

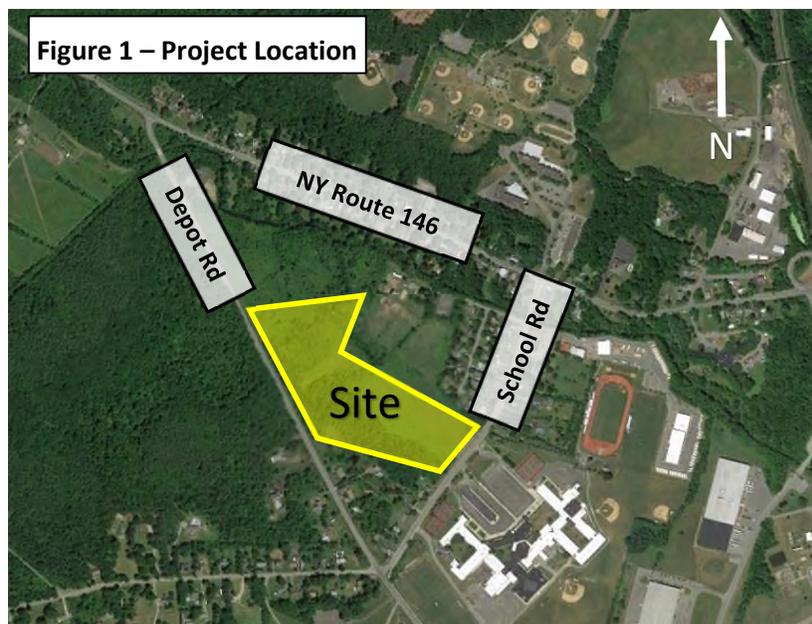
August 16, 2021

Mr. Chris Meyer  
OJ Meyer & Son Land Surveyors  
41 Breeman Street  
Colonie, New York 12205

**RE: Traffic Evaluation Update, Dutchmen Acres, Depot Road, Town of Guilderland, Albany County, New York; CM Project No. 121-169**

Dear Mr. Meyer:

Creighton Manning Engineering, LLP (CM) has completed an updated Traffic Evaluation for the proposed Dutchmen Acres residential development, located on Depot Road (County Road 201) in the Town of Guilderland. The project site is located on the east side of Depot Road, north of the intersection of School Road (County Road 202) as shown on Figure 1. This evaluation is based on the concept plan entitled "Overall Plan," prepared by Advance Engineering & Surveying, PLLC, dated July, 2014. The concept plan is included under Attachment A.



## 1.0 Project Description

The proposed project is located between Depot Road and School Road, adjacent to residential land uses and Guilderland High School. The project consists of the construction of 24 single-family homes, eight townhouse units and a 14-unit senior citizen apartment building. Access to the site is proposed via one site access road on Depot Road. In 2006, CM began working on the traffic analysis for the project and issued a series of letters between May 2006 and October 2009. At the time, the proposed project included 25 single-family homes, eight townhouses, and 12 senior apartments.

## 2.0 Data Collection

Turning movement counts were conducted at the following intersections on Wednesday, June 30, 2021 during the weekday evening peak (4:00 to 6:00 PM) and Thursday, July 1, 2021 during the weekday morning peak period (7:00 to 9:00 PM). The observed peak hours were 7:30 AM to 8:30 AM and 4:30 PM to 5:30 PM.

- NY Route 146/Depot Road
- NY Route 146/School Road
- School Road/Depot Road

An automatic traffic recorder (ATR) was installed on Depot Road near the project site driveway from Wednesday, June 30, 2021 to Thursday, July 8, 2021 to collect volume and speed data near the proposed site.

It is important to note that the Novel Coronavirus/COVID-19 pandemic and high school on summer break was anticipated to have an effect on the turning movement counts. In order to calibrate the observed traffic volumes, CM compared the collected data to October 2019 traffic volume data on Depot Road published by the NYSDOT on the Traffic Data Viewer. The recently observed daily volumes (24-hours) were found to be 33% lower in comparison to the NYSDOT data – the AM peak period was 71% lower, the PM peak period was 39% lower - and were increased on that basis to represent non-pandemic, school-in-session conditions. The adjusted existing traffic volumes for the AM and PM peak hours are presented on Figure 2. The raw turning movement count data is included under Attachment B.

## 3.0 Traffic Assessment

### Trip Generation

Trip generation determines the quantity of traffic expected to travel to and from a given site. The Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 10<sup>th</sup> Edition, is the industry-standard resource for estimating trip generation for proposed land uses based on data collected at sites with similar land uses. Traffic estimates were prepared using Land Use Code (LUC) 210 - Single-Family Detached Housing for both the 24 single-family homes and the 8 townhouse units, and LUC 252 – Senior Housing (Attached) for the senior citizen apartments. The trip estimates by use are summarized in Table 1.

**Table 1 – Trip Generation Summary**

Data Source	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total
Single Family Detached Housing – 32 Units	7	21	28	21	13	34
Senior Attached Housing – 14 units	1	2	3	3	3	6
<b>Total Trips</b>	<b>8</b>	<b>23</b>	<b>31</b>	<b>24</b>	<b>16</b>	<b>40</b>
Original Project (ITE 7 <sup>th</sup> Edition) <sup>1</sup>	--	--	35	--	--	40

<sup>1</sup> June 27, 2008 Updated Traffic Evaluation, by CM

The project is estimated to generate a total of 31 trips during the AM peak hour and 40 trips during the PM peak hour, a comparable volume to the original project. This magnitude of traffic is less than the NYSDOT and ITE threshold of 100 site generated vehicles on any one approach for off-site intersection analysis. This guidance was developed as a tool to identify locations where the magnitude of traffic generated has the potential to impact operations at off-site intersections and screen out locations from requiring detailed analysis that do not reach the 100-vehicle threshold and are unlikely to require mitigation. Regardless, the following analysis was completed to quantify the traffic impacts of the project.

#### Future Traffic Volumes

CM contacted the Town Planning Department to identify any other proposed projects that might increase traffic in the area. The Black Creek Estates and Mat Farms residential projects on NY Route 146 and Depot Road, respectively, were identified and the estimated traffic was distributed through the network. These trips added to the background growth (0.5% per year), resulting in the 2025 No-Build traffic volumes shown on Figure 3 and represent the expected traffic volumes in 2025 *without* the development.

Traffic generated by the proposed project was distributed at the study area intersection based on the existing travel patterns and probable travel routes of residents. It is assumed that 35% of the traffic will come to/from the west via NY Route 146, 55% of traffic will come to/from the east via NY Route 146/School Road, and 10% of traffic will come to/from the south via Depot Road. The trip assignment (Figure 3) was added to the No-Build traffic volumes resulting in the 2025 Build traffic volumes as shown on Figure 4, attached.

#### Traffic Operations

Intersection Level of Service (LOS) and capacity analysis relate traffic volumes to the physical characteristics of an intersection. Intersection evaluations were made using the Synchro 11 Software which automates the procedures contained in the *Highway Capacity Manual*– the industry standard accepted by NYSDOT for intersection traffic analysis methodologies. Levels of Service (LOS) are used to describe the level of acceptance of the delay experienced by drivers, with LOS A – short delays – being excellent and LOS F – long delays – being considered poor. Table 2 summarizes the results of the level of service calculations for the project for Existing, No-Build, and Build conditions. The detailed level of service analyses is included in Attachment C.

**Table 2 – Level of Service Summary**

Intersection	Control	AM Peak Hour			PM Peak Hour			
		Existing 2021	No-Build 2025	Build 2025	Existing 2021	No-Build 2025	Build 2025	
NY Route 146/School Road/Diagonal Road		S						
NY Route 146 EB	LTR	C (28.1)	C (29.5)	C (29.5)	B (16.8)	B (16.7)	B (16.1)	
NY Route 146 WB	LT	B (18.2)	B (18.5)	B (18.8)	C (31.5)	C (33.2)	C (33.9)	
	R	B (13.9)	B (13.9)	B (13.9)	B (14.5)	B (14.3)	B (13.8)	
School Road NB	LTR	B (15.0)	B (15.0)	B (15.3)	B (14.1)	B (14.6)	B (15.1)	
Diagonal Road SB	LTR	B (14.8)	B (14.8)	B (15.0)	B (14.1)	B (14.5)	B (15.1)	
Overall			C (23.4)	C (24.2)	C (24.3)	C (24.5)	C (25.5)	C (25.8)
NY Route 146/School Road		U						
NY Route 146 WB	LT	A (9.1)	A (9.2)	A (9.2)	A (7.9)	A (7.9)	A (7.9)	
Depot Rd NB	LR	C (22.1)	C (23.6)	C (24.6)	C (19.3)	C (20.3)	C (21.0)	
Depot Road/School Road/Meadowdale Road		U						
Depot Road EB	LTR	A (7.7)	A (7.8)	A (7.8)	A (7.4)	A (7.6)	A (7.7)	
Depot Road WB	LTR	A (7.4)	A (7.4)	A (7.4)	A (7.7)	A (7.7)	A (7.7)	
Meadowdale Road NB	LTR	B (11.4)	B (11.5)	B (11.7)	B (10.5)	B (11.4)	B (11.7)	
School Road SB	LTR	B (11.8)	B (12.0)	B (12.1)	B (11.1)	B (12.9)	B (13.1)	
Depot Road/Site Driveway		U						
Depot Road EB	LT	--	--	A (7.5)	--	--	A (7.5)	
Site Driveway SB	LR	--	--	A (9.5)	--	--	A (9.6)	

X (Y.Y) = Level of service (Average delay in seconds per vehicle)

S, U = Signalized or Unsignalized Intersection

EB, WB, NB, SB = Eastbound, Westbound, Northbound, and Southbound intersection approaches

L, T, R = Left-turn, Through, and/or Right-turn movements

The level of service summary indicates that the signalized intersection of NY Route 146/School Road/Diagonal Road currently operates at an overall LOS C and will continue to do so under No-Build and Build scenarios for both peak hours. The PM peak hour analysis included a signal timing change that reallocated 2 seconds of northbound/southbound green time to the westbound left/through movement. Assuming this timing change is made automatically by the signal controller, all movements will operate at LOS C or better during both peak hours and under all scenarios.

The unsignalized intersection of NY Route 146/School Road operates at LOS C or better during the AM and PM peak hour under all scenarios. The unsignalized intersection of Depot Road/School Road/Meadowdale Road operates at LOS B or better during both peak hours under all scenarios. The intersection of Depot Road/Site Driveway will operate at LOS A for both peak hours under all scenarios.

The analysis indicates that the project will not have any significant traffic impacts or increases in delays; therefore, no capacity related improvements are considered necessary for these intersections. The conditions above generally represent peak morning and afternoon traffic conditions, but there are additional peaks associated with the school arrival and dismissal. Congestion at these peaks will not change as a result of the project given that during the 15-20 minute arrival/dismissal peak period, the project may only generate about three or four trips on School Road. Further, residents will quickly learn to enter or exit from Depot Road to Route 146 rather than using School Road during the peaks.

#### 4.0 Conclusions

The proposed project includes the construction of 24 single-family homes, eight townhouses and a 14-unit senior citizen apartment building in the Town of Guilderland. The following conclusions are noted:

- The proposed project is expected to generate 31 new vehicle trips during the AM peak hour, and 40 new trips during the PM peak hour. This magnitude of traffic does not call for detailed evaluation of off-site intersections based on NYSDOT and ITE guidelines.
- The level of service analysis indicates that the signalized and unsignalized study area intersections will operate at the same level of service through Build conditions with minimal delay increases. No mitigation is recommended.
- The project will not have any significant effect on the high school arrival and dismissal operations.

Please call our office if you have any questions or comments regarding the above analysis.

Respectfully submitted,  
**Creighton Manning Engineering, LLP**



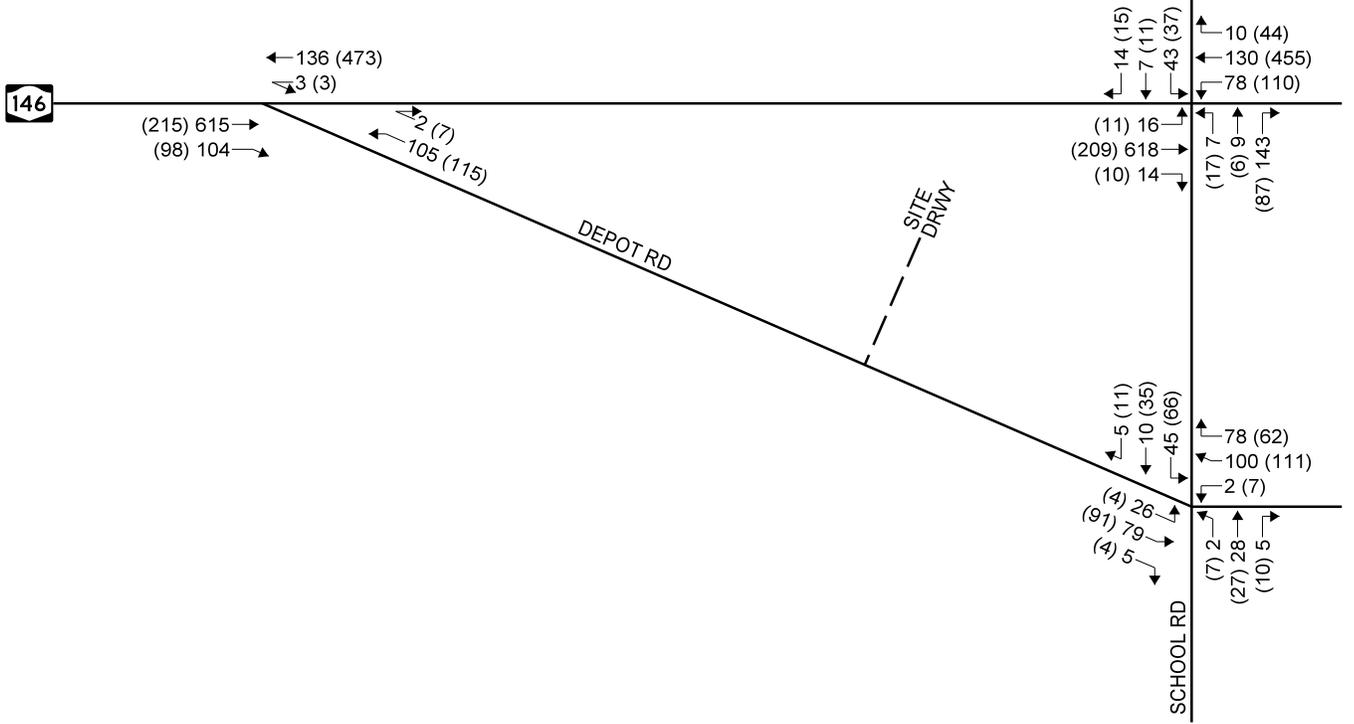
Kenneth Wersted, P.E., PTOE  
Associate

#### Attachments

\\CME-FILE01\Company\Projects\2021\121-169 OJ Meyer - Dutchman Acres\Working\Traffic\Reports\2021-08-16\_Dutchman Acres Traffic Assessment\_121-169.docx

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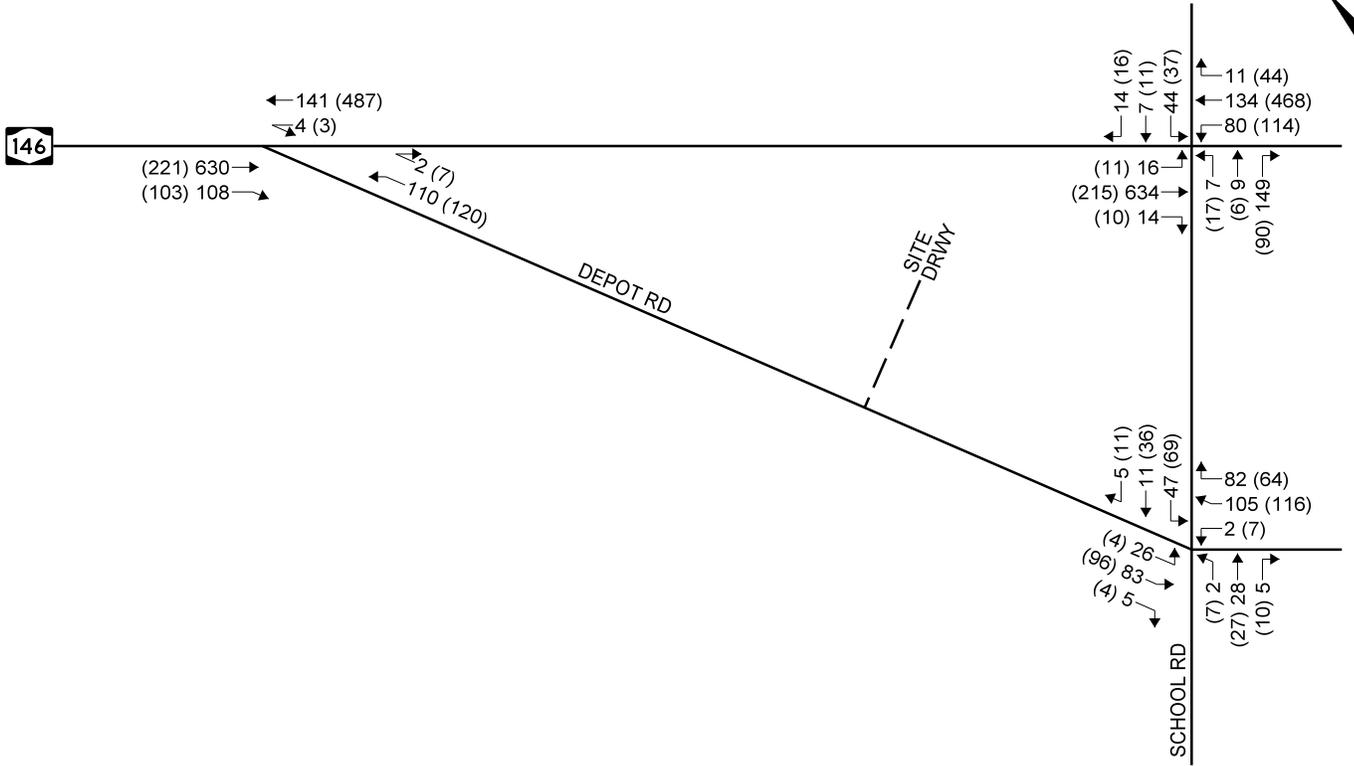
### EXISTING 2021



AM PEAK HOUR (PM PEAK HOUR)

②

### NO-BUILD 2025



AM PEAK HOUR (PM PEAK HOUR)

TRAFFIC VOLUMES

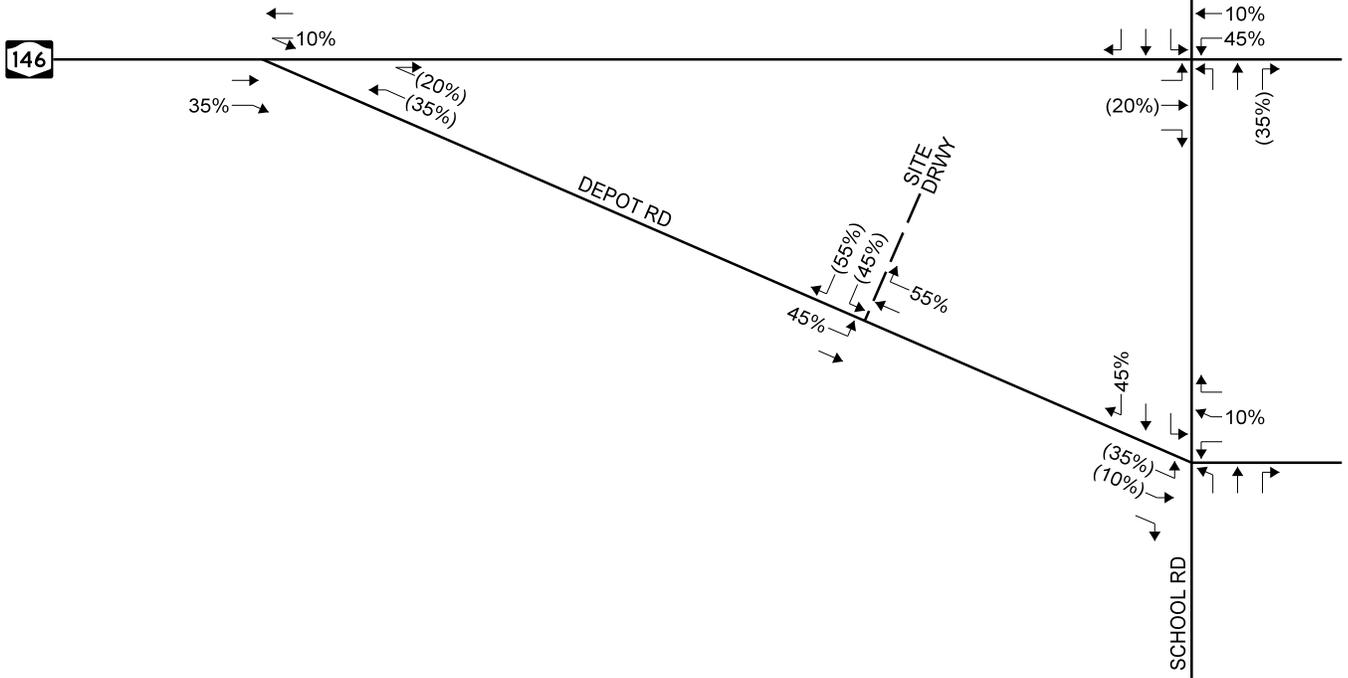
DUTCHMAN ACRES  
TOWN OF GUILDERLAND, NEW YORK



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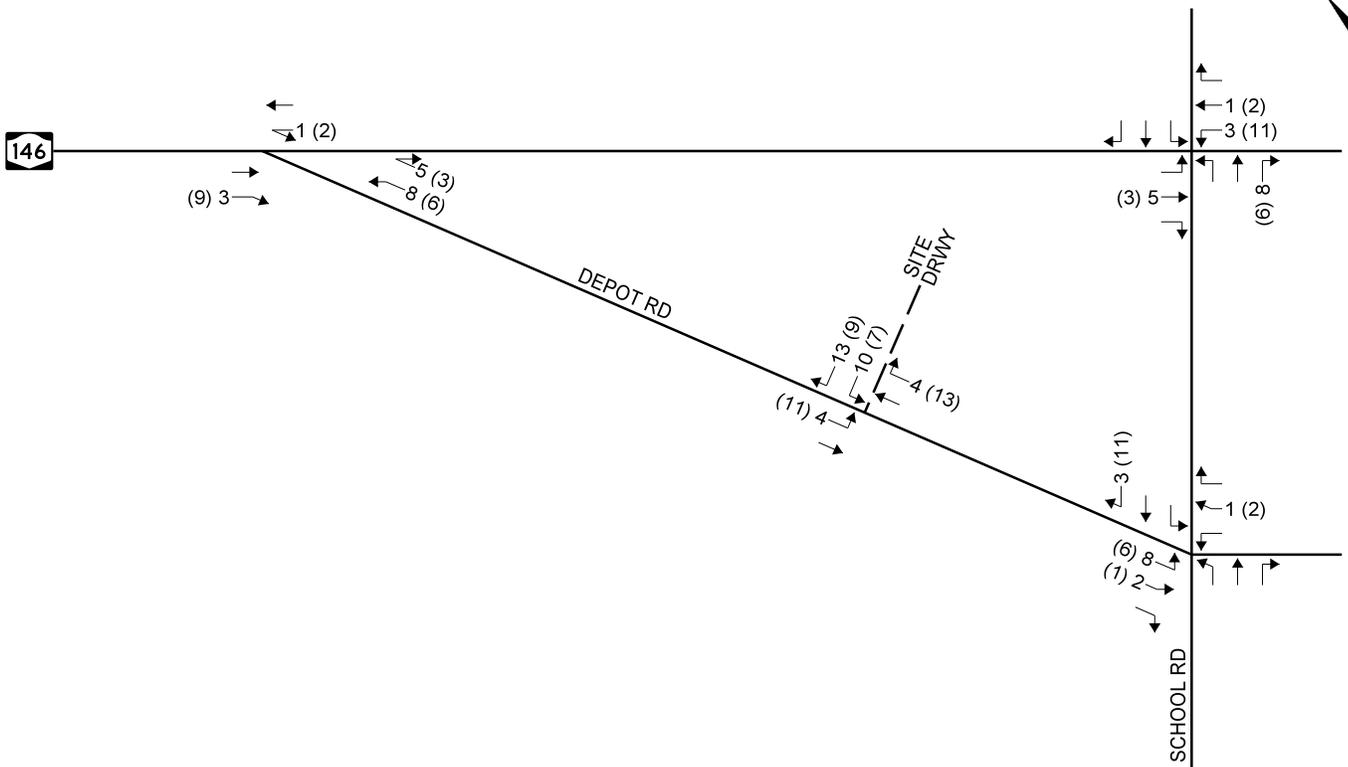
### TRIP DISTRIBUTION



ENTERING (EXITING)

②

### TRIP ASSIGNMENT



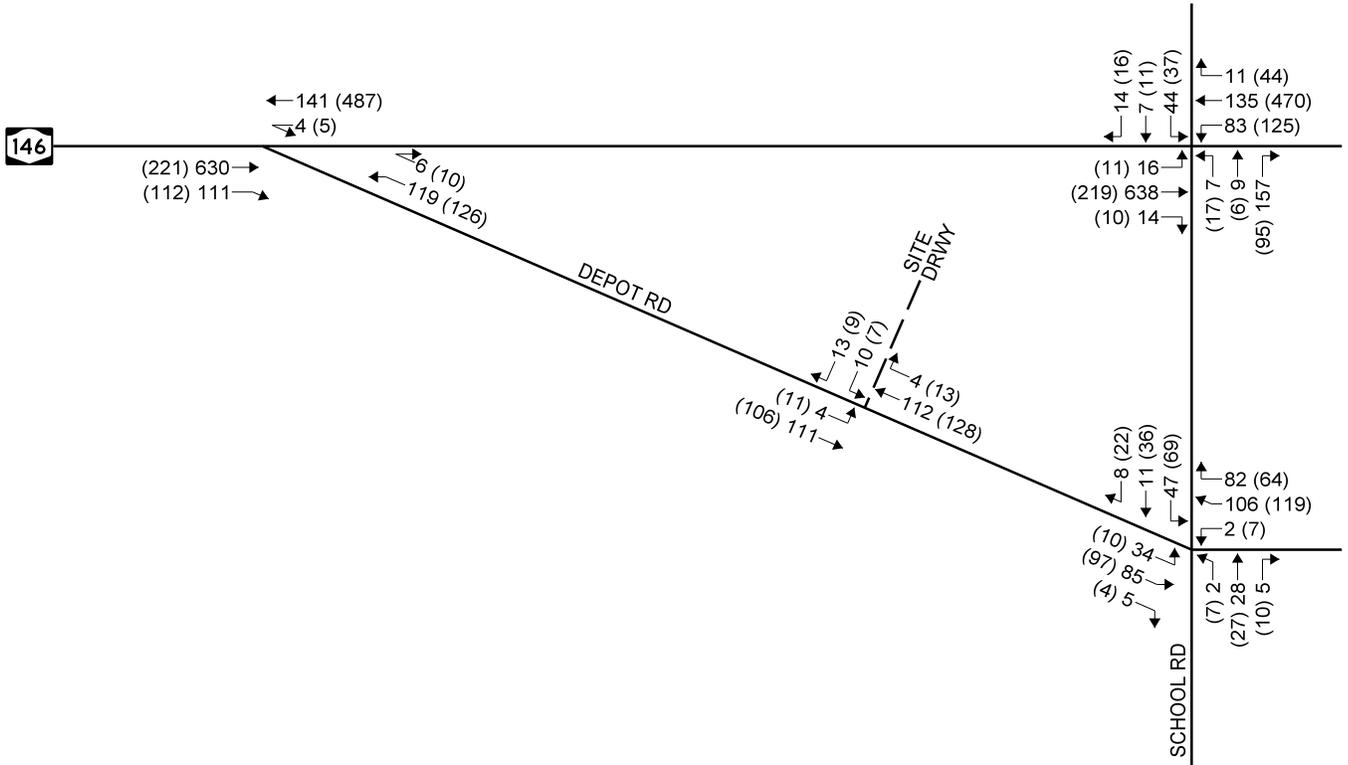
AM PEAK HOUR (PM PEAK HOUR)

TRAFFIC VOLUMES

DUTCHMAN ACRES  
TOWN OF GUILDERLAND, NEW YORK



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AM PEAK HOUR (PM PEAK HOUR)

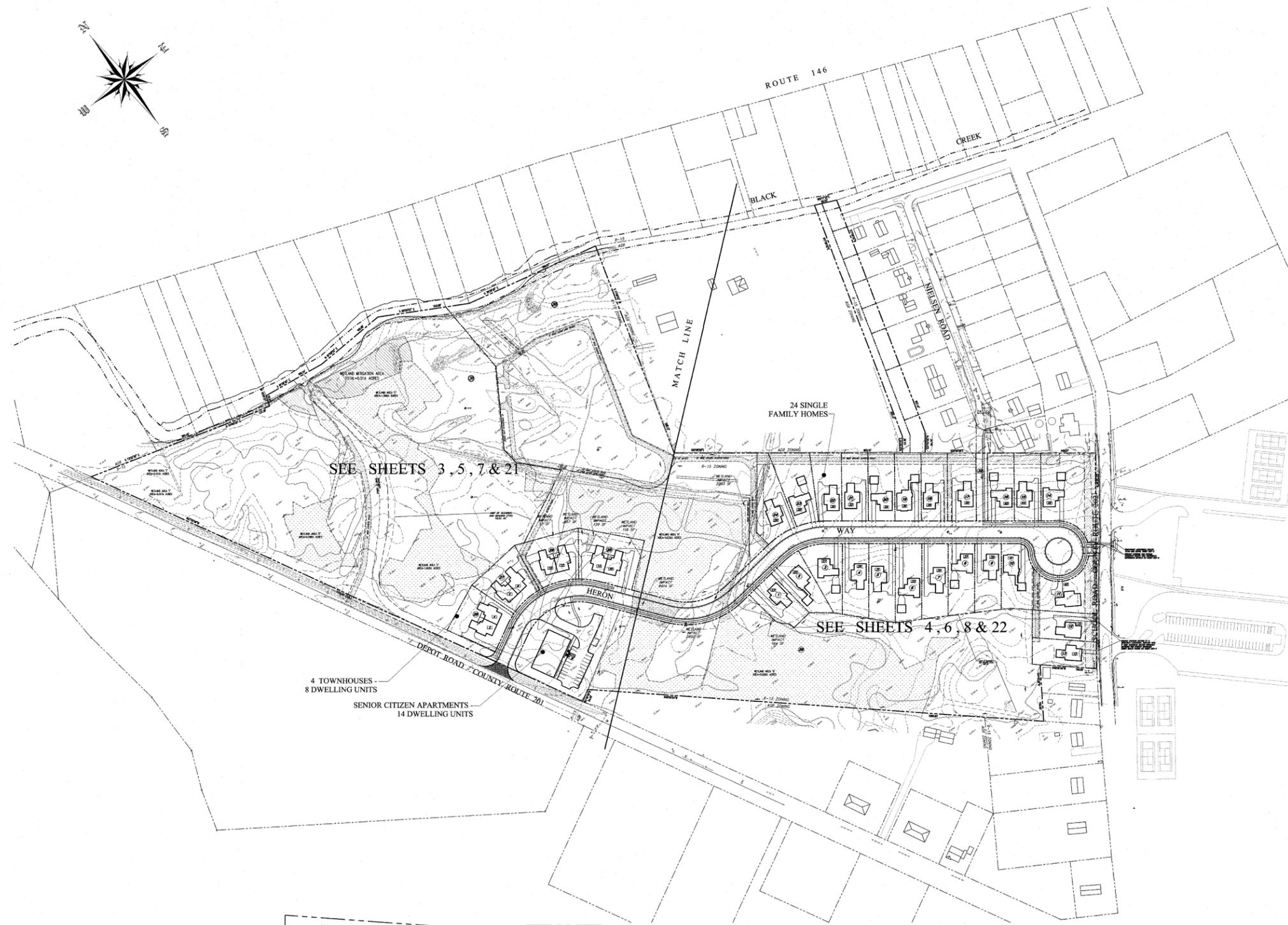
TRAFFIC VOLUMES

DUTCHMAN ACRES  
TOWN OF GUILDERLAND, NEW YORK



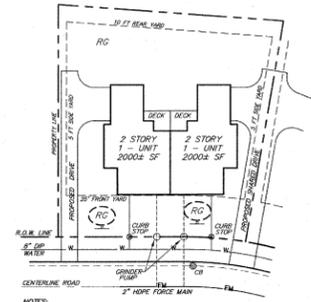
# Attachment A Concept Plan

Dutchman Acres  
Town of Guilderland, New York



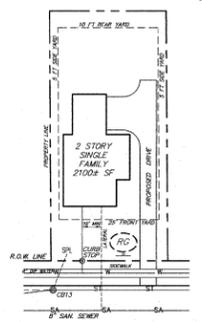
SEE SHEETS 3, 5, 7 & 21

SEE SHEETS 4, 6, 8 & 22



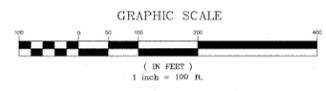
- NOTES:
- NO FOUNDATION DRAIN OR ROOF DRAIN SHALL DISCHARGE TO OR BE CONNECTED TO THE SANITARY SEWER SYSTEM.
  - TOWNHOUSES WILL HAVE GINKER PUMPS.
  - TOWNHOUSES WILL HAVE BASEMENTS.
  - WATER SERVICES TO BE 1" TYPE K COPPER.
  - SEWER LATERALS TO BE 6" PVC SORGE TO GINKER PUMP; 1.5" HOPE FROM GINKER PUMP TO 2" HOPE FORCE MAIN.
  - MINIMUM LOT SIZE SHALL BE 7,424.4 SF.

TYPICAL LOT LAYOUT  
2 UNIT TOWNHOUSE  
N.T.S.



- NOTES:
- NO FOUNDATION DRAIN OR ROOF DRAIN SHALL DISCHARGE TO OR BE CONNECTED TO THE SANITARY SEWER SYSTEM.
  - MINIMUM 70 FT LOT WIDTH AT BUILDING LINE.
  - WATER SERVICES TO BE 1" TYPE K COPPER.
  - SEWER LATERALS TO BE 6" PVC SORGE.
  - MINIMUM LOT SIDE SHALL BE ALPHA SF.

TYPICAL LOT LAYOUT  
SINGLE FAMILY  
N.T.S.



**SURVEY NOTES:**

- BOUNDARY INFORMATION AND PLANIMETRIC INFORMATION SHOWN HEREON FROM MAP REFERENCE NO. 1.
- TAX MAP DESIGNATION: TOWN OF GUILDERLAND 38.00 - 5 - 27.1.
- THE OFFSETS OR DIMENSIONS SHOWN HEREON, FROM PROPERTY LINES TO BUILDINGS ARE FOR BUILDING REFERENCE AND LOCATION AND ARE NOT INTENDED TO MONUMENT THE PROPERTY LINES OR TO GUIDE THE ERECTION OF FENCES, ADDITIONAL STRUCTURES, OR ANY OTHER IMPROVEMENTS.
- SUBJECT TO ALL RIGHTS, EASEMENTS, COVENANTS AND RESTRICTIONS OF RECORD.
- ELEVATIONS BASED ON MAP REFERENCE NO. 1.
- UNDERGROUND UTILITIES SHOWN HEREON ARE BASED ON UTILITY EVIDENCE VISIBLE AT GROUND SURFACE AND AVAILABLE RECORD DRAWINGS AND ARE SUBJECT TO FIELD VERIFICATION BY EXCAVATION. UTILITIES SHOWN DO NOT PURPORT TO CONSTITUTE OR REPRESENT ALL UTILITIES THAT MAY EXIST UPON OR ADJACENT TO THE SERVED PREMISES.
- SUBJECT PARCEL AS DESCRIBED IN LIBER 2484 OF DEEDS AT PAGE 478.

**MAP REFERENCE:**

- BOUNDARY SURVEY, EXISTING CONDITIONS AND WETLAND LOCATIONS PROVIDED BY G. J. MEYER & SON.

**SITE DATA:**

PROPERTY ADDRESS: 6250 DEPOT ROAD  
 TOTAL AREA: 41.15 AC.  
 TAX MAP PARCEL NO.: 38.00 - 5 - 27.1  
 FRONTAGE: 143.04' ALONG DEPOT ROAD (CO. ROUTE 288)  
 576.79' ALONG SCHOOL ROAD (CO. ROUTE 282)  
 EXISTING ZONING: R - 15  
 PROPOSED ZONING: CH  
 NUMBER OF LOTS: 31  
 UTILITIES: MUNICIPAL WATER AND SANITARY SEWER AVAILABLE ALONG ROAD FRONTAGE

**PROPOSED:**

SINGLE FAMILY HOMES - LOTS 1 THRU 24	335,047 SF (7.69 AC.)
TOWNHOUSES - LOTS 25 THRU 28	71,750 SF (1.65 AC.)
SENIOR CITIZEN APARTMENTS - LOT 29	318,000 SF (7.30 AC.)
HERON WAY (ROAD AREA)	116,804 SF (2.68 AC.)
LANDS TO BE CONVEYED TO THE TOWN OF GUILDERLAND - LOT 30	366,706 SF (8.42 AC.)
LANDS TO BE CONVEYED TO GINKER - LOT 31	536,250 SF (12.31 AC.)
LANDS TO BE CONVEYED TO THE TOWN OF GUILDERLAND - LOT 2	5,400 SF (0.12 AC.)
LANDS TO BE CONVEYED TO OTHERS	38,300 SF (0.88 AC.)
LANDS TO BE CONVEYED TO OTHERS	14,013 SF (0.32 AC.)
<b>TOTAL</b>	<b>1,792,560 SF 41.15 AC.</b>

**PRESERVATION AREAS:**

AREA NO. 1 272,781 SF (6.26 AC.)

USACE JURISDICTIONAL WATERS OF THE UNITED STATES

WETLAND	AREA (ACRES)
B	5.630 +/-
C	1.608 +/-
D	0.586 +/-
E	0.013 +/-
F	0.017 +/-
<b>TOTAL</b>	<b>7.854 +/- AC.</b>

USACE JURISDICTIONAL WATERS OF THE UNITED STATES

STREAM	LENGTH (LF)
C-D (INTERMITTENT STREAM)	80 +/-
E (EPHEMERAL STREAM)	140 +/-
<b>TOTAL</b>	<b>230 +/- LF</b>

WETLAND IMPACTS

IMPACT WETLAND (COVER TYPE)	AREA (ACRES)
1 B (FORESTED)	0.004 +/-
2 B (EMERGENT)	0.007 +/-
3 B (EMERGENT)	0.196 +/-
4 B (SCIRUS, SAGRIB)	0.078 +/-
5 B (FORESTED)	0.049 +/-
6 B (EMERGENT)	0.007 +/-
<b>TOTAL</b>	<b>0.331 +/- AC.</b>

REV	DATE	DESCRIPTION
1	05-16-19	ISSUED FOR PERMITS
2	06-14-19	ISSUED FOR PERMITS
3	07-10-19	ISSUED FOR PERMITS
4	07-10-19	ISSUED FOR PERMITS
5	07-10-19	ISSUED FOR PERMITS



**ADVANCE ENGINEERING & SURVEYING, PLLC**  
 CIVIL & ENVIRONMENTAL ENGINEERING  
 LAND SURVEYING & DEVELOPMENT  
 COMMERCIAL AND RESIDENTIAL  
 6250 DEPOT ROAD, SCHOOL ROAD  
 ALBANY COUNTY NEW YORK  
 SCALE: 1" = 100'  
 DATE: JULY, 2014



**BLACK CREEK RUN**  
 RESIDENTIAL DEVELOPMENT  
 OVERALL PLAN  
 6250 DEPOT ROAD & SCHOOL ROAD  
 ALBANY COUNTY NEW YORK  
 SCALE: 1" = 100'  
 DATE: JULY, 2014

APPROVED \_\_\_\_\_ DATE \_\_\_\_\_  
 TOWN HIGHWAY SUPERINTENDENT

APPROVED \_\_\_\_\_ DATE \_\_\_\_\_  
 SUPERINTENDENT OF WATER & WASTEWATER DEPT.

APPROVED \_\_\_\_\_ DATE \_\_\_\_\_  
 TOWN DESIGNATED ENGINEER

ALBANY COUNTY HEALTH DEPARTMENT

TOWN OF GUILDERLAND PLANNING BOARD

APPROVED BY RESOLUTION OF THE PLANNING BOARD OF THE TOWN OF GUILDERLAND, NEW YORK

ON THE \_\_\_\_\_ DAY OF \_\_\_\_\_ SUBJECT TO ALL REQUIREMENTS AND CONDITIONS OF SAID RESOLUTION, ANY CHANGE, ERASURE, MODIFICATION OR REVISION OF THIS PLAN, AS APPROVED, SHALL VOID THIS APPROVAL. SIGNED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ BY \_\_\_\_\_

CHAIRMAN \_\_\_\_\_

Attachment B  
Traffic Volume Data

Dutchman Acres  
Town of Guilderland, New York

121-169 CR201/CR202 AM - TMC

Thu Jul 1, 2021

Full Length (7 AM-9 AM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 852003, Location: 42.697035, -73.970235



Provided by: Creighton Manning  
Engineering, LLP  
2 Winners Circle,  
Albany, NY, 12205, US

Leg Direction	CR 201 (Depot Rd) Southbound					CR 202 (School Rd) Westbound					CR 201 (Depot Rd) Northbound					CR 202 (Meadowdale Rd) Eastbound					Int				
	R	T	L	U	App Ped*	R	T	L	U	App Ped*	R	T	L	U	App Ped*	R	T	L	U	App Ped*					
2021-07-01 7:00AM	0	16	5	0	21	0	0	2	8	0	10	0	10	7	0	0	17	0	0	5	1	0	6	0	54
7:15AM	0	15	1	0	16	0	0	3	5	0	8	0	8	11	0	0	19	0	1	6	1	0	8	0	51
7:30AM	1	14	3	0	18	0	1	2	4	0	7	0	10	13	0	0	23	0	0	3	0	0	3	0	51
7:45AM	0	15	5	0	20	0	1	0	5	0	6	0	12	15	0	0	27	0	1	8	0	0	9	0	62
Hourly Total	1	60	14	0	75	0	2	7	22	0	31	0	40	46	0	0	86	0	2	22	2	0	26	0	218
8:00AM	1	7	4	0	12	0	0	0	14	0	14	0	9	21	1	0	31	0	1	3	0	0	4	0	61
8:15AM	1	10	3	0	14	0	1	4	3	0	8	0	14	9	0	0	23	0	1	2	1	0	4	0	49
8:30AM	0	10	1	0	11	0	1	1	6	0	8	0	6	14	1	0	21	0	1	5	2	0	8	0	48
8:45AM	1	11	1	0	13	0	2	4	10	0	16	0	8	13	0	0	21	0	3	4	2	0	9	0	59
Hourly Total	3	38	9	0	50	0	4	9	33	0	46	0	37	57	2	0	96	0	6	14	5	0	25	0	217
9:00AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1
<b>Total</b>	<b>4</b>	<b>98</b>	<b>23</b>	<b>0</b>	<b>125</b>	<b>0</b>	<b>6</b>	<b>16</b>	<b>55</b>	<b>0</b>	<b>77</b>	<b>0</b>	<b>77</b>	<b>104</b>	<b>2</b>	<b>0</b>	<b>183</b>	<b>0</b>	<b>8</b>	<b>36</b>	<b>7</b>	<b>0</b>	<b>51</b>	<b>0</b>	<b>436</b>
<b>% Approach</b>	3.2%	78.4%	18.4%	0%	-	-	7.8%	20.8%	71.4%	0%	-	-	42.1%	56.8%	1.1%	0%	-	-	15.7%	70.6%	13.7%	0%	-	-	-
<b>% Total</b>	0.9%	22.5%	5.3%	0%	<b>28.7%</b>	-	1.4%	3.7%	12.6%	0%	<b>17.7%</b>	-	17.7%	23.9%	0.5%	0%	<b>42.0%</b>	-	1.8%	8.3%	1.6%	0%	<b>11.7%</b>	-	-
<b>Lights</b>	4	89	21	0	<b>114</b>	-	5	16	47	0	<b>68</b>	-	72	88	2	0	<b>162</b>	-	8	36	7	0	<b>51</b>	-	395
<b>% Lights</b>	100%	90.8%	91.3%	0%	<b>91.2%</b>	-	83.3%	100%	85.5%	0%	<b>88.3%</b>	-	93.5%	84.6%	100%	0%	<b>88.5%</b>	-	100%	100%	100%	0%	<b>100%</b>	-	90.6%
<b>Articulated Trucks and Single-Unit Trucks</b>	0	9	2	0	<b>11</b>	-	0	0	6	0	<b>6</b>	-	4	15	0	0	<b>19</b>	-	0	0	0	0	<b>0</b>	-	36
<b>% Articulated Trucks and Single-Unit Trucks</b>	0%	9.2%	8.7%	0%	<b>8.8%</b>	-	0%	0%	10.9%	0%	<b>7.8%</b>	-	5.2%	14.4%	0%	0%	<b>10.4%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	8.3%
<b>Buses</b>	0	0	0	0	<b>0</b>	-	1	0	2	0	<b>3</b>	-	1	1	0	0	<b>2</b>	-	0	0	0	0	<b>0</b>	-	5
<b>% Buses</b>	0%	0%	0%	0%	<b>0%</b>	-	16.7%	0%	3.6%	0%	<b>3.9%</b>	-	1.3%	1.0%	0%	0%	<b>1.1%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	1.1%
<b>Bicycles on Road</b>	0	0	0	0	<b>0</b>	-	0	0	0	0	<b>0</b>	-	0	0	0	0	<b>0</b>	-	0	0	0	0	<b>0</b>	-	0
<b>% Bicycles on Road</b>	0%	0%	0%	0%	<b>0%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0%
<b>Pedestrians</b>	-	-	-	-	<b>0</b>	-	-	-	-	-	<b>0</b>	-	-	-	-	-	<b>0</b>	-	-	-	-	-	<b>0</b>	-	-
<b>% Pedestrians</b>	-	-	-	-	<b>-</b>	-	-	-	-	-	<b>-</b>	-	-	-	-	-	<b>-</b>	-	-	-	-	-	<b>-</b>	-	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	<b>0</b>	-	-	-	-	-	<b>0</b>	-	-	-	-	-	<b>0</b>	-	-	-	-	-	<b>0</b>	-	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	<b>-</b>	-	-	-	-	-	<b>-</b>	-	-	-	-	-	<b>-</b>	-	-	-	-	-	<b>-</b>	-	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

121-169 CR201/CR202 AM - TMC

Thu Jul 1, 2021

Full Length (7 AM-9 AM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 852003, Location: 42.697035, -73.970235



Provided by: Creighton Manning Engineering, LLP  
2 Winners Circle,  
Albany, NY, 12205, US

[N] CR 201 (Depot Rd)

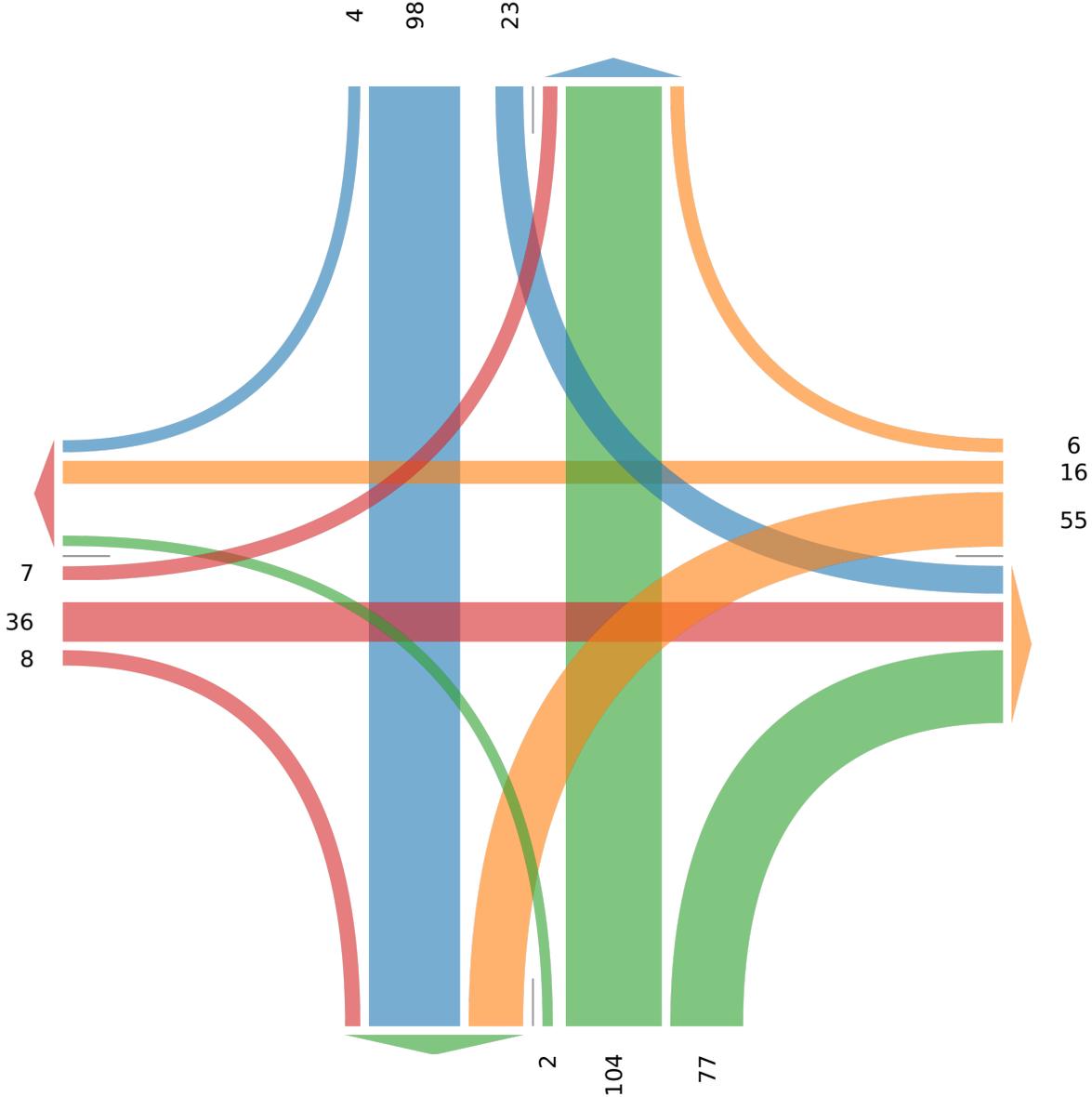
Total: 242

In: 125 Out: 117

[W] CR 202 (Meadowdale Rd)

Total: 73

In: 51 Out: 22



Out: 136 In: 77

Total: 213

[E] CR 202 (School Rd)

Out: 161 In: 183  
Total: 344  
[S] CR 201 (Depot Rd)

121-169 CR201/CR202 AM - TMC

Thu Jul 1, 2021

AM Peak (7:15 AM - 8:15 AM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 852003, Location: 42.697035, -73.970235



Provided by: Creighton Manning  
Engineering, LLP  
2 Winners Circle,  
Albany, NY, 12205, US

Leg Direction	CR 201 (Depot Rd) Southbound					CR 202 (School Rd) Westbound					CR 201 (Depot Rd) Northbound					CR 202 (Meadowdale Rd) Eastbound					Int				
	R	T	L	U	App Ped*	R	T	L	U	App Ped*	R	T	L	U	App Ped*	R	T	L	U	App Ped*					
2021-07-01 7:15AM	0	15	1	0	16	0	0	3	5	0	8	0	8	11	0	0	19	0	1	6	1	0	8	0	51
7:30AM	1	14	3	0	18	0	1	2	4	0	7	0	10	13	0	0	23	0	0	3	0	0	3	0	51
7:45AM	0	15	5	0	20	0	1	0	5	0	6	0	12	15	0	0	27	0	1	8	0	0	9	0	62
8:00AM	1	7	4	0	12	0	0	0	14	0	14	0	9	21	1	0	31	0	1	3	0	0	4	0	61
<b>Total</b>	2	51	13	0	66	0	2	5	28	0	35	0	39	60	1	0	100	0	3	20	1	0	24	0	225
<b>% Approach</b>	3.0%	77.3%	19.7%	0%	-	-	5.7%	14.3%	80.0%	0%	-	-	39.0%	60.0%	1.0%	0%	-	-	12.5%	83.3%	4.2%	0%	-	-	-
<b>% Total</b>	0.9%	22.7%	5.8%	0%	29.3%	-	0.9%	2.2%	12.4%	0%	15.6%	-	17.3%	26.7%	0.4%	0%	44.4%	-	1.3%	8.9%	0.4%	0%	10.7%	-	-
<b>PHF</b>	0.500	0.850	0.650	-	0.825	-	0.500	0.417	0.500	-	0.625	-	0.813	0.714	0.250	-	0.806	-	0.750	0.625	0.250	-	0.667	-	0.907
<b>Lights</b>	2	47	12	0	61	-	2	5	23	0	30	-	37	50	1	0	88	-	3	20	1	0	24	-	203
<b>% Lights</b>	100%	92.2%	92.3%	0%	92.4%	-	100%	100%	82.1%	0%	85.7%	-	94.9%	83.3%	100%	0%	88.0%	-	100%	100%	100%	0%	100%	-	90.2%
<b>Articulated Trucks and Single-Unit Trucks</b>	0	4	1	0	5	-	0	0	4	0	4	-	2	10	0	0	12	-	0	0	0	0	0	-	21
<b>% Articulated Trucks and Single-Unit Trucks</b>	0%	7.8%	7.7%	0%	7.6%	-	0%	0%	14.3%	0%	11.4%	-	5.1%	16.7%	0%	0%	12.0%	-	0%	0%	0%	0%	0%	-	9.3%
<b>Buses</b>	0	0	0	0	0	-	0	0	1	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	1
<b>% Buses</b>	0%	0%	0%	0%	0%	-	0%	0%	3.6%	0%	2.9%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.4%
<b>Bicycles on Road</b>	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
<b>Pedestrians</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	0
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	0
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

121-169 CR201/CR202 AM - TMC

Thu Jul 1, 2021

AM Peak (7:15 AM - 8:15 AM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 852003, Location: 42.697035, -73.970235



Provided by: Creighton Manning  
Engineering, LLP  
2 Winners Circle,  
Albany, NY, 12205, US

[N] CR 201 (Depot Rd)

Total: 129

In: 66 Out: 63

2 51 13

[W] CR 202 (Meadowdale Rd)

Total: 32  
In: 24 Out: 8

1  
20  
3

2  
5  
28

Out: 72 In: 35  
Total: 107

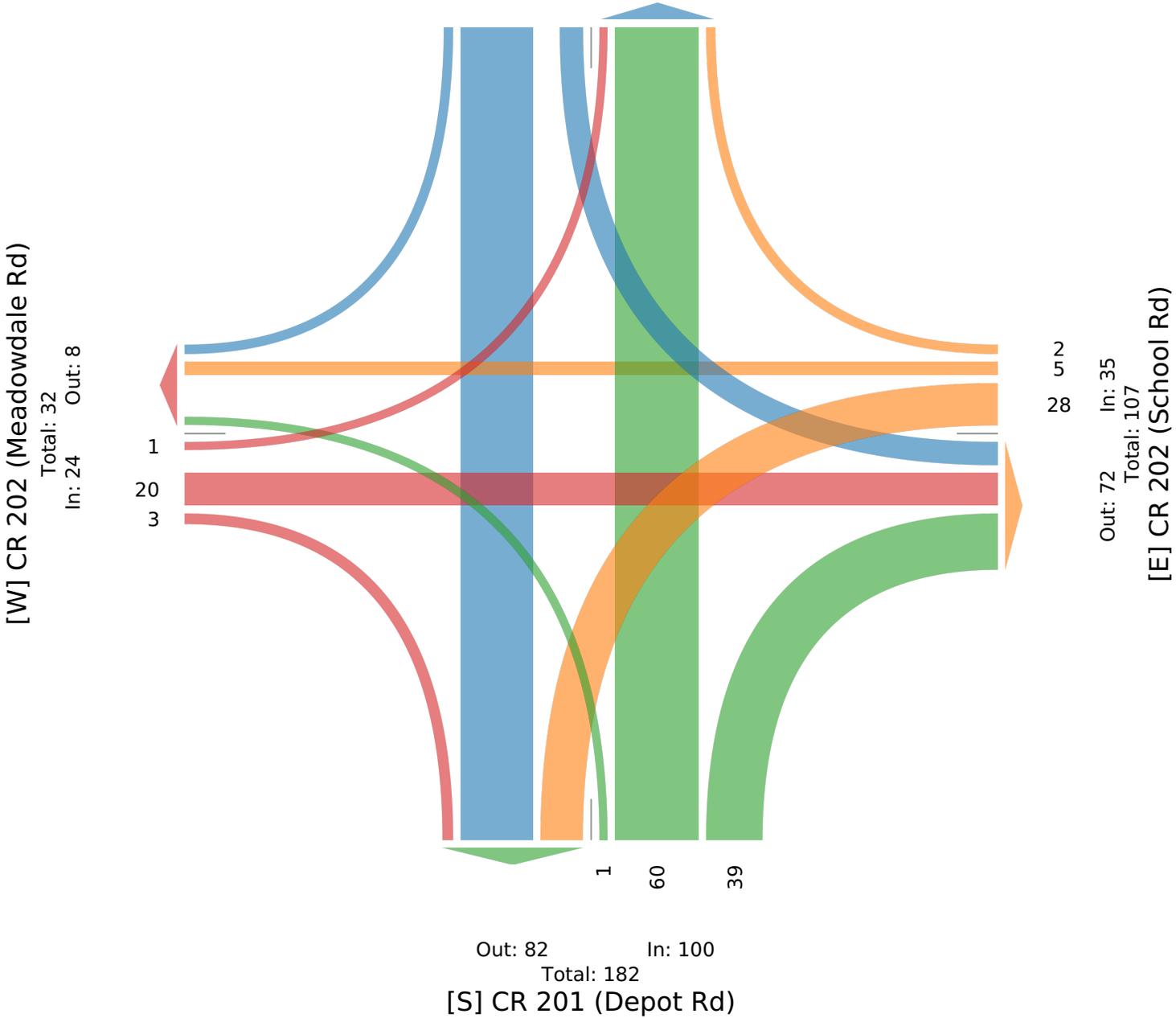
[E] CR 202 (School Rd)

1 60 39

Out: 82 In: 100

Total: 182

[S] CR 201 (Depot Rd)



121-169 CR201/CR202 PM - TMC

Wed Jun 30, 2021

Full Length (4 PM-6 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 852001, Location: 42.697035, -73.970235



Provided by: Creighton Manning  
Engineering, LLP  
2 Winners Circle,  
Albany, NY, 12205, US

Leg Direction	CR 201 (Depot Rd) Southbound					CR 202 (School Rd) Westbound					CR 201 (Depot Rd) Northbound					CR 202 (Meadowdale Rd) Eastbound					Int				
	R	T	L	U	App Ped*	R	T	L	U	App Ped*	R	T	L	U	App Ped*	R	T	L	U	App Ped*					
2021-06-30 4:00PM	2	8	1	0	11	0	2	2	2	0	6	0	7	18	4	0	29	0	3	3	0	0	6	0	52
4:15PM	0	6	0	0	6	0	2	10	10	0	22	0	5	17	3	0	25	0	0	7	0	0	7	0	60
4:30PM	1	13	2	0	16	0	1	6	12	0	19	0	17	25	0	0	42	0	3	1	1	0	5	0	82
4:45PM	2	20	0	0	22	1	2	4	10	0	16	0	11	16	2	0	29	1	0	6	1	0	7	0	74
Hourly Total	5	47	3	0	55	1	7	22	34	0	63	0	40	76	9	0	125	1	6	17	2	0	25	0	268
5:00PM	0	20	1	0	21	1	3	6	17	0	26	0	10	20	2	0	32	0	3	9	2	0	14	0	93
5:15PM	0	12	0	0	12	0	2	9	8	0	19	0	6	18	1	0	25	0	1	3	1	0	5	0	61
5:30PM	0	12	1	0	13	0	1	6	10	0	17	0	4	20	0	0	24	0	0	4	3	0	7	0	61
5:45PM	2	11	0	0	13	0	1	8	9	0	18	0	11	10	0	0	21	0	1	3	0	0	4	0	56
Hourly Total	2	55	2	0	59	1	7	29	44	0	80	0	31	68	3	0	102	0	5	19	6	0	30	0	271
6:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	7	102	5	0	114	2	14	51	78	0	143	0	71	144	12	0	227	1	11	36	8	0	55	0	539
<b>% Approach</b>	6.1%	89.5%	4.4%	0%	-	-	9.8%	35.7%	54.5%	0%	-	-	31.3%	63.4%	5.3%	0%	-	-	20.0%	65.5%	14.5%	0%	-	-	-
<b>% Total</b>	1.3%	18.9%	0.9%	0%	21.2%	-	2.6%	9.5%	14.5%	0%	26.5%	-	13.2%	26.7%	2.2%	0%	42.1%	-	2.0%	6.7%	1.5%	0%	10.2%	-	-
<b>Lights</b>	6	100	5	0	111	-	14	51	76	0	141	-	68	138	11	0	217	-	8	36	7	0	51	-	520
<b>% Lights</b>	85.7%	98.0%	100%	0%	97.4%	-	100%	100%	97.4%	0%	98.6%	-	95.8%	95.8%	91.7%	0%	95.6%	-	72.7%	100%	87.5%	0%	92.7%	-	96.5%
<b>Articulated Trucks and Single-Unit Trucks</b>	1	2	0	0	3	-	0	0	2	0	2	-	3	6	0	0	9	-	2	0	1	0	3	-	17
<b>% Articulated Trucks and Single-Unit Trucks</b>	14.3%	2.0%	0%	0%	2.6%	-	0%	0%	2.6%	0%	1.4%	-	4.2%	4.2%	0%	0%	4.0%	-	18.2%	0%	12.5%	0%	5.5%	-	3.2%
<b>Buses</b>	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
<b>% Buses</b>	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
<b>Bicycles on Road</b>	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	1	-	1	0	0	0	1	-	2
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	8.3%	0%	0.4%	-	9.1%	0%	0%	0%	1.8%	-	0.4%
<b>Pedestrians</b>	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
<b>% Pedestrians</b>	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

121-169 CR201/CR202 PM - TMC

Wed Jun 30, 2021

Full Length (4 PM-6 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 852001, Location: 42.697035, -73.970235



Provided by: Creighton Manning Engineering, LLP  
2 Winners Circle,  
Albany, NY, 12205, US

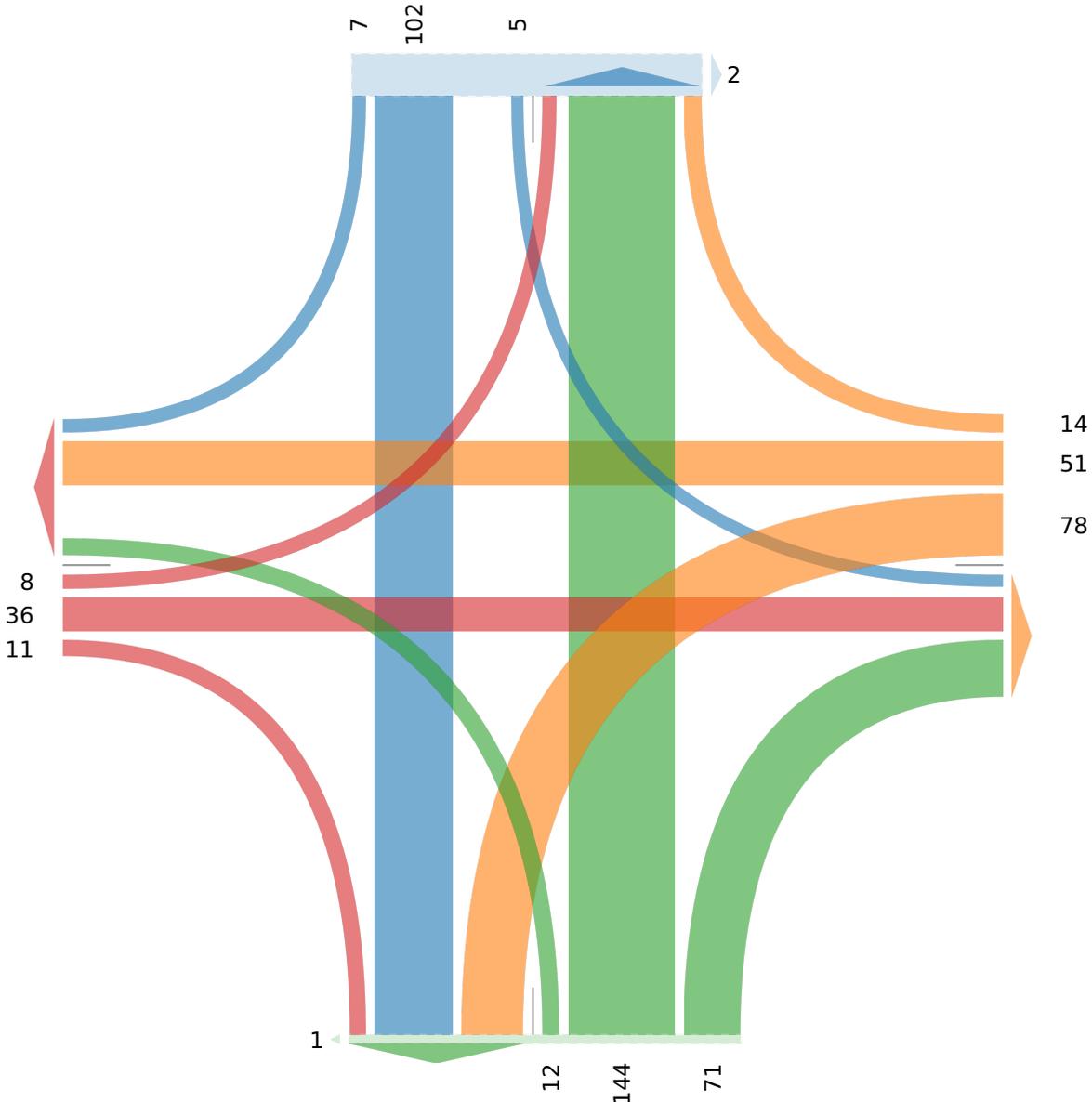
[N] CR 201 (Depot Rd)

Total: 280

In: 114 Out: 166

[W] CR 202 (Meadowdale Rd)

Total: 125  
In: 55 Out: 70



Out: 112 In: 143  
Total: 255  
[E] CR 202 (School Rd)

Out: 191 In: 227  
Total: 418  
[S] CR 201 (Depot Rd)

121-169 CR201/CR202 PM - TMC

Wed Jun 30, 2021

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 852001, Location: 42.697035, -73.970235



Provided by: Creighton Manning  
Engineering, LLP  
2 Winners Circle,  
Albany, NY, 12205, US

Leg Direction	CR 201 (Depot Rd) Southbound							CR 202 (School Rd) Westbound							CR 201 (Depot Rd) Northbound							CR 202 (Meadowdale Rd) Eastbound							Int
	R	T	L	U	App	Ped*		R	T	L	U	App	Ped*		R	T	L	U	App	Ped*		R	T	L	U	App	Ped*		
2021-06-30 4:30PM	1	13	2	0	16	0		1	6	12	0	19	0		17	25	0	0	42	0		3	1	1	0	5	0		82
4:45PM	2	20	0	0	22	1		2	4	10	0	16	0		11	16	2	0	29	1		0	6	1	0	7	0		74
5:00PM	0	20	1	0	21	1		3	6	17	0	26	0		10	20	2	0	32	0		3	9	2	0	14	0		93
5:15PM	0	12	0	0	12	0		2	9	8	0	19	0		6	18	1	0	25	0		1	3	1	0	5	0		61
<b>Total</b>	<b>3</b>	<b>65</b>	<b>3</b>	<b>0</b>	<b>71</b>	<b>2</b>		<b>8</b>	<b>25</b>	<b>47</b>	<b>0</b>	<b>80</b>	<b>0</b>		<b>44</b>	<b>79</b>	<b>5</b>	<b>0</b>	<b>128</b>	<b>1</b>		<b>7</b>	<b>19</b>	<b>5</b>	<b>0</b>	<b>31</b>	<b>0</b>		<b>310</b>
<b>% Approach</b>	4.2%	91.5%	4.2%	0%	-	-		10.0%	31.3%	58.8%	0%	-	-		34.4%	61.7%	3.9%	0%	-	-		22.6%	61.3%	16.1%	0%	-	-		-
<b>% Total</b>	1.0%	21.0%	1.0%	0%	<b>22.9%</b>	-		2.6%	8.1%	15.2%	0%	<b>25.8%</b>	-		14.2%	25.5%	1.6%	0%	<b>41.3%</b>	-		2.3%	6.1%	1.6%	0%	<b>10.0%</b>	-		-
<b>PHF</b>	0.375	0.813	0.375	-	<b>0.807</b>	-		0.667	0.694	0.691	-	<b>0.769</b>	-		0.647	0.790	0.500	-	<b>0.756</b>	-		0.500	0.528	0.625	-	<b>0.577</b>	-		0.837
<b>Lights</b>	2	64	3	0	69	-		8	25	45	0	78	-		41	76	4	0	121	-		5	19	5	0	29	-		297
<b>% Lights</b>	66.7%	98.5%	100%	0%	<b>97.2%</b>	-		100%	100%	95.7%	0%	<b>97.5%</b>	-		93.2%	96.2%	80.0%	0%	<b>94.5%</b>	-		71.4%	100%	100%	0%	<b>93.5%</b>	-		95.8%
<b>Articulated Trucks and Single-Unit Trucks</b>	1	1	0	0	2	-		0	0	2	0	2	-		3	3	0	0	6	-		1	0	0	0	1	-		11
<b>% Articulated Trucks and Single-Unit Trucks</b>	33.3%	1.5%	0%	0%	<b>2.8%</b>	-		0%	0%	4.3%	0%	<b>2.5%</b>	-		6.8%	3.8%	0%	0%	<b>4.7%</b>	-		14.3%	0%	0%	0%	<b>3.2%</b>	-		3.5%
<b>Buses</b>	0	0	0	0	0	-		0	0	0	0	0	-		0	0	0	0	0	-		0	0	0	0	0	-		0
<b>% Buses</b>	0%	0%	0%	0%	<b>0%</b>	-		0%	0%	0%	0%	<b>0%</b>	-		0%	0%	0%	0%	<b>0%</b>	-		0%	0%	0%	0%	<b>0%</b>	-		0%
<b>Bicycles on Road</b>	0	0	0	0	0	-		0	0	0	0	0	-		0	0	1	0	1	-		1	0	0	0	1	-		2
<b>% Bicycles on Road</b>	0%	0%	0%	0%	<b>0%</b>	-		0%	0%	0%	0%	<b>0%</b>	-		0%	0%	20.0%	0%	<b>0.8%</b>	-		14.3%	0%	0%	0%	<b>3.2%</b>	-		0.6%
<b>Pedestrians</b>	-	-	-	-	-	2		-	-	-	-	-	0		-	-	-	-	-	1		-	-	-	-	-	-	0	
<b>% Pedestrians</b>	-	-	-	-	-	100%		-	-	-	-	-	-		-	-	-	-	-	-	100%		-	-	-	-	-	-	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0		-	-	-	-	-	0		-	-	-	-	-	-	0		-	-	-	-	-	-	0
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	0%		-	-	-	-	-	-		-	-	-	-	-	-	0%		-	-	-	-	-	-	-

\* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

121-169 CR201/CR202 PM - TMC

Wed Jun 30, 2021

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 852001, Location: 42.697035, -73.970235



Provided by: Creighton Manning  
Engineering, LLP  
2 Winners Circle,  
Albany, NY, 12205, US

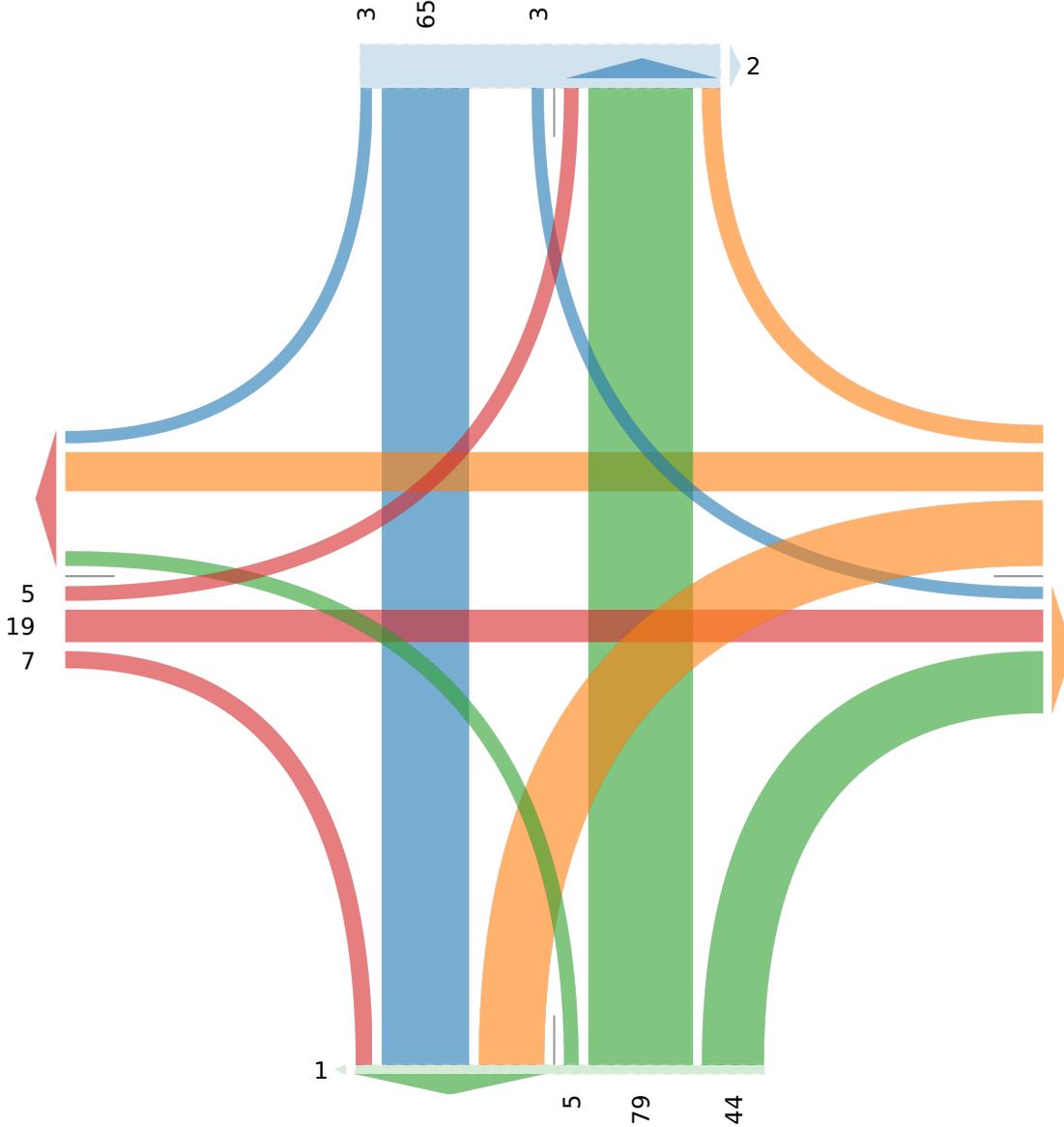
[N] CR 201 (Depot Rd)

Total: 163

In: 71 Out: 92

[W] CR 202 (Meadowdale Rd)

Total: 64  
In: 31 Out: 33



8  
25  
47  
Out: 66 In: 80  
Total: 146

[E] CR 202 (School Rd)

Out: 119 In: 128  
Total: 247  
[S] CR 201 (Depot Rd)

121-169 NY Rt 146/CR 202 AM - TMC

Thu Jul 1, 2021

Full Length (7 AM-9 AM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 852007, Location: 42.70284, -73.965813



Provided by: Creighton Manning  
Engineering, LLP  
2 Winners Circle,  
Albany, NY, 12205, US

Leg Direction	Diagonal Rd Southbound						NY Rt 146 Westbound						CR 202 (School Rd) Northbound						NY Rt 146 Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2021-07-01 7:00AM	1	3	6	0	10	0	2	16	13	0	31	0	16	0	1	0	17	-	7	75	1	0	83	0	141
7:15AM	1	3	4	0	8	0	6	20	3	0	29	0	20	1	1	0	22	-	4	67	1	0	72	0	131
7:30AM	2	1	8	0	11	0	3	16	9	0	28	1	18	2	0	0	20	-	1	93	3	0	97	0	156
7:45AM	2	1	10	0	13	1	2	20	8	0	30	1	22	0	0	0	22	-	1	93	1	0	95	0	160
Hourly Total	6	8	28	0	42	1	13	72	33	0	118	2	76	3	2	0	81	-	13	328	6	0	347	0	588
8:00AM	1	0	5	0	6	0	1	15	18	0	34	0	20	0	3	0	23	-	4	86	2	0	92	0	155
8:15AM	3	2	2	0	7	0	0	24	10	0	34	1	23	3	1	0	27	-	2	86	3	0	91	0	159
8:30AM	0	1	5	0	6	0	3	30	11	0	44	2	12	1	1	0	14	-	3	68	2	0	73	0	137
8:45AM	0	2	3	0	5	0	5	31	17	0	53	3	18	2	1	0	21	-	2	66	1	0	69	0	148
Hourly Total	4	5	15	0	24	0	9	100	56	0	165	6	73	6	6	0	85	-	11	306	8	0	325	0	599
9:00AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0
<b>Total</b>	10	13	43	0	66	1	22	172	89	0	283	8	149	9	8	0	166	-	24	634	14	0	672	0	1187
<b>% Approach</b>	15.2%	19.7%	65.2%	0%	-	-	7.8%	60.8%	31.4%	0%	-	-	89.8%	5.4%	4.8%	0%	-	-	3.6%	94.3%	2.1%	0%	-	-	-
<b>% Total</b>	0.8%	1.1%	3.6%	0%	5.6%	-	1.9%	14.5%	7.5%	0%	23.8%	-	12.6%	0.8%	0.7%	0%	14.0%	-	2.0%	53.4%	1.2%	0%	56.6%	-	-
<b>Lights</b>	10	12	42	0	64	-	20	154	83	0	257	-	142	9	7	0	158	-	22	612	13	0	647	-	1126
<b>% Lights</b>	100%	92.3%	97.7%	0%	97.0%	-	90.9%	89.5%	93.3%	0%	90.8%	-	95.3%	100%	87.5%	0%	95.2%	-	91.7%	96.5%	92.9%	0%	96.3%	-	94.9%
<b>Articulated Trucks and Single-Unit Trucks</b>	0	1	1	0	2	-	1	15	5	0	21	-	5	0	0	0	5	-	0	20	1	0	21	-	49
<b>% Articulated Trucks and Single-Unit Trucks</b>	0%	7.7%	2.3%	0%	3.0%	-	4.5%	8.7%	5.6%	0%	7.4%	-	3.4%	0%	0%	0%	3.0%	-	0%	3.2%	7.1%	0%	3.1%	-	4.1%
<b>Buses</b>	0	0	0	0	0	-	0	2	1	0	3	-	2	0	1	0	3	-	2	2	0	0	4	-	10
<b>% Buses</b>	0%	0%	0%	0%	0%	-	0%	1.2%	1.1%	0%	1.1%	-	1.3%	0%	12.5%	0%	1.8%	-	8.3%	0.3%	0%	0%	0.6%	-	0.8%
<b>Bicycles on Road</b>	0	0	0	0	0	-	1	1	0	0	2	-	0	0	0	0	0	-	0	0	0	0	0	-	2
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	-	4.5%	0.6%	0%	0%	0.7%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.2%
<b>Pedestrians</b>	-	-	-	-	-	1	-	-	-	-	-	8	-	-	-	-	-	0	-	-	-	-	-	-	0
<b>% Pedestrians</b>	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	0
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

121-169 NY Rt 146/CR 202 AM - TMC

Thu Jul 1, 2021

Full Length (7 AM-9 AM)

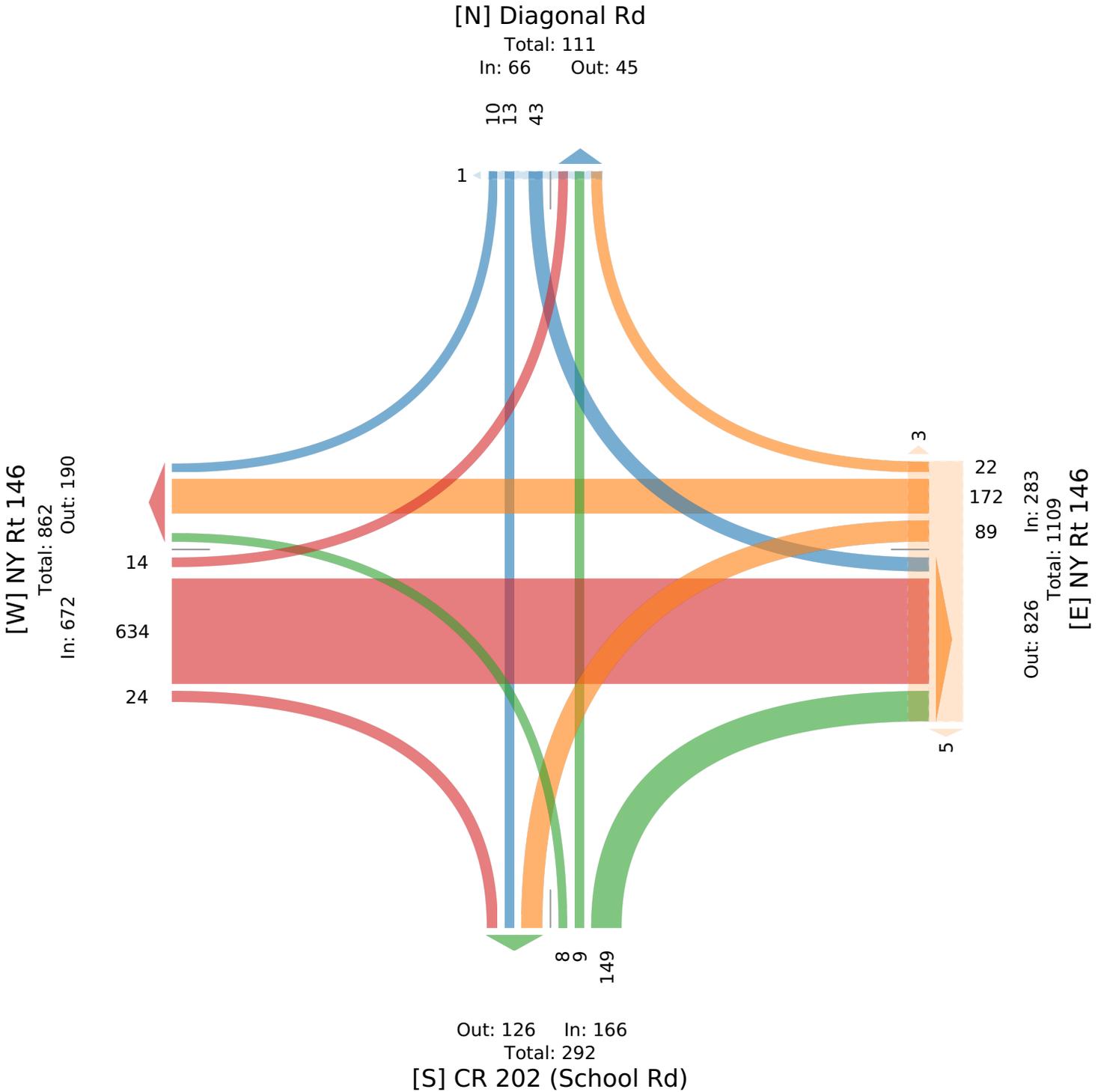
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 852007, Location: 42.70284, -73.965813



Provided by: Creighton Manning  
Engineering, LLP  
2 Winners Circle,  
Albany, NY, 12205, US



121-169 NY Rt 146/CR 202 AM - TMC

Thu Jul 1, 2021

AM Peak (7:30 AM - 8:30 AM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 852007, Location: 42.70284, -73.965813



Provided by: Creighton Manning  
Engineering, LLP  
2 Winners Circle,  
Albany, NY, 12205, US

Leg Direction	Diagonal Rd Southbound						NY Rt 146 Westbound						CR 202 (School Rd) Northbound						NY Rt 146 Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
Time																									
2021-07-01 7:30AM	2	1	8	0	11	0	3	16	9	0	28	1	18	2	0	0	20	-	1	93	3	0	97	0	156
7:45AM	2	1	10	0	13	1	2	20	8	0	30	1	22	0	0	0	22	-	1	93	1	0	95	0	160
8:00AM	1	0	5	0	6	0	1	15	18	0	34	0	20	0	3	0	23	-	4	86	2	0	92	0	155
8:15AM	3	2	2	0	7	0	0	24	10	0	34	1	23	3	1	0	27	-	2	86	3	0	91	0	159
<b>Total</b>	<b>8</b>	<b>4</b>	<b>25</b>	<b>0</b>	<b>37</b>	<b>1</b>	<b>6</b>	<b>75</b>	<b>45</b>	<b>0</b>	<b>126</b>	<b>3</b>	<b>83</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>92</b>	<b>-</b>	<b>8</b>	<b>358</b>	<b>9</b>	<b>0</b>	<b>375</b>	<b>0</b>	<b>630</b>
<b>% Approach</b>	21.6%	10.8%	67.6%	0%	-	-	4.8%	59.5%	35.7%	0%	-	-	90.2%	5.4%	4.3%	0%	-	-	2.1%	95.5%	2.4%	0%	-	-	-
<b>% Total</b>	1.3%	0.6%	4.0%	0%	5.9%	-	1.0%	11.9%	7.1%	0%	20.0%	-	13.2%	0.8%	0.6%	0%	14.6%	-	1.3%	56.8%	1.4%	0%	59.5%	-	-
<b>PHF</b>	0.667	0.500	0.625	-	0.712	-	0.500	0.771	0.625	-	0.919	-	0.902	0.417	0.333	-	0.852	-	0.500	0.962	0.750	-	0.966	-	0.983
<b>Lights</b>	8	4	25	0	37	-	6	69	41	0	116	-	79	5	4	0	88	-	8	347	9	0	364	-	605
<b>% Lights</b>	100%	100%	100%	0%	100%	-	100%	92.0%	91.1%	0%	92.1%	-	95.2%	100%	100%	0%	95.7%	-	100%	96.9%	100%	0%	97.1%	-	96.0%
<b>Articulated Trucks and Single-Unit Trucks</b>	0	0	0	0	0	-	0	4	3	0	7	-	3	0	0	0	3	-	0	10	0	0	10	-	20
<b>% Articulated Trucks and Single-Unit Trucks</b>	0%	0%	0%	0%	0%	-	0%	5.3%	6.7%	0%	5.6%	-	3.6%	0%	0%	0%	3.3%	-	0%	2.8%	0%	0%	2.7%	-	3.2%
<b>Buses</b>	0	0	0	0	0	-	0	1	1	0	2	-	1	0	0	0	1	-	0	1	0	0	1	-	4
<b>% Buses</b>	0%	0%	0%	0%	0%	-	0%	1.3%	2.2%	0%	1.6%	-	1.2%	0%	0%	0%	1.1%	-	0%	0.3%	0%	0%	0.3%	-	0.6%
<b>Bicycles on Road</b>	0	0	0	0	0	-	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	1
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	-	0%	1.3%	0%	0%	0.8%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.2%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	0	
<b>% Pedestrians</b>	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

121-169 NY Rt 146/CR 202 AM - TMC

Thu Jul 1, 2021

AM Peak (7:30 AM - 8:30 AM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 852007, Location: 42.70284, -73.965813



Provided by: Creighton Manning  
Engineering, LLP  
2 Winners Circle,  
Albany, NY, 12205, US

[N] Diagonal Rd

Total: 57

In: 37 Out: 20

8 4 25

1

2

6  
75  
45

[W] NY Rt 146  
Total: 462  
In: 375 Out: 87

9  
358

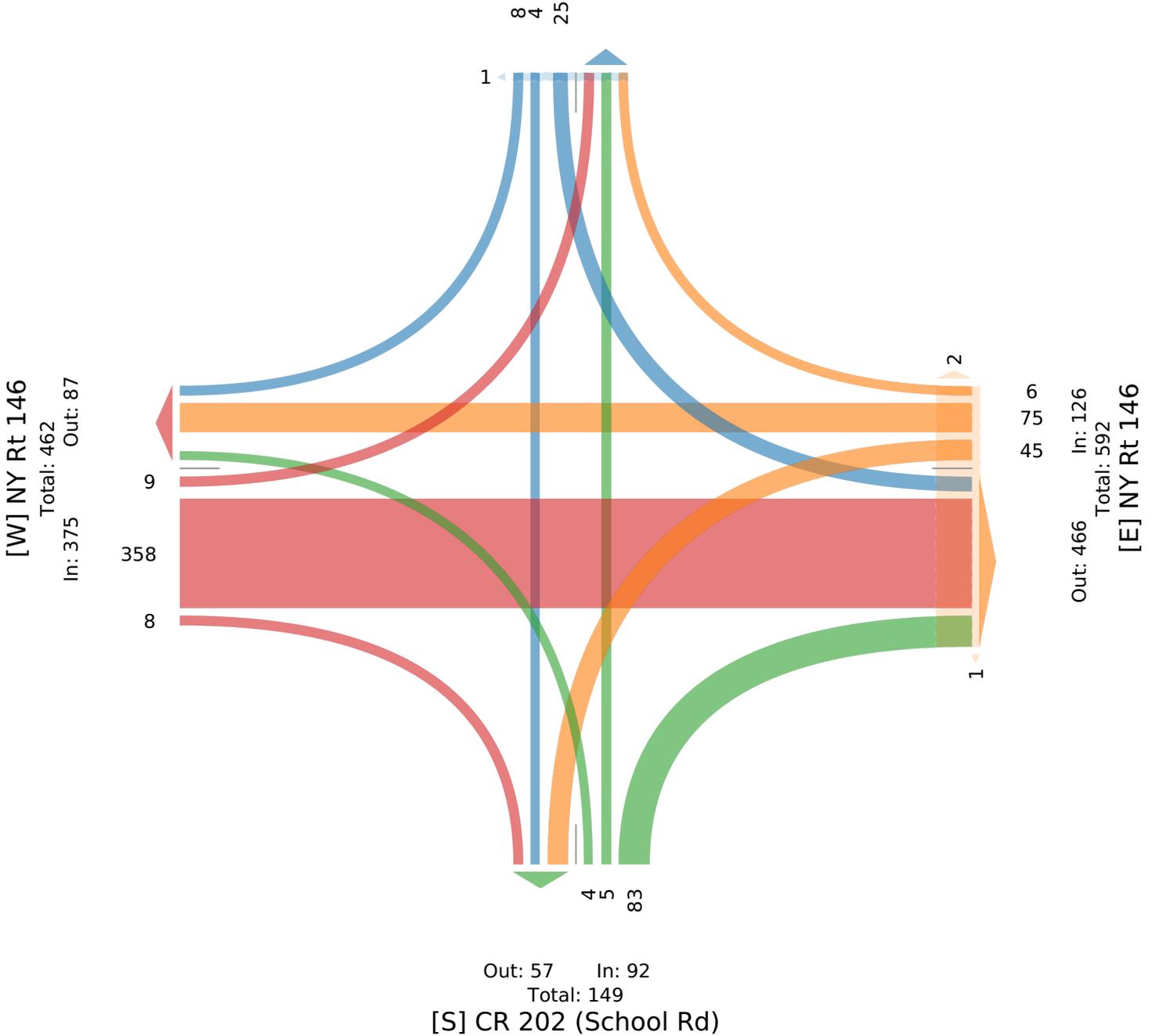
8

Out: 466 In: 126  
Total: 592  
[E] NY Rt 146

4 5 83

Out: 57 In: 92  
Total: 149

[S] CR 202 (School Rd)



121-169 NY Rt 146/CR 202 PM - TMC

Wed Jun 30, 2021

Full Length (4 PM-6 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 852004, Location: 42.70284, -73.965813



Provided by: Creighton Manning  
Engineering, LLP  
2 Winners Circle,  
Albany, NY, 12205, US

Leg Direction	Diagonal Rd Southbound					NY Rt 146 Westbound					CR 202 (School Rd) Northbound					NY Rt 146 Eastbound					Int
	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	
2021-06-30 4:00PM	2	2	4	0	8	6	86	5	0	97	16	1	4	0	21	0	42	4	0	46	172
4:15PM	1	2	3	0	6	7	74	19	0	100	10	1	5	0	16	2	34	0	0	36	158
4:30PM	6	3	10	0	19	11	82	17	0	110	19	0	5	0	24	2	35	1	0	38	191
4:45PM	2	3	3	0	8	7	86	21	0	114	16	4	4	0	24	1	38	3	0	42	188
Hourly Total	11	10	20	0	41	31	328	62	0	421	61	6	18	0	85	5	149	8	0	162	709
5:00PM	0	1	7	0	8	5	81	21	0	107	21	0	3	0	24	3	34	1	0	38	177
5:15PM	3	1	6	0	10	8	75	19	0	102	6	0	0	0	6	1	42	3	0	46	164
5:30PM	0	0	1	0	1	7	90	19	0	116	9	0	2	0	11	1	39	1	0	41	169
5:45PM	0	1	1	0	2	3	66	21	0	90	12	3	2	0	17	1	36	0	0	37	146
Hourly Total	3	3	15	0	21	23	312	80	0	415	48	3	7	0	58	6	151	5	0	162	656
6:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	14	13	35	0	62	54	640	142	0	836	109	9	25	0	143	11	300	13	0	324	1365
<b>% Approach</b>	22.6%	21.0%	56.5%	0%	-	6.5%	76.6%	17.0%	0%	-	76.2%	6.3%	17.5%	0%	-	3.4%	92.6%	4.0%	0%	-	-
<b>% Total</b>	1.0%	1.0%	2.6%	0%	4.5%	4.0%	46.9%	10.4%	0%	61.2%	8.0%	0.7%	1.8%	0%	10.5%	0.8%	22.0%	1.0%	0%	23.7%	-
<b>Lights</b>	14	12	35	0	61	53	630	141	0	824	106	9	25	0	140	11	281	13	0	305	1330
<b>% Lights</b>	100%	92.3%	100%	0%	98.4%	98.1%	98.4%	99.3%	0%	98.6%	97.2%	100%	100%	0%	97.9%	100%	93.7%	100%	0%	94.1%	97.4%
<b>Articulated Trucks and Single-Unit Trucks</b>	0	1	0	0	1	1	9	1	0	11	3	0	0	0	3	0	19	0	0	19	34
<b>% Articulated Trucks and Single-Unit Trucks</b>	0%	7.7%	0%	0%	1.6%	1.9%	1.4%	0.7%	0%	1.3%	2.8%	0%	0%	0%	2.1%	0%	6.3%	0%	0%	5.9%	2.5%
<b>Buses</b>	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
<b>% Buses</b>	0%	0%	0%	0%	0%	0%	0.2%	0%	0%	0.1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.1%
<b>Bicycles on Road</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
<b>Pedestrians</b>	-	-	-	-	0	-	-	-	-	4	-	-	-	-	0	-	-	-	-	0	-
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

121-169 NY Rt 146/CR 202 PM - TMC

Wed Jun 30, 2021

Full Length (4 PM-6 PM)

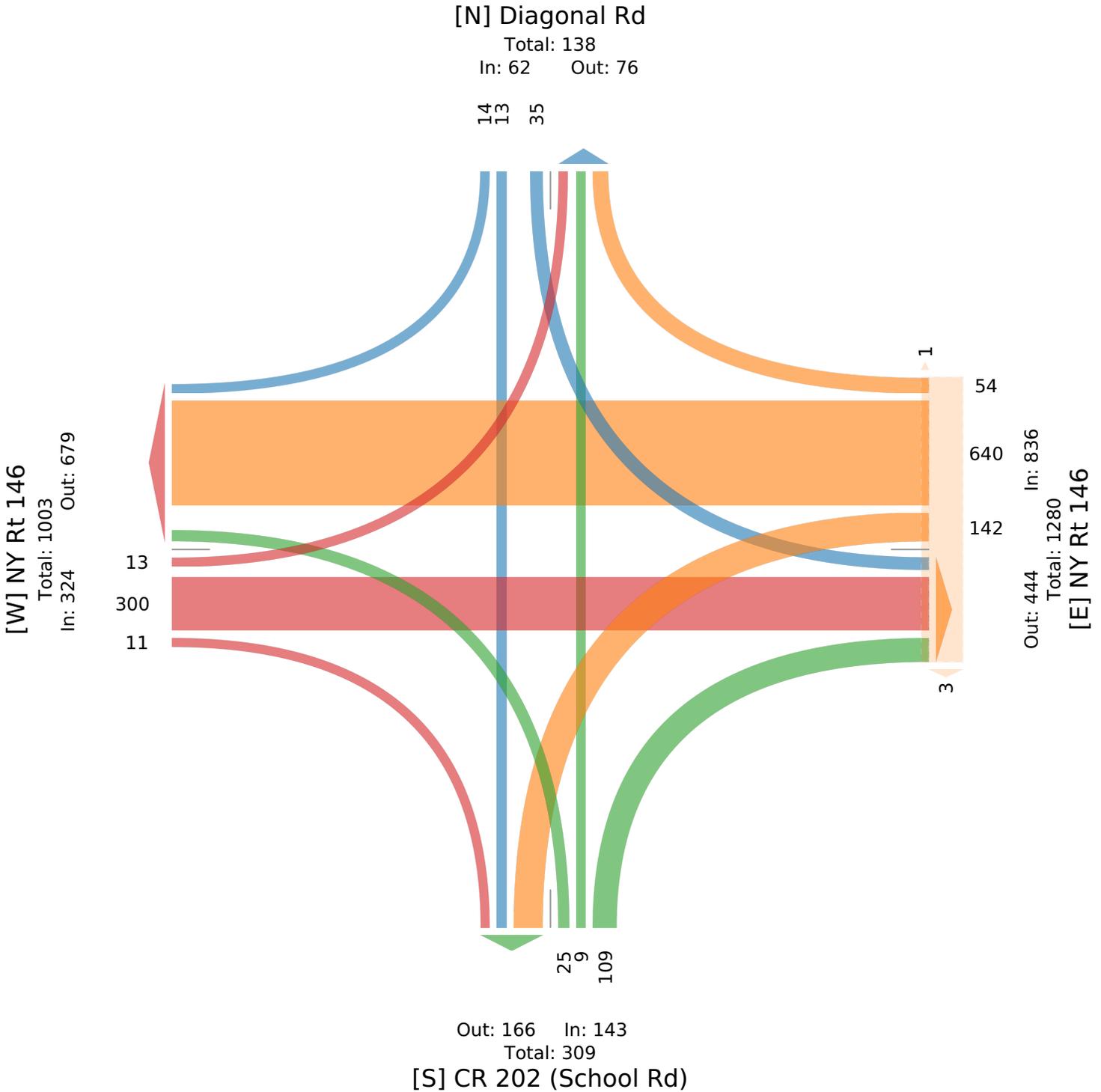
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 852004, Location: 42.70284, -73.965813



Provided by: Creighton Manning Engineering, LLP  
2 Winners Circle,  
Albany, NY, 12205, US



121-169 NY Rt 146/CR 202 PM - TMC

Wed Jun 30, 2021

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 852004, Location: 42.70284, -73.965813



Provided by: Creighton Manning  
Engineering, LLP  
2 Winners Circle,  
Albany, NY, 12205, US

Leg Direction	Diagonal Rd Southbound					NY Rt 146 Westbound					CR 202 (School Rd) Northbound					NY Rt 146 Eastbound					Int				
	R	T	L	U	App Ped*	R	T	L	U	App Ped*	R	T	L	U	App Ped*	R	T	L	U	App Ped*					
2021-06-30 4:30PM	6	3	10	0	19	0	11	82	17	0	110	0	19	0	5	0	24	-	2	35	1	0	38	0	191
4:45PM	2	3	3	0	8	0	7	86	21	0	114	0	16	4	4	0	24	-	1	38	3	0	42	0	188
5:00PM	0	1	7	0	8	0	5	81	21	0	107	0	21	0	3	0	24	-	3	34	1	0	38	0	177
5:15PM	3	1	6	0	10	0	8	75	19	0	102	0	6	0	0	0	6	-	1	42	3	0	46	0	164
<b>Total</b>	11	8	26	0	45	0	31	324	78	0	433	0	62	4	12	0	78	-	7	149	8	0	164	0	720
<b>% Approach</b>	24.4%	17.8%	57.8%	0%	-	-	7.2%	74.8%	18.0%	0%	-	-	79.5%	5.1%	15.4%	0%	-	-	4.3%	90.9%	4.9%	0%	-	-	-
<b>% Total</b>	1.5%	1.1%	3.6%	0%	6.3%	-	4.3%	45.0%	10.8%	0%	60.1%	-	8.6%	0.6%	1.7%	0%	10.8%	-	1.0%	20.7%	1.1%	0%	22.8%	-	-
<b>PHF</b>	0.458	0.667	0.650	-	0.592	-	0.705	0.942	0.929	-	0.950	-	0.738	0.250	0.600	-	0.813	-	0.583	0.887	0.667	-	0.891	-	0.942
<b>Lights</b>	11	7	26	0	44	-	31	318	77	0	426	-	59	4	12	0	75	-	7	138	8	0	153	-	698
<b>% Lights</b>	100%	87.5%	100%	0%	97.8%	-	100%	98.1%	98.7%	0%	98.4%	-	95.2%	100%	100%	0%	96.2%	-	100%	92.6%	100%	0%	93.3%	-	96.9%
<b>Articulated Trucks and Single-Unit Trucks</b>	0	1	0	0	1	-	0	6	1	0	7	-	3	0	0	0	3	-	0	11	0	0	11	-	22
<b>% Articulated Trucks and Single-Unit Trucks</b>	0%	12.5%	0%	0%	2.2%	-	0%	1.9%	1.3%	0%	1.6%	-	4.8%	0%	0%	0%	3.8%	-	0%	7.4%	0%	0%	6.7%	-	3.1%
<b>Buses</b>	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
<b>% Buses</b>	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
<b>Bicycles on Road</b>	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
<b>Pedestrians</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

121-169 NY Rt 146/CR 202 PM - TMC

Wed Jun 30, 2021

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 852004, Location: 42.70284, -73.965813



Provided by: Creighton Manning  
Engineering, LLP  
2 Winners Circle,  
Albany, NY, 12205, US

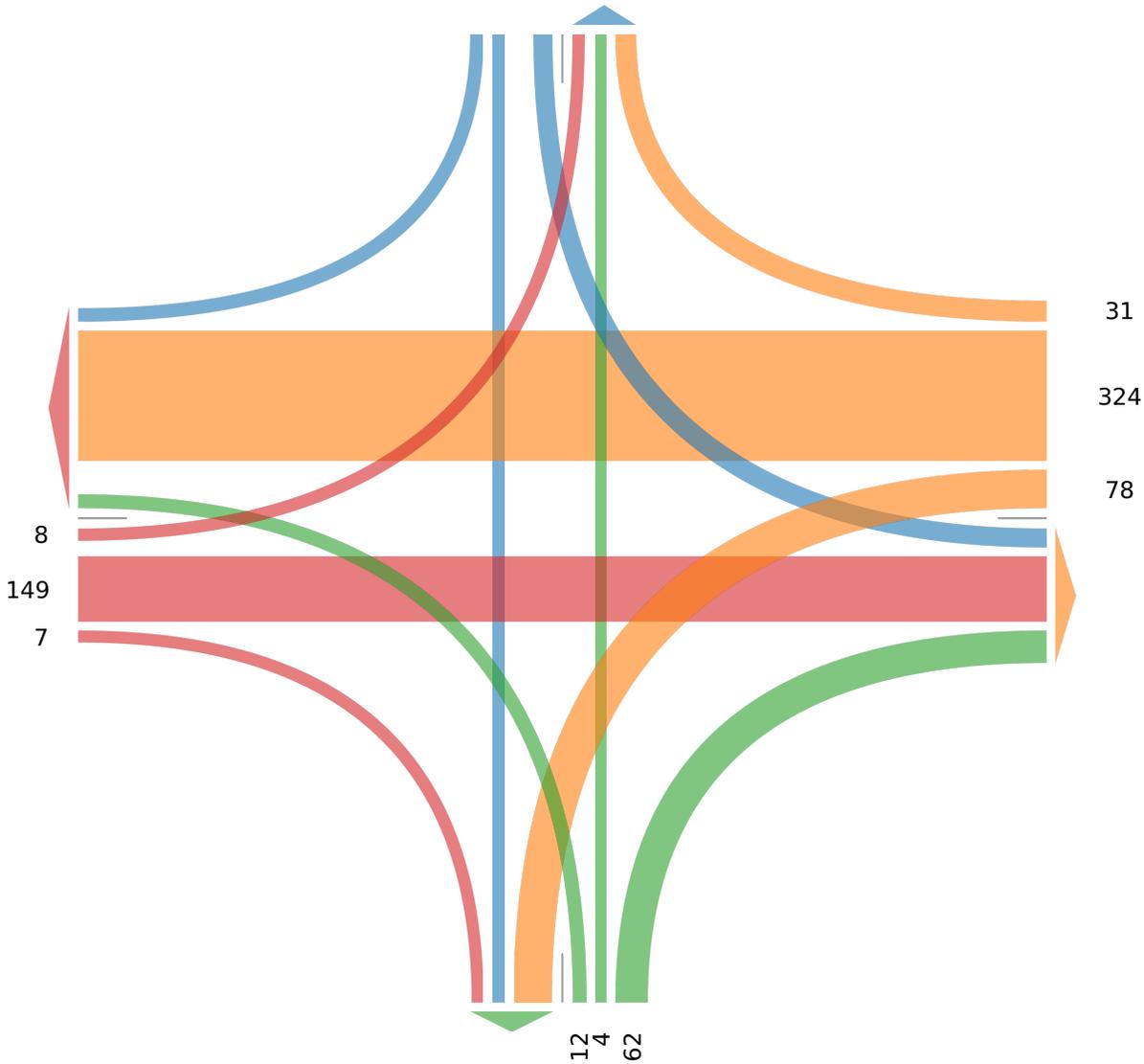
[N] Diagonal Rd

Total: 88

In: 45 Out: 43

11 8 26

[W] NY Rt 146  
Total: 511  
In: 164 Out: 347



31

324

78

8

149

7

Out: 237 In: 433  
Total: 670

[E] NY Rt 146

Out: 93 In: 78

Total: 171

[S] CR 202 (School Rd)

12 4 62



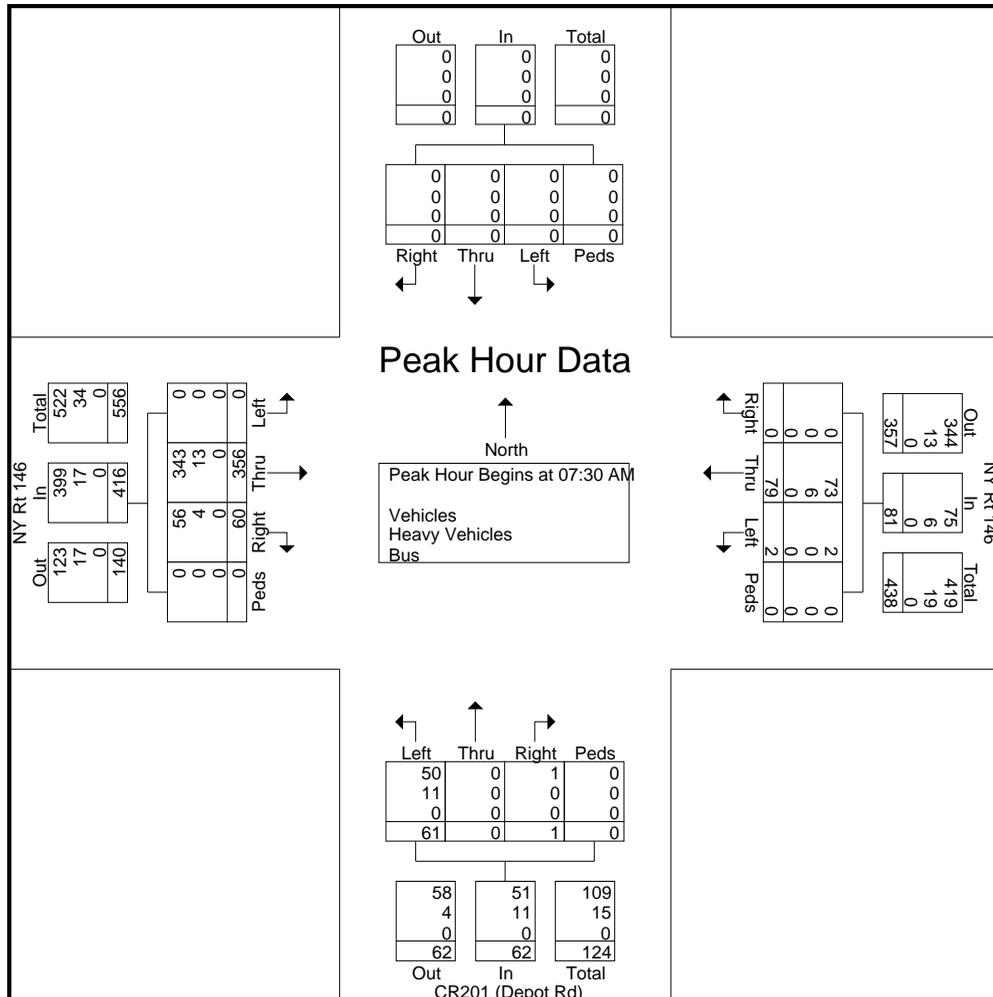
Project No.: 121-169  
 Counted By: BP  
 Location: NY Rt 146/CR201 (Depot Rd)  
 Comments: AM Peak

File Name : 121-169\_NY Rt 146-CR201\_AM  
 Site Code : 12116902  
 Start Date : 7/1/2021  
 Page No : 1

**Groups Printed- Vehicles - Heavy Vehicles - Bus**

Start Time	Southbound					NY Rt 146 Westbound					CR201 (Depot Rd) Northbound					NY Rt 146 Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	18	0	0	18	9	0	0	0	9	0	81	19	0	100	127
07:15 AM	0	0	0	0	0	0	19	0	0	19	9	0	1	0	10	0	74	16	0	90	119
07:30 AM	0	0	0	0	0	0	16	0	0	16	17	0	0	0	17	0	92	19	0	111	144
07:45 AM	0	0	0	0	0	2	18	0	0	20	12	0	0	0	12	0	93	15	0	108	140
Total	0	0	0	0	0	2	71	0	0	73	47	0	1	0	48	0	340	69	0	409	530
08:00 AM	0	0	0	0	0	0	20	0	0	20	24	0	1	0	25	0	81	13	0	94	139
08:15 AM	0	0	0	0	0	0	25	0	0	25	8	0	0	0	8	0	90	13	0	103	136
08:30 AM	0	0	0	0	0	0	36	0	0	36	17	0	2	0	19	0	66	9	0	75	130
08:45 AM	0	0	0	0	0	0	25	0	0	25	16	0	1	0	17	0	68	14	0	82	124
Total	0	0	0	0	0	0	106	0	0	106	65	0	4	0	69	0	305	49	0	354	529
Grand Total	0	0	0	0	0	2	177	0	0	179	112	0	5	0	117	0	645	118	0	763	1059
Apprch %	0	0	0	0		1.1	98.9	0	0		95.7	0	4.3	0		0	84.5	15.5	0		
Total %	0	0	0	0	0	0.2	16.7	0	0	16.9	10.6	0	0.5	0	11	0	60.9	11.1	0	72	
Vehicles	0	0	0	0	0	2	160	0	0	162	94	0	3	0	97	0	620	106	0	726	985
% Vehicles	0	0	0	0	0	100	90.4	0	0	90.5	83.9	0	60	0	82.9	0	96.1	89.8	0	95.2	93
Heavy Vehicles	0	0	0	0	0	0	16	0	0	16	18	0	0	0	18	0	25	12	0	37	71
% Heavy Vehicles	0	0	0	0	0	0	9	0	0	8.9	16.1	0	0	0	15.4	0	3.9	10.2	0	4.8	6.7
Bus	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	0	0	0	0	0	3
% Bus	0	0	0	0	0	0	0.6	0	0	0.6	0	0	40	0	1.7	0	0	0	0	0	0.3

Start Time	Southbound					NY Rt 146 Westbound					CR201 (Depot Rd) Northbound					NY Rt 146 Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	0	16	0	0	16	17	0	0	0	17	0	92	19	0	111	144
07:45 AM	0	0	0	0	0	2	18	0	0	20	12	0	0	0	12	0	93	15	0	108	140
08:00 AM	0	0	0	0	0	0	20	0	0	20	24	0	1	0	25	0	81	13	0	94	139
08:15 AM	0	0	0	0	0	0	25	0	0	25	8	0	0	0	8	0	90	13	0	103	136
Total Volume	0	0	0	0	0	2	79	0	0	81	61	0	1	0	62	0	356	60	0	416	559
% App. Total	0	0	0	0		2.5	97.5	0	0		98.4	0	1.6	0		0	85.6	14.4	0		
PHF	.000	.000	.000	.000	.000	.250	.790	.000	.000	.810	.635	.000	.250	.000	.620	.000	.957	.789	.000	.937	.970
Vehicles	0	0	0	0	0	2	73	0	0	75	50	0	1	0	51	0	343	56	0	399	525
% Vehicles	0	0	0	0	0	100	92.4	0	0	92.6	82.0	0	100	0	82.3	0	96.3	93.3	0	95.9	93.9
Heavy Vehicles	0	0	0	0	0	0	6	0	0	6	11	0	0	0	11	0	13	4	0	17	34
% Heavy Vehicles	0	0	0	0	0	0	7.6	0	0	7.4	18.0	0	0	0	17.7	0	3.7	6.7	0	4.1	6.1
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0





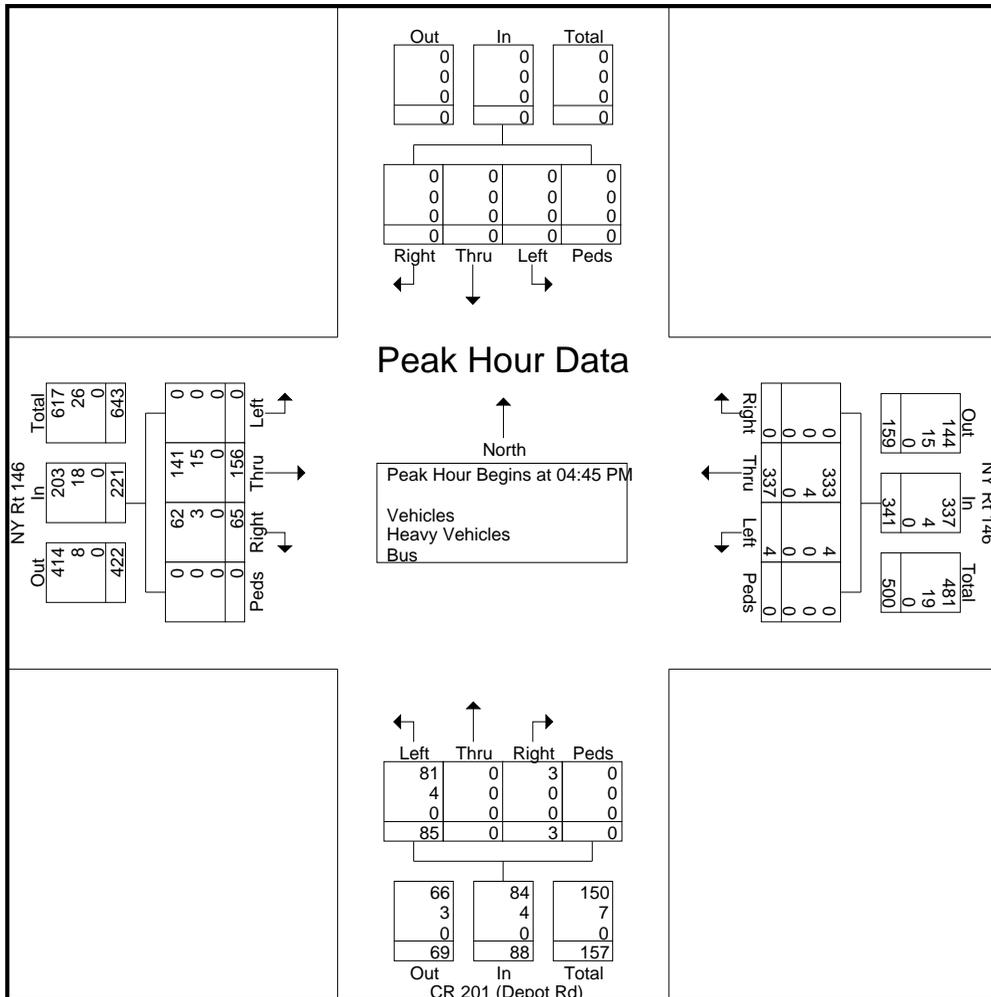
Project No.: 121-169  
 Counted By: BP  
 Location: NY Rt 146/CR 201 (Depot Rd)  
 Comments: PM Peak

File Name : 121-169\_NY Rt 146-CR201\_PM  
 Site Code : 12116901  
 Start Date : 6/30/2021  
 Page No : 1

**Groups Printed- Vehicles - Heavy Vehicles - Bus**

Start Time	Southbound					NY Rt 146 Westbound					CR 201 (Depot Rd) Northbound					NY Rt 146 Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	82	0	0	82	18	0	1	0	19	0	41	12	0	53	154
04:15 PM	0	0	0	0	0	0	81	0	0	81	20	0	1	0	21	0	30	5	0	35	137
04:30 PM	0	0	0	0	0	0	91	0	0	91	20	0	2	0	22	0	36	15	0	51	164
04:45 PM	0	0	0	0	0	1	84	0	0	85	21	0	0	0	21	0	41	20	0	61	167
Total	0	0	0	0	0	1	338	0	0	339	79	0	4	0	83	0	148	52	0	200	622
05:00 PM	0	0	0	0	0	1	78	0	0	79	21	0	2	0	23	0	29	20	0	49	151
05:15 PM	0	0	0	0	0	0	84	0	0	84	20	0	1	0	21	0	47	15	0	62	167
05:30 PM	0	0	0	0	0	2	91	0	0	93	23	0	0	0	23	0	39	10	0	49	165
05:45 PM	0	0	0	0	0	0	66	0	0	66	12	0	0	0	12	0	35	13	0	48	126
Total	0	0	0	0	0	3	319	0	0	322	76	0	3	0	79	0	150	58	0	208	609
Grand Total	0	0	0	0	0	4	657	0	0	661	155	0	7	0	162	0	298	110	0	408	1231
Apprch %	0	0	0	0		0.6	99.4	0	0		95.7	0	4.3	0		0	73	27	0		
Total %	0	0	0	0	0	0.3	53.4	0	0	53.7	12.6	0	0.6	0	13.2	0	24.2	8.9	0	33.1	
Vehicles	0	0	0	0	0	4	647	0	0	651	145	0	7	0	152	0	276	104	0	380	1183
% Vehicles	0	0	0	0	0	100	98.5	0	0	98.5	93.5	0	100	0	93.8	0	92.6	94.5	0	93.1	96.1
Heavy Vehicles	0	0	0	0	0	0	10	0	0	10	10	0	0	0	10	0	22	6	0	28	48
% Heavy Vehicles	0	0	0	0	0	0	1.5	0	0	1.5	6.5	0	0	0	6.2	0	7.4	5.5	0	6.9	3.9
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Southbound					NY Rt 146 Westbound					CR 201 (Depot Rd) Northbound					NY Rt 146 Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	0	0	0	1	84	0	0	85	21	0	0	0	21	0	41	20	0	61	167
05:00 PM	0	0	0	0	0	1	78	0	0	79	21	0	2	0	23	0	29	20	0	49	151
05:15 PM	0	0	0	0	0	0	84	0	0	84	20	0	1	0	21	0	47	15	0	62	167
05:30 PM	0	0	0	0	0	2	91	0	0	93	23	0	0	0	23	0	39	10	0	49	165
Total Volume	0	0	0	0	0	4	337	0	0	341	85	0	3	0	88	0	156	65	0	221	650
% App. Total	0	0	0	0		1.2	98.8	0	0		96.6	0	3.4	0		0	70.6	29.4	0		
PHF	.000	.000	.000	.000	.000	.500	.926	.000	.000	.917	.924	.000	.375	.000	.957	.000	.830	.813	.000	.891	.973
Vehicles	0	0	0	0	0	4	333	0	0	337	81	0	3	0	84	0	141	62	0	203	624
% Vehicles	0	0	0	0	0	100	98.8	0	0	98.8	95.3	0	100	0	95.5	0	90.4	95.4	0	91.9	96.0
Heavy Vehicles	0	0	0	0	0	0	4	0	0	4	4	0	0	0	4	0	15	3	0	18	26
% Heavy Vehicles	0	0	0	0	0	0	1.2	0	0	1.2	4.7	0	0	0	4.5	0	9.6	4.6	0	8.1	4.0
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



## MetroCount Traffic Executive Weekly Vehicle Counts (Virtual Week)

### VirtWeeklyVehicle-31 -- English (ENU)

#### Datasets:

**Site:** [121-169] CR 201 (Depot Rd)  
**Attribute:** CR 201  
**Direction:** 7 - North bound A>B, South bound B>A. **Lane:** 1  
**Survey Duration:** 12:46 Wednesday, June 30, 2021 => 9:07 Thursday, July 08, 2021,  
**Zone:**  
**File:** 121-169 0 2021-07-08 0907.EC1 (Plus )  
**Identifier:** S1328N62 MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default axle (v5.08)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

#### Profile:

**Filter time:** 16:00 Wednesday, June 30, 2021 => 8:00 Thursday, July 08, 2021 (7.66667)  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 6 - 99 mph.  
**Direction:** AB , Lane = 0-16  
**Separation:** Headway > 0 sec, Span 0 - 328.084 ft  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F3)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Vehicles = 5279 / 10465 (50.44%)

## Weekly Vehicle Counts (Virtual Week)

### VirtWeeklyVehicle-31

**Site:** 121-169.1.2NS  
**Description:** CR 201 (Depot Rd)  
**Filter time:** 16:00 Wednesday, June 30, 2021 => 8:00 Thursday, July 08, 2021  
**Scheme:** Vehicle classification (Scheme F3)  
**Filter:** Cls(1-13) Dir(NB) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
0000-0100	4.0	4.0	2.0	3.5	4.0	3.0	3.0	3.5	3.4
0100-0200	0.0	3.0	7.0	4.0	4.0	2.0	2.0	3.7	3.3
0200-0300	3.0	2.0	0.0	0.5	1.0	1.0	1.0	1.2	1.1
0300-0400	1.0	0.0	1.0	0.0	2.0	1.0	0.0	0.7	0.6
0400-0500	2.0	2.0	3.0	4.0	3.0	2.0	2.0	3.0	2.8
0500-0600	2.0	7.0	5.0	4.5	7.0	3.0	3.0	5.0	4.5
0600-0700	11.0	30.0	29.0	28.5	22.0	6.0	5.0	24.8	20.0
0700-0800	12.0	54.0	<b>68.0</b>	56.0	33.0	15.0	7.0	46.5	37.6
0800-0900	12.0	50.0	55.0	<b>69.0</b>	46.0	19.0	23.0	46.4	39.1
0900-1000	29.0	50.0	59.0	45.0	<b>54.0</b>	37.0	16.0	47.4	41.4
1000-1100	38.0	43.0	51.0	48.0	40.0	33.0	<b>32.0</b>	44.0	40.7
1100-1200	<b>48.0</b>	<b>62.0</b>	48.0	44.0	50.0	<b>43.0</b>	29.0	<b>50.4</b>	<b>46.3</b>
1200-1300	41.0	52.0	73.0	65.0	53.0	<b>51.0</b>	35.0	56.8	52.9
1300-1400	40.0	51.0	55.0	60.0	50.0	37.0	32.0	51.2	46.4
1400-1500	<b>50.0</b>	76.0	77.0	64.0	51.0	44.0	34.0	63.6	56.6
1500-1600	33.0	84.0	<b>110.0</b>	<b>109.0</b>	65.0	41.0	<b>43.0</b>	<b>80.2</b>	<b>69.3</b>
1600-1700	39.0	<b>84.0</b>	87.0	79.0	<b>72.0</b>	36.0	32.0	74.7	64.5
1700-1800	37.0	72.0	75.5	82.0	52.0	30.0	29.0	65.7	56.6
1800-1900	27.0	51.0	47.5	33.0	39.0	25.0	23.0	40.8	36.6
1900-2000	25.0	31.0	33.0	31.0	20.0	23.0	20.0	28.8	27.0
2000-2100	23.0	33.0	28.0	16.0	17.0	22.0	21.0	24.2	23.5
2100-2200	8.0	9.0	14.0	17.0	15.0	18.0	30.0	12.8	15.6
2200-2300	12.0	10.0	8.5	17.0	11.0	10.0	20.0	11.2	12.1
2300-2400	4.0	6.0	6.0	6.0	11.0	7.0	10.0	6.5	7.0
<b>Totals</b>									
0700-1900	406.0	729.0	806.0	754.0	605.0	411.0	335.0	667.7	588.1
0600-2200	473.0	832.0	910.0	846.5	679.0	480.0	411.0	758.3	674.2
0600-0000	489.0	848.0	924.5	869.5	701.0	497.0	441.0	776.0	693.3
0000-0000	501.0	866.0	942.5	886.0	722.0	509.0	452.0	793.0	709.0
<b>AM Peak</b>	1100	1100	0700	0800	0900	1100	1000		
	48.0	62.0	68.0	69.0	54.0	43.0	32.0		
<b>PM Peak</b>	1400	1600	1500	1500	1600	1200	1500		
	50.0	84.0	110.0	109.0	72.0	51.0	43.0		

\* - No data.

## MetroCount Traffic Executive Weekly Vehicle Counts (Virtual Week)

### VirtWeeklyVehicle-32 -- English (ENU)

#### Datasets:

**Site:** [121-169] CR 201 (Depot Rd)  
**Attribute:** CR 201  
**Direction:** 7 - North bound A>B, South bound B>A. **Lane:** 1  
**Survey Duration:** 12:46 Wednesday, June 30, 2021 => 9:07 Thursday, July 08, 2021,  
**Zone:**  
**File:** 121-169 0 2021-07-08 0907.EC1 (Plus )  
**Identifier:** S1328N62 MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default axle (v5.08)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

#### Profile:

**Filter time:** 16:00 Wednesday, June 30, 2021 => 8:00 Thursday, July 08, 2021 (7.66667)  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 6 - 99 mph.  
**Direction:** BA , Lane = 0-16  
**Separation:** Headway > 0 sec, Span 0 - 328.084 ft  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F3)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Vehicles = 4933 / 10465 (47.14%)

## Weekly Vehicle Counts (Virtual Week)

### VirtWeeklyVehicle-32

**Site:** 121-169.1.2NS  
**Description:** CR 201 (Depot Rd)  
**Filter time:** 16:00 Wednesday, June 30, 2021 => 8:00 Thursday, July 08, 2021  
**Scheme:** Vehicle classification (Scheme F3)  
**Filter:** Cls(1-13) Dir(SB) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
0000-0100	10.0	3.0	2.0	1.0	4.0	1.0	4.0	3.5	3.3
0100-0200	2.0	3.0	1.0	0.5	1.0	2.0	3.0	1.3	1.6
0200-0300	4.0	1.0	2.0	1.5	0.0	2.0	0.0	1.7	1.5
0300-0400	1.0	1.0	0.0	2.5	4.0	4.0	3.0	1.8	2.3
0400-0500	2.0	8.0	9.0	10.0	4.0	1.0	0.0	7.2	5.5
0500-0600	1.0	25.0	20.0	21.5	17.0	5.0	3.0	17.7	14.3
0600-0700	9.0	60.0	58.0	53.5	29.0	5.0	2.0	43.8	33.8
0700-0800	17.0	59.0	<b>83.0</b>	<b>68.0</b>	<b>59.0</b>	12.0	1.0	<b>59.0</b>	<b>45.9</b>
0800-0900	29.0	<b>66.0</b>	72.0	50.0	46.0	20.0	12.0	52.6	42.1
0900-1000	25.0	46.0	43.0	58.0	43.0	25.0	18.0	43.0	36.9
1000-1100	32.0	53.0	54.0	46.0	28.0	27.0	19.0	42.6	37.0
1100-1200	<b>44.0</b>	40.0	62.0	43.0	43.0	<b>43.0</b>	<b>19.0</b>	46.4	42.0
1200-1300	43.0	42.0	<b>65.0</b>	46.0	34.0	28.0	37.0	46.0	42.1
1300-1400	43.0	56.0	61.0	57.0	40.0	<b>41.0</b>	29.0	<b>51.4</b>	<b>46.7</b>
1400-1500	36.0	49.0	60.0	50.0	44.0	33.0	40.0	47.8	44.6
1500-1600	<b>47.0</b>	35.0	47.0	<b>57.0</b>	<b>56.0</b>	34.0	<b>40.0</b>	48.4	45.1
1600-1700	35.0	<b>56.0</b>	56.5	54.0	50.0	27.0	31.0	51.3	45.8
1700-1800	40.0	41.0	62.0	49.0	48.0	34.0	25.0	50.3	45.1
1800-1900	40.0	50.0	40.5	42.0	24.0	32.0	21.0	39.5	36.3
1900-2000	30.0	44.0	28.0	31.0	21.0	25.0	26.0	30.3	29.1
2000-2100	26.0	30.0	30.0	22.0	16.0	17.0	21.0	25.7	24.0
2100-2200	14.0	27.0	15.5	21.0	13.0	18.0	12.0	17.7	17.0
2200-2300	3.0	9.0	9.5	8.0	15.0	13.0	22.0	9.0	11.1
2300-2400	2.0	2.0	2.5	3.0	7.0	12.0	15.0	3.2	5.8
<b>Totals</b>									
0700-1900	431.0	593.0	706.0	620.0	515.0	356.0	292.0	578.4	509.6
0600-2200	510.0	754.0	837.5	747.5	594.0	421.0	353.0	695.9	613.4
0600-0000	515.0	765.0	849.5	758.5	616.0	446.0	390.0	708.0	630.3
0000-0000	535.0	806.0	883.5	795.5	646.0	461.0	403.0	741.2	658.7
<b>AM Peak</b>	1100	0800	0700	0700	0700	1100	1100		
	44.0	66.0	83.0	68.0	59.0	43.0	19.0		
<b>PM Peak</b>	1500	1600	1200	1500	1500	1300	1500		
	47.0	56.0	65.0	57.0	56.0	41.0	40.0		

\* - No data.

## MetroCount Traffic Executive Weekly Vehicle Counts (Virtual Week)

### VirtWeeklyVehicle-30 -- English (ENU)

#### Datasets:

**Site:** [121-169] CR 201 (Depot Rd)  
**Attribute:** CR 201  
**Direction:** 7 - North bound A>B, South bound B>A. **Lane:** 1  
**Survey Duration:** 12:46 Wednesday, June 30, 2021 => 9:07 Thursday, July 08, 2021,  
**Zone:**  
**File:** 121-169 0 2021-07-08 0907.EC1 (Plus )  
**Identifier:** S1328N62 MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default axle (v5.08)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

#### Profile:

**Filter time:** 16:00 Wednesday, June 30, 2021 => 8:00 Thursday, July 08, 2021 (7.66667)  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 6 - 99 mph.  
**Direction:** North, South (bound), P = North, Lane = 0-16  
**Separation:** Headway > 0 sec, Span 0 - 328.084 ft  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F3)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Vehicles = 10212 / 10465 (97.58%)

## Weekly Vehicle Counts (Virtual Week)

### VirtWeeklyVehicle-30

**Site:** 121-169.1.2NS  
**Description:** CR 201 (Depot Rd)  
**Filter time:** 16:00 Wednesday, June 30, 2021 => 8:00 Thursday, July 08, 2021  
**Scheme:** Vehicle classification (Scheme F3)  
**Filter:** Cls(1-13) Dir(NS) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
0000-0100	14.0	7.0	4.0	4.5	8.0	4.0	7.0	7.0	6.6
0100-0200	2.0	6.0	8.0	4.5	5.0	4.0	5.0	5.0	4.9
0200-0300	7.0	3.0	2.0	2.0	1.0	3.0	1.0	2.8	2.6
0300-0400	2.0	1.0	1.0	2.5	6.0	5.0	3.0	2.5	2.9
0400-0500	4.0	10.0	12.0	14.0	7.0	3.0	2.0	10.2	8.3
0500-0600	3.0	32.0	25.0	26.0	24.0	8.0	6.0	22.7	18.8
0600-0700	20.0	90.0	87.0	82.0	51.0	11.0	7.0	68.7	53.8
0700-0800	29.0	113.0	151.0	124.0	92.0	27.0	8.0	105.5	83.5
0800-0900	41.0	116.0	127.0	119.0	92.0	39.0	35.0	99.0	81.3
0900-1000	54.0	96.0	102.0	103.0	97.0	62.0	34.0	90.4	78.3
1000-1100	70.0	96.0	105.0	94.0	68.0	60.0	51.0	86.6	77.7
1100-1200	92.0	102.0	110.0	87.0	93.0	86.0	48.0	96.8	88.3
1200-1300	84.0	94.0	138.0	111.0	87.0	79.0	72.0	102.8	95.0
1300-1400	83.0	107.0	116.0	117.0	90.0	78.0	61.0	102.6	93.1
1400-1500	86.0	125.0	137.0	114.0	95.0	77.0	74.0	111.4	101.1
1500-1600	80.0	119.0	157.0	166.0	121.0	75.0	83.0	128.6	114.4
1600-1700	74.0	140.0	143.5	133.0	122.0	63.0	63.0	126.0	110.3
1700-1800	77.0	113.0	137.5	131.0	100.0	64.0	54.0	116.0	101.8
1800-1900	67.0	101.0	88.0	75.0	63.0	57.0	44.0	80.3	72.9
1900-2000	55.0	75.0	61.0	62.0	41.0	48.0	46.0	59.2	56.1
2000-2100	49.0	63.0	58.0	38.0	33.0	39.0	42.0	49.8	47.5
2100-2200	22.0	36.0	29.5	38.0	28.0	36.0	42.0	30.5	32.6
2200-2300	15.0	19.0	18.0	25.0	26.0	23.0	42.0	20.2	23.3
2300-2400	6.0	8.0	8.5	9.0	18.0	19.0	25.0	9.7	12.8
<b>Totals</b>									
0700-1900	837.0	1322.0	1512.0	1374.0	1120.0	767.0	627.0	1246.0	1097.7
0600-2200	983.0	1586.0	1747.5	1594.0	1273.0	901.0	764.0	1454.2	1287.7
0600-0000	1004.0	1613.0	1774.0	1628.0	1317.0	943.0	831.0	1484.0	1323.7
0000-0000	1036.0	1672.0	1826.0	1681.5	1368.0	970.0	855.0	1534.2	1367.7
<b>AM Peak</b>	1100	0800	0700	0700	0900	1100	1000		
	92.0	116.0	151.0	124.0	97.0	86.0	51.0		
<b>PM Peak</b>	1400	1600	1500	1500	1600	1200	1500		
	86.0	140.0	157.0	166.0	122.0	79.0	83.0		

\* - No data.

## MetroCount Traffic Executive Speed Statistics

### SpeedStat-34 -- English (ENU)

#### Datasets:

**Site:** [121-169] CR 201 (Depot Rd)  
**Attribute:** CR 201  
**Direction:** 7 - North bound A>B, South bound B>A. **Lane:** 1  
**Survey Duration:** 12:46 Wednesday, June 30, 2021 => 9:07 Thursday, July 08, 2021,  
**Zone:**  
**File:** 121-169 0 2021-07-08 0907.EC1 (Plus )  
**Identifier:** S1328N62 MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default axle (v5.08)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

#### Profile:

**Filter time:** 16:00 Wednesday, June 30, 2021 => 8:00 Thursday, July 08, 2021 (7.66667)  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 6 - 99 mph.  
**Direction:** AB , Lane = 0-16  
**Separation:** Headway > 0 sec, Span 0 - 328.084 ft  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F3)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Vehicles = 5279 / 10465 (50.44%)

## Speed Statistics

### SpeedStat-34

**Site:** 121-169.1.2NS  
**Description:** CR 201 (Depot Rd)  
**Filter time:** 16:00 Wednesday, June 30, 2021 => 8:00 Thursday, July 08, 2021  
**Scheme:** Vehicle classification (Scheme F3)  
**Filter:** Cls(1-13) Dir(NB) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

Vehicles = 5279

Posted speed limit = 35 mph, Exceeding = 5108 (96.76%), Mean Exceeding = 45.15 mph

Maximum = 77.4 mph, Minimum = 13.1 mph, Mean = 44.7 mph

85% Speed = 51.00 mph, 95% Speed = 55.36 mph, Median = 44.18 mph

12 mph Pace = 38 - 50, Number in Pace = 3701 (70.11%)

Variance = 37.75, Standard Deviation = 6.14 mph

### Speed Bins (Partial days)

Speed	Bin	Below	Above	Energy	vMult	n * vMult
0 - 6	0 0.000%	0 0.000%	5279 100.0%	0.00	0.00	0.00
6 - 12	0 0.000%	0 0.000%	5279 100.0%	0.00	0.00	0.00
12 - 19	2 0.038%	2 0.038%	5277 100.0%	0.00	0.00	0.00
19 - 25	6 0.114%	8 0.152%	5271 99.85%	0.00	0.00	0.00
25 - 31	20 0.379%	28 0.530%	5251 99.47%	0.00	0.00	0.00
31 - 37	439 8.316%	467 8.846%	4812 91.15%	0.00	0.00	0.00
37 - 43	1964 37.20%	2431 46.05%	2848 53.95%	0.00	0.00	0.00
43 - 50	1813 34.34%	4244 80.39%	1035 19.61%	0.00	0.00	0.00
50 - 56	813 15.40%	5057 95.79%	222 4.205%	0.00	0.00	0.00
56 - 62	184 3.486%	5241 99.28%	38 0.720%	0.00	0.00	0.00
62 - 68	20 0.379%	5261 99.66%	18 0.341%	0.00	0.00	0.00
68 - 75	15 0.284%	5276 99.94%	3 0.057%	0.00	0.00	0.00
75 - 81	3 0.057%	5279 100.0%	0 0.000%	0.00	0.00	0.00
81 - 87	0 0.000%	5279 100.0%	0 0.000%	0.00	0.00	0.00
87 - 93	0 0.000%	5279 100.0%	0 0.000%	0.00	0.00	0.00
93 - 99	0 0.000%	5279 100.0%	0 0.000%	0.00	0.00	0.00
99 - 106	0 0.000%	5279 100.0%	0 0.000%	0.00	0.00	0.00
106 - 112	0 0.000%	5279 100.0%	0 0.000%	0.00	0.00	0.00
112 - 118	0 0.000%	5279 100.0%	0 0.000%	0.00	0.00	0.00
118 - 124	0 0.000%	5279 100.0%	0 0.000%	0.00	0.00	0.00

Total Speed Rating = 0.00

Total Moving Energy (Estimated) = 0.00

### Speed limit fields (Partial days)

Limit	Below	Above
0   35 (PSL)	171 3.2%	5108 96.8%

## MetroCount Traffic Executive Speed Statistics

### SpeedStat-35 -- English (ENU)

#### Datasets:

**Site:** [121-169] CR 201 (Depot Rd)  
**Attribute:** CR 201  
**Direction:** 7 - North bound A>B, South bound B>A. **Lane:** 1  
**Survey Duration:** 12:46 Wednesday, June 30, 2021 => 9:07 Thursday, July 08, 2021,  
**Zone:**  
**File:** 121-169 0 2021-07-08 0907.EC1 (Plus )  
**Identifier:** S1328N62 MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default axle (v5.08)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

#### Profile:

**Filter time:** 16:00 Wednesday, June 30, 2021 => 8:00 Thursday, July 08, 2021 (7.66667)  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 6 - 99 mph.  
**Direction:** BA , Lane = 0-16  
**Separation:** Headway > 0 sec, Span 0 - 328.084 ft  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F3)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Vehicles = 4933 / 10465 (47.14%)

## Speed Statistics

### SpeedStat-35

**Site:** 121-169.1.2NS  
**Description:** CR 201 (Depot Rd)  
**Filter time:** 16:00 Wednesday, June 30, 2021 => 8:00 Thursday, July 08, 2021  
**Scheme:** Vehicle classification (Scheme F3)  
**Filter:** Cls(1-13) Dir(SB) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

Vehicles = 4933

Posted speed limit = 35 mph, Exceeding = 4850 (98.32%), Mean Exceeding = 47.91 mph

Maximum = 98.5 mph, Minimum = 11.7 mph, Mean = 47.6 mph

85% Speed = 54.36 mph, 95% Speed = 58.94 mph, Median = 47.09 mph

12 mph Pace = 41 - 53, Number in Pace = 3226 (65.40%)

Variance = 50.37, Standard Deviation = 7.10 mph

### Speed Bins (Partial days)

Speed	Bin	Below	Above	Energy	vMult	n * vMult
0 - 6	0 0.000%	0 0.000%	4933 100.0%	0.00	0.00	0.00
6 - 12	1 0.020%	1 0.020%	4932 100.0%	0.00	0.00	0.00
12 - 19	16 0.324%	17 0.345%	4916 99.66%	0.00	0.00	0.00
19 - 25	10 0.203%	27 0.547%	4906 99.45%	0.00	0.00	0.00
25 - 31	9 0.182%	36 0.730%	4897 99.27%	0.00	0.00	0.00
31 - 37	166 3.365%	202 4.095%	4731 95.91%	0.00	0.00	0.00
37 - 43	1180 23.92%	1382 28.02%	3551 71.98%	0.00	0.00	0.00
43 - 50	1824 36.98%	3206 64.99%	1727 35.01%	0.00	0.00	0.00
50 - 56	1199 24.31%	4405 89.30%	528 10.70%	0.00	0.00	0.00
56 - 62	408 8.271%	4813 97.57%	120 2.433%	0.00	0.00	0.00
62 - 68	80 1.622%	4893 99.19%	40 0.811%	0.00	0.00	0.00
68 - 75	27 0.547%	4920 99.74%	13 0.264%	0.00	0.00	0.00
75 - 81	7 0.142%	4927 99.88%	6 0.122%	0.00	0.00	0.00
81 - 87	2 0.041%	4929 99.92%	4 0.081%	0.00	0.00	0.00
87 - 93	1 0.020%	4930 99.94%	3 0.061%	0.00	0.00	0.00
93 - 99	3 0.061%	4933 100.0%	0 0.000%	0.00	0.00	0.00
99 - 106	0 0.000%	4933 100.0%	0 0.000%	0.00	0.00	0.00
106 - 112	0 0.000%	4933 100.0%	0 0.000%	0.00	0.00	0.00
112 - 118	0 0.000%	4933 100.0%	0 0.000%	0.00	0.00	0.00
118 - 124	0 0.000%	4933 100.0%	0 0.000%	0.00	0.00	0.00

Total Speed Rating = 0.00

Total Moving Energy (Estimated) = 0.00

### Speed limit fields (Partial days)

Limit	Below	Above
0   35 (PSL)	83 1.7%	4850 98.3%

## MetroCount Traffic Executive Speed Statistics

### SpeedStat-33 -- English (ENU)

#### Datasets:

**Site:** [121-169] CR 201 (Depot Rd)  
**Attribute:** CR 201  
**Direction:** 7 - North bound A>B, South bound B>A. **Lane:** 1  
**Survey Duration:** 12:46 Wednesday, June 30, 2021 => 9:07 Thursday, July 08, 2021,  
**Zone:**  
**File:** 121-169 0 2021-07-08 0907.EC1 (Plus )  
**Identifier:** S1328N62 MC56-L5 [MC55] (c)Microcom 19Oct04  
**Algorithm:** Factory default axle (v5.08)  
**Data type:** Axle sensors - Paired (Class/Speed/Count)

#### Profile:

**Filter time:** 16:00 Wednesday, June 30, 2021 => 8:00 Thursday, July 08, 2021 (7.66667)  
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13  
**Speed range:** 6 - 99 mph.  
**Direction:** North, South (bound), P = North, Lane = 0-16  
**Separation:** Headway > 0 sec, Span 0 - 328.084 ft  
**Name:** Default Profile  
**Scheme:** Vehicle classification (Scheme F3)  
**Units:** Non metric (ft, mi, ft/s, mph, lb, ton)  
**In profile:** Vehicles = 10212 / 10465 (97.58%)

## Speed Statistics

### SpeedStat-33

**Site:** 121-169.1.2NS  
**Description:** CR 201 (Depot Rd)  
**Filter time:** 16:00 Wednesday, June 30, 2021 => 8:00 Thursday, July 08, 2021  
**Scheme:** Vehicle classification (Scheme F3)  
**Filter:** Cls(1-13) Dir(NS) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

Vehicles = 10212

Posted speed limit = 35 mph, Exceeding = 9958 (97.51%), Mean Exceeding = 46.49 mph

Maximum = 98.5 mph, Minimum = 11.7 mph, Mean = 46.1 mph

85% Speed = 52.79 mph, 95% Speed = 57.38 mph, Median = 45.52 mph

12 mph Pace = 39 - 51, Number in Pace = 6803 (66.62%)

Variance = 45.85, Standard Deviation = 6.77 mph

### Speed Bins (Partial days)

Speed	Bin	Below	Above	Energy	vMult	n * vMult
0 - 6	0 0.000%	0 0.000%	10212 100.0%	0.00	0.00	0.00
6 - 12	1 0.010%	1 0.010%	10211 100.0%	0.00	0.00	0.00
12 - 19	18 0.176%	19 0.186%	10193 99.81%	0.00	0.00	0.00
19 - 25	16 0.157%	35 0.343%	10177 99.66%	0.00	0.00	0.00
25 - 31	29 0.284%	64 0.627%	10148 99.37%	0.00	0.00	0.00
31 - 37	605 5.924%	669 6.551%	9543 93.45%	0.00	0.00	0.00
37 - 43	3144 30.79%	3813 37.34%	6399 62.66%	0.00	0.00	0.00
43 - 50	3637 35.61%	7450 72.95%	2762 27.05%	0.00	0.00	0.00
50 - 56	2012 19.70%	9462 92.66%	750 7.344%	0.00	0.00	0.00
56 - 62	592 5.797%	10054 98.45%	158 1.547%	0.00	0.00	0.00
62 - 68	100 0.979%	10154 99.43%	58 0.568%	0.00	0.00	0.00
68 - 75	42 0.411%	10196 99.84%	16 0.157%	0.00	0.00	0.00
75 - 81	10 0.098%	10206 99.94%	6 0.059%	0.00	0.00	0.00
81 - 87	2 0.020%	10208 100.0%	4 0.039%	0.00	0.00	0.00
87 - 93	1 0.010%	10209 100.0%	3 0.029%	0.00	0.00	0.00
93 - 99	3 0.029%	10212 100.0%	0 0.000%	0.00	0.00	0.00
99 - 106	0 0.000%	10212 100.0%	0 0.000%	0.00	0.00	0.00
106 - 112	0 0.000%	10212 100.0%	0 0.000%	0.00	0.00	0.00
112 - 118	0 0.000%	10212 100.0%	0 0.000%	0.00	0.00	0.00
118 - 124	0 0.000%	10212 100.0%	0 0.000%	0.00	0.00	0.00

Total Speed Rating = 0.00

Total Moving Energy (Estimated) = 0.00

### Speed limit fields (Partial days)

Limit	Below	Above
0   35 (PSL)	254 2.5%	9958 97.5%

Attachment C  
Levels of Service

Dutchman Acres  
Town of Guilderland, New York

## LOS Definitions

The following is an excerpt from the Highway Capacity Manual, 6<sup>th</sup> Edition (HCM).

### Level of Service for Signalized Intersections

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

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

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

**LOS C** describes operations with control delay between 20 and 35 s/veh and a v/c ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate. Individual *cycle failures* (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.

**LOS D** describes operations with control delay between 35 and 55 s/veh and a v/c ratio no greater than 1.0. This level is typically assigned when the v/c ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.

**LOS E** describes operations with control delay between 55 and 80 s/veh and a v/c ratio no greater than 1.0. This level is typically assigned when the v/c ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.

**LOS F** describes operations with control delay exceeding 80 s/veh or a v/c ratio greater than 1.0. This level is typically assigned when the v/c ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

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

Average control delay and queue length at roundabout controlled intersections are calculated using SIDRA Intersection. The physical geometry such as entry lane width and approach flare, and traffic volume at the roundabout are factors that influence the intersection's performance. The average delay reported using SIDRA Intersection is based on the signalized HCM Method of Delay for Level-of-Service.

## LOS Definitions

The following is an excerpt from the Highway Capacity Manual, 6<sup>th</sup> Edition (HCM).

**Level of Service Criteria for Unsignalized Intersections**

Level of service (LOS) for Two-Way Stop-Controlled (TWSC) intersections is determined by the computed or measured control delay. For motor vehicles, LOS is determined for each minor-street movement (or shared movement) as well as major-street left turns by using criteria given in Exhibit 20-2. LOS is not defined for the intersection as a whole or for major-street approaches for three primary reasons: (a) major-street through vehicles are assumed to experience zero delay; (b) the disproportionate number of major-street through vehicles at a typical TWSC intersection skews the weighted average of all movements, resulting in a very low overall average delay for all vehicles; and (c) the resulting low delay can mask important LOS deficiencies for minor movements. LOS F is assigned to the movement if the volume-to-capacity (v/c) ratio for the movement exceeds 1.0, regardless of the control delay.

The LOS criteria for TWSC intersections are somewhat different from the criteria used in Chapter 18 for signalized intersections, primarily because user perceptions differ among transportation facility types. The expectation is that a signalized intersection is designed to carry higher traffic volumes and will present greater delay than an unsignalized intersection. Unsignalized intersections are also associated with more uncertainty for users, as delays are less predictable than they are at signals, which can reduce users' delay tolerance.

The LOS criteria for All-Way Stop-Controlled (AWSC) intersections are given in Exhibit 21-8. LOS F is assigned if the v/c ratio of a lane exceeds 1.0, regardless of the control delay. For assessment of LOS at the approach and intersection levels, LOS is based solely on control delay.

**Exhibits 20-2/21-8:  
Level-of-Service Criteria for Stop Controlled Intersections**

Control Delay (s/veh)	LOS by Volume-to-Capacity Ratio	
	v/c ≤ 1.0	v/c ≥ 1.0
10.0	A	F
>10.0 and ≤ 15.0	B	F
>15.0 and ≤ 25.0	C	F
>25.0 and ≤ 35.0	D	F
>35.0 and ≤ 50.0	E	F
>50.0	F	F

HCM Signalized Intersection Capacity Analysis  
121-169; Dutchman Acres

3: NY Route 146 & Diagonal Road  
Existing 2021 AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	618	14	78	130	10	7	9	143	43	7	14
Future Volume (vph)	16	618	14	78	130	10	7	9	143	43	7	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0	5.0		5.0			5.0	
Lane Util. Factor		1.00			1.00	1.00		1.00			1.00	
Frbp, ped/bikes		1.00			1.00	1.00		0.98			1.00	
Flpb, ped/bikes		1.00			1.00	1.00		1.00			1.00	
Frt		1.00			1.00	0.85		0.88			0.97	
Flt Protected		1.00			0.98	1.00		1.00			0.97	
Satd. Flow (prot)		1839			1720	1615		1563			1783	
Flt Permitted		0.99			0.59	1.00		0.99			0.78	
Satd. Flow (perm)		1825			1039	1615		1555			1443	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	16	631	14	80	133	10	7	9	146	44	7	14
RTOR Reduction (vph)	0	1	0	0	0	6	0	81	0	0	6	0
Lane Group Flow (vph)	0	660	0	0	213	4	0	81	0	0	59	0
Confl. Peds. (#/hr)			3	3					1	1		
Heavy Vehicles (%)	0%	3%	0%	9%	8%	0%	0%	0%	5%	0%	0%	0%
Turn Type	Perm	NA		pm+pt	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4		3	8			2			6	
Permitted Phases	4			8		8	2			6		
Actuated Green, G (s)		40.0			40.0	40.0		40.0			40.0	
Effective Green, g (s)		40.0			40.0	40.0		40.0			40.0	
Actuated g/C Ratio		0.44			0.44	0.44		0.44			0.44	
Clearance Time (s)		5.0			5.0	5.0		5.0			5.0	
Vehicle Extension (s)		3.0			3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)		811			461	717		691			641	
v/s Ratio Prot												
v/s Ratio Perm		c0.36			0.21	0.00		c0.05			0.04	
v/c Ratio		0.81			0.46	0.01		0.12			0.09	
Uniform Delay, d1		21.8			17.5	13.9		14.7			14.5	
Progression Factor		1.00			1.00	1.00		1.00			1.00	
Incremental Delay, d2		6.3			0.7	0.0		0.3			0.3	
Delay (s)		28.1			18.2	13.9		15.0			14.8	
Level of Service		C			B	B		B			B	
Approach Delay (s)		28.1			18.0			15.0			14.8	
Approach LOS		C			B			B			B	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			23.4				HCM 2000 Level of Service				C	
HCM 2000 Volume to Capacity ratio			0.50									
Actuated Cycle Length (s)			90.0				Sum of lost time (s)			15.0		
Intersection Capacity Utilization			80.2%				ICU Level of Service				D	
Analysis Period (min)			15									

c Critical Lane Group

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	26	79	5	2	100	78	2	28	5	45	10	5
Future Vol, veh/h	26	79	5	2	100	78	2	28	5	45	10	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	8	8	0	0	17	5	0	0	0	12	0	0
Mvmt Flow	29	87	5	2	110	86	2	31	5	49	11	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	196	0	0	92	0	0	313	348	90	323	307	153
Stage 1	-	-	-	-	-	-	148	148	-	157	157	-
Stage 2	-	-	-	-	-	-	165	200	-	166	150	-
Critical Hdwy	4.18	-	-	4.1	-	-	7.1	6.5	6.2	7.22	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.22	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.22	5.5	-
Follow-up Hdwy	2.272	-	-	2.2	-	-	3.5	4	3.3	3.608	4	3.3
Pot Cap-1 Maneuver	1342	-	-	1515	-	-	643	579	973	611	610	898
Stage 1	-	-	-	-	-	-	859	779	-	822	772	-
Stage 2	-	-	-	-	-	-	842	739	-	813	777	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1342	-	-	1515	-	-	619	565	973	572	595	898
Mov Cap-2 Maneuver	-	-	-	-	-	-	619	565	-	572	595	-
Stage 1	-	-	-	-	-	-	839	761	-	803	771	-
Stage 2	-	-	-	-	-	-	824	738	-	758	759	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.8			0.1			11.4			11.8		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	604	1342	-	-	1515	-	-	594
HCM Lane V/C Ratio	0.064	0.021	-	-	0.001	-	-	0.111
HCM Control Delay (s)	11.4	7.7	0	-	7.4	0	-	11.8
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.4

Intersection						
Int Delay, s/veh	2.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	615	104	3	136	105	2
Future Vol, veh/h	615	104	3	136	105	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	4	7	0	8	18	0
Mvmt Flow	634	107	3	140	108	2

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	741	0	834 688
Stage 1	-	-	-	-	688 -
Stage 2	-	-	-	-	146 -
Critical Hdwy	-	-	4.1	-	6.58 6.2
Critical Hdwy Stg 1	-	-	-	-	5.58 -
Critical Hdwy Stg 2	-	-	-	-	5.58 -
Follow-up Hdwy	-	-	2.2	-	3.662 3.3
Pot Cap-1 Maneuver	-	-	875	-	318 450
Stage 1	-	-	-	-	471 -
Stage 2	-	-	-	-	844 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	875	-	317 450
Mov Cap-2 Maneuver	-	-	-	-	317 -
Stage 1	-	-	-	-	471 -
Stage 2	-	-	-	-	841 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	22.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	319	-	-	875	-
HCM Lane V/C Ratio	0.346	-	-	0.004	-
HCM Control Delay (s)	22.1	-	-	9.1	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.5	-	-	0	-

HCM Signalized Intersection Capacity Analysis  
121-169; Dutchman Acres

3: NY Route 146 & Diagonal Road  
Existing 2021 PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	209	10	110	455	44	17	6	87	37	11	15
Future Volume (vph)	11	209	10	110	455	44	17	6	87	37	11	15
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0	5.0		5.0			5.0	
Lane Util. Factor		1.00			1.00	1.00		1.00			1.00	
Frt		0.99			1.00	0.85		0.89			0.97	
Flt Protected		1.00			0.99	1.00		0.99			0.97	
Satd. Flow (prot)		1772			1848	1615		1619			1749	
Flt Permitted		0.97			0.88	1.00		0.96			0.83	
Satd. Flow (perm)		1719			1637	1615		1572			1495	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	12	222	11	117	484	47	18	6	93	39	12	16
RTOR Reduction (vph)	0	1	0	0	0	16	0	51	0	0	7	0
Lane Group Flow (vph)	0	244	0	0	601	31	0	66	0	0	60	0
Heavy Vehicles (%)	0%	7%	0%	1%	2%	0%	0%	0%	5%	0%	12%	0%
Turn Type	Perm	NA		pm+pt	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4		3	8			2			6	6
Permitted Phases	4			8		8	2			6		
Actuated Green, G (s)		38.6			38.6	38.6		40.2			40.2	
Effective Green, g (s)		38.6			38.6	38.6		40.2			40.2	
Actuated g/C Ratio		0.43			0.43	0.43		0.45			0.45	
Clearance Time (s)		5.0			5.0	5.0		5.0			5.0	
Vehicle Extension (s)		3.0			3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)		747			711	702		711			676	
v/s Ratio Prot												
v/s Ratio Perm		0.14			c0.37	0.02		c0.04			0.04	
v/c Ratio		0.33			0.85	0.04		0.09			0.09	
Uniform Delay, d1		16.5			22.4	14.5		13.9			13.9	
Progression Factor		1.00			1.00	1.00		1.00			1.00	
Incremental Delay, d2		0.3			9.1	0.0		0.3			0.3	
Delay (s)		16.8			31.5	14.5		14.1			14.1	
Level of Service		B			C	B		B			B	
Approach Delay (s)		16.8			30.3			14.1			14.1	
Approach LOS		B			C			B			B	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			24.5				HCM 2000 Level of Service				C	
HCM 2000 Volume to Capacity ratio			0.49									
Actuated Cycle Length (s)			88.8				Sum of lost time (s)			15.0		
Intersection Capacity Utilization			77.7%				ICU Level of Service				D	
Analysis Period (min)			15									
c	Critical Lane Group											

Intersection												
Int Delay, s/veh	5.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	91	4	7	11	62	7	27	10	66	35	11
Future Vol, veh/h	4	91	4	7	11	62	7	27	10	66	35	11
Conflicting Peds, #/hr	0	0	2	2	0	0	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	1	33	20	4	7	0	0	29	4	0	0
Mvmt Flow	5	108	5	8	13	74	8	32	12	79	42	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	87	0	0	115	0	0	217	226	114	210	191	50
Stage 1	-	-	-	-	-	-	123	123	-	66	66	-
Stage 2	-	-	-	-	-	-	94	103	-	144	125	-
Critical Hdwy	4.1	-	-	4.3	-	-	7.1	6.5	6.49	7.14	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.14	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.14	5.5	-
Follow-up Hdwy	2.2	-	-	2.38	-	-	3.5	4	3.561	3.536	4	3.3
Pot Cap-1 Maneuver	1522	-	-	1369	-	-	744	677	870	743	708	1024
Stage 1	-	-	-	-	-	-	886	798	-	940	844	-
Stage 2	-	-	-	-	-	-	918	814	-	854	796	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1522	-	-	1366	-	-	694	669	868	700	700	1024
Mov Cap-2 Maneuver	-	-	-	-	-	-	694	669	-	700	700	-
Stage 1	-	-	-	-	-	-	881	793	-	936	839	-
Stage 2	-	-	-	-	-	-	856	809	-	804	791	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.7			10.5			11.1		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	710	1522	-	-	1366	-	-	722
HCM Lane V/C Ratio	0.074	0.003	-	-	0.006	-	-	0.185
HCM Control Delay (s)	10.5	7.4	0	-	7.7	0	-	11.1
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.7

Intersection						
Int Delay, s/veh	2.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	215	98	3	473	115	7
Future Vol, veh/h	215	98	3	473	115	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	97	97	97	97	97	97
Heavy Vehicles, %	10	5	0	1	5	0
Mvmt Flow	222	101	3	488	119	7

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	323	0	767 273
Stage 1	-	-	-	-	273 -
Stage 2	-	-	-	-	494 -
Critical Hdwy	-	-	4.1	-	6.45 6.2
Critical Hdwy Stg 1	-	-	-	-	5.45 -
Critical Hdwy Stg 2	-	-	-	-	5.45 -
Follow-up Hdwy	-	-	2.2	-	3.545 3.3
Pot Cap-1 Maneuver	-	-	1248	-	366 771
Stage 1	-	-	-	-	766 -
Stage 2	-	-	-	-	607 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1248	-	365 771
Mov Cap-2 Maneuver	-	-	-	-	365 -
Stage 1	-	-	-	-	766 -
Stage 2	-	-	-	-	605 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	19.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	376	-	-	1248	-
HCM Lane V/C Ratio	0.335	-	-	0.002	-
HCM Control Delay (s)	19.3	-	-	7.9	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.4	-	-	0	-

HCM Signalized Intersection Capacity Analysis  
121-169; Dutchman Acres

3: NY Route 146 & Diagonal Road  
No-Build 2025 AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	634	14	80	134	11	7	9	149	44	7	14
Future Volume (vph)	16	634	14	80	134	11	7	9	149	44	7	14
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0	5.0		5.0			5.0	
Lane Util. Factor		1.00			1.00	1.00		1.00			1.00	
Frbp, ped/bikes		1.00			1.00	1.00		0.98			1.00	
Flpb, ped/bikes		1.00			1.00	1.00		1.00			1.00	
Frt		1.00			1.00	0.85		0.88			0.97	
Flt Protected		1.00			0.98	1.00		1.00			0.97	
Satd. Flow (prot)		1839			1720	1615		1562			1783	
Flt Permitted		0.99			0.58	1.00		0.99			0.78	
Satd. Flow (perm)		1825			1016	1615		1554			1434	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	16	647	14	82	137	11	7	9	152	45	7	14
RTOR Reduction (vph)	0	1	0	0	0	6	0	84	0	0	6	0
Lane Group Flow (vph)	0	676	0	0	219	5	0	84	0	0	60	0
Confl. Peds. (#/hr)			3	3					1	1		
Heavy Vehicles (%)	0%	3%	0%	9%	8%	0%	0%	0%	5%	0%	0%	0%
Turn Type	Perm	NA		pm+pt	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4		3	8			2			6	
Permitted Phases	4			8		8	2			6		
Actuated Green, G (s)		40.0			40.0	40.0		40.0			40.0	
Effective Green, g (s)		40.0			40.0	40.0		40.0			40.0	
Actuated g/C Ratio		0.44			0.44	0.44		0.44			0.44	
Clearance Time (s)		5.0			5.0	5.0		5.0			5.0	
Vehicle Extension (s)		3.0			3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)		811			451	717		690			637	
v/s Ratio Prot												
v/s Ratio Perm		c0.37			0.22	0.00		c0.05			0.04	
v/c Ratio		0.83			0.49	0.01		0.12			0.09	
Uniform Delay, d1		22.1			17.7	13.9		14.7			14.5	
Progression Factor		1.00			1.00	1.00		1.00			1.00	
Incremental Delay, d2		7.4			0.8	0.0		0.4			0.3	
Delay (s)		29.5			18.5	13.9		15.0			14.8	
Level of Service		C			B	B		B			B	
Approach Delay (s)		29.5			18.3			15.0			14.8	
Approach LOS		C			B			B			B	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			24.2									C
HCM 2000 Volume to Capacity ratio			0.51									
Actuated Cycle Length (s)			90.0							15.0		
Intersection Capacity Utilization			81.8%									D
Analysis Period (min)			15									
c Critical Lane Group												

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	26	83	5	2	105	82	2	28	5	47	11	5
Future Vol, veh/h	26	83	5	2	105	82	2	28	5	47	11	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	8	8	0	0	17	5	0	0	0	12	0	0
Mvmt Flow	29	91	5	2	115	90	2	31	5	52	12	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	205	0	0	96	0	0	325	361	94	334	318	160
Stage 1	-	-	-	-	-	-	152	152	-	164	164	-
Stage 2	-	-	-	-	-	-	173	209	-	170	154	-
Critical Hdwy	4.18	-	-	4.1	-	-	7.1	6.5	6.2	7.22	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.22	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.22	5.5	-
Follow-up Hdwy	2.272	-	-	2.2	-	-	3.5	4	3.3	3.608	4	3.3
Pot Cap-1 Maneuver	1331	-	-	1510	-	-	632	569	968	601	602	890
Stage 1	-	-	-	-	-	-	855	775	-	815	766	-
Stage 2	-	-	-	-	-	-	834	733	-	809	774	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1331	-	-	1510	-	-	607	555	968	561	587	890
Mov Cap-2 Maneuver	-	-	-	-	-	-	607	555	-	561	587	-
Stage 1	-	-	-	-	-	-	835	757	-	796	764	-
Stage 2	-	-	-	-	-	-	814	732	-	754	756	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.8			0.1			11.5			12		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	594	1331	-	-	1510	-	-	583
HCM Lane V/C Ratio	0.065	0.021	-	-	0.001	-	-	0.119
HCM Control Delay (s)	11.5	7.8	0	-	7.4	0	-	12
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.4

Intersection						
Int Delay, s/veh	2.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	630	108	4	141	110	2
Future Vol, veh/h	630	108	4	141	110	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	4	7	0	8	18	0
Mvmt Flow	649	111	4	145	113	2

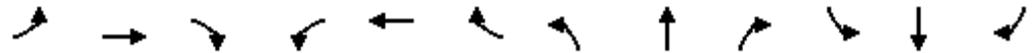
Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	760	0	858 705
Stage 1	-	-	-	-	705 -
Stage 2	-	-	-	-	153 -
Critical Hdwy	-	-	4.1	-	6.58 6.2
Critical Hdwy Stg 1	-	-	-	-	5.58 -
Critical Hdwy Stg 2	-	-	-	-	5.58 -
Follow-up Hdwy	-	-	2.2	-	3.662 3.3
Pot Cap-1 Maneuver	-	-	861	-	307 440
Stage 1	-	-	-	-	462 -
Stage 2	-	-	-	-	837 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	861	-	305 440
Mov Cap-2 Maneuver	-	-	-	-	305 -
Stage 1	-	-	-	-	462 -
Stage 2	-	-	-	-	833 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	23.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	307	-	-	861	-
HCM Lane V/C Ratio	0.376	-	-	0.005	-
HCM Control Delay (s)	23.6	-	-	9.2	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.7	-	-	0	-

HCM Signalized Intersection Capacity Analysis  
121-169; Dutchman Acres

3: NY Route 146 & Diagonal Road  
No-Build 2025 PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕			↕	
Traffic Volume (vph)	11	215	10	114	468	44	17	6	90	37	11	16
Future Volume (vph)	11	215	10	114	468	44	17	6	90	37	11	16
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0	5.0		5.0			5.0	
Lane Util. Factor		1.00			1.00	1.00		1.00			1.00	
Frt		0.99			1.00	0.85		0.89			0.97	
Flt Protected		1.00			0.99	1.00		0.99			0.97	
Satd. Flow (prot)		1772			1848	1615		1617			1748	
Flt Permitted		0.97			0.87	1.00		0.96			0.83	
Satd. Flow (perm)		1719			1628	1615		1572			1493	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	12	229	11	121	498	47	18	6	96	39	12	17
RTOR Reduction (vph)	0	1	0	0	0	15	0	53	0	0	7	0
Lane Group Flow (vph)	0	251	0	0	619	32	0	67	0	0	61	0
Heavy Vehicles (%)	0%	7%	0%	1%	2%	0%	0%	0%	5%	0%	12%	0%
Turn Type	Perm	NA		pm+pt	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4		3	8			2			6	
Permitted Phases	4			8		8	2			6		
Actuated Green, G (s)		39.6			39.6	39.6		40.2			40.2	
Effective Green, g (s)		39.6			39.6	39.6		40.2			40.2	
Actuated g/C Ratio		0.44			0.44	0.44		0.45			0.45	
Clearance Time (s)		5.0			5.0	5.0		5.0			5.0	
Vehicle Extension (s)		3.0			3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)		758			717	712		703			668	
v/s Ratio Prot												
v/s Ratio Perm		0.15			c0.38	0.02		c0.04			0.04	
v/c Ratio		0.33			0.86	0.04		0.10			0.09	
Uniform Delay, d1		16.4			22.7	14.3		14.3			14.3	
Progression Factor		1.00			1.00	1.00		1.00			1.00	
Incremental Delay, d2		0.3			10.5	0.0		0.3			0.3	
Delay (s)		16.7			33.2	14.3		14.6			14.5	
Level of Service		B			C	B		B			B	
Approach Delay (s)		16.7			31.8			14.6			14.5	
Approach LOS		B			C			B			B	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			25.5				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.51									
Actuated Cycle Length (s)			89.8				Sum of lost time (s)		15.0			
Intersection Capacity Utilization			78.7%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	96	4	7	116	64	7	27	10	69	36	11
Future Vol, veh/h	4	96	4	7	116	64	7	27	10	69	36	11
Conflicting Peds, #/hr	0	0	2	2	0	0	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	1	33	20	4	7	0	0	29	4	0	0
Mvmt Flow	5	114	5	8	138	76	8	32	12	82	43	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	214	0	0	121	0	0	349	359	120	342	323	176
Stage 1	-	-	-	-	-	-	129	129	-	192	192	-
Stage 2	-	-	-	-	-	-	220	230	-	150	131	-
Critical Hdwy	4.1	-	-	4.3	-	-	7.1	6.5	6.49	7.14	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.14	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.14	5.5	-
Follow-up Hdwy	2.2	-	-	2.38	-	-	3.5	4	3.561	3.536	4	3.3
Pot Cap-1 Maneuver	1368	-	-	1362	-	-	609	571	864	608	598	872
Stage 1	-	-	-	-	-	-	880	793	-	805	745	-
Stage 2	-	-	-	-	-	-	787	718	-	848	792	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1368	-	-	1359	-	-	561	564	862	568	590	872
Mov Cap-2 Maneuver	-	-	-	-	-	-	561	564	-	568	590	-
Stage 1	-	-	-	-	-	-	875	788	-	802	740	-
Stage 2	-	-	-	-	-	-	725	713	-	798	787	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.3			11.4			12.9		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	612	1368	-	-	1359	-	-	595
HCM Lane V/C Ratio	0.086	0.003	-	-	0.006	-	-	0.232
HCM Control Delay (s)	11.4	7.6	0	-	7.7	0	-	12.9
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.9

Intersection						
Int Delay, s/veh	2.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	221	103	3	487	120	7
Future Vol, veh/h	221	103	3	487	120	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	97	97	97	97	97	97
Heavy Vehicles, %	10	5	0	1	5	0
Mvmt Flow	228	106	3	502	124	7

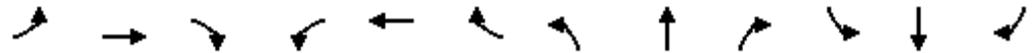
Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	334	0	789 281
Stage 1	-	-	-	-	281 -
Stage 2	-	-	-	-	508 -
Critical Hdwy	-	-	4.1	-	6.45 6.2
Critical Hdwy Stg 1	-	-	-	-	5.45 -
Critical Hdwy Stg 2	-	-	-	-	5.45 -
Follow-up Hdwy	-	-	2.2	-	3.545 3.3
Pot Cap-1 Maneuver	-	-	1237	-	355 763
Stage 1	-	-	-	-	760 -
Stage 2	-	-	-	-	598 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1237	-	354 763
Mov Cap-2 Maneuver	-	-	-	-	354 -
Stage 1	-	-	-	-	760 -
Stage 2	-	-	-	-	596 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	20.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	365	-	-	1237	-
HCM Lane V/C Ratio	0.359	-	-	0.003	-
HCM Control Delay (s)	20.3	-	-	7.9	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.6	-	-	0	-

HCM Signalized Intersection Capacity Analysis  
121-169; Dutchman Acres

3: NY Route 146 & Diagonal Road  
Build 2025 AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↕			↕	↕		↕			↕		
Traffic Volume (vph)	16	638	14	84	135	11	7	9	157	44	7	14	
Future Volume (vph)	16	638	14	84	135	11	7	9	157	44	7	14	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		5.0			5.0	5.0		5.0			5.0		
Lane Util. Factor		1.00			1.00	1.00		1.00			1.00		
Frbp, ped/bikes		1.00			1.00	1.00		0.98			1.00		
Flpb, ped/bikes		1.00			1.00	1.00		1.00			1.00		
Frt		1.00			1.00	0.85		0.88			0.97		
Flt Protected		1.00			0.98	1.00		1.00			0.97		
Satd. Flow (prot)		1839			1719	1615		1561			1783		
Flt Permitted		0.99			0.57	1.00		0.99			0.77		
Satd. Flow (perm)		1825			991	1615		1553			1428		
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	
Adj. Flow (vph)	16	651	14	86	138	11	7	9	160	45	7	14	
RTOR Reduction (vph)	0	1	0	0	0	6	0	89	0	0	6	0	
Lane Group Flow (vph)	0	680	0	0	224	5	0	87	0	0	60	0	
Confl. Peds. (#/hr)			3	3					1	1			
Heavy Vehicles (%)	0%	3%	0%	9%	8%	0%	0%	0%	5%	0%	0%	0%	
Turn Type	Perm	NA		pm+pt	NA	Perm	Perm	NA		Perm	NA		
Protected Phases		4		3	8			2			6		
Permitted Phases	4			8		8	2			6			
Actuated Green, G (s)		40.4			40.4	40.4		40.0			40.0		
Effective Green, g (s)		40.4			40.4	40.4		40.0			40.0		
Actuated g/C Ratio		0.45			0.45	0.45		0.44			0.44		
Clearance Time (s)		5.0			5.0	5.0		5.0			5.0		
Vehicle Extension (s)		3.0			3.0	3.0		3.0			3.0		
Lane Grp Cap (vph)		815			442	721		687			631		
v/s Ratio Prot													
v/s Ratio Perm		c0.37			0.23	0.00		c0.06			0.04		
v/c Ratio		0.83			0.51	0.01		0.13			0.10		
Uniform Delay, d1		22.1			17.9	13.9		14.9			14.7		
Progression Factor		1.00			1.00	1.00		1.00			1.00		
Incremental Delay, d2		7.4			0.9	0.0		0.4			0.3		
Delay (s)		29.5			18.8	13.9		15.3			15.0		
Level of Service		C			B	B		B			B		
Approach Delay (s)		29.5			18.6			15.3			15.0		
Approach LOS		C			B			B			B		
<b>Intersection Summary</b>													
HCM 2000 Control Delay			24.3		HCM 2000 Level of Service						C		
HCM 2000 Volume to Capacity ratio			0.51										
Actuated Cycle Length (s)			90.4		Sum of lost time (s)						15.0		
Intersection Capacity Utilization			82.7%		ICU Level of Service						E		
Analysis Period (min)			15										
c Critical Lane Group													

Intersection												
Int Delay, s/veh	3.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	34	85	5	2	106	82	2	28	5	47	11	9
Future Vol, veh/h	34	85	5	2	106	82	2	28	5	47	11	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	8	8	0	0	17	5	0	0	0	12	0	0
Mvmt Flow	37	93	5	2	116	90	2	31	5	52	12	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	206	0	0	98	0	0	346	380	96	353	337	161
Stage 1	-	-	-	-	-	-	170	170	-	165	165	-
Stage 2	-	-	-	-	-	-	176	210	-	188	172	-
Critical Hdwy	4.18	-	-	4.1	-	-	7.1	6.5	6.2	7.22	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.22	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.22	5.5	-
Follow-up Hdwy	2.272	-	-	2.2	-	-	3.5	4	3.3	3.608	4	3.3
Pot Cap-1 Maneuver	1330	-	-	1508	-	-	612	556	966	584	587	889
Stage 1	-	-	-	-	-	-	837	762	-	814	766	-
Stage 2	-	-	-	-	-	-	831	732	-	791	760	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1330	-	-	1508	-	-	581	539	966	543	569	889
Mov Cap-2 Maneuver	-	-	-	-	-	-	581	539	-	543	569	-
Stage 1	-	-	-	-	-	-	813	740	-	790	764	-
Stage 2	-	-	-	-	-	-	807	731	-	732	738	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.1			0.1			11.7			12.1		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	578	1330	-	-	1508	-	-	578
HCM Lane V/C Ratio	0.067	0.028	-	-	0.001	-	-	0.127
HCM Control Delay (s)	11.7	7.8	0	-	7.4	0	-	12.1
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.4

Intersection						
Int Delay, s/veh	3.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	630	111	4	141	119	6
Future Vol, veh/h	630	111	4	141	119	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	97	97	97	97	97	97
Heavy Vehicles, %	4	7	0	8	18	0
Mvmt Flow	649	114	4	145	123	6

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	763	0	859 706
Stage 1	-	-	-	-	706 -
Stage 2	-	-	-	-	153 -
Critical Hdwy	-	-	4.1	-	6.58 6.2
Critical Hdwy Stg 1	-	-	-	-	5.58 -
Critical Hdwy Stg 2	-	-	-	-	5.58 -
Follow-up Hdwy	-	-	2.2	-	3.662 3.3
Pot Cap-1 Maneuver	-	-	859	-	307 439
Stage 1	-	-	-	-	461 -
Stage 2	-	-	-	-	837 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	859	-	305 439
Mov Cap-2 Maneuver	-	-	-	-	305 -
Stage 1	-	-	-	-	461 -
Stage 2	-	-	-	-	833 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	24.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	310	-	-	859	-
HCM Lane V/C Ratio	0.416	-	-	0.005	-
HCM Control Delay (s)	24.6	-	-	9.2	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	2	-	-	0	-

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	4	111	112	4	10	13
Future Vol, veh/h	4	111	112	4	10	13
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	4	121	122	4	11	14

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	126	0	-	0	253 124
Stage 1	-	-	-	-	124 -
Stage 2	-	-	-	-	129 -
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	1460	-	-	-	736 927
Stage 1	-	-	-	-	902 -
Stage 2	-	-	-	-	897 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1460	-	-	-	734 927
Mov Cap-2 Maneuver	-	-	-	-	734 -
Stage 1	-	-	-	-	899 -
Stage 2	-	-	-	-	897 -

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1460	-	-	-	832
HCM Lane V/C Ratio	0.003	-	-	-	0.03
HCM Control Delay (s)	7.5	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM Signalized Intersection Capacity Analysis  
121-169; Dutchman Acres

3: NY Route 146 & Diagonal Road  
Build 2025 PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	219	10	125	470	44	17	6	95	37	11	16
Future Volume (vph)	11	219	10	125	470	44	17	6	95	37	11	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0	5.0		5.0			5.0	
Lane Util. Factor		1.00			1.00	1.00		1.00			1.00	
Frt		0.99			1.00	0.85		0.89			0.97	
Flt Protected		1.00			0.99	1.00		0.99			0.97	
Satd. Flow (prot)		1772			1847	1615		1615			1748	
Flt Permitted		0.97			0.86	1.00		0.97			0.83	
Satd. Flow (perm)		1719			1601	1615		1571			1488	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	12	233	11	133	500	47	18	6	101	39	12	17
RTOR Reduction (vph)	0	1	0	0	0	15	0	57	0	0	7	0
Lane Group Flow (vph)	0	255	0	0	633	32	0	68	0	0	61	0
Heavy Vehicles (%)	0%	7%	0%	1%	2%	0%	0%	0%	5%	0%	12%	0%
Turn Type	Perm	NA		pm+pt	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4		3	8			2			6	
Permitted Phases	4			8		8	2			6		
Actuated Green, G (s)		40.5			40.5	40.5		39.2			39.2	
Effective Green, g (s)		40.5			40.5	40.5		39.2			39.2	
Actuated g/C Ratio		0.45			0.45	0.45		0.44			0.44	
Clearance Time (s)		5.0			5.0	5.0		5.0			5.0	
Vehicle Extension (s)		3.0			3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)		776			722	729		686			650	
v/s Ratio Prot												
v/s Ratio Perm		0.15			c0.40	0.02		c0.04			0.04	
v/c Ratio		0.33			0.88	0.04		0.10			0.09	
Uniform Delay, d1		15.8			22.3	13.8		14.9			14.8	
Progression Factor		1.00			1.00	1.00		1.00			1.00	
Incremental Delay, d2		0.2			11.6	0.0		0.3			0.3	
Delay (s)		16.1			33.9	13.8		15.1			15.1	
Level of Service		B			C	B		B			B	
Approach Delay (s)		16.1			32.6			15.1			15.1	
Approach LOS		B			C			B			B	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			25.8				HCM 2000 Level of Service				C	
HCM 2000 Volume to Capacity ratio			0.53									
Actuated Cycle Length (s)			89.7				Sum of lost time (s)		15.0			
Intersection Capacity Utilization			79.4%				ICU Level of Service				D	
Analysis Period (min)			15									
c Critical Lane Group												

Intersection												
Int Delay, s/veh	4.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	97	4	7	119	64	7	27	10	69	36	22
Future Vol, veh/h	10	97	4	7	119	64	7	27	10	69	36	22
Conflicting Peds, #/hr	0	0	2	2	0	0	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	1	33	20	4	7	0	0	29	4	0	0
Mvmt Flow	12	115	5	8	142	76	8	32	12	82	43	26

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	218	0	0	122	0	0	375	378	121	361	342	180
Stage 1	-	-	-	-	-	-	144	144	-	196	196	-
Stage 2	-	-	-	-	-	-	231	234	-	165	146	-
Critical Hdwy	4.1	-	-	4.3	-	-	7.1	6.5	6.49	7.14	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.14	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.14	5.5	-
Follow-up Hdwy	2.2	-	-	2.38	-	-	3.5	4	3.561	3.536	4	3.3
Pot Cap-1 Maneuver	1364	-	-	1361	-	-	586	557	862	591	583	868
Stage 1	-	-	-	-	-	-	864	782	-	801	742	-
Stage 2	-	-	-	-	-	-	776	715	-	832	780	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1364	-	-	1358	-	-	529	547	860	550	573	868
Mov Cap-2 Maneuver	-	-	-	-	-	-	529	547	-	550	573	-
Stage 1	-	-	-	-	-	-	854	773	-	794	737	-
Stage 2	-	-	-	-	-	-	704	710	-	779	771	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.3			11.7			13.1		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	593	1364	-	-	1358	-	-	594
HCM Lane V/C Ratio	0.088	0.009	-	-	0.006	-	-	0.255
HCM Control Delay (s)	11.7	7.7	0	-	7.7	0	-	13.1
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	1

Intersection						
Int Delay, s/veh	3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	221	112	5	487	126	10
Future Vol, veh/h	221	112	5	487	126	10
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	97	97	97	97	97	97
Heavy Vehicles, %	10	5	0	1	5	0
Mvmt Flow	228	115	5	502	130	10

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	343	0	798 286
Stage 1	-	-	-	-	286 -
Stage 2	-	-	-	-	512 -
Critical Hdwy	-	-	4.1	-	6.45 6.2
Critical Hdwy Stg 1	-	-	-	-	5.45 -
Critical Hdwy Stg 2	-	-	-	-	5.45 -
Follow-up Hdwy	-	-	2.2	-	3.545 3.3
Pot Cap-1 Maneuver	-	-	1227	-	351 758
Stage 1	-	-	-	-	756 -
Stage 2	-	-	-	-	596 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1227	-	349 758
Mov Cap-2 Maneuver	-	-	-	-	349 -
Stage 1	-	-	-	-	756 -
Stage 2	-	-	-	-	592 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	21
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	363	-	-	1227	-
HCM Lane V/C Ratio	0.386	-	-	0.004	-
HCM Control Delay (s)	21	-	-	7.9	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.8	-	-	0	-

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	11	106	128	13	7	9
Future Vol, veh/h	11	106	128	13	7	9
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	12	115	139	14	8	10

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	153	0	-	0	285 146
Stage 1	-	-	-	-	146 -
Stage 2	-	-	-	-	139 -
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	1428	-	-	-	705 901
Stage 1	-	-	-	-	881 -
Stage 2	-	-	-	-	888 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1428	-	-	-	699 901
Mov Cap-2 Maneuver	-	-	-	-	699 -
Stage 1	-	-	-	-	873 -
Stage 2	-	-	-	-	888 -

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1428	-	-	-	800
HCM Lane V/C Ratio	0.008	-	-	-	0.022
HCM Control Delay (s)	7.5	0	-	-	9.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1