0.950							0.954				
Satd. Flow (prot)	1662	3505	0	0	3599	0	0	1746	1583	0	0	0
Flt Permitted	0.950							0.954				
Satd. Flow (perm)	1662	3505	0	0	3599	0	0	1746	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					9				200			
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		522			634			685			676	
Travel Time (s)		8.9			10.8			11.7			11.5	
Peak Hour Factor	0.92	0.92	0.96	0.96	0.95	0.92	0.72	0.25	0.77	0.96	0.96	0.96
Heavy Vehicles (%)	5%	3%	0%	0%	2%	7%	11%	0%	2%	0%	0%	0%
Adj. Flow (vph)	310	590	0	0	544	49	147	4	200	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	310	590	0	0	593	0	0	151	200	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.00	1.00	1.00	0.96	0.96	1.00	0.92	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2			2		1	2	2			
Detector Template							Left					
Leading Detector (ft)	83	83			83		20	83	83			
Trailing Detector (ft)	-5	-5			-5		0	-5	-5			
Detector 1 Position(ft)	-5	-5			-5		0	-5	-5			
Detector 1 Size(ft)	40	40			40		20	40	40			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 2 Position(ft)	43	43			43			43	43			
Detector 2 Size(ft)	40	40			40			40	40			
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0			0.0	0.0			
Turn Type	Prot	NA			NA		Perm	NA	Perm			

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	1	6			2			4				
Permitted Phases							4		4			
Detector Phase	1	6			2		4	4	4			
Switch Phase												
Minimum Initial (s)	5.0	10.0			10.0		5.0	5.0	5.0			
Minimum Split (s)	11.0	75.0			40.0		11.0	11.0	11.0			
Total Split (s)	35.0	75.0			40.0		30.0	30.0	30.0			
Total Split (%)	33.3%	71.4%			38.1%		28.6%	28.6%	28.6%			
Maximum Green (s)	29.0	69.0			34.0		24.0	24.0	24.0			
Yellow Time (s)	5.0	5.0			5.0		5.0	5.0	5.0			
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0	1.0			
Lost Time Adjust (s)	0.0	0.0			0.0			0.0	0.0			
Total Lost Time (s)	6.0	6.0			6.0			6.0	6.0			
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	2.0	2.0			2.0		2.0	2.0	2.0			
Recall Mode	None	C-Max			C-Max		None	None	None			
Act Effct Green (s)	23.8	79.5			49.6			13.5	13.5			
Actuated g/C Ratio	0.23	0.76			0.47			0.13	0.13			
v/c Ratio	0.82	0.22			0.35			0.67	0.53			
Control Delay	72.7	3.5			17.7			57.9	11.0			
Queue Delay	0.0	0.0			0.0			0.0	0.0			
Total Delay	72.7	3.5			17.7			57.9	11.0			
LOS	E	A			B			E	B			
Approach Delay		27.4			17.7			31.1				
Approach LOS		C			B			C				
Queue Length 50th (ft)	225	38			113			98	0			
Queue Length 95th (ft)	314	58			168			39	34			
Internal Link Dist (ft)		442			554			605			596	
Turn Bay Length (ft)	180								150			
Base Capacity (vph)	467	2653			1706			399	516			
Starvation Cap Reductn	0	0			0			0	0			
Spillback Cap Reductn	0	0			0			0	0			
Storage Cap Reductn	0	0			0			0	0			
Reduced v/c Ratio	0.66	0.22			0.35			0.38	0.39			

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 2:NWT and 6:SET, Start of Yellow, Master Intersection			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 25.0		Intersection LOS: C	
Intersection Capacity Utilization 52.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: I-84 EB Off-Ramp/I-84 EB On-Ramp & NYS Route 17K

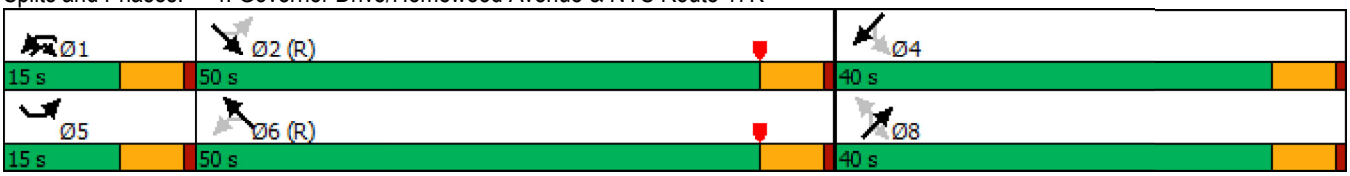


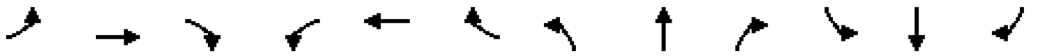
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	18	619	60	14	505	13	44	3	31	7	2	7
Future Volume (vph)	18	619	60	14	505	13	44	3	31	7	2	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	14	12	12	12	16	16	12	13	12
Storage Length (ft)	80		0	205		0	0		125	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	70			86			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.987			0.995				0.850		0.942	
Flt Protected	0.950			0.950				0.957			0.979	
Satd. Flow (prot)	1745	3474	0	1925	1855	0	0	2024	1830	0	1811	0
Flt Permitted	0.407			0.348				0.726			0.827	
Satd. Flow (perm)	748	3474	0	705	1855	0	0	1536	1830	0	1530	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			2				41		12	
Link Speed (mph)		40			40			40			30	
Link Distance (ft)		634			508			523			505	
Travel Time (s)		10.8			8.7			8.9			11.5	
Peak Hour Factor	0.64	0.90	0.92	0.88	0.93	0.65	0.57	0.38	0.75	0.58	0.50	0.58
Heavy Vehicles (%)	0%	1%	19%	0%	2%	0%	2%	0%	0%	0%	0%	0%
Adj. Flow (vph)	28	688	65	16	543	20	77	8	41	12	4	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	28	753	0	16	563	0	0	85	41	0	28	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)		14			14			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.00	1.00	0.92	1.00	1.00	1.00	0.85	0.85	1.00	0.96	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		1	2	2	1	2	
Detector Template							Left			Left		
Leading Detector (ft)	83	83		83	83		20	83	83	20	83	
Trailing Detector (ft)	-5	-5		-5	-5		0	-5	-5	0	0	
Detector 1 Position(ft)	-5	-5		-5	-5		0	-5	-5	0	0	
Detector 1 Size(ft)	40	40		40	40		20	40	40	20	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43		43	43			43	43		43	
Detector 2 Size(ft)	40	40		40	40			40	40		40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	pm+ov	Perm	NA	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	5	2		1	6			8	1		4	
Permitted Phases	2			6			8		8	4		
Detector Phase	5	2		1	6		8	8	1	4	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		5.0	5.0	3.0	5.0	5.0	
Minimum Split (s)	9.0	50.0		9.0	50.0		11.0	11.0	9.0	11.0	11.0	
Total Split (s)	15.0	50.0		15.0	50.0		40.0	40.0	15.0	40.0	40.0	
Total Split (%)	14.3%	47.6%		14.3%	47.6%		38.1%	38.1%	14.3%	38.1%	38.1%	
Maximum Green (s)	9.0	44.0		9.0	44.0		34.0	34.0	9.0	34.0	34.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0			6.0	6.0		6.0	
Lead/Lag	Lead	Lag		Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0	2.0	3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	
Act Effct Green (s)	79.8	76.9		80.6	78.8			11.2	19.4		10.9	
Actuated g/C Ratio	0.76	0.73		0.77	0.75			0.11	0.18		0.10	
v/c Ratio	0.05	0.30		0.03	0.40			0.52	0.11		0.16	
Control Delay	4.1	6.7		3.6	8.3			55.0	10.3		29.7	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	4.1	6.7		3.6	8.3			55.0	10.3		29.7	
LOS	A	A		A	A			D	B		C	
Approach Delay		6.6			8.2			40.4			29.7	
Approach LOS		A			A			D			C	
Queue Length 50th (ft)	4	93		2	157			55	0		10	
Queue Length 95th (ft)	8	80		7	269			40	18		17	
Internal Link Dist (ft)		554			428			443			425	
Turn Bay Length (ft)	80			205					125			
Base Capacity (vph)	675	2547		661	1392			497	443		503	
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.04	0.30		0.02	0.40			0.17	0.09		0.06	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 35 (33%), Referenced to phase 2:SETL and 6:NWTL, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.52			
Intersection Signal Delay: 10.5		Intersection LOS: B	
Intersection Capacity Utilization 44.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 4: Governor Drive/Homewood Avenue & NYS Route 17K





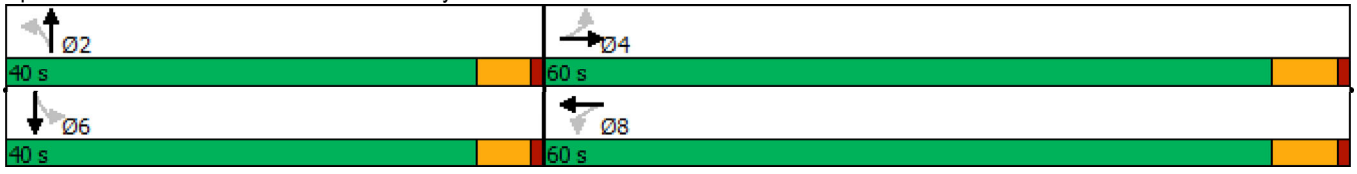
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	64	441	0	2	477	216	1	0	0	253	1	89
Future Volume (vph)	64	441	0	2	477	216	1	0	0	253	1	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.958						0.965	
Flt Protected		0.994						0.950			0.964	
Satd. Flow (prot)	0	1881	0	0	1773	0	0	1805	0	0	1684	0
Flt Permitted		0.851			0.999			0.643			0.783	
Satd. Flow (perm)	0	1611	0	0	1771	0	0	1222	0	0	1368	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					35						19	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		475			749			177			732	
Travel Time (s)		8.1			12.8			4.0			16.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	0%	0%	0%	3%	2%	0%	0%	0%	2%	0%	0%
Adj. Flow (vph)	67	464	0	2	502	227	1	0	0	266	1	94
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	531	0	0	731	0	0	1	0	0	361	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		1	0		1	0		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	0		20	0		20	0		20	83	
Trailing Detector (ft)	0	0		0	0		0	0		0	-5	
Detector 1 Position(ft)	0	0		0	0		0	-5		0	-5	
Detector 1 Size(ft)	20	6		20	6		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	
Detector 2 Size(ft)											40	
Detector 2 Type											Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)											0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	60.0	60.0		60.0	60.0		10.0	10.0		10.0	10.0	
Total Split (s)	60.0	60.0		60.0	60.0		40.0	40.0		40.0	40.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Maximum Green (s)	54.0	54.0		54.0	54.0		35.0	35.0		35.0	35.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		2.0	2.0		3.0	3.0		2.0	2.0	
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Act Effct Green (s)		54.3			54.3			26.8			26.8	
Actuated g/C Ratio		0.59			0.59			0.29			0.29	
v/c Ratio		0.56			0.69			0.00			0.88	
Control Delay		15.9			18.2			21.0			52.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		15.9			18.2			21.0			52.2	
LOS		B			B			C			D	
Approach Delay		15.9			18.2			21.0			52.2	
Approach LOS		B			B			C			D	
Queue Length 50th (ft)		181			269			0			189	
Queue Length 95th (ft)		329			484			4			#307	
Internal Link Dist (ft)		395			669			97			652	
Turn Bay Length (ft)												
Base Capacity (vph)		949			1058			466			534	
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			0.69			0.00			0.68	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 92.1			
Natural Cycle: 90			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 25.0		Intersection LOS: C	
Intersection Capacity Utilization 97.0%		ICU Level of Service F	
Analysis Period (min) 15			

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

Splits and Phases: 5: Commercial Driveway/Rock Cut Road & NYS Route 17K



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	61	5	64	50	5	73
Future Volume (vph)	61	5	64	50	5	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	12	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.991		0.941			
Flt Protected	0.956					0.997
Satd. Flow (prot)	1767	0	1709	0	0	1814
Flt Permitted	0.956					0.997
Satd. Flow (perm)	1767	0	1709	0	0	1814
Link Speed (mph)	30		30			30
Link Distance (ft)	594		1013			419
Travel Time (s)	13.5		23.0			9.5
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	0%	2%	0%	0%	1%
Adj. Flow (vph)	67	5	70	55	5	80
Shared Lane Traffic (%)						
Lane Group Flow (vph)	72	0	125	0	0	85
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	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	18.3%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	2.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	61	5	64	50	5	73
Future Vol, veh/h	61	5	64	50	5	73
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	91	91	91	91	91	91
Heavy Vehicles, %	2	0	2	0	0	1
Mvmt Flow	67	5	70	55	5	80

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	188	98	0	0	125	0
Stage 1	98	-	-	-	-	-
Stage 2	90	-	-	-	-	-
Critical Hdwy	6.42	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	801	963	-	-	1474	-
Stage 1	926	-	-	-	-	-
Stage 2	934	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	798	963	-	-	1474	-
Mov Cap-2 Maneuver	798	-	-	-	-	-
Stage 1	926	-	-	-	-	-
Stage 2	930	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.9	0	0.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	808	1474	-
HCM Lane V/C Ratio	-	-	0.09	0.004	-
HCM Control Delay (s)	-	-	9.9	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-

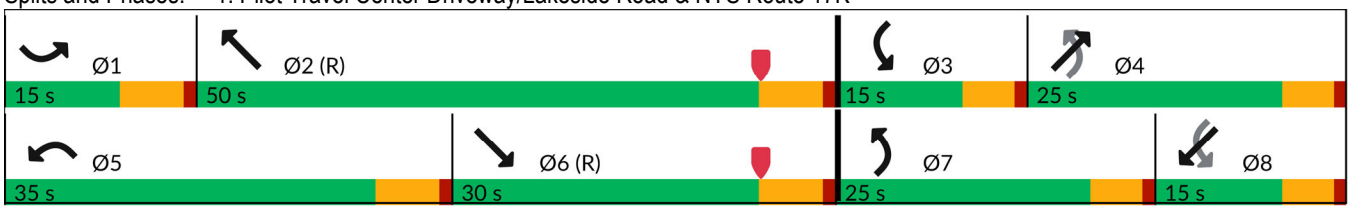
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	158	679	15	77	412	222	5	0	82	324	2	150
Future Volume (vph)	158	679	15	77	412	222	5	0	82	324	2	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	12	11	12	12
Storage Length (ft)	80		0	300		0	0		0	140		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	86			60			25			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995			0.941			0.850			0.853	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1517	3292	0	1008	3121	0	1091	913	0	1745	1451	0
Flt Permitted	0.950			0.950			0.644			0.416		
Satd. Flow (perm)	1517	3292	0	1008	3121	0	739	913	0	764	1451	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			178			375			176	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		335			466			148			241	
Travel Time (s)		5.7			7.9			3.4			5.5	
Peak Hour Factor	0.75	0.91	0.63	0.65	0.86	0.71	0.63	0.90	0.77	0.67	0.50	0.85
Heavy Vehicles (%)	19%	9%	13%	79%	12%	4%	60%	0%	71%	0%	0%	12%
Adj. Flow (vph)	211	746	24	118	479	313	8	0	106	484	4	176
Shared Lane Traffic (%)												
Lane Group Flow (vph)	211	770	0	118	792	0	8	106	0	484	180	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.00	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0		2	2		2	2	
Detector Template												
Leading Detector (ft)	83	0		83	0		83	83		83	83	
Trailing Detector (ft)	-5	0		-5	0		-5	-5		-5	-5	
Detector 1 Position(ft)	-5	0		-5	0		-5	-5		-5	-5	
Detector 1 Size(ft)	40	6		40	6		40	40		40	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		43	43	
Detector 2 Size(ft)	40			40			40	40		40	40	
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0	0.0		0.0	0.0	
Turn Type	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	NA	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases							4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	10.0		8.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	30.0		14.0	50.0		10.0	10.0		10.0	10.0	
Total Split (s)	15.0	30.0		35.0	50.0		25.0	25.0		15.0	15.0	
Total Split (%)	14.3%	28.6%		33.3%	47.6%		23.8%	23.8%		14.3%	14.3%	
Maximum Green (s)	9.0	24.0		29.0	44.0		20.0	20.0		10.0	10.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes											
Vehicle Extension (s)	2.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	23.0	49.4		17.7	44.0		11.6	6.0		20.6	18.6	
Actuated g/C Ratio	0.22	0.47		0.17	0.42		0.11	0.06		0.20	0.18	
v/c Ratio	0.63	0.49		0.69	0.56		0.08	0.26		2.00	0.44	
Control Delay (s/veh)	47.8	22.1		64.0	15.4		35.0	1.5		487.9	10.6	
Queue Delay	0.0	0.0		0.0	0.2		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	47.8	22.1		64.0	15.6		35.0	1.5		487.9	10.6	
LOS	D	C		E	B		C	A		F	B	
Approach Delay (s/veh)		27.7			21.9			3.9			358.5	
Approach LOS		C			C			A			F	
Queue Length 50th (ft)	128	178		80	131		4	0		~459	2	
Queue Length 95th (ft)	177	293		80	190		12	0		#402	0	
Internal Link Dist (ft)		255			386			68			161	
Turn Bay Length (ft)	80			300						140		
Base Capacity (vph)	332	1549		278	1411		214	477		242	401	
Starvation Cap Reductn	0	0		0	144		0	0		0	0	
Spillback Cap Reductn	0	78		0	0		0	8		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.64	0.52		0.42	0.63		0.04	0.23		2.00	0.45	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 2:NWT and 6:SET, Start of Yellow			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 2.00			
Intersection Signal Delay (s/veh): 107.0		Intersection LOS: F	
Intersection Capacity Utilization 66.0%		ICU Level of Service C	
Analysis Period (min) 15			
~ 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: Pilot Travel Center Driveway/Lakeside Road & NYS Route 17K

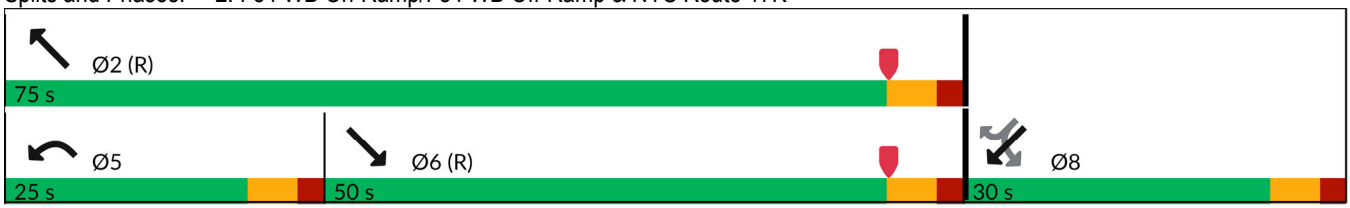


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	870	214	61	403	0	0	0	0	166	0	309
Future Volume (vph)	0	870	214	61	403	0	0	0	0	166	0	309
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	12	12	12	12	12	15	15
Storage Length (ft)	0		0	150		0	0		0	0		375
Storage Lanes	0		0	1		0	0		0	0		1
Taper Length (ft)	25			60			25			300		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.967										0.850
Flt Protected				0.950							0.950	
Satd. Flow (prot)	0	3083	0	1558	2935	0	0	0	0	0	1742	1531
Flt Permitted				0.950							0.950	
Satd. Flow (perm)	0	3083	0	1558	2935	0	0	0	0	0	1742	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		43										377
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		466			522			646			723	
Travel Time (s)		7.9			8.9			11.0			12.3	
Peak Hour Factor	0.90	0.98	0.84	0.75	0.90	0.90	0.90	0.90	0.90	0.72	0.90	0.82
Heavy Vehicles (%)	0%	13%	14%	12%	23%	0%	0%	0%	0%	14%	0%	16%
Adj. Flow (vph)	0	888	255	81	448	0	0	0	0	231	0	377
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1143	0	81	448	0	0	0	0	0	231	377
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		2	2					1	2	2
Detector Template										Left		
Leading Detector (ft)		83		83	83					20	83	83
Trailing Detector (ft)		-5		-5	-5					0	-5	-5
Detector 1 Position(ft)		-5		-5	-5					0	-5	-5
Detector 1 Size(ft)		40		40	40					20	40	40
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		43		43	43						43	43
Detector 2 Size(ft)		40		40	40						40	40
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0	0.0						0.0	0.0
Turn Type		NA		Prot	NA					Perm	NA	Perm

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases		6		5	2						8	
Permitted Phases										8		8
Detector Phase		6		5	2					8	8	8
Switch Phase												
Minimum Initial (s)		10.0		3.0	10.0					5.0	5.0	5.0
Minimum Split (s)		50.0		9.0	75.0					11.0	11.0	11.0
Total Split (s)		50.0		25.0	75.0					30.0	30.0	30.0
Total Split (%)		47.6%		23.8%	71.4%					28.6%	28.6%	28.6%
Maximum Green (s)		44.0		19.0	69.0					24.0	24.0	24.0
Yellow Time (s)		4.0		4.0	4.0					4.0	4.0	4.0
All-Red Time (s)		2.0		2.0	2.0					2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0						0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0						6.0	6.0
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		2.0		2.0	2.0					2.0	2.0	2.0
Recall Mode		C-Max		None	C-Max					None	None	None
Act Effct Green (s)		61.1		9.9	74.8						18.2	18.2
Actuated g/C Ratio		0.58		0.09	0.71						0.17	0.17
v/c Ratio		0.63		0.55	0.21						0.76	0.65
Control Delay (s/veh)		18.9		60.1	7.6						57.3	9.5
Queue Delay		0.1		0.0	0.0						0.0	0.0
Total Delay (s/veh)		19.0		60.1	7.6						57.3	9.5
LOS		B		E	A						E	A
Approach Delay (s/veh)		19.1			15.7						27.7	
Approach LOS		B			B						C	
Queue Length 50th (ft)		346		58	56						149	0
Queue Length 95th (ft)		m157		91	74						219	47
Internal Link Dist (ft)		386			442			566			643	
Turn Bay Length (ft)				150								375
Base Capacity (vph)		1812		281	2089						398	640
Starvation Cap Reductn		105		0	0						0	0
Spillback Cap Reductn		0		0	0						0	0
Storage Cap Reductn		0		0	0						0	0
Reduced v/c Ratio		0.67		0.29	0.21						0.58	0.59

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 10 (10%), Referenced to phase 2:NWT and 6:SET, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay (s/veh): 20.6		Intersection LOS: C	
Intersection Capacity Utilization 58.5%		ICU Level of Service B	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 2: I-84 WB On-Ramp/I-84 WB Off-Ramp & NYS Route 17K

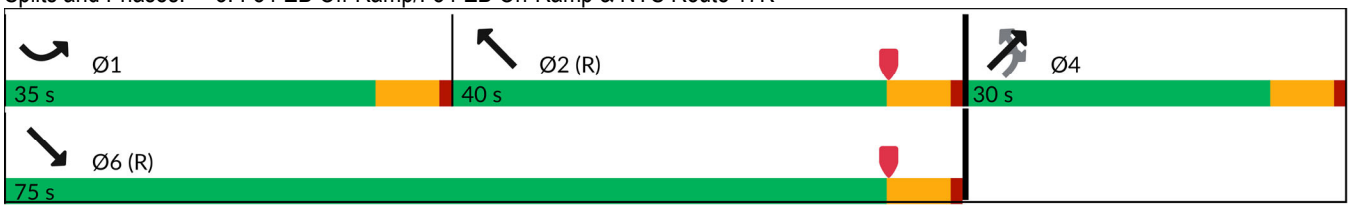


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	390	652	0	0	339	96	127	0	251	0	0	0
Future Volume (vph)	390	652	0	0	339	96	127	0	251	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	13	13	12	14	12	12	12	12
Storage Length (ft)	180		0	0		420	0		150	0		0
Storage Lanes	1		0	0		0	0		1	0		0
Taper Length (ft)	75			25			100			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.949				0.850			
Flt Protected	0.950							0.950				
Satd. Flow (prot)	1442	3374	0	0	2837	0	0	1504	1538	0	0	0
Flt Permitted	0.950							0.950				
Satd. Flow (perm)	1442	3374	0	0	2837	0	0	1504	1538	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					92				255			
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		522			634			685			676	
Travel Time (s)		8.9			10.8			11.7			11.5	
Peak Hour Factor	0.93	0.89	0.93	0.93	0.89	0.49	0.78	0.93	0.83	0.93	0.93	0.93
Heavy Vehicles (%)	21%	7%	0%	0%	19%	36%	28%	0%	5%	0%	0%	0%
Adj. Flow (vph)	419	733	0	0	381	196	163	0	302	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	419	733	0	0	577	0	0	163	302	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.00	1.00	1.00	0.96	0.96	1.00	0.92	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2			2		1	2	2			
Detector Template							Left					
Leading Detector (ft)	83	83			83		20	83	83			
Trailing Detector (ft)	-5	-5			-5		0	-5	-5			
Detector 1 Position(ft)	-5	-5			-5		0	-5	-5			
Detector 1 Size(ft)	40	40			40		20	40	40			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 2 Position(ft)	43	43			43			43	43			
Detector 2 Size(ft)	40	40			40			40	40			
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0			0.0	0.0			
Turn Type	Prot	NA			NA		Perm	NA	Perm			

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	1	6			2			4				
Permitted Phases							4		4			
Detector Phase	1	6			2		4	4	4			
Switch Phase												
Minimum Initial (s)	5.0	10.0			10.0		5.0	5.0	5.0			
Minimum Split (s)	11.0	75.0			40.0		11.0	11.0	11.0			
Total Split (s)	35.0	75.0			40.0		30.0	30.0	30.0			
Total Split (%)	33.3%	71.4%			38.1%		28.6%	28.6%	28.6%			
Maximum Green (s)	29.0	69.0			34.0		24.0	24.0	24.0			
Yellow Time (s)	5.0	5.0			5.0		5.0	5.0	5.0			
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0	1.0			
Lost Time Adjust (s)	0.0	0.0			0.0			0.0	0.0			
Total Lost Time (s)	6.0	6.0			6.0			6.0	6.0			
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	2.0	2.0			2.0		2.0	2.0	2.0			
Recall Mode	None	C-Max			C-Max		None	None	None			
Act Effct Green (s)	36.5	77.2			34.7			15.8	15.8			
Actuated g/C Ratio	0.35	0.74			0.33			0.15	0.15			
v/c Ratio	0.83	0.29			0.57			0.72	0.67			
Control Delay (s/veh)	58.0	4.8			31.7			59.7	16.0			
Queue Delay	0.0	0.0			0.0			0.0	0.0			
Total Delay (s/veh)	58.0	4.8			31.7			59.7	16.0			
LOS	E	A			C			E	B			
Approach Delay (s/veh)		24.2			31.7			31.4				
Approach LOS		C			C			C				
Queue Length 50th (ft)	303	24			153			106	28			
Queue Length 95th (ft)	#501	151			251			165	81			
Internal Link Dist (ft)		442			554			605			596	
Turn Bay Length (ft)	180								150			
Base Capacity (vph)	500	2480			999			343	548			
Starvation Cap Reductn	0	0			0			0	0			
Spillback Cap Reductn	0	0			0			0	0			
Storage Cap Reductn	0	0			0			0	0			
Reduced v/c Ratio	0.84	0.30			0.58			0.48	0.55			

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 2:NWT and 6:SET, Start of Yellow, Master Intersection			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay (s/veh): 27.7		Intersection LOS: C	
Intersection Capacity Utilization 58.5%		ICU Level of Service B	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 3: I-84 EB Off-Ramp/I-84 EB On-Ramp & NYS Route 17K

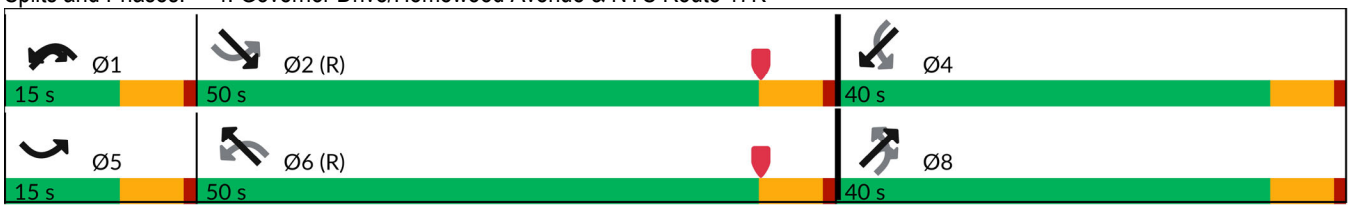


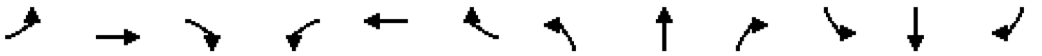
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	21	732	149	48	327	2	106	6	51	8	7	3
Future Volume (vph)	21	732	149	48	327	2	106	6	51	8	7	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	14	12	12	12	16	16	12	13	12
Storage Length (ft)	80		0	205		0	0		125	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	70			86			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.966			0.997				0.850		0.973	
Flt Protected	0.950			0.950				0.954			0.980	
Satd. Flow (prot)	1479	3255	0	1851	1695	0	0	1426	1727	0	1756	0
Flt Permitted	0.503			0.179				0.704			0.854	
Satd. Flow (perm)	783	3255	0	349	1695	0	0	1053	1727	0	1530	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		46			1				65		8	
Link Speed (mph)		40			40			40			30	
Link Distance (ft)		634			508			523			505	
Travel Time (s)		10.8			8.7			8.9			11.5	
Peak Hour Factor	0.71	0.92	0.63	0.47	0.89	0.25	0.48	0.75	0.78	0.50	0.44	0.38
Heavy Vehicles (%)	18%	6%	11%	4%	12%	0%	45%	17%	6%	0%	0%	33%
Adj. Flow (vph)	30	796	237	102	367	8	221	8	65	16	16	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	30	1033	0	102	375	0	0	229	65	0	40	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		14			14			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.00	1.00	0.92	1.00	1.00	1.00	0.85	0.85	1.00	0.96	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		1	2	2	1	2	
Detector Template							Left			Left		
Leading Detector (ft)	83	83		83	83		20	83	83	20	83	
Trailing Detector (ft)	-5	-5		-5	-5		0	-5	-5	0	0	
Detector 1 Position(ft)	-5	-5		-5	-5		0	-5	-5	0	0	
Detector 1 Size(ft)	40	40		40	40		20	40	40	20	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43		43	43			43	43		43	
Detector 2 Size(ft)	40	40		40	40			40	40		40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	pm+ov	Perm	NA	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	5	2		1	6			8	1		4	
Permitted Phases	2			6			8		8	4		
Detector Phase	5	2		1	6		8	8	1	4	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		5.0	5.0	3.0	5.0	5.0	
Minimum Split (s)	9.0	50.0		9.0	50.0		11.0	11.0	9.0	11.0	11.0	
Total Split (s)	15.0	50.0		15.0	50.0		40.0	40.0	15.0	40.0	40.0	
Total Split (%)	14.3%	47.6%		14.3%	47.6%		38.1%	38.1%	14.3%	38.1%	38.1%	
Maximum Green (s)	9.0	44.0		9.0	44.0		34.0	34.0	9.0	34.0	34.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0			6.0	6.0		6.0	
Lead/Lag	Lead	Lag		Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0	2.0	3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	
Act Effct Green (s)	58.5	52.9		63.4	58.6			27.1	40.1		27.1	
Actuated g/C Ratio	0.56	0.50		0.60	0.56			0.26	0.38		0.26	
v/c Ratio	0.06	0.62		0.32	0.39			0.84	0.09		0.10	
Control Delay (s/veh)	11.7	25.2		12.1	17.6			62.5	4.4		22.9	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay (s/veh)	11.7	25.2		12.1	17.6			62.5	4.4		22.9	
LOS	B	C		B	B			E	A		C	
Approach Delay (s/veh)		24.8			16.5			49.7			22.9	
Approach LOS		C			B			D			C	
Queue Length 50th (ft)	7	333		26	152			144	0		16	
Queue Length 95th (ft)	m18	392		28	260			173	17		17	
Internal Link Dist (ft)		554			428			443			425	
Turn Bay Length (ft)	80			205					125			
Base Capacity (vph)	521	1663		341	947			340	731		500	
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.06	0.62		0.30	0.40			0.67	0.09		0.08	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 35 (33%), Referenced to phase 2:SETL and 6:NWTL, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay (s/veh): 26.6		Intersection LOS: C	
Intersection Capacity Utilization 55.0%		ICU Level of Service B	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 4: Governor Drive/Homewood Avenue & NYS Route 17K





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	489	2	5	352	140	2	0	2	362	1	84
Future Volume (vph)	57	489	2	5	352	140	2	0	2	362	1	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.962			0.932			0.975	
Flt Protected		0.995						0.976			0.961	
Satd. Flow (prot)	0	1707	0	0	1634	0	0	1728	0	0	1634	0
Flt Permitted		0.901			0.995			0.896			0.764	
Satd. Flow (perm)	0	1546	0	0	1625	0	0	1587	0	0	1299	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					31			33			13	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		475			749			177			732	
Travel Time (s)		8.1			12.8			4.0			16.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	9%	11%	0%	0%	12%	12%	0%	0%	0%	4%	0%	11%
Adj. Flow (vph)	60	515	2	5	371	147	2	0	2	381	1	88
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	577	0	0	523	0	0	4	0	0	470	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		1	0		1	0		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	0		20	0		20	0		20	83	
Trailing Detector (ft)	0	0		0	0		0	0		0	-5	
Detector 1 Position(ft)	0	0		0	0		0	-5		0	-5	
Detector 1 Size(ft)	20	6		20	6		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	
Detector 2 Size(ft)											40	
Detector 2 Type											Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)											0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

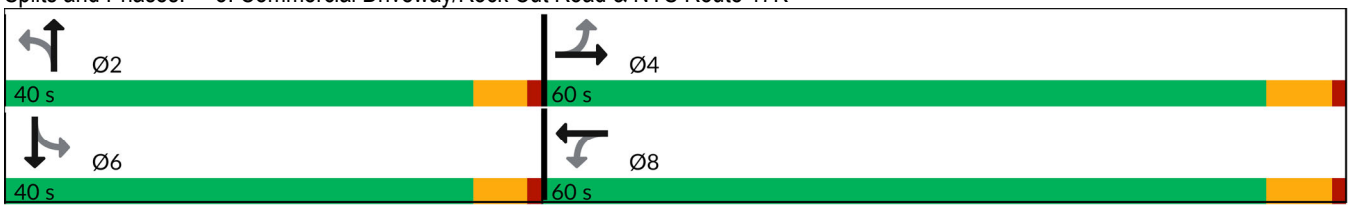
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	60.0	60.0		60.0	60.0		10.0	10.0		10.0	10.0	
Total Split (s)	60.0	60.0		60.0	60.0		40.0	40.0		40.0	40.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Maximum Green (s)	54.0	54.0		54.0	54.0		35.0	35.0		35.0	35.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		2.0	2.0		3.0	3.0		2.0	2.0	
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Act Effct Green (s)		54.0			54.0			35.0			35.0	
Actuated g/C Ratio		0.54			0.54			0.35			0.35	
v/c Ratio		0.69			0.58			0.00			1.01	
Control Delay (s/veh)		22.3			17.7			0.0			78.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		22.3			17.7			0.0			78.7	
LOS		C			B			A			E	
Approach Delay (s/veh)		22.4			17.8						78.7	
Approach LOS		C			B						E	
Queue Length 50th (ft)		255			200			0			~300	
Queue Length 95th (ft)		388			303			0			#511	
Internal Link Dist (ft)		395			669			97			652	
Turn Bay Length (ft)												
Base Capacity (vph)		834			891			576			463	
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		0.69			0.59			0.01			1.02	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Natural Cycle: 90			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.02			
Intersection Signal Delay (s/veh): 37.6		Intersection LOS: D	
Intersection Capacity Utilization 102.4%		ICU Level of Service G	
Analysis Period (min) 15			

~ 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: 5: Commercial Driveway/Rock Cut Road & NYS Route 17K



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	78	3	31	48	9	75
Future Volume (vph)	78	3	31	48	9	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	12	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.995		0.918			
Flt Protected	0.954					0.995
Satd. Flow (prot)	1693	0	1575	0	0	1661
Flt Permitted	0.954					0.995
Satd. Flow (perm)	1693	0	1575	0	0	1661
Link Speed (mph)	30		30			30
Link Distance (ft)	594		1013			419
Travel Time (s)	13.5		23.0			9.5
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	4%	67%	4%	9%	44%	6%
Adj. Flow (vph)	96	4	38	59	11	93
Shared Lane Traffic (%)						
Lane Group Flow (vph)	100	0	97	0	0	104
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	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 22.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	78	3	31	48	9	75
Future Vol, veh/h	78	3	31	48	9	75
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	81	81	81	81	81	81
Heavy Vehicles, %	4	67	4	9	44	6
Mvmt Flow	96	4	38	59	11	93

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	183	68	0	0	97	0
Stage 1	68	-	-	-	-	-
Stage 2	115	-	-	-	-	-
Critical Hdwy	6.44	6.87	-	-	4.54	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.903	-	-	2.596	-
Pot Cap-1 Maneuver	802	840	-	-	1270	-
Stage 1	950	-	-	-	-	-
Stage 2	905	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	795	840	-	-	1270	-
Mov Cap-2 Maneuver	795	-	-	-	-	-
Stage 1	950	-	-	-	-	-
Stage 2	897	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10.2	0	0.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	797	1270	-
HCM Lane V/C Ratio	-	-	0.125	0.009	-
HCM Control Delay (s/veh)	-	-	10.2	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q (veh)	-	-	0.4	0	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	87	0	0	180	0	0
Future Volume (vph)	87	0	0	180	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	16	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	2111	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	2111	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	153			107	74	
Travel Time (s)	3.5			2.4	1.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	95	0	0	196	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	95	0	0	196	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	16	
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	0.85	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 12.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	87	0	0	180	0	0
Future Vol, veh/h	87	0	0	180	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	95	0	0	196	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	291	-
Stage 1	-	-	-	-	95	-
Stage 2	-	-	-	-	196	-
Critical Hdwy	-	-	-	-	6.42	-
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	-
Pot Cap-1 Maneuver	-	0	0	-	700	0
Stage 1	-	0	0	-	929	0
Stage 2	-	0	0	-	837	0
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	700	-
Mov Cap-2 Maneuver	-	-	-	-	700	-
Stage 1	-	-	-	-	929	-
Stage 2	-	-	-	-	837	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s/veh)	0	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q (veh)	-	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	80	0	6	174	301	7
Future Volume (vph)	80	0	6	174	301	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.997	
Flt Protected				0.998	0.953	
Satd. Flow (prot)	1863	0	0	1859	1947	0
Flt Permitted				0.998	0.953	
Satd. Flow (perm)	1863	0	0	1859	1947	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	143			153	76	
Travel Time (s)	3.3			3.5	1.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	87	0	7	189	327	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	87	0	0	196	335	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	15	
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	0.88	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	80	0	6	174	301	7
Future Vol, veh/h	80	0	6	174	301	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	87	0	7	189	327	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	87	0	290	87
Stage 1	-	-	-	-	87	-
Stage 2	-	-	-	-	203	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1509	-	701	971
Stage 1	-	-	-	-	936	-
Stage 2	-	-	-	-	831	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1509	-	697	971
Mov Cap-2 Maneuver	-	-	-	-	697	-
Stage 1	-	-	-	-	936	-
Stage 2	-	-	-	-	827	-

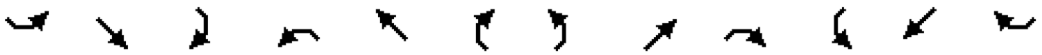
Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.2	14.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	701	-	-	1509	-
HCM Lane V/C Ratio	0.478	-	-	0.004	-
HCM Control Delay (s/veh)	14.7	-	-	7.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q (veh)	2.6	-	-	0	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	80	301	0	475	0	0
Future Volume (vph)	80	301	0	475	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	16	16
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.893					
Flt Protected						
Satd. Flow (prot)	1663	0	0	1863	0	0
Flt Permitted						
Satd. Flow (perm)	1663	0	0	1863	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	241			143	70	
Travel Time (s)	5.5			3.3	1.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	87	327	0	516	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	414	0	0	516	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			11	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	0.85	0.85
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.3%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	171	588	30	80	794	313	19	1	82	213	4	187
Future Volume (vph)	171	588	30	80	794	313	19	1	82	213	4	187
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	12	11	12	12
Storage Length (ft)	80		0	300		0	0		0	140		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	86			60			25			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.993			0.958			0.856			0.855	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3442	0	1128	3334	0	1662	1137	0	1678	1535	0
Flt Permitted	0.950			0.950			0.556			0.389		
Satd. Flow (perm)	1770	3442	0	1128	3334	0	973	1137	0	687	1535	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			66			90			249	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		335			466			148			241	
Travel Time (s)		5.7			7.9			3.4			5.5	
Peak Hour Factor	0.79	0.88	0.91	0.80	0.92	0.94	0.59	0.25	0.91	0.71	0.50	0.75
Heavy Vehicles (%)	2%	4%	7%	60%	4%	3%	5%	0%	40%	4%	0%	6%
Adj. Flow (vph)	216	668	33	100	863	333	32	4	90	300	8	249
Shared Lane Traffic (%)												
Lane Group Flow (vph)	216	701	0	100	1196	0	32	94	0	300	257	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.00	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0		2	2		2	2	
Detector Template												
Leading Detector (ft)	83	0		83	0		83	83		83	83	
Trailing Detector (ft)	-5	0		-5	0		-5	-5		-5	-5	
Detector 1 Position(ft)	-5	0		-5	0		-5	-5		-5	-5	
Detector 1 Size(ft)	40	6		40	6		40	40		40	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		43	43	
Detector 2 Size(ft)	40			40			40	40		40	40	
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0	0.0		0.0	0.0	
Turn Type	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	NA	

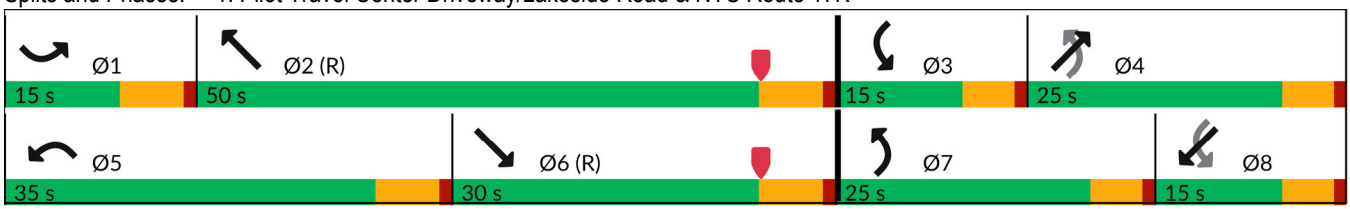


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases							4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	10.0		8.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	30.0		14.0	50.0		10.0	10.0		10.0	10.0	
Total Split (s)	15.0	30.0		35.0	50.0		25.0	25.0		15.0	15.0	
Total Split (%)	14.3%	28.6%		33.3%	47.6%		23.8%	23.8%		14.3%	14.3%	
Maximum Green (s)	9.0	24.0		29.0	44.0		20.0	20.0		10.0	10.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes											
Vehicle Extension (s)	2.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	23.3	55.9		14.8	44.6		12.5	7.2		18.9	12.9	
Actuated g/C Ratio	0.22	0.53		0.14	0.42		0.12	0.07		0.18	0.12	
v/c Ratio	0.55	0.38		0.63	0.82		0.20	0.58		1.38	0.63	
Control Delay (s/veh)	44.6	18.3		53.2	28.3		35.2	25.5		229.9	13.8	
Queue Delay	0.0	0.0		0.0	1.2		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	44.6	18.3		53.2	29.5		35.2	25.5		229.9	13.8	
LOS	D	B		D	C		D	C		F	B	
Approach Delay (s/veh)		24.6			31.4			28.0			130.2	
Approach LOS		C			C			C			F	
Queue Length 50th (ft)	131	146		63	254		18	3		~227	5	
Queue Length 95th (ft)	#207	244		m81	m351		26	0		#217	0	
Internal Link Dist (ft)		255			386			68			161	
Turn Bay Length (ft)	80			300						140		
Base Capacity (vph)	392	1833		311	1453		336	289		217	409	
Starvation Cap Reductn	0	0		0	103		0	0		0	0	
Spillback Cap Reductn	0	112		0	0		0	2		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.55	0.41		0.32	0.89		0.10	0.33		1.38	0.63	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 2:NWT and 6:SET, Start of Yellow			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.38			
Intersection Signal Delay (s/veh): 48.1		Intersection LOS: D	
Intersection Capacity Utilization 74.1%		ICU Level of Service D	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Pilot Travel Center Driveway/Lakeside Road & NYS Route 17K



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	725	163	211	767	0	0	0	0	112	7	432
Future Volume (vph)	0	725	163	211	767	0	0	0	0	112	7	432
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	12	12	12	12	12	15	15
Storage Length (ft)	0		0	150		0	0		0	0		375
Storage Lanes	0		0	1		0	0		0	0		1
Taper Length (ft)	25			60			25			300		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.972										0.850
Flt Protected				0.950							0.957	
Satd. Flow (prot)	0	3253	0	1662	3438	0	0	0	0	0	1546	1572
Flt Permitted				0.950							0.957	
Satd. Flow (perm)	0	3253	0	1662	3438	0	0	0	0	0	1546	1572
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		32										*272
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		466			522			646			723	
Travel Time (s)		7.9			8.9			11.0			12.3	
Peak Hour Factor	0.92	0.85	0.84	0.95	0.89	0.92	0.92	0.92	0.92	0.86	0.44	0.88
Heavy Vehicles (%)	0%	6%	16%	5%	5%	0%	0%	0%	0%	26%	57%	13%
Adj. Flow (vph)	0	853	194	222	862	0	0	0	0	130	16	491
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1047	0	222	862	0	0	0	0	0	146	491
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		2	2					1	2	2
Detector Template										Left		
Leading Detector (ft)		83		83	83					20	83	83
Trailing Detector (ft)		-5		-5	-5					0	-5	-5
Detector 1 Position(ft)		-5		-5	-5					0	-5	-5
Detector 1 Size(ft)		40		40	40					20	40	40
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		43		43	43						43	43
Detector 2 Size(ft)		40		40	40						40	40
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0	0.0						0.0	0.0
Turn Type		NA		Prot	NA					Perm	NA	Perm

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases		6		5	2						8	
Permitted Phases										8		8
Detector Phase		6		5	2					8	8	8
Switch Phase												
Minimum Initial (s)		10.0		3.0	10.0					5.0	5.0	5.0
Minimum Split (s)		50.0		9.0	75.0					11.0	11.0	11.0
Total Split (s)		50.0		25.0	75.0					30.0	30.0	30.0
Total Split (%)		47.6%		23.8%	71.4%					28.6%	28.6%	28.6%
Maximum Green (s)		44.0		19.0	69.0					24.0	24.0	24.0
Yellow Time (s)		4.0		4.0	4.0					4.0	4.0	4.0
All-Red Time (s)		2.0		2.0	2.0					2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0						0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0						6.0	6.0
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		2.0		2.0	2.0					2.0	2.0	2.0
Recall Mode		C-Max		None	C-Max					None	None	None
Act Effct Green (s)		49.7		16.9	72.7						20.3	20.3
Actuated g/C Ratio		0.47		0.16	0.69						0.19	0.19
v/c Ratio		0.67		0.82	0.36						0.48	0.93
Control Delay (s/veh)		25.4		78.1	5.0						42.3	45.2
Queue Delay		0.2		0.0	0.0						0.0	0.2
Total Delay (s/veh)		25.6		78.1	5.0						42.3	45.4
LOS		C		E	A						D	D
Approach Delay (s/veh)		25.7			20.0						44.7	
Approach LOS		C			C						D	
Queue Length 50th (ft)		342		161	65						84	150
Queue Length 95th (ft)		m222		m#226	77						65	#319
Internal Link Dist (ft)		386			442			566			643	
Turn Bay Length (ft)				150								375
Base Capacity (vph)		1557		300	2379						353	569
Starvation Cap Reductn		97		0	0						0	0
Spillback Cap Reductn		0		0	50						0	3
Storage Cap Reductn		0		0	0						0	0
Reduced v/c Ratio		0.72		0.74	0.37						0.41	0.87

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 10 (10%), Referenced to phase 2:NWT and 6:SET, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.94			
Intersection Signal Delay (s/veh): 27.8		Intersection LOS: C	
Intersection Capacity Utilization 68.1%		ICU Level of Service C	
Analysis Period (min) 15			

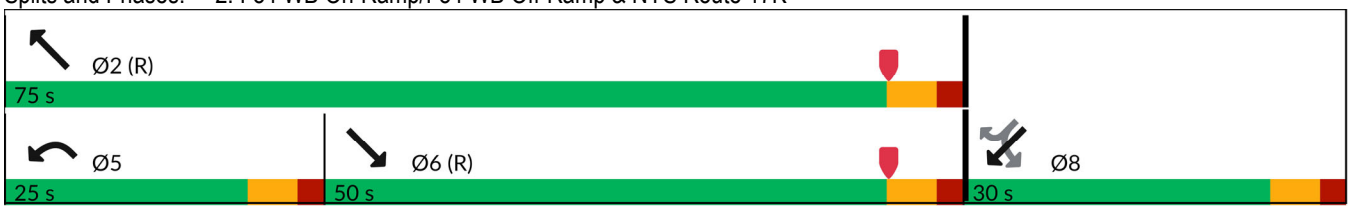
* User Entered Value

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 2: I-84 WB On-Ramp/I-84 WB Off-Ramp & NYS Route 17K

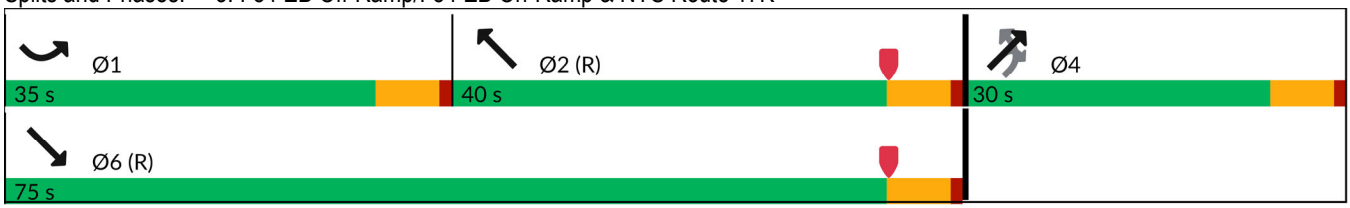


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	283	555	0	0	793	158	187	1	191	0	0	0
Future Volume (vph)	283	555	0	0	793	158	187	1	191	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	13	13	12	14	12	12	12	12
Storage Length (ft)	180		0	0		420	0		150	0		0
Storage Lanes	1		0	0		0	0		1	0		0
Taper Length (ft)	75			25			100			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.965				0.850			
Flt Protected	0.950							0.953				
Satd. Flow (prot)	1616	3343	0	0	3401	0	0	1791	1538	0	0	0
Flt Permitted	0.950							0.953				
Satd. Flow (perm)	1616	3343	0	0	3401	0	0	1791	1538	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					40				212			
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		522			634			685			676	
Travel Time (s)		8.9			10.8			11.7			11.5	
Peak Hour Factor	0.90	0.84	0.88	0.88	0.91	0.60	0.95	0.25	0.90	0.88	0.88	0.88
Heavy Vehicles (%)	8%	8%	0%	0%	4%	12%	8%	0%	5%	0%	0%	0%
Adj. Flow (vph)	314	661	0	0	871	263	197	4	212	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	314	661	0	0	1134	0	0	201	212	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.00	1.00	1.00	0.96	0.96	1.00	0.92	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2			2		1	2	2			
Detector Template							Left					
Leading Detector (ft)	83	83			83		20	83	83			
Trailing Detector (ft)	-5	-5			-5		0	-5	-5			
Detector 1 Position(ft)	-5	-5			-5		0	-5	-5			
Detector 1 Size(ft)	40	40			40		20	40	40			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 2 Position(ft)	43	43			43			43	43			
Detector 2 Size(ft)	40	40			40			40	40			
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0			0.0	0.0			
Turn Type	Prot	NA			NA		Perm	NA	Perm			

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	1	6			2			4				
Permitted Phases							4		4			
Detector Phase	1	6			2		4	4	4			
Switch Phase												
Minimum Initial (s)	5.0	10.0			10.0		5.0	5.0	5.0			
Minimum Split (s)	11.0	75.0			40.0		11.0	11.0	11.0			
Total Split (s)	35.0	75.0			40.0		30.0	30.0	30.0			
Total Split (%)	33.3%	71.4%			38.1%		28.6%	28.6%	28.6%			
Maximum Green (s)	29.0	69.0			34.0		24.0	24.0	24.0			
Yellow Time (s)	5.0	5.0			5.0		5.0	5.0	5.0			
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0	1.0			
Lost Time Adjust (s)	0.0	0.0			0.0			0.0	0.0			
Total Lost Time (s)	6.0	6.0			6.0			6.0	6.0			
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	2.0	2.0			2.0		2.0	2.0	2.0			
Recall Mode	None	C-Max			C-Max		None	None	None			
Act Effct Green (s)	24.3	76.8			46.5			16.2	16.2			
Actuated g/C Ratio	0.23	0.73			0.44			0.15	0.15			
v/c Ratio	0.84	0.27			0.74			0.72	0.50			
Control Delay (s/veh)	59.3	6.7			31.1			56.9	9.6			
Queue Delay	0.0	0.0			0.0			0.0	0.0			
Total Delay (s/veh)	59.3	6.7			31.1			56.9	9.6			
LOS	E	A			C			E	A			
Approach Delay (s/veh)		23.7			31.1			32.7				
Approach LOS		C			C			C				
Queue Length 50th (ft)	227	59			247			130	0			
Queue Length 95th (ft)	318	133			#533			48	60			
Internal Link Dist (ft)		442			554			605			596	
Turn Bay Length (ft)	180								150			
Base Capacity (vph)	451	2444			1529			409	515			
Starvation Cap Reductn	0	0			0			0	0			
Spillback Cap Reductn	0	0			0			0	0			
Storage Cap Reductn	0	0			0			0	0			
Reduced v/c Ratio	0.70	0.27			0.74			0.49	0.41			

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 2:NWT and 6:SET, Start of Yellow, Master Intersection			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay (s/veh): 28.5		Intersection LOS: C	
Intersection Capacity Utilization 68.1%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 3: I-84 EB Off-Ramp/I-84 EB On-Ramp & NYS Route 17K



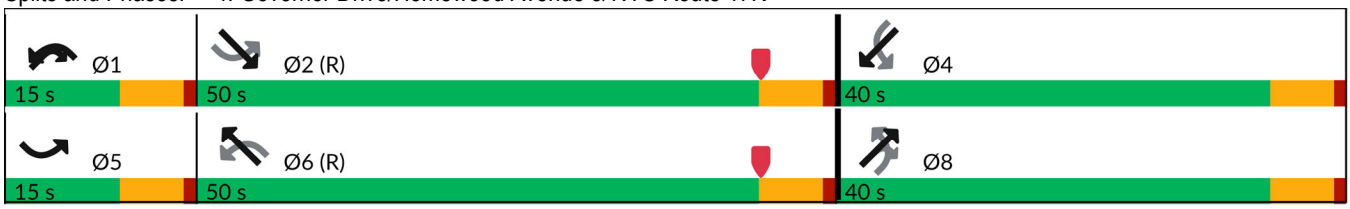
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	13	616	111	52	786	19	135	8	59	5	4	8
Future Volume (vph)	13	616	111	52	786	19	135	8	59	5	4	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	14	12	12	12	16	16	12	13	12
Storage Length (ft)	80		0	205		0	0		125	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	70			86			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.976			0.994				0.850		0.932	
Flt Protected	0.950			0.950				0.956			0.988	
Satd. Flow (prot)	1616	3294	0	1689	1811	0	0	1852	1777	0	1644	0
Flt Permitted	0.165			0.277				0.720			0.913	
Satd. Flow (perm)	281	3294	0	492	1811	0	0	1395	1777	0	1519	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26			2				65		16	
Link Speed (mph)		40			40			40			30	
Link Distance (ft)		634			508			523			505	
Travel Time (s)		10.8			8.7			8.9			11.5	
Peak Hour Factor	0.81	0.87	0.83	0.80	0.92	0.53	0.73	0.50	0.91	0.63	0.50	0.50
Heavy Vehicles (%)	8%	3%	28%	14%	4%	11%	11%	13%	3%	40%	0%	0%
Adj. Flow (vph)	16	708	134	65	854	36	185	16	65	8	8	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	16	842	0	65	890	0	0	201	65	0	32	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)		14			14			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.00	1.00	0.92	1.00	1.00	1.00	0.85	0.85	1.00	0.96	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		1	2	2	1	2	
Detector Template							Left			Left		
Leading Detector (ft)	83	83		83	83		20	83	83	20	83	
Trailing Detector (ft)	-5	-5		-5	-5		0	-5	-5	0	0	
Detector 1 Position(ft)	-5	-5		-5	-5		0	-5	-5	0	0	
Detector 1 Size(ft)	40	40		40	40		20	40	40	20	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43		43	43			43	43		43	
Detector 2 Size(ft)	40	40		40	40			40	40		40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	pm+ov	Perm	NA	

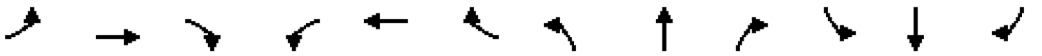
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	5	2		1	6			8	1		4	
Permitted Phases	2			6			8		8	4		
Detector Phase	5	2		1	6		8	8	1	4	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		5.0	5.0	3.0	5.0	5.0	
Minimum Split (s)	9.0	50.0		9.0	50.0		11.0	11.0	9.0	11.0	11.0	
Total Split (s)	15.0	50.0		15.0	50.0		40.0	40.0	15.0	40.0	40.0	
Total Split (%)	14.3%	47.6%		14.3%	47.6%		38.1%	38.1%	14.3%	38.1%	38.1%	
Maximum Green (s)	9.0	44.0		9.0	44.0		34.0	34.0	9.0	34.0	34.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0			6.0	6.0		6.0	
Lead/Lag	Lead	Lag		Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0	2.0	3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	
Act Effct Green (s)	66.6	62.5		70.7	67.8			20.6	32.6		20.6	
Actuated g/C Ratio	0.63	0.60		0.67	0.65			0.20	0.31		0.20	
v/c Ratio	0.06	0.42		0.16	0.76			0.73	0.10		0.10	
Control Delay (s/veh)	9.9	14.5		7.6	21.7			54.8	5.7		20.0	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay (s/veh)	9.9	14.5		7.6	21.7			54.8	5.7		20.0	
LOS	A	B		A	C			D	A		B	
Approach Delay (s/veh)		14.5			20.8			42.9			20.0	
Approach LOS		B			C			D			B	
Queue Length 50th (ft)	4	116		13	323			128	0		9	
Queue Length 95th (ft)	m13	250		29	#850			94	26		13	
Internal Link Dist (ft)		554			428			443			425	
Turn Bay Length (ft)	80			205					125			
Base Capacity (vph)	300	1971		437	1170			451	645		502	
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.05	0.43		0.15	0.76			0.45	0.10		0.06	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 35 (33%), Referenced to phase 2:SETL and 6:NWTL, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay (s/veh): 21.0		Intersection LOS: C	
Intersection Capacity Utilization 67.8%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

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

Splits and Phases: 4: Governor Drive/Homewood Avenue & NYS Route 17K





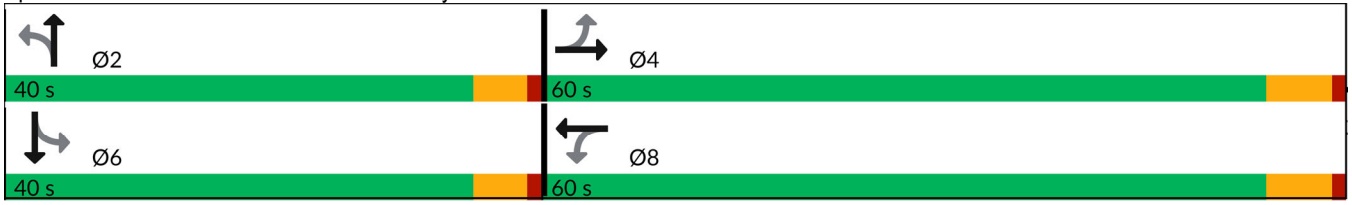
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	82	447	0	3	579	338	3	1	7	253	1	89
Future Volume (vph)	82	447	0	3	579	338	3	1	7	253	1	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.950			0.914			0.965	
Flt Protected		0.992						0.987			0.964	
Satd. Flow (prot)	0	1810	0	0	1717	0	0	1714	0	0	1642	0
Flt Permitted		0.751			0.999			0.928			0.776	
Satd. Flow (perm)	0	1370	0	0	1715	0	0	1612	0	0	1322	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					45			7			19	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		475			749			177			732	
Travel Time (s)		8.1			12.8			4.0			16.6	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	5%	4%	0%	0%	7%	2%	0%	0%	0%	3%	0%	7%
Adj. Flow (vph)	84	456	0	3	591	345	3	1	7	258	1	91
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	540	0	0	939	0	0	11	0	0	350	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		1	0		1	0		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	0		20	0		20	0		20	83	
Trailing Detector (ft)	0	0		0	0		0	0		0	-5	
Detector 1 Position(ft)	0	0		0	0		0	-5		0	-5	
Detector 1 Size(ft)	20	6		20	6		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	
Detector 2 Size(ft)											40	
Detector 2 Type											Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)											0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	60.0	60.0		60.0	60.0		10.0	10.0		10.0	10.0	
Total Split (s)	60.0	60.0		60.0	60.0		40.0	40.0		40.0	40.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Maximum Green (s)	54.0	54.0		54.0	54.0		35.0	35.0		35.0	35.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		2.0	2.0		3.0	3.0		2.0	2.0	
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Act Effct Green (s)		54.3			54.3			26.8			26.8	
Actuated g/C Ratio		0.59			0.59			0.29			0.29	
v/c Ratio		0.66			0.91			0.02			0.87	
Control Delay (s/veh)		19.7			32.8			15.1			52.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		19.7			32.8			15.1			52.8	
LOS		B			C			B			D	
Approach Delay (s/veh)		19.8			32.9			15.2			52.8	
Approach LOS		B			C			B			D	
Queue Length 50th (ft)		204			449			2			183	
Queue Length 95th (ft)		389			#849			14			#305	
Internal Link Dist (ft)		395			669			97			652	
Turn Bay Length (ft)												
Base Capacity (vph)		807			1028			619			516	
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		0.67			0.91			0.02			0.68	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 92.2			
Natural Cycle: 90			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay (s/veh): 32.7		Intersection LOS: C	
Intersection Capacity Utilization 119.6%		ICU Level of Service H	
Analysis Period (min) 15			

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

Splits and Phases: 5: Commercial Driveway/Rock Cut Road & NYS Route 17K



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	58	5	111	81	5	63
Future Volume (vph)	58	5	111	81	5	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	12	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.989		0.943			
Flt Protected	0.956					0.996
Satd. Flow (prot)	1703	0	1715	0	0	1770
Flt Permitted	0.956					0.996
Satd. Flow (perm)	1703	0	1715	0	0	1770
Link Speed (mph)	30		30			30
Link Distance (ft)	594		1013			419
Travel Time (s)	13.5		23.0			9.5
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	6%	0%	1%	1%	20%	2%
Adj. Flow (vph)	67	6	129	94	6	73
Shared Lane Traffic (%)						
Lane Group Flow (vph)	73	0	223	0	0	79
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	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	21.0%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	58	5	111	81	5	63
Future Vol, veh/h	58	5	111	81	5	63
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, %	6	0	1	1	20	2
Mvmt Flow	67	6	129	94	6	73

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	261	176	0	0	223	0
Stage 1	176	-	-	-	-	-
Stage 2	85	-	-	-	-	-
Critical Hdwy	6.46	6.2	-	-	4.3	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.3	-	-	2.38	-
Pot Cap-1 Maneuver	719	872	-	-	1246	-
Stage 1	845	-	-	-	-	-
Stage 2	928	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	715	872	-	-	1246	-
Mov Cap-2 Maneuver	715	-	-	-	-	-
Stage 1	845	-	-	-	-	-
Stage 2	923	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10.5	0	0.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	725	1246	-
HCM Lane V/C Ratio	-	-	0.101	0.005	-
HCM Control Delay (s/veh)	-	-	10.5	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q (veh)	-	-	0.3	0	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	231	0	0	152	0	0
Future Volume (vph)	231	0	0	152	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	16	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	2111	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	2111	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	153			107	74	
Travel Time (s)	3.5			2.4	1.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	251	0	0	165	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	251	0	0	165	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	16	
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	0.85	1.00
Turning Speed (mph)		60	60		60	60
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 15.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↰	
Traffic Vol, veh/h	231	0	0	152	0	0
Future Vol, veh/h	231	0	0	152	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	251	0	0	165	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	416	-
Stage 1	-	-	-	-	251	-
Stage 2	-	-	-	-	165	-
Critical Hdwy	-	-	-	-	6.42	-
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	-
Pot Cap-1 Maneuver	-	0	0	-	593	0
Stage 1	-	0	0	-	791	0
Stage 2	-	0	0	-	864	0
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	593	-
Mov Cap-2 Maneuver	-	-	-	-	593	-
Stage 1	-	-	-	-	791	-
Stage 2	-	-	-	-	864	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s/veh)	0	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q (veh)	-	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	225	0	7	145	259	6
Future Volume (vph)	225	0	7	145	259	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.997	
Flt Protected				0.998	0.953	
Satd. Flow (prot)	1863	0	0	1859	1947	0
Flt Permitted				0.998	0.953	
Satd. Flow (perm)	1863	0	0	1859	1947	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	143			153	76	
Travel Time (s)	3.3			3.5	1.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	245	0	8	158	282	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	245	0	0	166	289	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	15	
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	0.88	1.00
Turning Speed (mph)		60	60		60	60
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 34.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	225	0	7	145	259	6
Future Vol, veh/h	225	0	7	145	259	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	245	0	8	158	282	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	245	0	419	245
Stage 1	-	-	-	-	245	-
Stage 2	-	-	-	-	174	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1321	-	591	794
Stage 1	-	-	-	-	796	-
Stage 2	-	-	-	-	856	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1321	-	587	794
Mov Cap-2 Maneuver	-	-	-	-	587	-
Stage 1	-	-	-	-	796	-
Stage 2	-	-	-	-	850	-

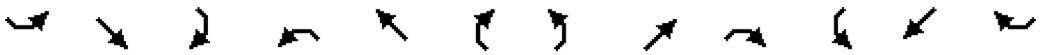
Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.4	16.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	590	-	-	1321	-
HCM Lane V/C Ratio	0.488	-	-	0.006	-
HCM Control Delay (s/veh)	16.8	-	-	7.7	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q (veh)	2.7	-	-	0	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	225	259	0	404	0	0
Future Volume (vph)	225	259	0	404	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	16	16
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.928					
Flt Protected						
Satd. Flow (prot)	1729	0	0	1863	0	0
Flt Permitted						
Satd. Flow (perm)	1729	0	0	1863	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	241			143	70	
Travel Time (s)	5.5			3.3	1.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	245	282	0	439	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	527	0	0	439	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			11	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	0.85	0.85
Turning Speed (mph)		60	60		60	60
Sign Control	Free			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 31.0%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	181	628	26	49	614	217	11	5	62	263	8	190
Future Volume (vph)	181	628	26	49	614	217	11	5	62	263	8	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	12	11	12	12
Storage Length (ft)	80		0	300		0	0		0	140		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	86			60			25			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992			0.956			0.862			0.860	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3507	0	1308	3360	0	1745	1191	0	1711	1619	0
Flt Permitted	0.950			0.950			0.610			0.402		
Satd. Flow (perm)	1805	3507	0	1308	3360	0	1120	1191	0	724	1619	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			67			94			224	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		335			466			148			241	
Travel Time (s)		5.7			7.9			3.4			5.5	
Peak Hour Factor	0.82	0.91	0.63	0.84	0.89	0.77	0.69	0.63	0.66	0.63	0.50	0.85
Heavy Vehicles (%)	0%	2%	4%	38%	3%	2%	0%	20%	34%	2%	0%	1%
Adj. Flow (vph)	221	690	41	58	690	282	16	8	94	417	16	224
Shared Lane Traffic (%)												
Lane Group Flow (vph)	221	731	0	58	972	0	16	102	0	417	240	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.00	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0		2	2		2	2	
Detector Template												
Leading Detector (ft)	83	0		83	0		83	83		83	83	
Trailing Detector (ft)	-5	0		-5	0		-5	-5		-5	-5	
Detector 1 Position(ft)	-5	0		-5	0		-5	-5		-5	-5	
Detector 1 Size(ft)	40	6		40	6		40	40		40	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		43	43	
Detector 2 Size(ft)	40			40			40	40		40	40	
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0	0.0		0.0	0.0	
Turn Type	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	NA	

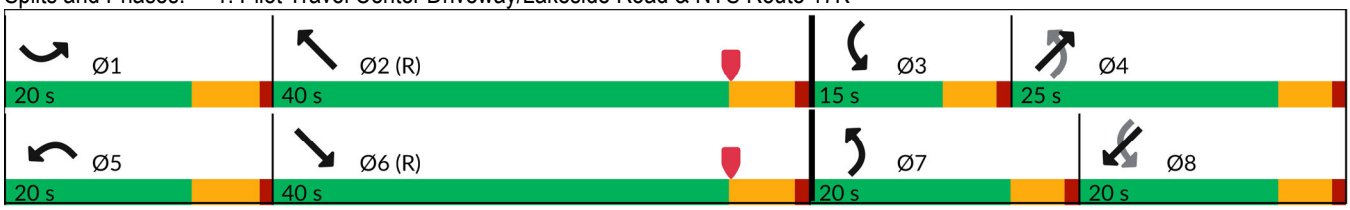


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases							4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	10.0		8.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	16.0		14.0	16.0		10.0	10.0		10.0	10.0	
Total Split (s)	20.0	40.0		20.0	40.0		20.0	25.0		15.0	20.0	
Total Split (%)	20.0%	40.0%		20.0%	40.0%		20.0%	25.0%		15.0%	20.0%	
Maximum Green (s)	14.0	34.0		14.0	34.0		15.0	20.0		10.0	15.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes											
Vehicle Extension (s)	2.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	17.6	49.9		10.4	39.8		11.7	7.1		25.1	21.1	
Actuated g/C Ratio	0.18	0.50		0.10	0.40		0.12	0.07		0.25	0.21	
v/c Ratio	0.69	0.41		0.42	0.70		0.09	0.59		1.25	0.46	
Control Delay (s/veh)	50.1	17.8		51.2	27.5		29.9	25.4		168.9	9.9	
Queue Delay	0.0	0.0		0.0	0.6		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	50.1	17.8		51.2	28.1		29.9	25.4		168.9	9.9	
LOS	D	B		D	C		C	C		F	A	
Approach Delay (s/veh)		25.4			29.4			26.0			110.8	
Approach LOS		C			C			C			F	
Queue Length 50th (ft)	132	152		35	250		8	5		~290	8	
Queue Length 95th (ft)	182	230		68	353		18	19		#252	0	
Internal Link Dist (ft)		255			386			68			161	
Turn Bay Length (ft)	80			300						140		
Base Capacity (vph)	324	1752		183	1377		330	313		333	525	
Starvation Cap Reductn	0	0		0	137		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.68	0.42		0.32	0.78		0.05	0.33		1.25	0.46	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:NWT and 6:SET, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.25			
Intersection Signal Delay (s/veh): 47.3		Intersection LOS: D	
Intersection Capacity Utilization 69.3%		ICU Level of Service C	
Analysis Period (min) 15			
~ 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: Pilot Travel Center Driveway/Lakeside Road & NYS Route 17K

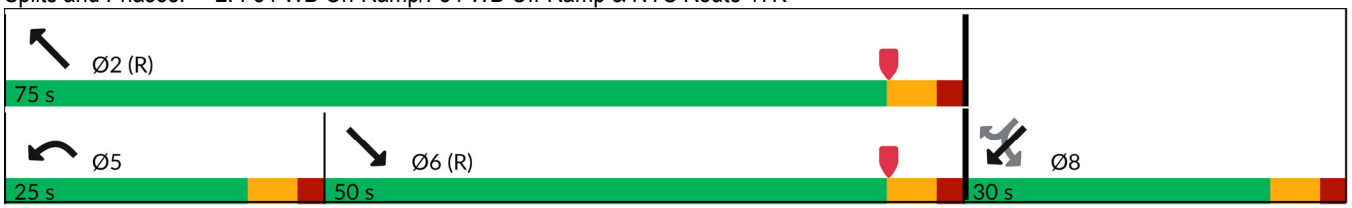


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	828	115	96	569	0	0	0	0	41	4	311
Future Volume (vph)	0	828	115	96	569	0	0	0	0	41	4	311
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	12	12	12	12	12	15	15
Storage Length (ft)	0		0	150		0	0		0	0		375
Storage Lanes	0		0	1		0	0		0	0		1
Taper Length (ft)	25			60			25			300		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.977										0.850
Flt Protected				0.950							0.962	
Satd. Flow (prot)	0	3385	0	1711	3471	0	0	0	0	0	1683	1660
Flt Permitted				0.950							0.962	
Satd. Flow (perm)	0	3385	0	1711	3471	0	0	0	0	0	1683	1660
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24										295
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		466			522			646			723	
Travel Time (s)		7.9			8.9			11.0			12.3	
Peak Hour Factor	0.98	0.92	0.72	0.87	0.86	0.98	0.98	0.98	0.98	0.91	0.33	0.90
Heavy Vehicles (%)	0%	3%	11%	2%	4%	0%	0%	0%	0%	18%	25%	7%
Adj. Flow (vph)	0	900	160	110	662	0	0	0	0	45	12	346
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1060	0	110	662	0	0	0	0	0	57	346
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		2	2					1	2	2
Detector Template										Left		
Leading Detector (ft)		83		83	83					20	83	83
Trailing Detector (ft)		-5		-5	-5					0	-5	-5
Detector 1 Position(ft)		-5		-5	-5					0	-5	-5
Detector 1 Size(ft)		40		40	40					20	40	40
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		43		43	43						43	43
Detector 2 Size(ft)		40		40	40						40	40
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0	0.0						0.0	0.0
Turn Type		NA		Prot	NA					Perm	NA	Perm

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases		6		5	2						8	
Permitted Phases										8		8
Detector Phase		6		5	2					8	8	8
Switch Phase												
Minimum Initial (s)		10.0		3.0	10.0					5.0	5.0	5.0
Minimum Split (s)		50.0		9.0	75.0					11.0	11.0	11.0
Total Split (s)		50.0		25.0	75.0					30.0	30.0	30.0
Total Split (%)		47.6%		23.8%	71.4%					28.6%	28.6%	28.6%
Maximum Green (s)		44.0		19.0	69.0					24.0	24.0	24.0
Yellow Time (s)		4.0		4.0	4.0					4.0	4.0	4.0
All-Red Time (s)		2.0		2.0	2.0					2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0						0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0						6.0	6.0
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		2.0		2.0	2.0					2.0	2.0	2.0
Recall Mode		C-Max		None	C-Max					None	None	None
Act Effct Green (s)		65.4		11.2	82.6						10.4	10.4
Actuated g/C Ratio		0.62		0.11	0.79						0.10	0.10
v/c Ratio		0.50		0.60	0.24						0.34	0.80
Control Delay (s/veh)		13.0		63.2	3.3						47.3	23.4
Queue Delay		0.7		0.0	0.0						0.0	0.0
Total Delay (s/veh)		13.8		63.2	3.3						47.3	23.4
LOS		B		E	A						D	C
Approach Delay (s/veh)		13.8			11.9						26.8	
Approach LOS		B			B						C	
Queue Length 50th (ft)		173		80	51						37	33
Queue Length 95th (ft)		328		134	62						24	121
Internal Link Dist (ft)		386			442			566			643	
Turn Bay Length (ft)				150								375
Base Capacity (vph)		2117		309	2731						384	607
Starvation Cap Reductn		656		0	0						0	0
Spillback Cap Reductn		0		0	0						0	0
Storage Cap Reductn		0		0	0						0	0
Reduced v/c Ratio		0.73		0.36	0.24						0.15	0.57

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 10 (10%), Referenced to phase 2:NWT and 6:SET, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay (s/veh): 15.5		Intersection LOS: B	
Intersection Capacity Utilization 53.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: I-84 WB On-Ramp/I-84 WB Off-Ramp & NYS Route 17K

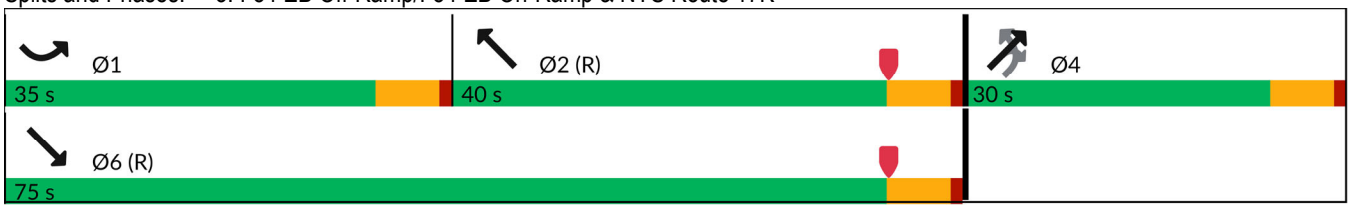


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	285	585	0	0	559	45	106	1	154	0	0	0
Future Volume (vph)	285	585	0	0	559	45	106	1	154	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	13	13	12	14	12	12	12	12
Storage Length (ft)	180		0	0		420	0		150	0		0
Storage Lanes	1		0	0		0	0		1	0		0
Taper Length (ft)	75			25			100			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.988				0.850			
Flt Protected	0.950							0.954				
Satd. Flow (prot)	1662	3505	0	0	3600	0	0	1746	1583	0	0	0
Flt Permitted	0.950							0.954				
Satd. Flow (perm)	1662	3505	0	0	3600	0	0	1746	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					9				200			
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		522			634			685			676	
Travel Time (s)		8.9			10.8			11.7			11.5	
Peak Hour Factor	0.92	0.92	0.96	0.96	0.95	0.92	0.72	0.25	0.77	0.96	0.96	0.96
Heavy Vehicles (%)	5%	3%	0%	0%	2%	7%	11%	0%	2%	0%	0%	0%
Adj. Flow (vph)	310	636	0	0	588	49	147	4	200	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	310	636	0	0	637	0	0	151	200	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.00	1.00	1.00	0.96	0.96	1.00	0.92	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2			2		1	2	2			
Detector Template							Left					
Leading Detector (ft)	83	83			83		20	83	83			
Trailing Detector (ft)	-5	-5			-5		0	-5	-5			
Detector 1 Position(ft)	-5	-5			-5		0	-5	-5			
Detector 1 Size(ft)	40	40			40		20	40	40			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 2 Position(ft)	43	43			43			43	43			
Detector 2 Size(ft)	40	40			40			40	40			
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0			0.0	0.0			
Turn Type	Prot	NA			NA		Perm	NA	Perm			

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	1	6			2			4				
Permitted Phases							4		4			
Detector Phase	1	6			2		4	4	4			
Switch Phase												
Minimum Initial (s)	5.0	10.0			10.0		5.0	5.0	5.0			
Minimum Split (s)	11.0	75.0			40.0		11.0	11.0	11.0			
Total Split (s)	35.0	75.0			40.0		30.0	30.0	30.0			
Total Split (%)	33.3%	71.4%			38.1%		28.6%	28.6%	28.6%			
Maximum Green (s)	29.0	69.0			34.0		24.0	24.0	24.0			
Yellow Time (s)	5.0	5.0			5.0		5.0	5.0	5.0			
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0	1.0			
Lost Time Adjust (s)	0.0	0.0			0.0			0.0	0.0			
Total Lost Time (s)	6.0	6.0			6.0			6.0	6.0			
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	2.0	2.0			2.0		2.0	2.0	2.0			
Recall Mode	None	C-Max			C-Max		None	None	None			
Act Effct Green (s)	23.8	79.5			49.6			13.5	13.5			
Actuated g/C Ratio	0.23	0.76			0.47			0.13	0.13			
v/c Ratio	0.82	0.23			0.37			0.67	0.52			
Control Delay (s/veh)	71.5	3.5			18.4			57.8	10.9			
Queue Delay	0.0	0.0			0.0			0.0	0.0			
Total Delay (s/veh)	71.5	3.5			18.4			57.8	10.9			
LOS	E	A			B			E	B			
Approach Delay (s/veh)		25.8			18.5			31.1				
Approach LOS		C			B			C				
Queue Length 50th (ft)	226	42			121			98	0			
Queue Length 95th (ft)	314	63			185			39	34			
Internal Link Dist (ft)		442			554			605			596	
Turn Bay Length (ft)	180								150			
Base Capacity (vph)	467	2653			1706			399	516			
Starvation Cap Reductn	0	0			0			0	0			
Spillback Cap Reductn	0	0			0			0	0			
Storage Cap Reductn	0	0			0			0	0			
Reduced v/c Ratio	0.66	0.24			0.37			0.38	0.39			

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 2:NWT and 6:SET, Start of Yellow, Master Intersection			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay (s/veh): 24.4		Intersection LOS: C	
Intersection Capacity Utilization 53.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: I-84 EB Off-Ramp/I-84 EB On-Ramp & NYS Route 17K

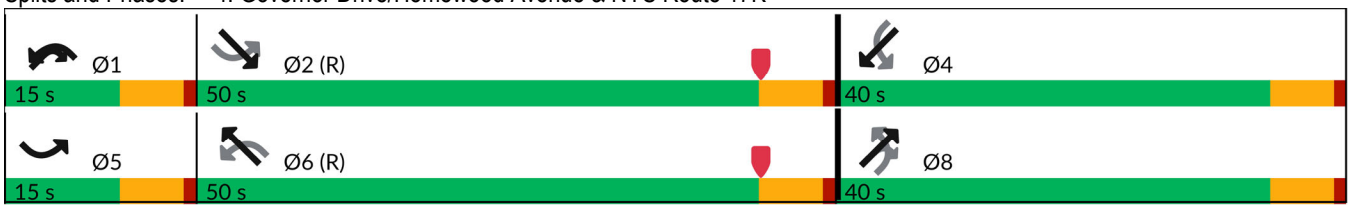


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	18	661	60	14	547	13	44	3	31	7	2	7
Future Volume (vph)	18	661	60	14	547	13	44	3	31	7	2	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	14	12	12	12	16	16	12	13	12
Storage Length (ft)	80		0	205		0	0		125	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	70			86			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.988			0.995				0.850		0.942	
Flt Protected	0.950			0.950				0.957			0.979	
Satd. Flow (prot)	1745	3481	0	1925	1855	0	0	2024	1830	0	1811	0
Flt Permitted	0.381			0.329				0.726			0.827	
Satd. Flow (perm)	700	3481	0	667	1855	0	0	1536	1830	0	1530	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			2				41		12	
Link Speed (mph)		40			40			40			30	
Link Distance (ft)		634			508			523			505	
Travel Time (s)		10.8			8.7			8.9			11.5	
Peak Hour Factor	0.64	0.90	0.92	0.88	0.93	0.65	0.57	0.38	0.75	0.58	0.50	0.58
Heavy Vehicles (%)	0%	1%	19%	0%	2%	0%	2%	0%	0%	0%	0%	0%
Adj. Flow (vph)	28	734	65	16	588	20	77	8	41	12	4	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	28	799	0	16	608	0	0	85	41	0	28	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)		14			14			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.00	1.00	0.92	1.00	1.00	1.00	0.85	0.85	1.00	0.96	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		1	2	2	1	2	
Detector Template							Left			Left		
Leading Detector (ft)	83	83		83	83		20	83	83	20	83	
Trailing Detector (ft)	-5	-5		-5	-5		0	-5	-5	0	0	
Detector 1 Position(ft)	-5	-5		-5	-5		0	-5	-5	0	0	
Detector 1 Size(ft)	40	40		40	40		20	40	40	20	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43		43	43			43	43		43	
Detector 2 Size(ft)	40	40		40	40			40	40		40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	pm+ov	Perm	NA	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	5	2		1	6			8	1		4	
Permitted Phases	2			6			8		8	4		
Detector Phase	5	2		1	6		8	8	1	4	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		5.0	5.0	3.0	5.0	5.0	
Minimum Split (s)	9.0	50.0		9.0	50.0		11.0	11.0	9.0	11.0	11.0	
Total Split (s)	15.0	50.0		15.0	50.0		40.0	40.0	15.0	40.0	40.0	
Total Split (%)	14.3%	47.6%		14.3%	47.6%		38.1%	38.1%	14.3%	38.1%	38.1%	
Maximum Green (s)	9.0	44.0		9.0	44.0		34.0	34.0	9.0	34.0	34.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0			6.0	6.0		6.0	
Lead/Lag	Lead	Lag		Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0	2.0	3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	
Act Effct Green (s)	79.8	76.9		80.6	78.8			11.2	19.4		10.9	
Actuated g/C Ratio	0.76	0.73		0.77	0.75			0.11	0.18		0.10	
v/c Ratio	0.04	0.31		0.02	0.43			0.52	0.11		0.16	
Control Delay (s/veh)	4.0	6.7		3.5	8.7			54.9	10.3		29.6	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay (s/veh)	4.0	6.7		3.5	8.7			54.9	10.3		29.6	
LOS	A	A		A	A			D	B		C	
Approach Delay (s/veh)		6.6			8.6			40.4			29.7	
Approach LOS		A			A			D			C	
Queue Length 50th (ft)	4	98		2	175			55	0		10	
Queue Length 95th (ft)	8	84		7	300			40	18		17	
Internal Link Dist (ft)		554			428			443			425	
Turn Bay Length (ft)	80			205					125			
Base Capacity (vph)	642	2551		635	1392			497	443		503	
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.04	0.31		0.03	0.44			0.17	0.09		0.06	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 35 (33%), Referenced to phase 2:SETL and 6:NWTL, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.52			
Intersection Signal Delay (s/veh): 10.4		Intersection LOS: B	
Intersection Capacity Utilization 46.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 4: Governor Drive/Homewood Avenue & NYS Route 17K



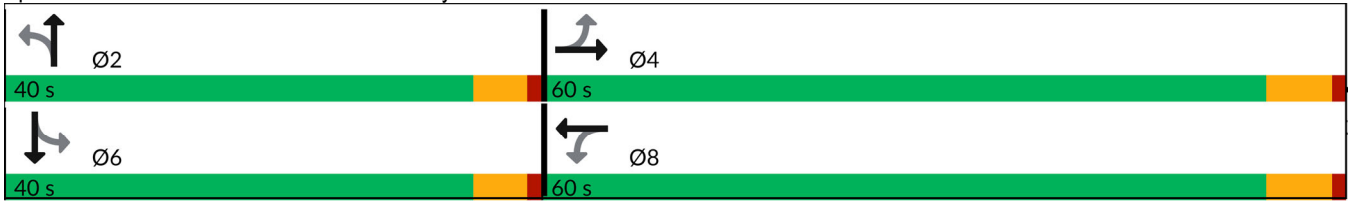
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	64	469	0	2	505	244	1	0	0	281	1	89
Future Volume (vph)	64	469	0	2	505	244	1	0	0	281	1	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.956						0.968	
Flt Protected		0.994						0.950			0.964	
Satd. Flow (prot)	0	1882	0	0	1769	0	0	1805	0	0	1688	0
Flt Permitted		0.845			0.999			0.645			0.778	
Satd. Flow (perm)	0	1600	0	0	1767	0	0	1226	0	0	1363	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					38						18	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		475			749			177			732	
Travel Time (s)		8.1			12.8			4.0			16.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	0%	0%	0%	3%	2%	0%	0%	0%	2%	0%	0%
Adj. Flow (vph)	67	494	0	2	532	257	1	0	0	296	1	94
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	561	0	0	791	0	0	1	0	0	391	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		1	0		1	0		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	0		20	0		20	0		20	83	
Trailing Detector (ft)	0	0		0	0		0	0		0	-5	
Detector 1 Position(ft)	0	0		0	0		0	-5		0	-5	
Detector 1 Size(ft)	20	6		20	6		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	
Detector 2 Size(ft)											40	
Detector 2 Type											Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)											0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	60.0	60.0		60.0	60.0		10.0	10.0		10.0	10.0	
Total Split (s)	60.0	60.0		60.0	60.0		40.0	40.0		40.0	40.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Maximum Green (s)	54.0	54.0		54.0	54.0		35.0	35.0		35.0	35.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		2.0	2.0		3.0	3.0		2.0	2.0	
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Act Effct Green (s)		54.2			54.2			29.1			29.1	
Actuated g/C Ratio		0.57			0.57			0.31			0.31	
v/c Ratio		0.61			0.76			0.00			0.90	
Control Delay (s/veh)		18.0			22.1			21.0			55.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		18.0			22.1			21.0			55.2	
LOS		B			C			C			E	
Approach Delay (s/veh)		18.0			22.2			21.0			55.2	
Approach LOS		B			C			C			E	
Queue Length 50th (ft)		221			347			0			213	
Queue Length 95th (ft)		360			561			4			#370	
Internal Link Dist (ft)		395			669			97			652	
Turn Bay Length (ft)												
Base Capacity (vph)		919			1031			456			518	
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		0.61			0.77			0.00			0.75	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 94.4			
Natural Cycle: 90			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay (s/veh): 28.3		Intersection LOS: C	
Intersection Capacity Utilization 103.1%		ICU Level of Service G	
Analysis Period (min) 15			

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

Splits and Phases: 5: Commercial Driveway/Rock Cut Road & NYS Route 17K



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	64	5	67	53	5	76
Future Volume (vph)	64	5	67	53	5	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	12	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.991		0.941			
Flt Protected	0.955					0.997
Satd. Flow (prot)	1765	0	1709	0	0	1814
Flt Permitted	0.955					0.997
Satd. Flow (perm)	1765	0	1709	0	0	1814
Link Speed (mph)	30		30			30
Link Distance (ft)	594		1013			419
Travel Time (s)	13.5		23.0			9.5
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	0%	2%	0%	0%	1%
Adj. Flow (vph)	70	5	74	58	5	84
Shared Lane Traffic (%)						
Lane Group Flow (vph)	75	0	132	0	0	89
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	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	18.6%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	2.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	64	5	67	53	5	76
Future Vol, veh/h	64	5	67	53	5	76
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	91	91	91	91	91	91
Heavy Vehicles, %	2	0	2	0	0	1
Mvmt Flow	70	5	74	58	5	84

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	197	103	0	0	132	0
Stage 1	103	-	-	-	-	-
Stage 2	94	-	-	-	-	-
Critical Hdwy	6.42	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	792	957	-	-	1466	-
Stage 1	921	-	-	-	-	-
Stage 2	930	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	789	957	-	-	1466	-
Mov Cap-2 Maneuver	789	-	-	-	-	-
Stage 1	921	-	-	-	-	-
Stage 2	926	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10	0	0.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	799	1466	-
HCM Lane V/C Ratio	-	-	0.095	0.004	-
HCM Control Delay (s/veh)	-	-	10	7.5	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q (veh)	-	-	0.3	0	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	179	0	0	238	0	0
Future Volume (vph)	179	0	0	238	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	16	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	2111	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	2111	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	153			107	74	
Travel Time (s)	3.5			2.4	1.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	195	0	0	259	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	195	0	0	259	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	16	
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	0.85	1.00
Turning Speed (mph)		60	60		60	60
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 15.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	179	0	0	238	0	0
Future Vol, veh/h	179	0	0	238	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	195	0	0	259	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	454	-
Stage 1	-	-	-	-	195	-
Stage 2	-	-	-	-	259	-
Critical Hdwy	-	-	-	-	6.42	-
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	-
Pot Cap-1 Maneuver	-	0	0	-	564	0
Stage 1	-	0	0	-	838	0
Stage 2	-	0	0	-	784	0
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	564	-
Mov Cap-2 Maneuver	-	-	-	-	564	-
Stage 1	-	-	-	-	838	-
Stage 2	-	-	-	-	784	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s/veh)	0	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q (veh)	-	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	173	0	6	232	230	6
Future Volume (vph)	173	0	6	232	230	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.996	
Flt Protected				0.999	0.954	
Satd. Flow (prot)	1863	0	0	1861	1947	0
Flt Permitted				0.999	0.954	
Satd. Flow (perm)	1863	0	0	1861	1947	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	143			153	76	
Travel Time (s)	3.3			3.5	1.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	188	0	7	252	250	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	188	0	0	259	257	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	15	
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	0.88	1.00
Turning Speed (mph)		60	60		60	60
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	6.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	173	0	6	232	230	6
Future Vol, veh/h	173	0	6	232	230	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	188	0	7	252	250	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	188	0	454	188
Stage 1	-	-	-	-	188	-
Stage 2	-	-	-	-	266	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1386	-	564	854
Stage 1	-	-	-	-	844	-
Stage 2	-	-	-	-	779	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1386	-	561	854
Mov Cap-2 Maneuver	-	-	-	-	561	-
Stage 1	-	-	-	-	844	-
Stage 2	-	-	-	-	774	-

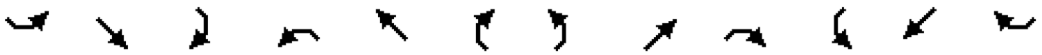
Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.2	16.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	566	-	-	1386	-
HCM Lane V/C Ratio	0.453	-	-	0.005	-
HCM Control Delay (s/veh)	16.5	-	-	7.6	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q (veh)	2.3	-	-	0	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	173	230	0	462	0	0
Future Volume (vph)	173	230	0	462	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	16	16
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.923					
Flt Protected						
Satd. Flow (prot)	1719	0	0	1863	0	0
Flt Permitted						
Satd. Flow (perm)	1719	0	0	1863	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	241			143	70	
Travel Time (s)	5.5			3.3	1.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	188	250	0	502	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	438	0	0	502	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			11	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	0.85	0.85
Turning Speed (mph)		60	60		60	60
Sign Control	Free			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 27.6%		ICU Level of Service A	
Analysis Period (min) 15			

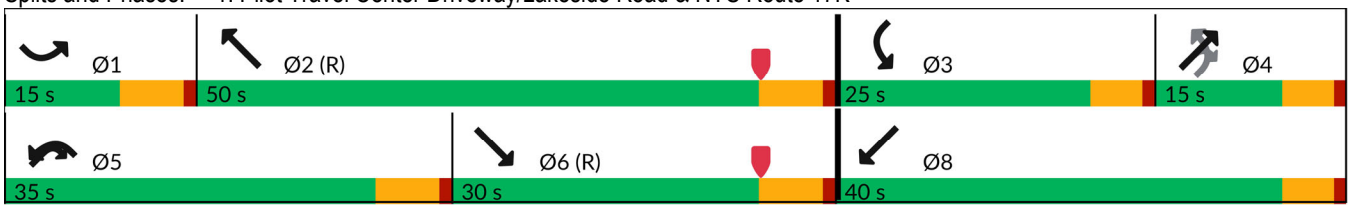
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	158	679	15	77	412	222	5	0	82	324	2	150
Future Volume (vph)	158	679	15	77	412	222	5	0	82	324	2	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	12	11	12	12
Storage Length (ft)	80		0	300		0	0		0	140		0
Storage Lanes	1		0	1		0	0		1	2		0
Taper Length (ft)	86			60			25			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	0.97	1.00	1.00
Frt		0.995			0.941				0.850		0.853	
Flt Protected	0.950			0.950				0.950		0.950		
Satd. Flow (prot)	1517	3292	0	1008	3121	0	0	1091	944	3385	1451	0
Flt Permitted	0.950			0.950						0.950		
Satd. Flow (perm)	1517	3292	0	1008	3121	0	0	1148	944	3385	1451	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			178				83		176	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		335			466			148			241	
Travel Time (s)		5.7			7.9			3.4			5.5	
Peak Hour Factor	0.75	0.91	0.63	0.65	0.86	0.71	0.63	0.90	0.77	0.67	0.50	0.85
Heavy Vehicles (%)	19%	9%	13%	79%	12%	4%	60%	0%	71%	0%	0%	12%
Adj. Flow (vph)	211	746	24	118	479	313	8	0	106	484	4	176
Shared Lane Traffic (%)												
Lane Group Flow (vph)	211	770	0	118	792	0	0	8	106	484	180	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.00	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0		2	2	1	2	2	
Detector Template									Right			
Leading Detector (ft)	83	0		83	0		83	83	20	83	83	
Trailing Detector (ft)	-5	0		-5	0		-5	-5	0	-5	-5	
Detector 1 Position(ft)	-5	0		-5	0		-5	-5	0	-5	-5	
Detector 1 Size(ft)	40	6		40	6		40	40	20	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43			43			43	43		43	43	
Detector 2 Size(ft)	40			40			40	40		40	40	
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0	0.0		0.0	0.0	
Turn Type	Prot	NA		Prot	NA		Perm	NA	pm+ov	Prot	NA	

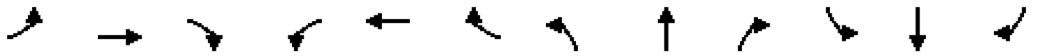


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	1	6		5	2			4	5	3	8	
Permitted Phases							4		4			
Detector Phase	1	6		5	2		4	4	5	3	8	
Switch Phase												
Minimum Initial (s)	5.0	10.0		8.0	10.0		5.0	5.0	8.0	5.0	5.0	
Minimum Split (s)	11.0	30.0		14.0	50.0		10.0	10.0	14.0	10.0	10.0	
Total Split (s)	15.0	30.0		35.0	50.0		15.0	15.0	35.0	25.0	40.0	
Total Split (%)	14.3%	28.6%		33.3%	47.6%		14.3%	14.3%	33.3%	23.8%	38.1%	
Maximum Green (s)	9.0	24.0		29.0	44.0		10.0	10.0	29.0	20.0	35.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		4.0	4.0	5.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0			5.0	6.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag	Lead	Lead		
Lead-Lag Optimize?	Yes											
Vehicle Extension (s)	2.0	3.0		3.0	3.0		2.0	2.0	3.0	2.0	2.0	
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	
Act Effct Green (s)	23.1	49.4		17.7	44.0			6.2	20.4	18.2	20.9	
Actuated g/C Ratio	0.22	0.47		0.17	0.42			0.06	0.19	0.17	0.20	
v/c Ratio	0.63	0.49		0.69	0.56			0.11	0.42	0.82	0.41	
Control Delay (s/veh)	49.4	23.6		65.4	15.4			49.6	14.8	54.3	8.0	
Queue Delay	0.0	0.0		0.0	0.2			0.0	0.0	0.0	0.0	
Total Delay (s/veh)	49.4	23.6		65.4	15.6			49.6	14.8	54.3	8.0	
LOS	D	C		E	B			D	B	D	A	
Approach Delay (s/veh)		29.2			22.1			17.3			41.8	
Approach LOS		C			C			B			D	
Queue Length 50th (ft)	126	175		81	131			5	13	160	2	
Queue Length 95th (ft)	#264	#359		80	190			21	34	153	0	
Internal Link Dist (ft)		255			386			68			161	
Turn Bay Length (ft)	80			300						140		
Base Capacity (vph)	333	1551		278	1411			109	342	644	601	
Starvation Cap Reductn	0	0		0	144			0	0	0	0	
Spillback Cap Reductn	0	9		0	0			0	0	0	0	
Storage Cap Reductn	0	0		0	0			0	0	0	0	
Reduced v/c Ratio	0.63	0.50		0.42	0.63			0.07	0.31	0.75	0.30	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 2:NWT and 6:SET, Start of Yellow			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay (s/veh): 29.4		Intersection LOS: C	
Intersection Capacity Utilization 57.3%		ICU Level of Service B	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: Pilot Travel Center Driveway/Lakeside Road & NYS Route 17K





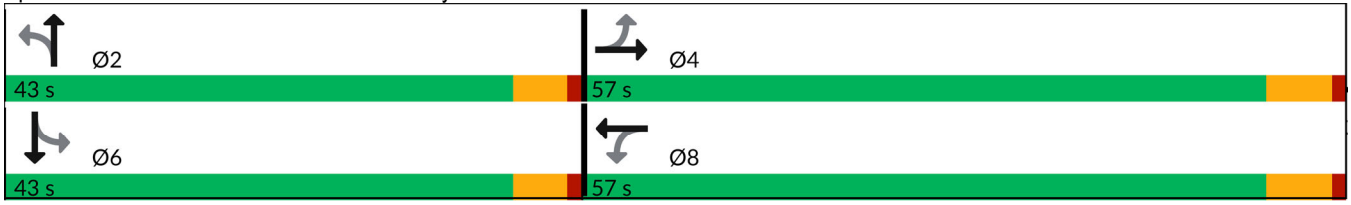
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	489	2	5	352	140	2	0	2	362	1	84
Future Volume (vph)	57	489	2	5	352	140	2	0	2	362	1	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.962			0.932			0.975	
Flt Protected		0.995						0.976			0.961	
Satd. Flow (prot)	0	1707	0	0	1634	0	0	1728	0	0	1634	0
Flt Permitted		0.905			0.995			0.898			0.764	
Satd. Flow (perm)	0	1553	0	0	1625	0	0	1590	0	0	1299	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					29			33			13	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		475			749			177			732	
Travel Time (s)		8.1			12.8			4.0			16.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	9%	11%	0%	0%	12%	12%	0%	0%	0%	4%	0%	11%
Adj. Flow (vph)	60	515	2	5	371	147	2	0	2	381	1	88
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	577	0	0	523	0	0	4	0	0	470	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		1	0		1	0		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	0		20	0		20	0		20	83	
Trailing Detector (ft)	0	0		0	0		0	0		0	-5	
Detector 1 Position(ft)	0	0		0	0		0	-5		0	-5	
Detector 1 Size(ft)	20	6		20	6		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	
Detector 2 Size(ft)											40	
Detector 2 Type											Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)											0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	60.0	60.0		60.0	60.0		10.0	10.0		10.0	10.0	
Total Split (s)	57.0	57.0		57.0	57.0		43.0	43.0		43.0	43.0	
Total Split (%)	57.0%	57.0%		57.0%	57.0%		43.0%	43.0%		43.0%	43.0%	
Maximum Green (s)	51.0	51.0		51.0	51.0		38.0	38.0		38.0	38.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		2.0	2.0		3.0	3.0		2.0	2.0	
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Act Effct Green (s)		51.0			51.0			36.4			36.4	
Actuated g/C Ratio		0.52			0.52			0.37			0.37	
v/c Ratio		0.71			0.61			0.00			0.96	
Control Delay (s/veh)		24.9			19.9			0.0			63.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		24.9			19.9			0.0			63.3	
LOS		C			B			A			E	
Approach Delay (s/veh)		24.9			19.9						63.4	
Approach LOS		C			B						E	
Queue Length 50th (ft)		274			216			0			278	
Queue Length 95th (ft)		415			327			0			#485	
Internal Link Dist (ft)		395			669			97			652	
Turn Bay Length (ft)												
Base Capacity (vph)		805			855			634			509	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.72			0.61			0.01			0.92	

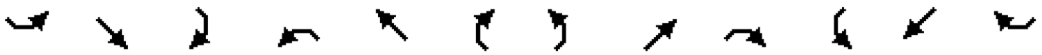
Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 98.5			
Natural Cycle: 90			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.96			
Intersection Signal Delay (s/veh): 34.7		Intersection LOS: C	
Intersection Capacity Utilization 102.4%		ICU Level of Service G	
Analysis Period (min) 15			

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

Splits and Phases: 5: Commercial Driveway/Rock Cut Road & NYS Route 17K



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	171	588	30	80	794	313	19	1	82	213	4	187
Future Volume (vph)	171	588	30	80	794	313	19	1	82	213	4	187
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	12	11	12	12
Storage Length (ft)	80		0	300		0	0		0	140		0
Storage Lanes	1		0	1		0	0		1	2		0
Taper Length (ft)	86			60			25			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	0.97	1.00	1.00
Frt		0.993			0.958				0.850		0.855	
Flt Protected	0.950			0.950				0.957		0.950		
Satd. Flow (prot)	1770	3442	0	1128	3334	0	0	1683	1154	3255	1535	0
Flt Permitted	0.950			0.950				0.630		0.950		
Satd. Flow (perm)	1770	3442	0	1128	3334	0	0	1108	1154	3255	1535	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			66				83		249	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		335			466			148			241	
Travel Time (s)		5.7			7.9			3.4			5.5	
Peak Hour Factor	0.79	0.88	0.91	0.80	0.92	0.94	0.59	0.25	0.91	0.71	0.50	0.75
Heavy Vehicles (%)	2%	4%	7%	60%	4%	3%	5%	0%	40%	4%	0%	6%
Adj. Flow (vph)	216	668	33	100	863	333	32	4	90	300	8	249
Shared Lane Traffic (%)												
Lane Group Flow (vph)	216	701	0	100	1196	0	0	36	90	300	257	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.00	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0		2	2	1	2	2	
Detector Template									Right			
Leading Detector (ft)	83	0		83	0		83	83	20	83	83	
Trailing Detector (ft)	-5	0		-5	0		-5	-5	0	-5	-5	
Detector 1 Position(ft)	-5	0		-5	0		-5	-5	0	-5	-5	
Detector 1 Size(ft)	40	6		40	6		40	40	20	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43			43			43	43		43	43	
Detector 2 Size(ft)	40			40			40	40		40	40	
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0	0.0		0.0	0.0	
Turn Type	Prot	NA		Prot	NA		Perm	NA	pm+ov	Prot	NA	

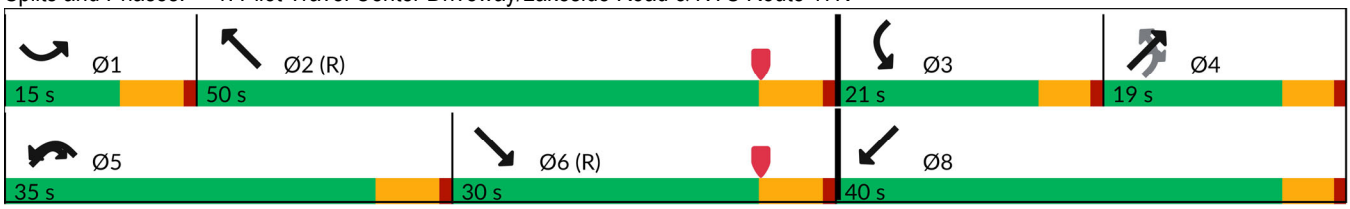


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	1	6		5	2			4	5	3	8	
Permitted Phases							4		4			
Detector Phase	1	6		5	2		4	4	5	3	8	
Switch Phase												
Minimum Initial (s)	5.0	10.0		8.0	10.0		5.0	5.0	8.0	5.0	5.0	
Minimum Split (s)	11.0	30.0		14.0	50.0		10.0	10.0	14.0	10.0	10.0	
Total Split (s)	15.0	30.0		35.0	50.0		19.0	19.0	35.0	21.0	40.0	
Total Split (%)	14.3%	28.6%		33.3%	47.6%		18.1%	18.1%	33.3%	20.0%	38.1%	
Maximum Green (s)	9.0	24.0		29.0	44.0		14.0	14.0	29.0	16.0	35.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		4.0	4.0	5.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0			5.0	6.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag	Lead	Lead		
Lead-Lag Optimize?	Yes											
Vehicle Extension (s)	2.0	3.0		3.0	3.0		2.0	2.0	3.0	2.0	2.0	
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	
Act Effct Green (s)	19.7	50.6		14.8	45.7			8.2	23.7	13.6	22.6	
Actuated g/C Ratio	0.19	0.48		0.14	0.44			0.08	0.23	0.13	0.22	
v/c Ratio	0.65	0.42		0.63	0.80			0.41	0.27	0.71	0.48	
Control Delay (s/veh)	53.3	21.8		54.3	27.0			59.3	8.5	53.3	7.3	
Queue Delay	0.0	0.0		0.0	0.8			0.0	0.0	0.0	0.0	
Total Delay (s/veh)	53.3	21.8		54.3	27.8			59.3	8.5	53.3	7.3	
LOS	D	C		D	C			E	A	D	A	
Approach Delay (s/veh)		29.3			29.9			23.1			32.1	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	140	168		68	257			24	4	100	4	
Queue Length 95th (ft)	#269	266		m85	m351			15	36	109	0	
Internal Link Dist (ft)		255			386			68			161	
Turn Bay Length (ft)	80			300						140		
Base Capacity (vph)	332	1662		311	1487			147	470	496	677	
Starvation Cap Reductn	0	0		0	96			0	0	0	0	
Spillback Cap Reductn	0	55		0	0			0	1	0	0	
Storage Cap Reductn	0	0		0	0			0	0	0	0	
Reduced v/c Ratio	0.65	0.44		0.32	0.86			0.24	0.19	0.60	0.38	

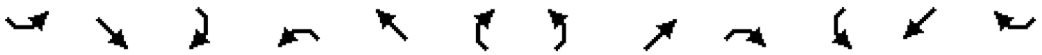
Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 2:NWT and 6:SET, Start of Yellow			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay (s/veh): 29.8		Intersection LOS: C	
Intersection Capacity Utilization 71.6%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

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

Splits and Phases: 1: Pilot Travel Center Driveway/Lakeside Road & NYS Route 17K



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	181	628	26	49	614	217	11	5	62	263	8	190
Future Volume (vph)	181	628	26	49	614	217	11	5	62	263	8	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	12	11	12	12
Storage Length (ft)	80		0	300		0	0		0	140		0
Storage Lanes	1		0	1		0	0		1	2		0
Taper Length (ft)	86			60			25			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	0.97	1.00	1.00
Frt		0.992			0.956				0.850		0.860	
Flt Protected	0.950			0.950				0.968		0.950		
Satd. Flow (prot)	1805	3507	0	1308	3360	0	0	1667	1205	3319	1619	0
Flt Permitted	0.950			0.950				0.980		0.950		
Satd. Flow (perm)	1805	3507	0	1308	3360	0	0	1687	1205	3319	1619	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			67				87		224	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		335			466			148			241	
Travel Time (s)		5.7			7.9			3.4			5.5	
Peak Hour Factor	0.82	0.91	0.63	0.84	0.89	0.77	0.69	0.63	0.66	0.63	0.50	0.85
Heavy Vehicles (%)	0%	2%	4%	38%	3%	2%	0%	20%	34%	2%	0%	1%
Adj. Flow (vph)	221	690	41	58	690	282	16	8	94	417	16	224
Shared Lane Traffic (%)												
Lane Group Flow (vph)	221	731	0	58	972	0	0	24	94	417	240	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.00	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0		2	2	1	2	2	
Detector Template									Right			
Leading Detector (ft)	83	0		83	0		83	83	20	83	83	
Trailing Detector (ft)	-5	0		-5	0		-5	-5	0	-5	-5	
Detector 1 Position(ft)	-5	0		-5	0		-5	-5	0	-5	-5	
Detector 1 Size(ft)	40	6		40	6		40	40	20	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43			43			43	43		43	43	
Detector 2 Size(ft)	40			40			40	40		40	40	
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0	0.0		0.0	0.0	
Turn Type	Prot	NA		Prot	NA		Perm	NA	pm+ov	Prot	NA	



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	1	6		5	2			4	5	3	8	
Permitted Phases							4		4			
Detector Phase	1	6		5	2		4	4	5	3	8	
Switch Phase												
Minimum Initial (s)	5.0	10.0		8.0	10.0		5.0	5.0	8.0	5.0	5.0	
Minimum Split (s)	11.0	16.0		14.0	16.0		10.0	10.0	14.0	10.0	10.0	
Total Split (s)	20.0	40.0		20.0	40.0		19.0	19.0	20.0	21.0	40.0	
Total Split (%)	20.0%	40.0%		20.0%	40.0%		19.0%	19.0%	20.0%	21.0%	40.0%	
Maximum Green (s)	14.0	34.0		14.0	34.0		14.0	14.0	14.0	16.0	35.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		4.0	4.0	5.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0			5.0	6.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag	Lead	Lead		
Lead-Lag Optimize?	Yes											
Vehicle Extension (s)	2.0	3.0		3.0	3.0		2.0	2.0	3.0	2.0	2.0	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Act Effct Green (s)	17.1	54.7		10.4	45.2			6.7	15.7	15.4	20.8	
Actuated g/C Ratio	0.17	0.55		0.10	0.45			0.07	0.16	0.15	0.21	
v/c Ratio	0.71	0.38		0.42	0.62			0.21	0.35	0.81	0.46	
Control Delay (s/veh)	52.6	16.4		51.2	23.8			47.8	11.6	54.6	7.9	
Queue Delay	0.0	0.0		0.0	0.6			0.0	0.0	0.0	0.0	
Total Delay (s/veh)	52.6	16.4		51.2	24.4			47.8	11.6	54.6	7.9	
LOS	D	B		D	C			D	B	D	A	
Approach Delay (s/veh)		24.9			26.0			19.0			37.6	
Approach LOS		C			C			B			D	
Queue Length 50th (ft)	132	127		35	214			15	4	130	9	
Queue Length 95th (ft)	190	242		68	353			27	18	123	0	
Internal Link Dist (ft)		255			386			68			161	
Turn Bay Length (ft)	80			300						140		
Base Capacity (vph)	314	1920		183	1554			236	303	539	712	
Starvation Cap Reductn	0	0		0	259			0	0	0	0	
Spillback Cap Reductn	0	0		0	0			0	0	0	0	
Storage Cap Reductn	0	0		0	0			0	0	0	0	
Reduced v/c Ratio	0.70	0.38		0.32	0.75			0.10	0.31	0.77	0.34	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:NWT and 6:SET, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay (s/veh): 28.1		Intersection LOS: C	
Intersection Capacity Utilization 62.3%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 1: Pilot Travel Center Driveway/Lakeside Road & NYS Route 17K