TOWN OF NEWBURGH
PLANNING BOARD
TECHNICAL REVIEW COMMENTS

PROJECT NAME:	**QUICKCHEK NEWBURGH**
PROJECT NO.:	**2024-01**
PROJECT LOCATION:	**SECTION 86, BLOCK 1, LOT 39.3/2 LAKESIDE ROAD**
REVIEW DATE:	**29 MARCH 2024**
MEETING DATE:	**4 APRIL 2024**
PROJECT REPRESENTATIVE:	**STONEFIELD ENGINEERING & DESIGN**

1. The plan has been amended to remove the truck fueling island. Three tractor trailer truck sized parking lots still are delineated in the easterly most portion of the site.

2. Project does not comply with Section 185-18.C(4)(c) requiring the first 35 feet of front yards of all properties fronting on Route 17K from the City of Newburgh west to the Town of Montgomery. Private service of marginal roads and parking of vehicles shall not be permitted in the landscaped areas be first 35-foot dimensions shall be expanded to 45 feet for all properties on Route 17K which lie with 350 feet of the intersections of the center lines of intersecting roads. Project is located at the intersection of Lakeside Road such that the 45-foot landscape buffer is required along the Route 17K frontage. 23.1 feet is provided.

3. The applicant is also seeking a variance from Section 185-14O(3)(b) two free standing signs are requested. In addition, Section 185-14O(3)(b)(1) maximum sign area shall be 75 square feet where 120 feet is requested.

4. The Highway Superintendent's comments on the numerous access points should be evaluated.

5. It is noted that the parked spaces proposed are depicted as 10'x20' while parking spaces in the Town of Newburgh can be 9'x 18' – double striped. Striping detail is attached.

6. It is noted that one of the proposed 20-foot-high pylon signs is depicted in the required buffer discussed above.

7. While an SWPPP has not been proposed, the project is identified as a stormwater hotspot. The SWPPP must address stormwater hotspots and prevent infiltration from any proposed underground storage.

8. The Planning Board may request a number of EV charging stations be provided. The applicant's representative is asked to discuss this with the Planning Board.

9. A City of Newburgh flow acceptance letter will be required.

10. The building will be required to be sprinkled per Town Code. Water systems should be arranged per attached detail.

11. Variances for Section 195-1D(9)(a) “all open parking areas shall be suitably landscaped parking lots with more than 20 spaces. At least 5% of the area of the parking lot shall be devoted to landscaping within the interior of the parking lot.” The project does not comply.

12. The applicants are requested to confirm the Adjoiner’s Notices previously provided have been sent to all properties within 500 feet.

Respectfully submitted,

MHE Engineering, D.P.C.

Patrick J. Hines
Principal
PJH/ltm

STONEFIELD

March 25, 2024

Mr. John Ewasutyn – Chairman
Town of Newburgh Planning Board
21 Hudson Valley Professional Plaza
Newburgh, NY 12550

RE: Proposed QuickChek
Section 86, Block 1, Lot 39.3
2 Lakeside Road
Town of Newburgh, Orange County, New York
Town Application Number 24-01

Mr. Ewasutyn:

The following is an itemized response to the comments contained within the MHE Engineering Review Letter dated January 12, 2024. For the sake of brevity, any comments that are statements of fact or have been previously addressed are not included in the response below:

1. *The application proposes a 6,730 square foot convenient store with gas station.*

   Acknowledged.

2. *A Traffic Study should be prepared and submitted for the Board's use based on the proximity to the Interstate highway and State highway.*

   Please find the Traffic Impact Study enclosed with the resubmission package. The study has also been submitted to the NYSDOT for review.

3. *In accordance with Section 185-18 (c) "for all new development projects, the first 35 feet of the front yard of all properties fronting on NYS Route 17k from the City of Newburgh west to the Town of Montgomery shall be landscaped. Private service or marginal roads (except for access driveways and parking of vehicles shall not be permitted in the landscape areas. The 35 foot dimension shall be expanded to 45 feet for all properties on Route 17K which lie within 300 feet of the intersection of center lines of intersecting streets." The current plan proposed does not address this section of the code.*

   Please note that the site plan has been revised since the initial submission based on feedback provided by the Planning Board at the January meeting to increase the buffer along Route 17k from 6 ft to 24 ft. Note that the distance between the edge of the development and the Route 17k pavement line is 55 ft. The existing buffering along Route 17k along this frontage will remain.

4. *EAF submitted identifies the project is located in Orange County Agricultural District #1. Disturbance of greater than 2.5 acres in an AG District will identify the project as a Type I Action. No grading plan has been submitted, however slightly less than 2.5 acres of impervious surface is identified in the EAF.*

   Orange County Mapping has been reviewed, based on their mapping, the site is not located within the Orange County Agricultural District #1, see attached exhibit appended to this letter showing the district boundary for reference.

5. *The project site is identified as containing habitat for protected species- Indiana Bat. Tree clearing restrictions would be in effect on the parcel.*

   Acknowledged.

6. *The parcel contains portions of a NYSDEC Regulated Wetland. NYSDEC validation block must be added to the plans and signed by the appropriate DEC personnel, who delineated the wetlands.*

   The survey have been stamped and signed with the NYSDEC validation block. This has been included in the resubmission package.

7. *The Code Compliance Office is requested to evaluate the proposed indoor/outdoor seating for the convenient store. It is unclear that this would be a restaurant/fast food establishment.*

   Based on discussions with the Planning Board at the January meeting it was determined that this project use would not be considered a restaurant / fast food establishment.

8. *The project site contains four parking spaces for tractor trailer trucks and a proposed truck fueling canopy. Input from Code Enforcement regarding of travel centers versus the convenient store with gasoline should be received. Travel centers require a minimum of 12 acres.*

   Please note that the site plan has been revised since the initial submission based on feedback provided by the Planning Board at the January meeting and discussions with the applicant's team. The truck fueling canopy has been removed from the proposal and the truck parking area has been reduced to three stalls. The large parking stalls are intended for tractor trailers as well as vans, towing vehicles, box trucks, etc.

9. *Turning movements for all vehicles on the site should be provided.*

   Please find turning templates within the enclosed resubmitted package.

10. *Future submissions should address utilities to the site. It is noted that the municipal sanitary sewer in Route 17K operates as a low pressure force main.*

    A utility plan will be provided for review in subsequent submissions.

11. *In accordance with Town of Newburgh Town Code the structure will be required to have a fire suppression sprinkler system.*

    Acknowledged.

12. *A Schematic Plan does not identify any stormwater management facilities. A Stormwater Pollution Prevention Plan in compliance with NYSDEC and Town of Newburgh regulations will be required.*

    A preliminary grading plan has been provided showing conceptual stormwater management facilities. A Stormwater Pollution Prevention Plan in compliance with NYSDEC and Town of Newburgh regulations will be provided in subsequent submissions.

13. *Adjoiner's Notices will be required to be submitted prior to returning to the Planning Board.*

    Acknowledged.

14. *The parking spaces do not comply with Section 185-13D(9)(a) requiring all open parking areas shall be suitably landscape. In parking lots with more than 20 spaces at least 5% of the area of the parking lot shall be devoted to landscaping within the interior of the parking lot.*

    A variance has been requested for this zoning reference.

15. *Standard Town of Newburgh Parking Spot Detail is provided. Attached for your use.*

    Acknowledged, the detail will be added to our Construction Detail sheet in subsequent submissions.

16. *Code Compliance comments regarding the proposed air compressor and vacuum station in the front yard should be addressed. This accessory use may not be permitted in a front yard setback.*

    Acknowledged. Note that the compressed air and vacuum station has been relocated to the southern portion of the development.

17. *Orange County Planning submission will be required upon determination that a complete application is available.*

    Acknowledged

18. *A City of Newburgh Flow Acceptance letter will be required.*

    Acknowledged.

Should you have any questions regarding the submission items or responses above please do not hesitate to contact our office.

Regards,

Zachary Chaplin, PE
Stonefield Engineering and Design, LLC

Via FedEx

CC: Capital Growth Buchalter
QuickChek

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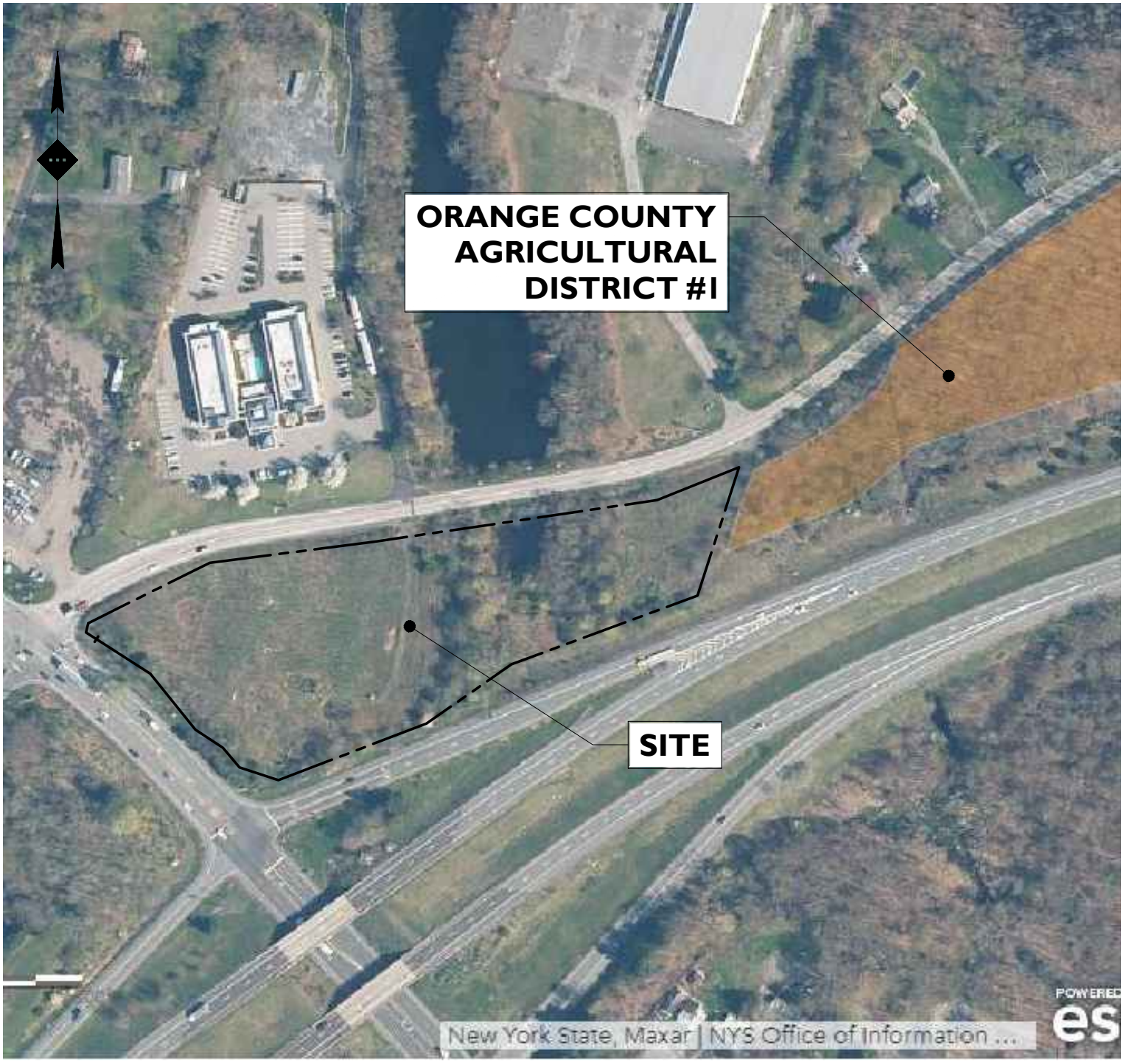

ORANGE COUNTY AGRICULTURAL DISTRICT #1 EXHIBIT

300' 0' 300' 600'

GRAPHIC SCALE IN FEET

1" = 300'

SOURCE: MAXAR SATELLITE IMAGERY

CAPITAL GROWTH BUCHALTER

PROPOSED QUICKCHEK

SECTION 86, BLOCK 1, LOT 39.3
2 LAKESIDE ROAD
TOWN OF NERBURGH
ORANGE COUNTY, NEW YORK

DRAWN BY:	KL
CHECKED BY:	MC
DATE:	03/19/2024
SCALE:	1" = 300'
PROJECT ID:	NYC-230182.01

STONEFIELD engineering & design

Rutherford, NJ · New York, NY · Boston, MA
Princeton, NJ · Tampa, FL · Detroit, MI
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584 Broadway, Suite 310, New York, NY 10012
Phone 718.606.8305

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STONEFIELD

March 25, 2024

Mr. John Ewasutyn – Chairman
Town of Newburgh Planning Board
21 Hudson Valley Professional Plaza
Newburgh, NY 12550

RE: Proposed QuickChek
Section 86, Block 1, Lot 39.3
2 Lakeside Road
Town of Newburgh, Orange County, New York
Town Application Number 24-01

Mr. Ewasutyn:

The following is an itemized response to the comments contained within the Creighton Manning Review Letter dated January 12, 2024. For the sake of brevity, any comments that are statements of fact or have been previously addressed are not included in the response below:

1. *The project is located on the northeast corner of the NY-17K/Lakeside Road intersection. Other surrounding uses include the PILOT Travel Center, Stewart Airport Diner, the Crossroads Hotel, and the Ice Time Sports Complex. The project is bounded by the I-84 WB Exit 34 off ramp to the southeast.*

   This comment is noted.

2. *Two access points to Lakeside Road are proposed – no direct access or work is proposed in the Rt 17K ROW. Sixteen fueling positions are proposed for passenger cars (same as Rt 9W site), with two positions for trucks.*

   Please note that the site plan has been revised since the initial submission based on feedback provided by the Planning Board at the January meeting and discussions with the applicant's team. Access continues to be provided along Lakeside Road, only, but truck fueling is no longer proposed as part of the application.

3. *Truck access and circulation (turning templates) should be shown. Access through the various parking, delivery, and fueling positions should be demonstrated with vehicles parked in adjacent lanes.*

   Please find turning templates within the enclosed resubmitted package.

4. *Garbage truck access appears reasonable.*

   Please find turning templates within the enclosed resubmitted package.

5. *Site signing (traffic control, wayfinding, etc.) should be shown.*

   This comment is noted. A site signage will be provided as the review of the application proceeds.

6. *EV charging stations are popular at the Kingston QuickChek off Exit 19; they should be considered at this proposed location. The nearest EV charging stations are along Route 300 +/-3 miles from the site.*

   At this time, EV charging stations are not proposed as part of the application.

7. *Site circulation appears reasonable, but bollards or other building protection should be considered at the east corner of the building.*

   Bollards are proposed at the front of all parking spaces immediately adjacent to the building.

8. *The Board should discuss sidewalks. The Rt 9W site constructed a sidewalk along its frontage. Lakeside Senior (aka Reserve at Lakeside) is to construct a 6-foot walkway from their residential buildings down to Lakeside Road. Monarch Woods is constructing a sidewalk out to Monarch Drive and a crosswalk to get to Stewarts.*

   Per discussion at the January meeting, sidewalks are not proposed in connection with this application.

9. *A traffic study will need to be prepared in coordination with NYSDOT.*

   Please find the Traffic Impact Study enclosed with the resubmission package. The study has also been submitted to the NYSDOT for review.

10. *Sight distances are presently restricted, but we expect that will be improved with the removal of onsite vegetation. Proposed distances should be confirmed and considered in the landscaping plan.*

    This comment is noted. Sightlines will be shown on the landscaping plan when prepared.

11. *Lakeside Road is presently signed with a 9-ton weight limit. The Town Highway Superintendent should be consulted on the status of that restriction.*

    Stonefield has initiated discussions with the Town Highway Superintendent regarding the 9-ton limit signs. It is understood that the 9-ton weight limit is intended to prevent trucks from traversing the culvert running under Lakeside Road. As the culvert is located further north along Lakeside Road than the proposed QuickChek driveways and as trucks would be able to circulate through the QuickChek site to access southbound Lakeside Road traffic flow without traversing the culvert, it is proposed that the 9-ton limit signs are provided just before the culvert and that warning signs indicating there is a 9-ton limit ahead are provided at the existing sign locations. Coordination with the Town Highway Superintendent regarding the proposed signage alterations is ongoing.

Should you have any questions regarding the submission items or responses above please do not hesitate to contact our office.

Regards,

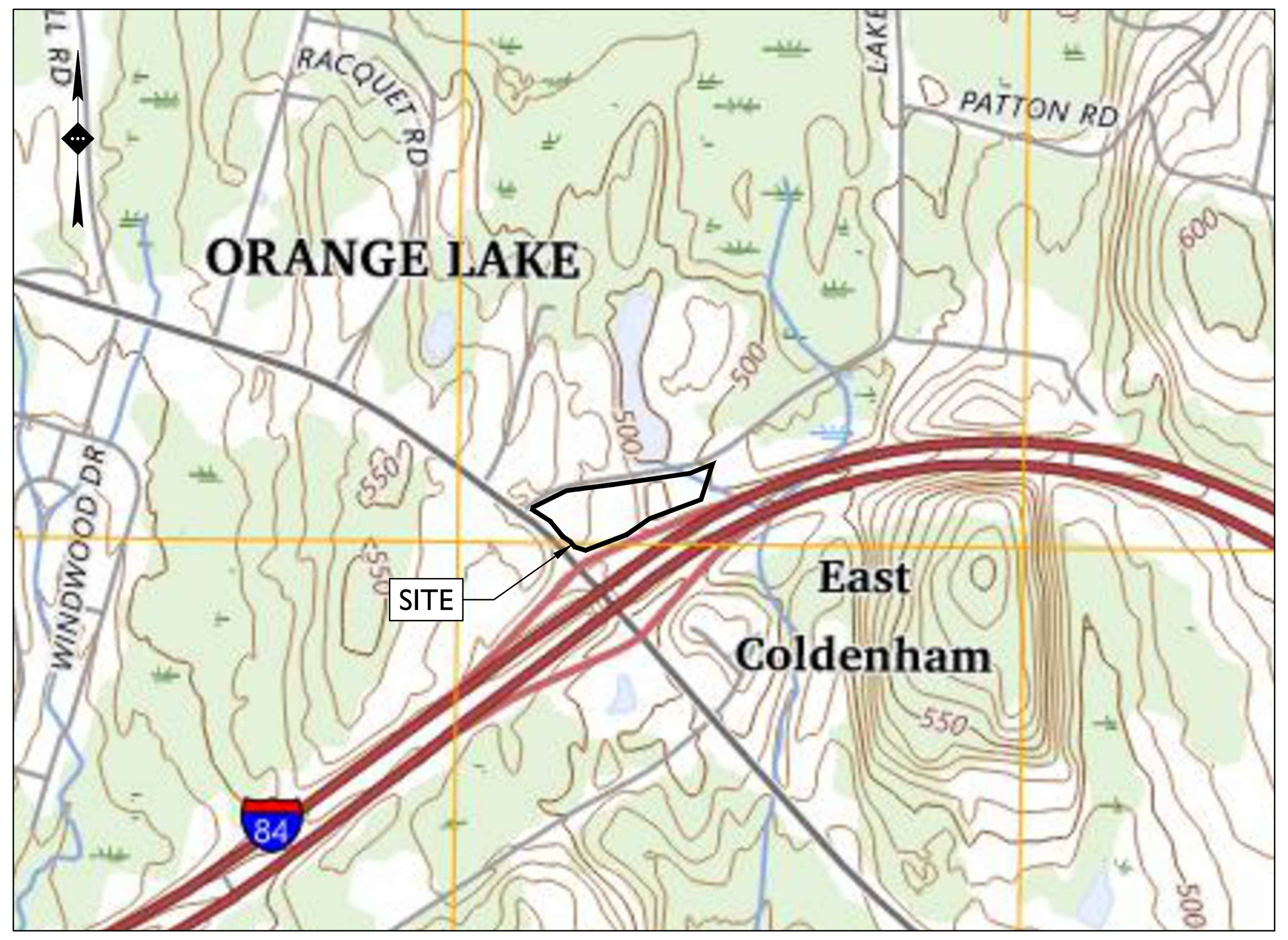
Amanda LaRosa
Stonefield Engineering and Design, LLC

Zachary Chaplin, PE
Stonefield Engineering and Design, LLC

Via FedEx

CC: Capital Growth Buchalter
QuickChek

\\us.stonefieldeng.com\Shares\LIC\NYC\2023\NYC-230182.01 Capital Growth Buchalter - 2 Lakeside Road, Newburgh, NY\Correspondence\Outgoing\Municipal\2024-03-25_Municipal Response (Creighton Manning) Letter.docx



SOURCE: UNITED STATES GEOLOGIC SURVEY MAP, NEWBURGH QUADRANGLE, NEW YORK, 2023. 7.5 MINUTE QUADRANGLE SERIES

LOCATION MAP

SCALE: 1" = 1000'

SUPPLEMENTAL REQUIREMENTS

CODE SECTION	REQUIRED	PROPOSED
§ 185-18.C.(4)(c)	FOR ALL NEW DEVELOPMENT PROJECTS, THE FIRST 35 FEET OF THE FRONT YARDS OF ALL PROPERTIES FRONTING ON ROUTE 17K FROM THE CITY OF NEWBURGH WEST TO THE TOWN OF MONTGOMERY SHALL BE LANDSCAPED. PRIVATE SERVICE OR MARGINAL ROADS (EXCEPT FOR ACCESS DRIVEWAYS) AND PARKING OF VEHICLES SHALL NOT BE PERMITTED IN THESE LANDSCAPED AREAS. THE THIRTY-FIVE-FOOT DIMENSION SHALL BE EXPANDED TO 45 FEET FOR ALL PROPERTIES ON ROUTE 17K WHICH LIE WITHIN 350 FEET OF THE INTERSECTIONS OF CENTER LINES OF INTERSECTING STREETS	23.1 FT DOES NOT COMPLY (V)

(V) VARIANCE

SIGNAGE REQUIREMENTS

CODE SECTION	REQUIRED	PROPOSED
§ 185-14.J(5)	NO FREESTANDING SIGN SHALL BE LOCATED LESS THAN 15 FEET FROM ANY FRONT OR SIDE PROPERTY LINE, OR A DISTANCE EQUAL TO THE HEIGHT OF SAID SIGN, WHICHEVER IS GREATER	20.0 FT COMPLIES
§ 185-14.J(5)	A FREESTANDING SIGN SHALL BE LOCATED NO LESS THAN 10 FEET FROM ANY BUILDING, OR EQUAL TO THE HEIGHT OF THE SIGN, WHICHEVER IS GREATER	108.9 FT COMPLIES
§ 185-14.J(5)	A FREESTANDING SIGN SHALL BE NO MORE THAN 35 FEET IN HEIGHT ABOVE FINISHED GRADE. SIGNS WHICH EXCEED 14 FEET IN HEIGHT SHALL BE DESIGNED AND CONSTRUCTED TO WITHSTAND WINDS OF 100 MILES PER HOUR, AND SUCH SHALL BE CERTIFIED TO BY A PROFESSIONAL ENGINEER OR REGISTERED ARCHITECT LICENSED TO PRACTICE IN THE STATE OF NEW YORK	30 FT COMPLIES
§ 185-14.J(5)	ALL FREESTANDING SIGNS MUST BE PROTECTED FROM VEHICULAR DAMAGE BY A POURED-IN-PLACE CONCRETE CURB OR PLANTER	COMPLIES
§ 185-14.O(3)(b)	ONLY ONE FREESTANDING SIGN MAY BE PLACED ON THE PREMISES	TWO SIGNS (V)
§ 185-14.O(3)(b)(1)	THE MAXIMUM SIGN AREA SHALL BE 75 SQUARE FEET	120 SF (V)
§ 185-14.O(3)(b)(2)	THE MAXIMUM HEIGHT SHALL NOT EXCEED THE MAXIMUM PERMITTED BUILDING HEIGHT IN THE DISTRICT IN WHICH THE PROPERTY IS LOCATED: 35 FT	20 FT COMPLIES

(V) VARIANCE

LAND USE AND ZONING

BLOCK 1, LOT 39.3

INTERCHANGE BUSINESS DISTRICT (IB)

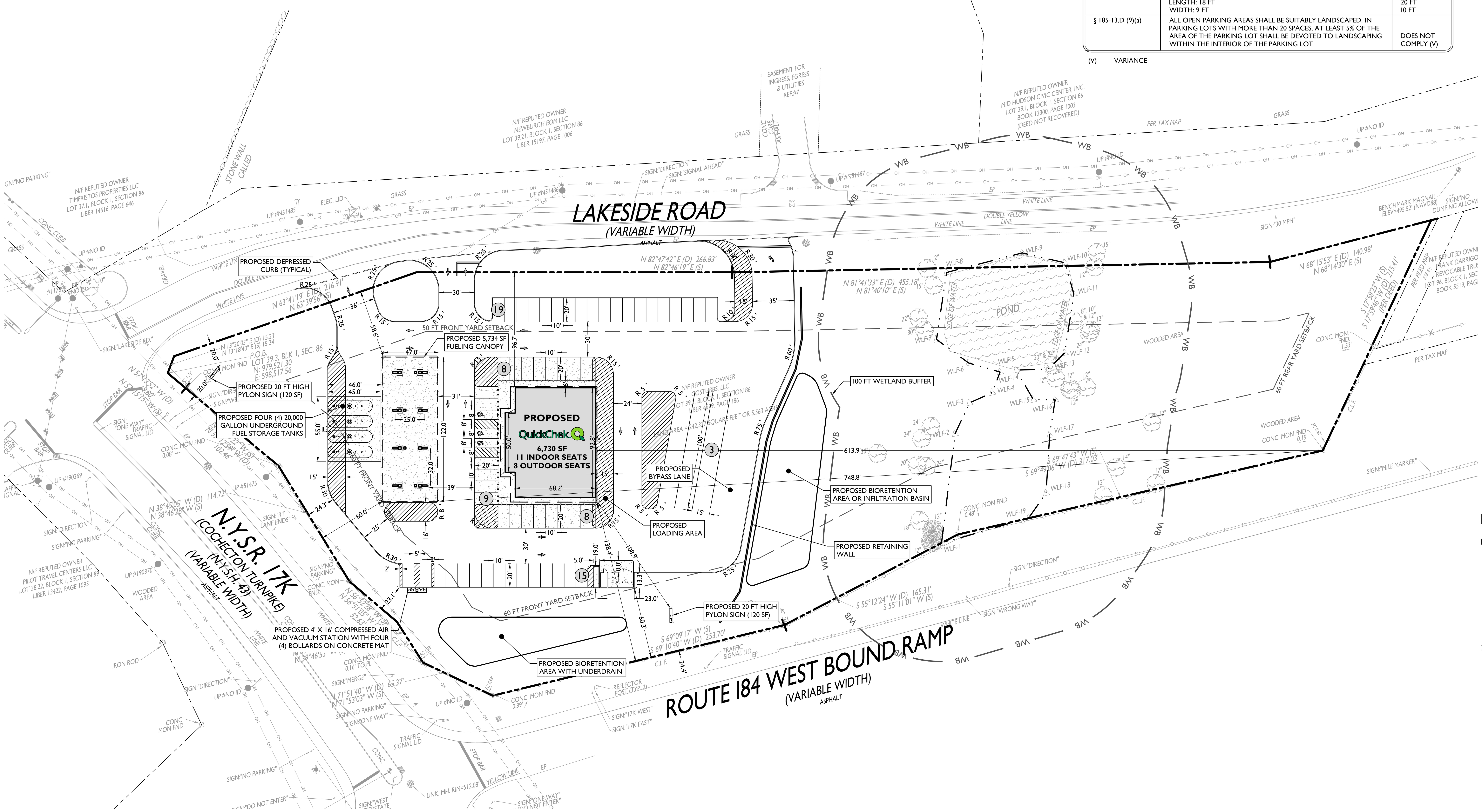
PROPOSED USE		
CONVENIENCE STORE WITH FUELING STATION	PERMITTED USE SUBJECT TO PLANNING BOARD REVIEW	
ZONING REQUIREMENT	**REQUIRED**	**PROPOSED**
MINIMUM LOT AREA	40,000 SF (0.92 AC)	242,337 SF (5.56 AC)
MINIMUM LOT WIDTH	150 FT	390.8 FT
MINIMUM LOT DEPTH	150 FT	907 FT
MAXIMUM IMPERVIOUS COVERAGE	N/A	36.0% (87,304 SF)
MAXIMUM BUILDING COVERAGE	40%	5.1% (12,464 SF)
MAXIMUM BUILDING HEIGHT	35 FT	26.5 FT
MINIMUM FRONT YARD SETBACK	50 FT 60 FT ABUTTING STATE ROADS	BUILDING: 96.7 FT CANOPY: 58.6 FT BUILDING: 138.4 FT CANOPY: 60.0 FT
MINIMUM SIDE YARD SETBACK (ONE)	50 FT	N/A
MINIMUM SIDE YARD SETBACK (BOTH)	100 FT	N/A
MINIMUM REAR YARD SETBACK	60 FT	BUILDING: 613.9 FT CANOPY: 748.8 FT

OFF-STREET PARKING REQUIREMENTS

CODE SECTION	REQUIRED	PROPOSED
§ 185-13.B (6)	REQUIRED TRUCK LOADING SPACES: UNDER 25,000 SF FLOOR AREA = 1 LOADING SPACE	1 SPACE
§ 185-13.C (1)(b)	REQUIRED PARKING SPACES: 1 PER 150 SF OF GFA OF RETAIL STORE: 6,730 SF X (1 SPACE / 150 SF) = 45 SPACES 1 PER 4 SEATS OR PER 40 SF OF SEATING AREA FOR AN EATING AND DRINKING PLACE: 250 SF / 40 SF = 7 SPACES SUFFICIENT PARKING SPACES FOR ALL VEHICLES STORED OR BEING SERVICED AT ANY 1 PERIOD OF TIME PLUS A MINIMUM OF 5 ADDITIONAL SPACES FOR A GASOLINE STATION = 5 SPACES 45 + 7 + 5 = 57 REQUIRED SPACES	62 SPACES
§ 185-13.D (5)	REQUIRED PARKING SPACE SIZE: LENGTH: 18 FT WIDTH: 9 FT	20 FT 10 FT
§ 185-13.D (9)(a)	ALL OPEN PARKING AREAS SHALL BE SUITABLY LANDSCAPED. IN PARKING LOTS WITH MORE THAN 20 SPACES, AT LEAST 5% OF THE AREA OF THE PARKING LOT SHALL BE DEVOTED TO LANDSCAPING WITHIN THE INTERIOR OF THE PARKING LOT	DOES NOT COMPLY (V)

(V) VARIANCE

SYMBOL	DESCRIPTION
	PROPERTY LINE
	SETBACK LINE
	PROPOSED CURB
	PROPOSED SIGNS / BOLLARDS
	PROPOSED BUILDING
	PROPOSED CONCRETE
	PROPOSED BUILDING DOORS
WB	WETLANDS BUFFER



PLAN REFERENCE MATERIALS:

1. THIS PLAN SET REFERENCES THE FOLLOWING DOCUMENTS INCLUDING, BUT NOT LIMITED TO:
   - BOUNDARY AND TOPOGRAPHIC SURVEY PREPARED BY STONEFIELD ENGINEERING & DESIGN, DATED DECEMBER 6, 2023.
   - ARCHITECTURAL PLANS PREPARED BY GK+A ARCHITECTS, PC. DATED DECEMBER 7, 2023.
   - LOCATION MAP OBTAINED FROM THE UNITED STATES GEOLOGIC SURVEY, 7.5 MINUTE SERIES TOPOGRAPHIC MAP, NEWBURGH QUADRANGLE, NEW YORK, DATED 2023.
2. ALL REFERENCE MATERIAL LISTED ABOVE SHALL BE CONSIDERED A PART OF THIS PLAN SET AND ALL INFORMATION CONTAINED WITHIN THESE MATERIALS SHALL BE UTILIZED IN CONJUNCTION WITH THIS PLAN SET. THE CONTRACTOR IS RESPONSIBLE TO OBTAIN A COPY OF EACH REFERENCE AND REVIEW IT THOROUGHLY PRIOR TO THE START OF CONSTRUCTION.

50' 0' 50' 100'

GRAPHIC SCALE IN FEET
1" = 50'

ISSUE	DATE	BY	DESCRIPTION
1	12/18/2023	JF	ISSUED FOR SUBMISSION TO TOWN

NOT APPROVED FOR CONSTRUCTION

STONEFIELD engineering & design
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SITE PLANS

CAPITAL GROWTH BUCHALTER

PROPOSED QUICKCHEK

SECTION 86, BLOCK 1, LOT 39.3
2 LAKESIDE ROAD
TOWN OF NEWBURGH
ORANGE COUNTY, NEW YORK

ZACHARY E. CHAPLIN, P.E.
NEW YORK LICENSE No. 99748
LICENSED PROFESSIONAL ENGINEER

STONEFIELD engineering & design

SCALE: 1" = 50' | PROJECT ID:NYC-230182.01

TITLE:

OVERALL SITE PLAN

DRAWING:

1 OF 2

Z:\LIC\NYC\2023\NYC-230182.01 CAPITAL GROWTH BUCHALTER - 2 LAKESIDE ROAD, NEWBURGH, NY\CADD\PLOT\XX-04-OVRL-SITE.DWG

SYMBOL / DESCRIPTION

SYMBOL	DESCRIPTION
	PROPERTY LINE
100	PROPOSED GRADING CONTOUR
RIDGELINE	PROPOSED GRADING RIDGELINE
G 100.00	PROPOSED GRADE SPOT SHOT
TC 100.50 / BC 100.00	PROPOSED TOP OF CURB / BOTTOM OF CURB SPOT SHOT
TW 102.00 / BW 100.00	PROPOSED TOP OF WALL / BOTTOM OF WALL SPOT SHOT

GRADING NOTES

1. ALL SOIL AND MATERIAL REMOVED FROM THE SITE SHALL BE DISPOSED OF IN ACCORDANCE WITH LOCAL, STATE, AND FEDERAL REQUIREMENTS. ANY GROUNDWATER DE-WATERING PRACTICES SHALL BE PERFORMED UNDER THE SUPERVISION OF A QUALIFIED PROFESSIONAL. THE CONTRACTOR IS REQUIRED TO OBTAIN ALL NECESSARY PERMITS FOR THE DISCHARGE OF DE-WATERED GROUNDWATER. ALL SOIL IMPORTED TO THE SITE SHALL BE CERTIFIED CLEAN FILL. CONTRACTOR SHALL MAINTAIN RECORDS OF ALL FILL MATERIALS BROUGHT TO THE SITE.
2. THE CONTRACTOR IS REQUIRED TO PROVIDE TEMPORARY AND/OR PERMANENT SHORING WHERE REQUIRED DURING EXCAVATION ACTIVITIES, INCLUDING BUT NOT LIMITED TO UTILITY TRENCHES, TO ENSURE THE STRUCTURAL INTEGRITY OF NEARBY STRUCTURES AND STABILITY OF THE SURROUNDING SOILS.
3. PROPOSED TOP OF CURB ELEVATIONS ARE GENERALLY 4 INCHES TO 7 INCHES ABOVE EXISTING GRADES UNLESS OTHERWISE NOTED. THE CONTRACTOR WILL SUPPLY ALL STAKEOUT CURB GRADE SHEETS TO STONEFIELD ENGINEERING & DESIGN, LLC FOR REVIEW AND APPROVAL PRIOR TO POURING CURBS.
4. THE CONTRACTOR IS RESPONSIBLE TO SET ALL PROPOSED UTILITY COVERS AND RESET ALL EXISTING UTILITY COVERS WITHIN THE PROJECT LIMITS TO PROPOSED GRADE IN ACCORDANCE WITH ANY APPLICABLE MUNICIPAL, COUNTY, STATE AND/OR UTILITY AUTHORITY REGULATIONS.
5. MINIMUM SLOPE REQUIREMENTS TO PREVENT PONDING SHALL BE AS FOLLOWS:
   - CURB GUTTER: 0.50%
   - CONCRETE SURFACES: 1.00%
   - ASPHALT SURFACES: 1.00%
6. A MINIMUM SLOPE OF 1.00% SHALL BE PROVIDED AWAY FROM ALL BUILDINGS. THE CONTRACTOR SHALL ENSURE POSITIVE DRAINAGE FROM THE BUILDING IS ACHIEVED AND SHALL NOTIFY STONEFIELD ENGINEERING & DESIGN, LLC. IF THIS CONDITION CANNOT BE MET.
7. FOR PROJECTS WHERE BASEMENTS ARE PROPOSED, THE DEVELOPER IS RESPONSIBLE TO DETERMINE THE DEPTH TO GROUNDWATER AT THE LOCATION OF THE PROPOSED STRUCTURE. IF GROUNDWATER IS ENCOUNTERED WITHIN THE BASEMENT AREA, SPECIAL CONSTRUCTION METHODS SHALL BE UTILIZED AND REVIEWED/APPROVED BY THE CONSTRUCTION CODE OFFICIAL. IF SUMP PUMPS ARE UTILIZED, ALL DISCHARGES SHALL BE CONNECTED DIRECTLY TO THE PUBLIC STORM SEWER SYSTEM WITH APPROVAL FROM THE GOVERNING STORM SEWER SYSTEM AUTHORITY.

ADA NOTES

1. THE CONTRACTOR SHALL MAINTAIN A MAXIMUM 2.00% SLOPE IN ANY DIRECTION WITHIN THE ADA PARKING SPACES AND ACCESS AISLES.
2. THE CONTRACTOR SHALL PROVIDE COMPLIANT SIGNAGE AT ALL ADA PARKING AREAS IN ACCORDANCE WITH STATE GUIDELINES.
3. THE CONTRACTOR SHALL MAINTAIN A MAXIMUM 5.00% RUNNING SLOPE AND A MAXIMUM OF 2.00% CROSS SLOPE ALONG WALKWAYS WITHIN THE ACCESSIBLE PATH OF TRAVEL. THE CONTRACTOR IS RESPONSIBLE TO ENSURE THE ACCESSIBLE PATH OF TRAVEL IS 36 INCHES WIDE OR GREATER UNLESS INDICATED OTHERWISE WITHIN THE PLAN SET.
4. THE CONTRACTOR SHALL MAINTAIN A MAXIMUM 2.00% SLOPE IN ANY DIRECTION AT ALL LANDINGS. LANDINGS INCLUDE, BUT ARE NOT LIMITED TO, THE TOP AND BOTTOM OF AN ACCESSIBLE RAMP, AT ACCESSIBLE BUILDING ENTRANCES, AT AN AREA IN FRONT OF A WALK-UP ATM, AND AT TURNING SPACES ALONG THE ACCESSIBLE PATH OF TRAVEL. THE LANDING AREA SHALL HAVE A MINIMUM CLEAR AREA OF 60 INCHES BY 60 INCHES UNLESS INDICATED OTHERWISE WITHIN THE PLAN SET.
5. THE CONTRACTOR SHALL MAINTAIN A MAXIMUM 8.33% RUNNING SLOPE AND A MAXIMUM 2.00% CROSS SLOPE ON ANY CURB RAMPS ALONG THE ACCESSIBLE PATH OF TRAVEL. WHERE PROVIDED, CURB RAMP FLARES SHALL NOT HAVE A SLOPE GREATER THAN 10.00% IF A LANDING AREA IS PROVIDED AT THE TOP OF THE RAMP. FOR ALTERATIONS, A CURB RAMP FLARES SHALL NOT HAVE A SLOPE GREATER THAN 8.33% IF A LANDING AREA IS NOT PROVIDED AT THE TOP OF THE RAMP. CURB RAMPS SHALL NOT RISE MORE THAN 6 INCHES IN ELEVATION WITHOUT A HANDRAIL. THE CLEAR WIDTH OF A CURB RAMP SHALL BE NO LESS THAN 36 INCHES WIDE.
6. ACCESSIBLE RAMPS WITH A RISE GREATER THAN 6 INCHES SHALL CONTAIN COMPLIANT HANDRAILS ON BOTH SIDES OF THE RAMP AND SHALL NOT RISE MORE THAN 30" IN ELEVATION WITHOUT A LANDING AREA IN BETWEEN RAMP RUNS. LANDING AREAS SHALL ALSO BE PROVIDED AT THE TOP AND BOTTOM OF THE RAMP.
7. A SLIP RESISTANT SURFACE SHALL BE CONSTRUCTED ALONG THE ACCESSIBLE PATH AND WITHIN ADA PARKING AREAS.
8. THE CONTRACTOR SHALL ENSURE A MAXIMUM OF ¼ INCHES VERTICAL CHANGE IN LEVEL ALONG THE ACCESSIBLE PATH. WHERE A CHANGE IN LEVEL BETWEEN ¼ INCHES AND ½ INCHES EXISTS, CONTRACTOR SHALL ENSURE THAT THE TOP ½ INCH CHANGE IN LEVEL IS BEVELED WITH A SLOPE NOT STEEPER THAN 1 UNIT VERTICAL AND 2 UNITS HORIZONTAL (2:1 SLOPE).
9. THE CONTRACTOR SHALL ENSURE THAT ANY OPENINGS (GAPS OR HORIZONTAL SEPARATION) ALONG THE ACCESSIBLE PATH SHALL NOT ALLOW PASSAGE OF A SPHERE GREATER THAN ½ INCH.

30' 0' 30' 60'
GRAPHIC SCALE IN FEET
1" = 30'

ISSUE	DATE	BY	DESCRIPTION
1	12/18/2023	JF	ISSUED FOR SUBMISSION TO TOWN

NOT APPROVED FOR CONSTRUCTION

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CAPITAL GROWTH BUCHALTER

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SECTION 86, BLOCK 1, LOT 39.3
3 LAKESIDE ROAD
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LICENSED PROFESSIONAL ENGINEER

STONEFIELD engineering & design

SCALE: 1" = 30' | PROJECT ID:NYC-230182.01

TITLE:
PRELIMINARY GRADING PLAN

DRAWING:
2 OF 2

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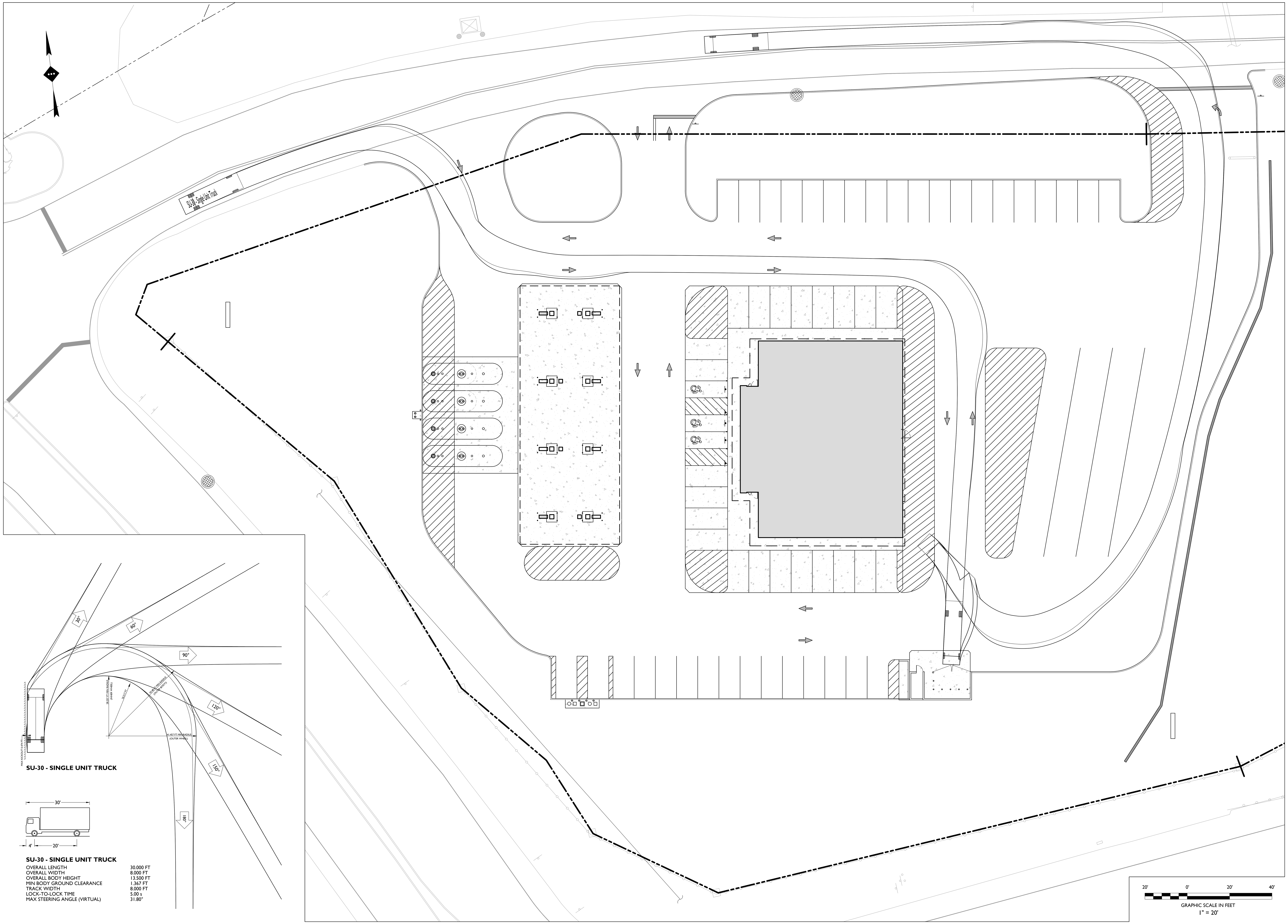

SU-30 - SINGLE UNIT TRUCK

OVERALL LENGTH	30.000 FT
OVERALL WIDTH	8.000 FT
OVERALL BODY HEIGHT	13.500 FT
MIN BODY GROUND CLEARANCE	1.367 FT
TRACK WIDTH	8.000 FT
LOCK-TO-LOCK TIME	5.00 s
MAX STEERING ANGLE (VIRTUAL)	31.80°

Z:\LIC\NYC\2023\NYC-230182.01 CAPITAL GROWTH BUCHALTER - 2 LAKESIDE ROAD, NEWBURGH, NY\CADD\EXHIBITS\2024-03-13_(FS) TRUCK TURN EXHIBIT.DWG

ISSUE	DATE	BY	DESCRIPTION
1	03/13/2024	KL	ISSUED FOR REVIEW

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SU-30 TRUCK TURNING EXHIBIT

CAPITAL GROWTH BUCHALTER

PROPOSED QUICKCHEK

SECTION 86, BLOCK 1, LOT 39.3
2 LAKESIDE ROAD
TOWN OF NEWBURGH
ORANGE COUNTY, NEW YORK

ZACHARY E. CHAPLIN, P.E.
NEW YORK LICENSE No. 99748
LICENSED PROFESSIONAL ENGINEER

STONEFIELD
engineering & design

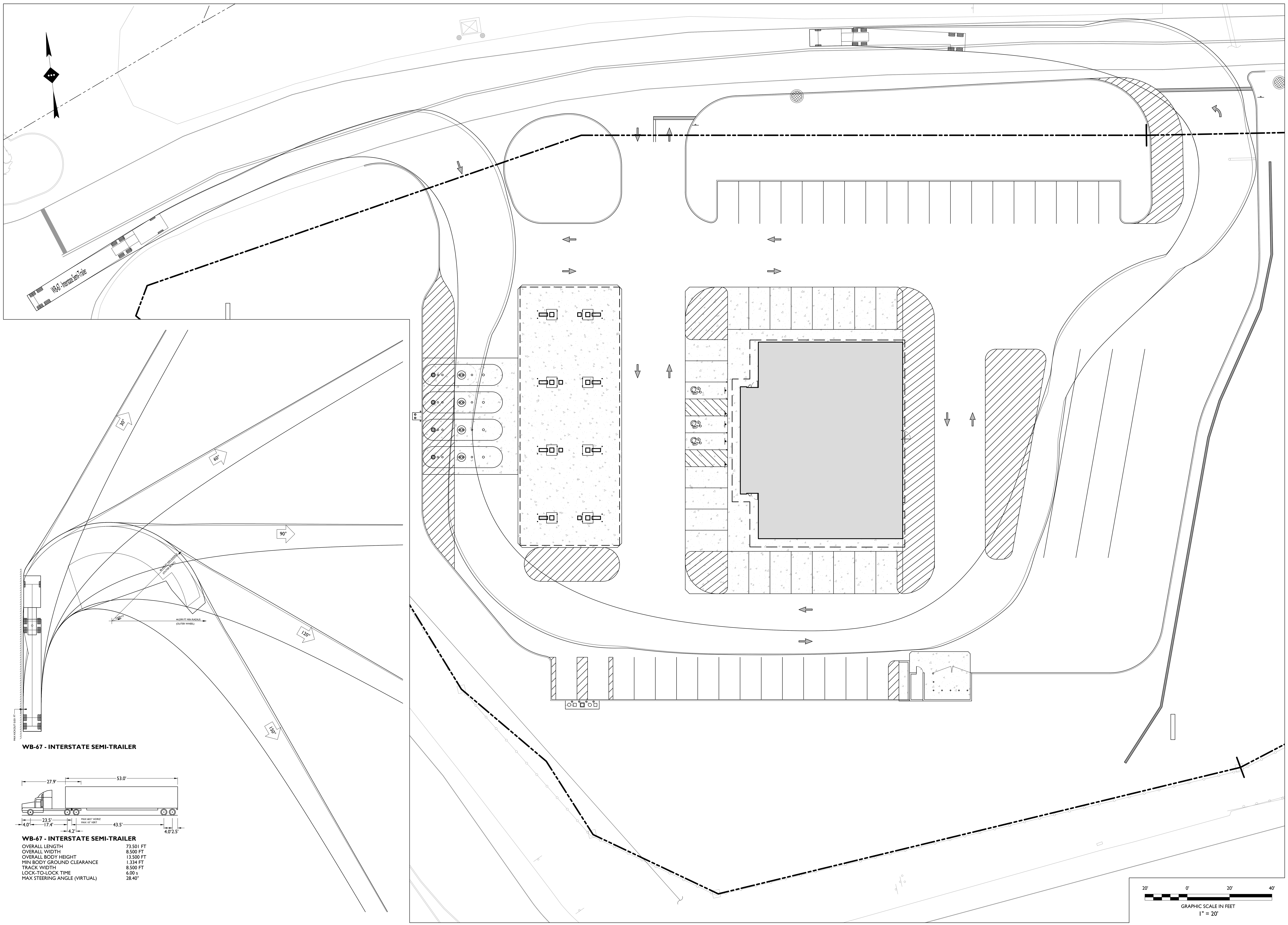
SCALE: 1"=20' | PROJECT ID: NYC-230182.01

TITLE:

SU-30 TRUCK
TURNING EXHIBIT

DRAWING:

1 OF 2



WB-67 - INTERSTATE SEMI-TRAILER

OVERALL LENGTH	73.501 FT
OVERALL WIDTH	8.500 FT
OVERALL BODY HEIGHT	13.500 FT
MIN BODY GROUND CLEARANCE	1.334 FT
TRACK WIDTH	8.500 FT
LOCK-TO-LOCK TIME	6.00 s
MAX STEERING ANGLE (VIRTUAL)	28.40°

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ISSUE	DATE	BY	DESCRIPTION
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WB-67 TRUCK TURNING EXHIBIT

CAPITAL GROWTH BUCHALTER

PROPOSED QUICKCHEK

SECTION 86, BLOCK 1, LOT 39.3
2 LAKESIDE ROAD
TOWN OF NEWBURGH
ORANGE COUNTY, NEW YORK

ZACHARY E. CHAPLIN, P.E.
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LICENSED PROFESSIONAL ENGINEER

STONEFIELD engineering & design

SCALE: 1"=20' | PROJECT ID: NYC-230182.01

TITLE:

WB-67 TRUCK TURNING EXHIBIT

DRAWING:

Traffic Impact Study

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

Prepared for:
QC Newburgh PBXDEV, LLC

Date: March 20, 2024
SE&D Job Number: NYC-230182.01

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Principal
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INTRODUCTION

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

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

METHODOLOGY

Stonefield Engineering & Design, LLC has prepared this Traffic Impact Study in accordance with the recommended guidelines and practices outlined by the Institute of Transportation Engineers (ITE) within Transportation Impact Analyses for Site Development. A detailed field investigation was performed to assess the existing conditions of the adjacent roadway network. A data collection effort was completed to identify the existing traffic volumes at the study intersections to serve as a base for the traffic analyses. Capacity analysis, a procedure used to estimate the traffic-carrying ability of roadway facilities over a range of defined operating conditions, was performed using the Highway Capacity Manual, 6th Edition (HCM) and the Synchro 11 Software for all study conditions to assess the roadway operations.

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

2024 EXISTING CONDITION

2024 EXISTING ROADWAY CONDITIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

2024 EXISTING TRAFFIC VOLUMES

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

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

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

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

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

2024 EXISTING LOS/CAPACITY ANALYSIS

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

Under the 2024 Existing Condition, the signalized intersection of NYS Route 17K, Lakeside Road, and the Pilot Travel Center driveway is calculated to operate at Level of Service B during the weekday morning, weekday evening, and Saturday midday peak hours.

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

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

movement is calculated to operate at Level of Service E during the weekday morning, weekday evening, and Saturday midday peak hours.

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

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

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

MOTOR VEHICLE COLLISION ANALYSIS

In order to assess the safety of the study intersections, the 54 most recent months of available motor vehicle collision data were obtained from the NYSDOT. The study time period spans from October 1, 2018, to March 31, 2023. It is important to note that zero (0) fatalities occurred as a result of the reported motor vehicle collisions in the study network. Please note that accident rates are generally consistent each year. Accident rates at the study intersections are not anticipated to be adversely impacted due to the proposed development project. The summarized motor vehicle collision analysis can be found on appended **Table 1**.

2026 NO-BUILD CONDITION

BACKGROUND GROWTH

The 2024 Existing Condition traffic volume data was grown to a future horizon year of 2026, when the proposed QuickChek is expected to be fully constructed. In accordance with industry guidelines, the existing traffic volumes at the study intersections were increased by 1% annually for two (2) years, which is a conservative rate based on the growth in traffic forecasted by the NYSDOT Traffic Data Forecaster for the study area to generate the 2026 Base Traffic Volumes. These volumes are summarized on appended **Figure 3**. The NYSDOT traffic data growth forecaster results by functional class for Region 8 – Orange County are summarized on appended **Table 2**.

OTHER PLANNED DEVELOPMENT PROJECTS

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

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

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

2026 NO-BUILD TRAFFIC VOLUMES

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

2026 NO-BUILD LOS/CAPACITY ANALYSIS

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

Under the 2026 No-Build Condition, the signalized intersection of NYS Route 17K, Lakeside Road, and the Pilot Travel Center driveway is calculated to operate generally consistent with the findings of the 2024 Existing Condition during the study peak hours. It should be noted that during the weekday morning peak hour, the southwest-bound left-turn movement is calculated to degrade to Level of Service E, exceeding the LOS D to E threshold by 1.5 seconds.

Under the 2026 No-Build Condition, the signalized intersection of NYS Route 17K and the Interstate 84 westbound access ramps is calculated to operate generally consistent with the findings of the 2024 Existing Condition during the study peak hours. Please note that the southwest-bound left-turn/through movement is calculated to continue to operate at Level of Service E during the weekday morning peak hour. It should be noted that during the weekday evening peak hour, the northwest-bound left-turn movement is calculated to degrade to Level of Service C, exceeding the LOS B to C threshold by 0.3 seconds.

Under the 2026 No-Build Condition, the signalized intersection of NYS Route 17K and the Interstate 84 eastbound access ramps is calculated to operate generally consistent with the findings of the 2024 Existing Condition during the study peak hours. Please note that the northeast-bound left-turn/through movement is calculated to continue to operate at Level of Service E during the weekday morning, weekday evening, and Saturday midday peak hours. It should be noted that during the weekday evening peak hour, the southeast-bound left-turn movement is calculated to degrade to Level of Service D, exceeding the LOS C to D threshold by 3.9 seconds.

Under the 2026 No-Build Condition, the signalized intersection of NYS Route 17K, Governor Drive, and Homewood Avenue is calculated to operate generally consistent with the findings of the 2024 Existing Condition during the study peak hours. Please note that the northeast-bound left-turn/through movement is calculated to continue to operate at Level of Service E during the weekday morning and weekday evening peak hours. It should be noted that during the weekday morning peak hour, the eastbound left-turn/through/right-turn movement is calculated to degrade to Level of Service C, exceeding the LOS B to C threshold by 0.2 seconds.

Under the 2026 No-Build Condition, the signalized intersection of NYS Route 17K, Rock Cut Road, and the commercial driveway is calculated to operate generally consistent with the findings of the 2024 Existing

Condition during the study peak hours. Please note that the southbound left-turn/through/right-turn movement is calculated to continue to operate at Level of Service E during the weekday morning peak hour.

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

2026 BUILD CONDITION

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

TRIP GENERATION

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

TABLE 1 – PROJECTED TRIP GENERATION – OPTION 1

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

TABLE 2 – PROJECTED TRIP GENERATION – OPTION 2

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

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

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

Based upon the published ITE data for Land Use 945 "Convenience Store/Gas Station," 76% of the site-generated traffic during the weekday morning peak hour and 75% during the weekday evening peak hour would be comprised of pass-by traffic. Please note that the ITE does not publish pass-by rates for the Saturday midday peak hour; however, it is reasonable to assume a similar pass-by percentage as the weekday evening peak hour. Accordingly, a 75% pass-by rate has been applied to the Saturday midday peak hour total trip generation. **Table 3** shows the site generated traffic volumes in terms of new and pass-by trips.

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

	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Midday Peak Hour		
Trip Type	**Enter**	**Exit**	**Total**	**Enter**	**Exit**	**Total**	**Enter**	**Exit**	**Total**
"New" Trips	74	75	149	68	67	135	59	59	118
"Pass-By" Trips	233	233	466	198	198	396	177	177	354
Total	**307**	**308**	**615**	**266**	**265**	**531**	**236**	**236**	**472**

Based on guidance provided by the NYSDOT at a pre-application meeting for QuickChek's application, on a peak hour basis, the total pass-by trip reduction on NYS Route 17K cannot exceed 10% of the total hourly traffic volumes passing through the Lakeside Road intersection on NYS Route 17K. Accordingly, 228 trips (37% of the site-generated traffic) during the weekday morning peak hour, 290 trips (55% of site-generated traffic) during the weekday evening peak hour, and 266 trips (56% of site-generated traffic) during the Saturday midday peak hour would be comprised of pass-by traffic on NYS Route 17K. The applied pass-by credit does not

exceed 10% of the hourly traffic volumes along NYS Route 17K. In accordance with the published ITE pass-by data, the remaining 39% of site-generated traffic during the weekday morning peak hour, 20% during the weekday evening peak hour, and 19% during the Saturday midday peak hour would be pass-by traffic that has been diverted from Interstate 84.

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

As shown in **Table 3**, 149, 135, and 118 "new" trips are generated in the weekday morning, weekday evening, and Saturday midday peak hours, respectively.

TRIP ASSIGNMENT/DISTRIBUTION

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

2026 BUILD TRAFFIC VOLUMES

The site-generated trips were added to the 2026 No-Build Traffic Volumes to calculate the 2026 Build Traffic Volumes and are shown on appended **Figure 8**.

QUEUE ANALYSIS SUMMARY

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

TABLE 4 – WEEKDAY EVENING PEAK HOUR AVERAGE QUEUE LENGTHS

Lane Group	As Counted	2024 Existing	2026 No-Build	2026 Build	2026 Mitigation
SWB Left	44'	66'	67'	202'	177'
SWB Through/Right	4'	2'	2'	2'	2'

As shown in **Table 4**, the calculated average queue length in the southwest-bound left-turn lane is 188 feet during the 2026 Build Condition. As the proposed full-movement driveway is located approximately 300 feet from the stop bar, the queue is not expected to regularly extend past the proposed egress location. It is important to note that during the observations, queues were observed to clear the intersection each cycle.

2026 BUILD LOS/CAPACITY ANALYSIS

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

Under the 2026 Build Condition, the signalized intersection of NYS Route 17K, Lakeside Road, and the Pilot Travel Center driveway is calculated to operate at Level of Service C during the Saturday midday peak hour. The weekday morning and weekday evening peak hours are calculated to operate at Level of Service D. Please note that the southwest-bound left-turn movement is calculated to operate at Level of Service F, Level of Service F, and Level of Service E during the weekday morning, weekday evening, and Saturday midday peak hours, respectively. It should be noted that during the Saturday midday peak hour, the intersection is calculated to degrade to overall Level of Service C, exceeding the LOS B to C threshold by 2.6 seconds.

Under the 2026 Build Condition, the signalized intersection of NYS Route 17K and the Interstate 84 westbound access ramps is calculated to operate generally consistent with the findings of the 2026 No-Build Condition during the study peak hours. Please note that the southwest-bound left-turn/through movement is calculated to continue to operate at Level of Service E during the weekday morning peak hour. It should be noted that during the weekday evening peak hour, the intersection is calculated to degrade to overall Level of Service C, exceeding the LOS B to C threshold by 1.7 seconds. It should be noted that during the weekday evening peak hour, the southeast-bound through/right-turn movement is calculated to degrade to Level of Service C, exceeding the LOS B to C threshold by 0.8 seconds. It should be noted that during the Saturday midday peak hour, the southwest-bound through/right-turn movement is calculated to degrade to Level of Service C, exceeding the LOS B to C threshold by 4.9 seconds.

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

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

Under the 2026 Build Condition, the signalized intersection of NYS Route 17K, Rock Cut Road, and the commercial driveway is calculated to operate generally consistent with the findings of the 2026 No-Build Condition during the study peak hours. Please note that the southbound left-turn/through/right-turn movement is calculated to continue to operate at Level of Service E during the weekday morning peak hour. It should be noted that during the Saturday midday peak hour, the westbound left-turn/through/right-turn movement is calculated to degrade to Level of Service C, exceeding the LOS B to C threshold by 0.4 seconds.

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

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

2026 MITIGATED BUILD CONDITION

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

- Weekday morning peak hour – shift 11 seconds from the northeast-bound Pilot Travel Center driveway phase to the southwest-bound Lakeside Road left-turn phase.

- Weekday evening peak hour – shift eight (8) seconds from the northeast-bound Pilot Travel Center driveway phase to the southwest-bound Lakeside Road left-turn phase.

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

With implementation of the proposed mitigation measures, the intersection would continue to operate at an overall LOS C or better during the study peak hours in the 2026 Mitigated Build Condition. Additionally, the southwest-bound Lakeside Road left-turn is calculated to operate generally consistent with or better than 2026 No-Build Condition during the weekday morning and weekday evening peak hours. **Tables 4** and **5** compare the 2024 Existing, 2026 No-Build, 2026 Build, and 2026 Mitigated Build conditions Level of Service and delay values during the weekday morning and weekday evening peak hours.

COMPARATIVE LEVEL OF SERVICE (DELAY) TABLES

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

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

TABLE 5 – WEEKDAY MORNING PEAK HOUR

Lane Group	2024 Existing	2026 No-Build	2026 Build	2026 Mitigation
SEB Left	A (5.5)	A (5.5)	A (7.5)	B (12.0)
SEB Through/Right	B (13.0)	B (13.4)	B (14.2)	C (21.3)
NWB Left	A (8.0)	A (8.3)	A (7.5)	B (12.4)
NWB Through/Right	A (6.6)	A (6.5)	A (7.3)	B (11.6)
NEB Left	D (36.8)	D (36.8)	C (35.0)	C (30.2)
NEB Through/Right	A (1.0)	A (1.1)	A (1.3)	A (1.4)
SWB Left	D (55.0)	E (56.5)	F (308.4)	E (63.3)
SWB Through/Right	B (15.5)	B (15.6)	B (11.1)	A (7.8)
Intersection	**B (13.7)**	**B (13.9)**	**D (55.2)**	**C (22.1)**

TABLE 6 – WEEKDAY EVENING PEAK HOUR

Lane Group	2024 Existing	2026 No-Build	2026 Build	2026 Mitigation
SEB Left	A (7.6)	A (7.8)	B (17.1)	C (34.6)
SEB Through/Right	B (13.6)	B (13.8)	B (13.7)	B (18.6)
NWB Left	A (7.9)	A (8.2)	A (8.8)	B (12.3)
NWB Through/Right	B (12.9)	B (13.4)	B (19.4)	C (24.1)
NEB Left	C (34.1)	C (34.1)	C (34.2)	C (29.2)
NEB Through/Right	C (24.9)	C (24.9)	C (24.9)	C (24.9)
SWB Left	D (45.2)	D (45.5)	F (204.2)	E (56.7)
SWB Through/Right	B (16.4)	B (16.3)	B (11.8)	A (8.6)
Intersection	**B (15.1)**	**B (15.5)**	**D (37.3)**	**C (25.9)**

TABLE 7 – SATURDAY MIDDAY PEAK HOUR

Lane Group	2024 Existing	2026 No-Build	2026 Build
SEB Left	A (8.6)	A (8.6)	B (12.1)
SEB Through/Right	B (15.4)	B (15.4)	B (16.6)
NWB Left	A (8.7)	A (8.7)	A (9.5)
NWB Through/Right	B (14.8)	B (14.8)	C (20.1)
NEB Left	C (28.2)	C (28.3)	C (28.6)
NEB Through/Right	C (25.5)	C (25.4)	C (25.4)
SWB Left	D (40.1)	D (40.6)	E (59.4)
SWB Through/Right	B (10.9)	B (10.9)	A (8.5)
Intersection	**B (17.0)**	**B (17.1)**	**C (22.6)**

NYS ROUTE 17K & INTERSTATE 84 WESTBOUND ACCESS RAMPS

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

TABLE 8 – WEEKDAY MORNING PEAK HOUR

Lane Group	2024 Existing	2026 No-Build	2026 Build
SEB Through/Right	A (6.6)	A (8.3)	B (16.1)
NWB Left	A (6.8)	A (8.1)	B (10.1)
NWB Through	A (5.6)	A (6.1)	A (6.9)
SWB Left/Through	E (57.8)	E (57.8)	E (55.2)
SWB Right	B (11.8)	B (10.4)	B (23.2)
Intersection	**B (11.2)**	**B (12.8)**	**B (18.5)**

TABLE 9 – WEEKDAY EVENING PEAK HOUR

Lane Group	2024 Existing	2026 No-Build	2026 Build
SEB Through/Right	B (11.5)	B (12.6)	C (20.8)
NWB Left	B (15.5)	C (20.3)	C (20.8)
NWB Through	A (5.0)	A (4.9)	A (5.4)
SWB Left/Through	D (41.3)	D (43.1)	D (40.7)
SWB Right	D (41.4)	D (42.0)	D (45.3)
Intersection	**B (16.8)**	**B (18.0)**	**C (21.7)**

TABLE 10 – SATURDAY MIDDAY PEAK HOUR

Lane Group	2024 Existing	2026 No-Build	2026 Build
SEB Through/Right	A (7.6)	A (7.7)	A (9.7)
NWB Left	A (3.7)	A (3.8)	A (4.9)
NWB Through	A (2.5)	A (2.5)	A (3.1)
SWB Left/Through	D (51.0)	D (50.9)	D (44.5)
SWB Right	B (16.7)	B (16.6)	C (24.9)
Intersection	**A (8.5)**	**A (8.6)**	**B (11.0)**

NYS ROUTE 17K & INTERSTATE 84 EASTBOUND ACCESS RAMPS

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

TABLE 11 – WEEKDAY MORNING PEAK HOUR

Lane Group	2024 Existing	2026 No-Build	2026 Build
SEB Left	B (11.3)	B (13.1)	B (18.8)
SEB Through	A (2.4)	A (2.4)	A (3.8)
NWB Through/Right	B (10.2)	B (11.4)	B (16.0)
NEB Left/Through	E (59.8)	E (59.6)	E (59.7)
NEB Right	B (12.6)	B (12.6)	B (10.5)
Intersection	**B (11.3)**	**B (11.7)**	**B (15.0)**

TABLE 12 – WEEKDAY EVENING PEAK HOUR

Lane Group	2024 Existing	2026 No-Build	2026 Build
SEB Left	C (33.0)	D (38.9)	D (46.8)
SEB Through	A (3.5)	A (4.2)	A (3.8)
NWB Through/Right	C (24.1)	C (26.2)	C (27.8)
NEB Left/Through	E (57.0)	E (57.0)	E (57.3)
NEB Right	A (9.3)	A (9.2)	A (8.8)
Intersection	**C (22.0)**	**C (23.8)**	**C (25.6)**

TABLE 13 – SATURDAY MIDDAY PEAK HOUR

Lane Group	2024 Existing	2026 No-Build	2026 Build
SEB Left	A (8.5)	A (9.2)	B (11.8)
SEB Through	A (3.0)	A (3.0)	A (3.2)
NWB Through/Right	A (8.6)	A (8.7)	A (9.4)
NEB Left/Through	E (57.5)	E (57.5)	E (57.6)
NEB Right	B (12.9)	B (12.8)	B (12.1)
Intersection	**B (10.3)**	**B (10.5)**	**B (11.3)**

NYS ROUTE 17K & GOVERNOR DRIVE / HOMEWOOD AVENUE

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

TABLE 14 – WEEKDAY MORNING PEAK HOUR

Lane Group	2024 Existing	2026 No-Build	2026 Build
SEB Left	A (7.2)	A (7.4)	A (7.6)
SEB Through/Right	B (14.4)	B (15.1)	B (15.5)
NWB Left	A (6.5)	A (6.7)	A (6.8)
NWB Through/Right	A (9.8)	B (10.3)	B (10.7)
NEB Left/Through	E (59.2)	E (59.0)	E (59.0)
NEB Right	A (6.6)	A (6.6)	A (6.6)
SWB Left/Through/Right	C (29.9)	C (29.8)	C (29.8)
Intersection	**B (16.9)**	**B (17.2)**	**B (17.3)**

TABLE 15 – WEEKDAY EVENING PEAK HOUR

Lane Group	2024 Existing	2026 No-Build	2026 Build
SEB Left	A (5.8)	A (6.8)	A (6.0)
SEB Through/Right	A (9.6)	B (10.6)	A (9.9)
NWB Left	A (6.0)	A (6.2)	A (6.2)
NWB Through/Right	B (14.9)	B (17.5)	B (18.6)
NEB Left/Through	E (55.5)	E (55.6)	E (55.6)
NEB Right	A (6.5)	A (6.4)	A (6.4)
SWB Left/Through/Right	C (24.3)	C (24.2)	C (24.2)
Intersection	**B (15.8)**	**B (17.2)**	**B (17.3)**

TABLE 16 – SATURDAY MIDDAY PEAK HOUR

Lane Group	2024 Existing	2026 No-Build	2026 Build
SEB Left	A (3.7)	A (3.8)	A (3.6)
SEB Through/Right	A (5.9)	A (6.0)	A (5.5)
NWB Left	A (2.6)	A (2.7)	A (2.7)
NWB Through/Right	A (5.9)	A (6.0)	A (6.1)
NEB Left/Through	D (53.6)	D (53.6)	D (53.6)
NEB Right	B (12.4)	B (12.1)	B (12.1)
SWB Left/Through/Right	C (33.5)	C (33.3)	C (33.3)
Intersection	**A (8.0)**	**A (8.1)**	**A (7.8)**

NYS ROUTE 17K & ROCK CUT ROAD / COMMERCIAL DRIVEWAY

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

TABLE 17 – WEEKDAY MORNING PEAK HOUR

Lane Group	2024 Existing	2026 No-Build	2026 Build
EB Left/Through/Right	B (18.9)	C (20.2)	C (21.8)
WB Left/Through/Right	B (15.4)	B (15.8)	B (17.2)
NB Left/Through/Right	--	--	--
SB Left/Through/Right	E (63.7)	E (66.3)	E (71.1)
Intersection	**C (31.5)**	**C (32.7)**	**C (35.0)**

TABLE 18 – WEEKDAY EVENING PEAK HOUR

Lane Group	2024 Existing	2026 No-Build	2026 Build
EB Left/Through/Right	B (15.0)	B (16.2)	B (17.9)
WB Left/Through/Right	C (21.0)	C (23.4)	C (27.6)
NB Left/Through/Right	B (15.6)	B (15.5)	B (15.4)
SB Left/Through/Right	D (48.1)	D (50.1)	D (52.1)
Intersection	**C (24.1)**	**C (26.2)**	**C (29.3)**

TABLE 19 – SATURDAY MIDDAY PEAK HOUR

Lane Group	2024 Existing	2026 No-Build	2026 Build
EB Left/Through/Right	B (15.3)	B (15.9)	B (17.1)
WB Left/Through/Right	B (17.4)	B (18.2)	C (20.4)
NB Left/Through/Right	C (22.0)	C (21.0)	C (21.0)
SB Left/Through/Right	D (52.1)	D (52.2)	D (53.8)
Intersection	**C (24.4)**	**C (25.0)**	**C (26.8)**

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

TABLE 20 – WEEKDAY MORNING PEAK HOUR

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

TABLE 21 – WEEKDAY EVENING PEAK HOUR

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

TABLE 22 – SATURDAY MIDDAY PEAK HOUR

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

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

TABLE 23 – 2026 BUILD CONDITION

Lane Group	Weekday Morning Peak Hour	Weekday Evening Peak Hour	Saturday Midday Peak Hour
WB Left	A (7.4)	A (7.7)	A (7.6)
NB Left/Right	B (14.6)	C (16.6)	C (16.4)

SITE CIRCULATION/PARKING SUPPLY

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

Access along Lakeside Road is proposed via one (1) full-movement passenger vehicle-only driveway, one (1) ingress-only driveway, and one (1) left-turn egress-only driveway. The QuickChek market will be constructed on the western portion of the site. The vehicle fueling canopy with 16 vehicle fueling pumps will be constructed in the northwestern portion of the property. A trash enclosure will be located in the southern portion of the site. Two (2)-way site circulation will be provided for passenger vehicles via minimum 25-foot wide two (2)-way drive aisles. Passenger vehicle parking will be provided in the northern and southern portions of the site and along the northern, western, and southern building façades. Truck Parking will be provided in the eastern portion of the site. Note that the eastern portion of the property contains a wetland; therefore, the proposed development project will be confined to the western portion of the property.

Regarding the parking requirements for the proposed development, Town of Newburgh Zoning Ordinance requires one (1) parking space per 150 square feet of retail space, one (1) space per 40 square feet of eating space, and a minimum of five (5) additional spaces for gasoline stations. For the proposed 6,730-square-foot QuickChek market with fuel sales inclusive of 250 square feet of eating space, this equates to 57 required spaces. The site would provide 62 total parking spaces, inclusive of 54 standard parking spaces, three (3) ADA accessible parking spaces, three (3) truck parking spaces, and two (2) compressed air/vacuum spaces, which meets the parking requirement and would be sufficient to support this project's parking demand. The standard spaces would be 10 feet wide by 20 feet deep in accordance with Town of Newburgh Zoning Ordinance and industry standards.

Additionally, it is widely recognized throughout the traffic engineering industry that vehicle fueling positions function as parking spaces for patrons of both gasoline and convenience items; patrons rarely move their vehicle from a fueling position to a striped parking space between gasoline and convenience store transactions. Therefore, 16 vehicle fueling positions are available to supplement the 56 striped standard passenger vehicle parking spaces on the Site Plan, for a total of 72 standard passenger vehicle positions. Therefore, the project parking supply is expected to be sufficient.

CONCLUSIONS

This report was prepared to examine the potential traffic impact of the proposed QuickChek market with fuel sales. The analysis findings, which have been based on industry-standard guidelines, indicate that the proposed development would not have a significant impact on the traffic operations of the adjacent roadway network. The site-generated trips of the proposed development would consist largely of "pass-by" trips, as opposed to new vehicles on the roadway, due to the land use, location, and the access management plan. The site driveways and on-site layout have been designed to provide effective access to and from the subject property. The parking supply is expected to sufficiently support this project.

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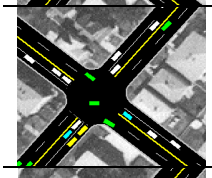
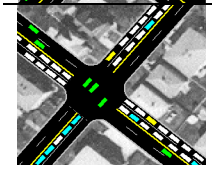
TECHNICAL APPENDIX

LEVEL OF SERVICE/AVERAGE CONTROL DELAY CRITERIA

LEVEL OF SERVICE /AVERAGE CONTROL DELAY CRITERIA

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

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

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

Source: Highway Capacity Manual 2010

TURNING MOVEMENT COUNT DATA

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Data - Total

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

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

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Data - Total

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

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

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Data - Total

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

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

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Data - Total

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

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

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Data - Total

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

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

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Data - Total

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

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

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Data - Total

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

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Data - Total

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

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Data - Total

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

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Data - Total

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

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Data - Total

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

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Data - Total

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

MOTOR VEHICLE COLLISION DATA

STONEFIELD

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

Table 1: Motor Vehicle Collision Data Summary by Calendar Year

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

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

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

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

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

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

NYSDOT GROWTH RATE FORECAST

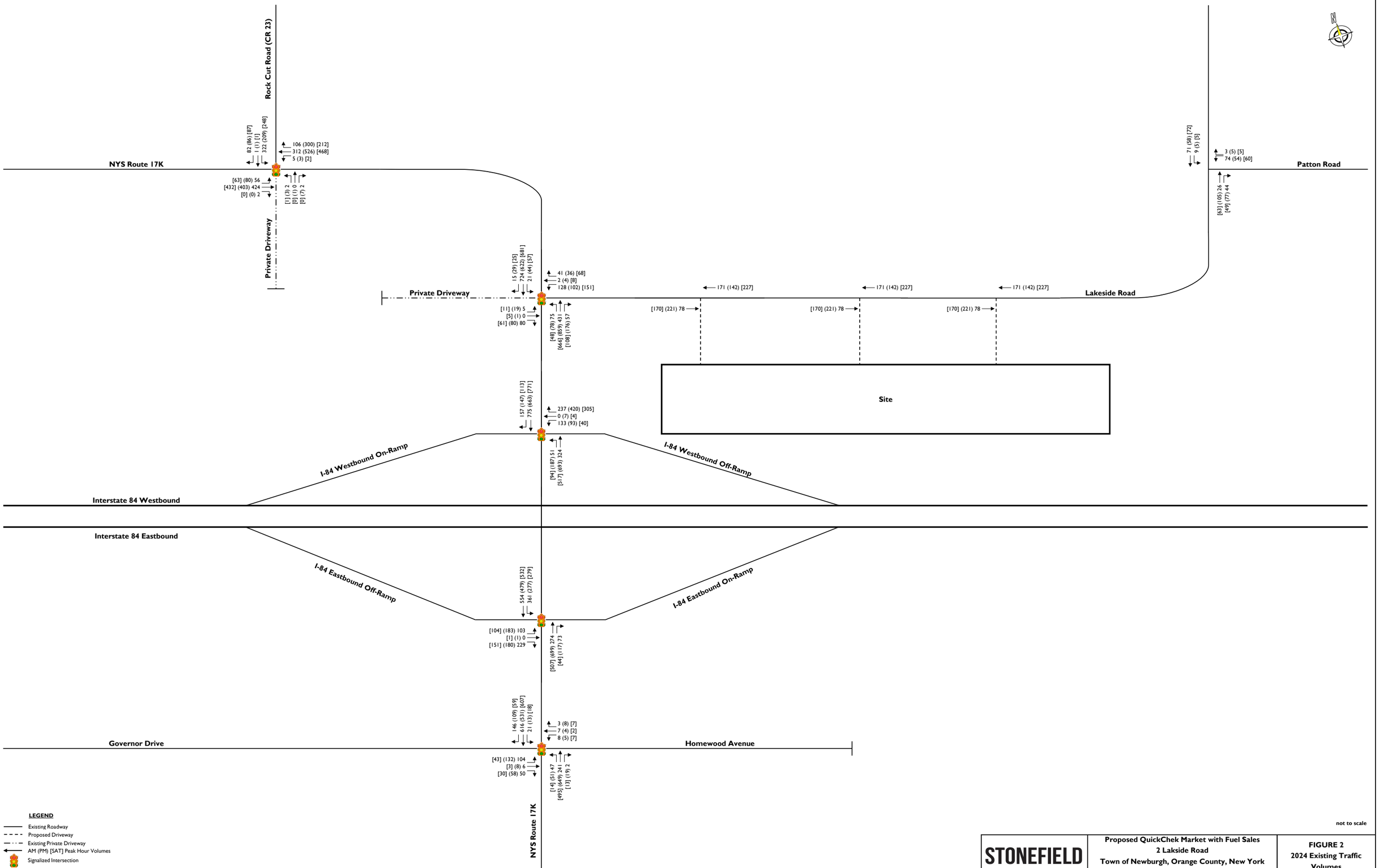
STONEFIELD

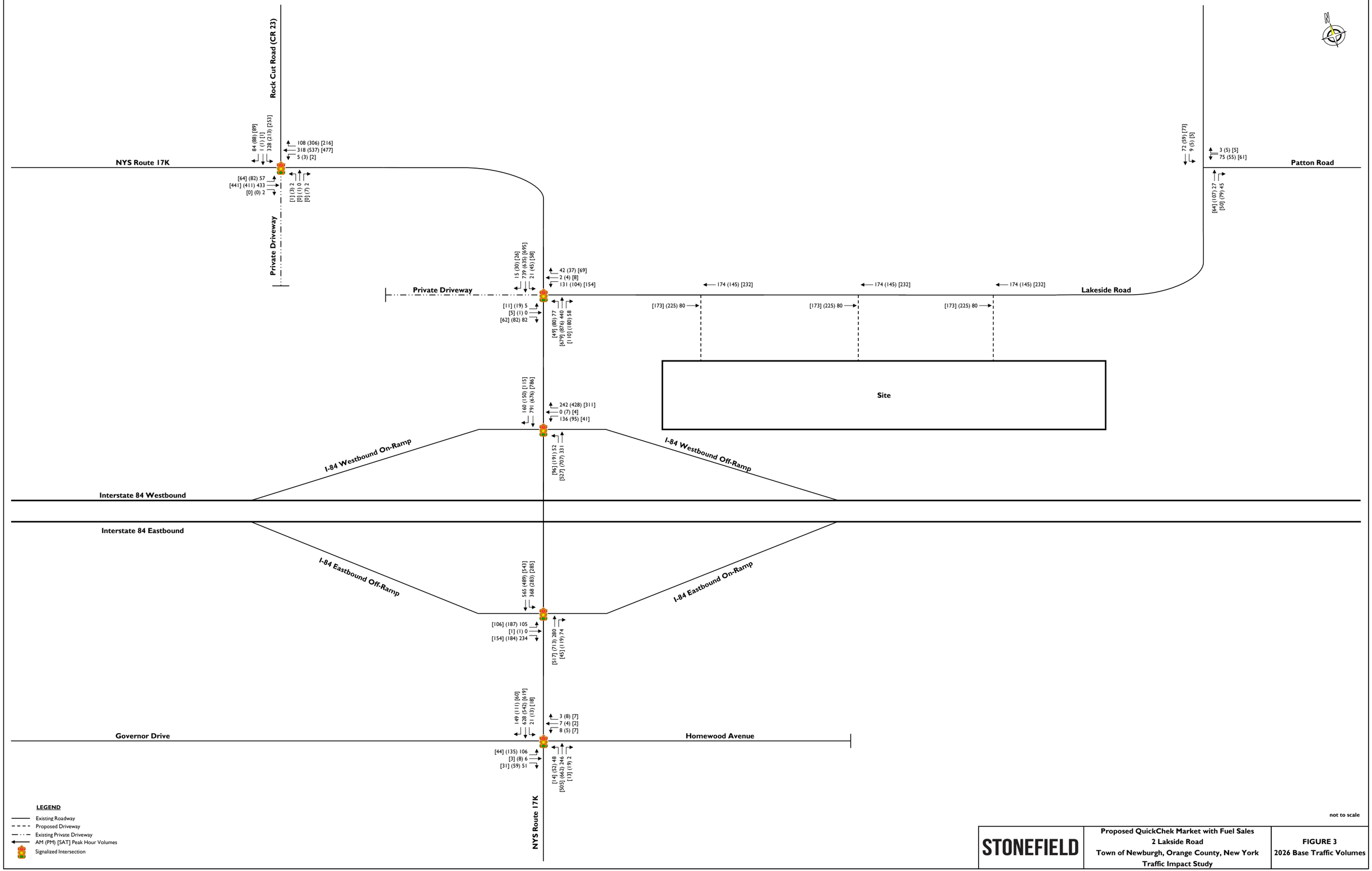
Table 2 - NYSDOT Growth Rate Forecast
Region 8 - Orange County
2 Lakeside Road, Town of Newburgh, Orange County, NY
SE&D #: NYC-230182.01

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

FIGURES

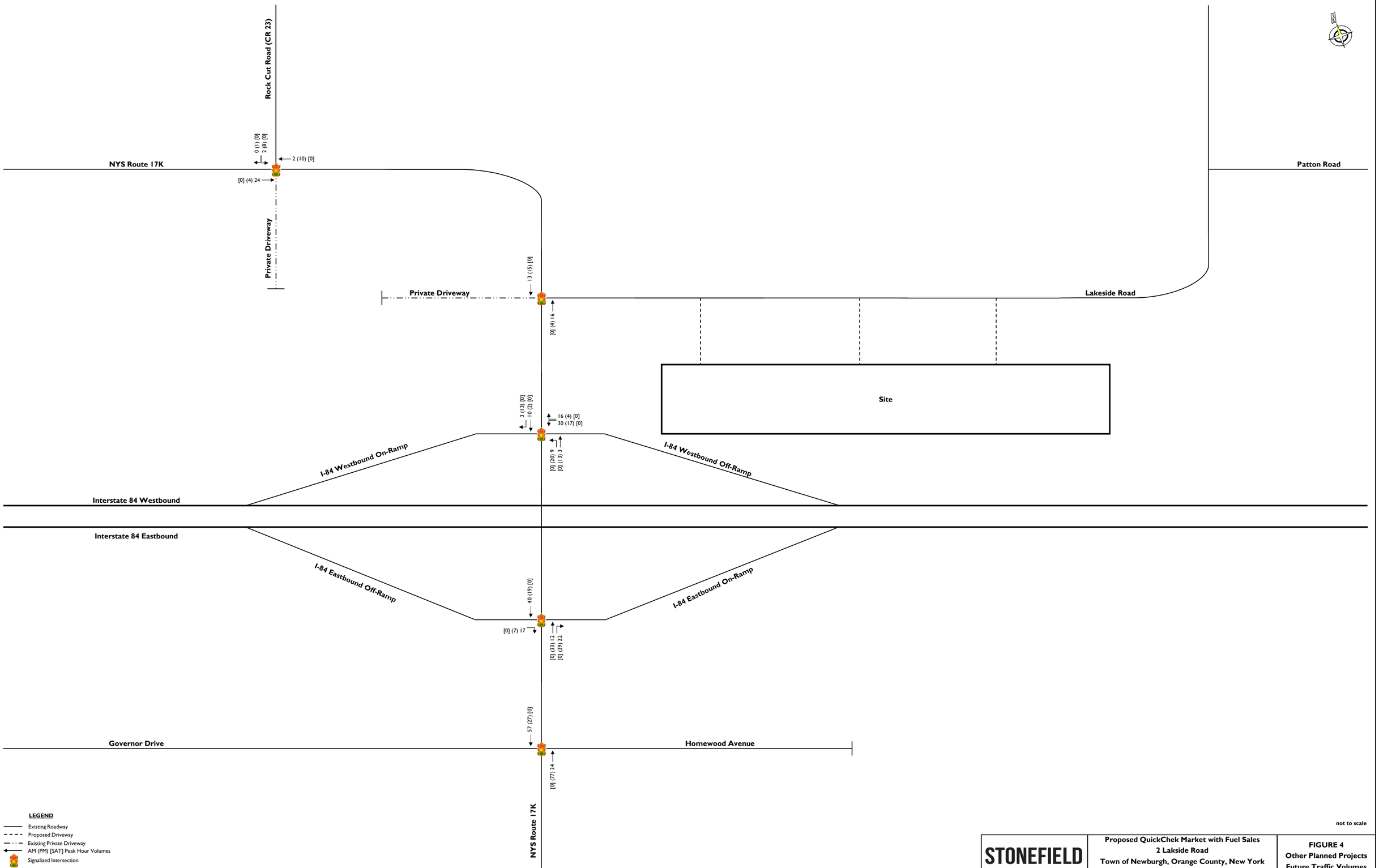
STONEFIELD	Proposed QuickChek Market with Fuel Sales 2 Lakside Road Town of Newburgh, Orange County, New York Traffic Impact Study	FIGURE 1 Site Location Map


Rock Cut Road (CR 23)
NYS Route 17K
82 (86) [87]
1 (1) [1]
322 (209) [248]
106 (300) [212]
312 (526) [468]
5 (3) [2]
[63] (80) 56
[432] (403) 424
[0] (0) 2
[1] (3) 2
[0] (1) 0
[0] (7) 2
Private Driveway
Private Driveway
15 (29) [25]
724 (622) [681]
21 (44) [57]
41 (36) [68]
2 (4) [8]
128 (102) [151]
[11] (19) 5
[5] (1) 0
[61] (80) 80
[48] (78) 75
[666] (859) 431
[108] (176) 57
171 (142) [227]
171 (142) [227]
171 (142) [227]
Lakeside Road
[170] (221) 78
[170] (221) 78
[170] (221) 78
71 (58) [72]
9 (5) [5]
3 (5) [5]
74 (54) [60]
Patton Road
[63] (105) 26
[49] (77) 44
Site
157 (147) [113]
775 (663) [771]
237 (420) [305]
0 (7) [4]
133 (93) [40]
[94] (187) 51
[517] (693) 324
I-84 Westbound On-Ramp
I-84 Westbound Off-Ramp
Interstate 84 Westbound
Interstate 84 Eastbound
I-84 Eastbound Off-Ramp
I-84 Eastbound On-Ramp
554 (479) [532]
361 (277) [279]
[104] (183) 103
[1] (1) 0
[151] (180) 229
[507] (699) 274
[44] (117) 73
146 (109) [59]
616 (531) [607]
21 (13) [18]
3 (8) [7]
7 (4) [2]
8 (5) [7]
Governor Drive
Homewood Avenue
[43] (132) 104
[3] (8) 6
[30] (58) 50
[14] (51) 47
[495] (649) 241
[13] (19) 2
NYS Route 17K
LEGEND
Existing Roadway
Proposed Driveway
Existing Private Driveway
AM (PM) [SAT] Peak Hour Volumes
Signalized Intersection
not to scale
STONEFIELD
Proposed QuickChek Market with Fuel Sales
2 Lakside Road
Town of Newburgh, Orange County, New York
Traffic Impact Study
FIGURE 2
2024 Existing Traffic Volumes

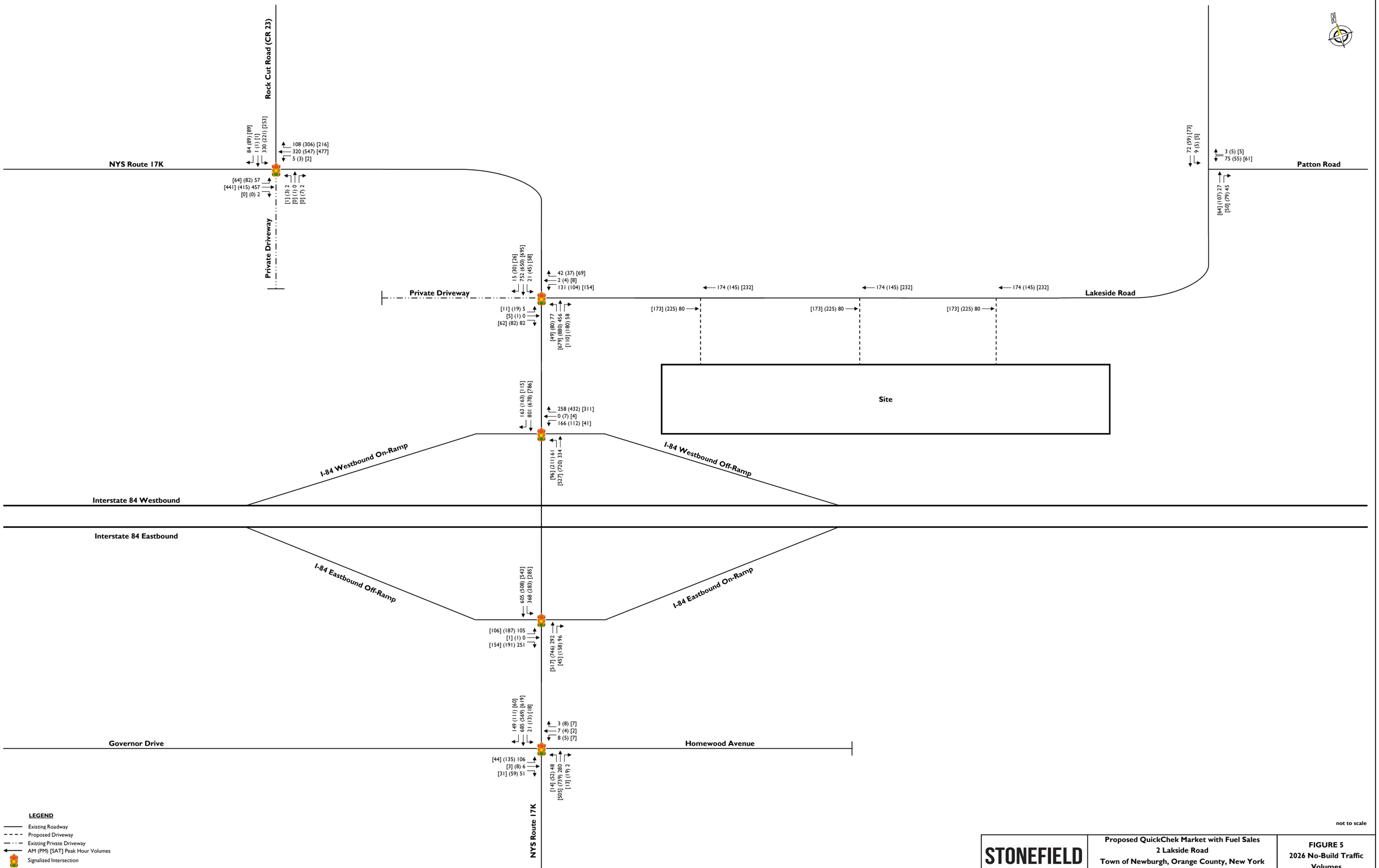


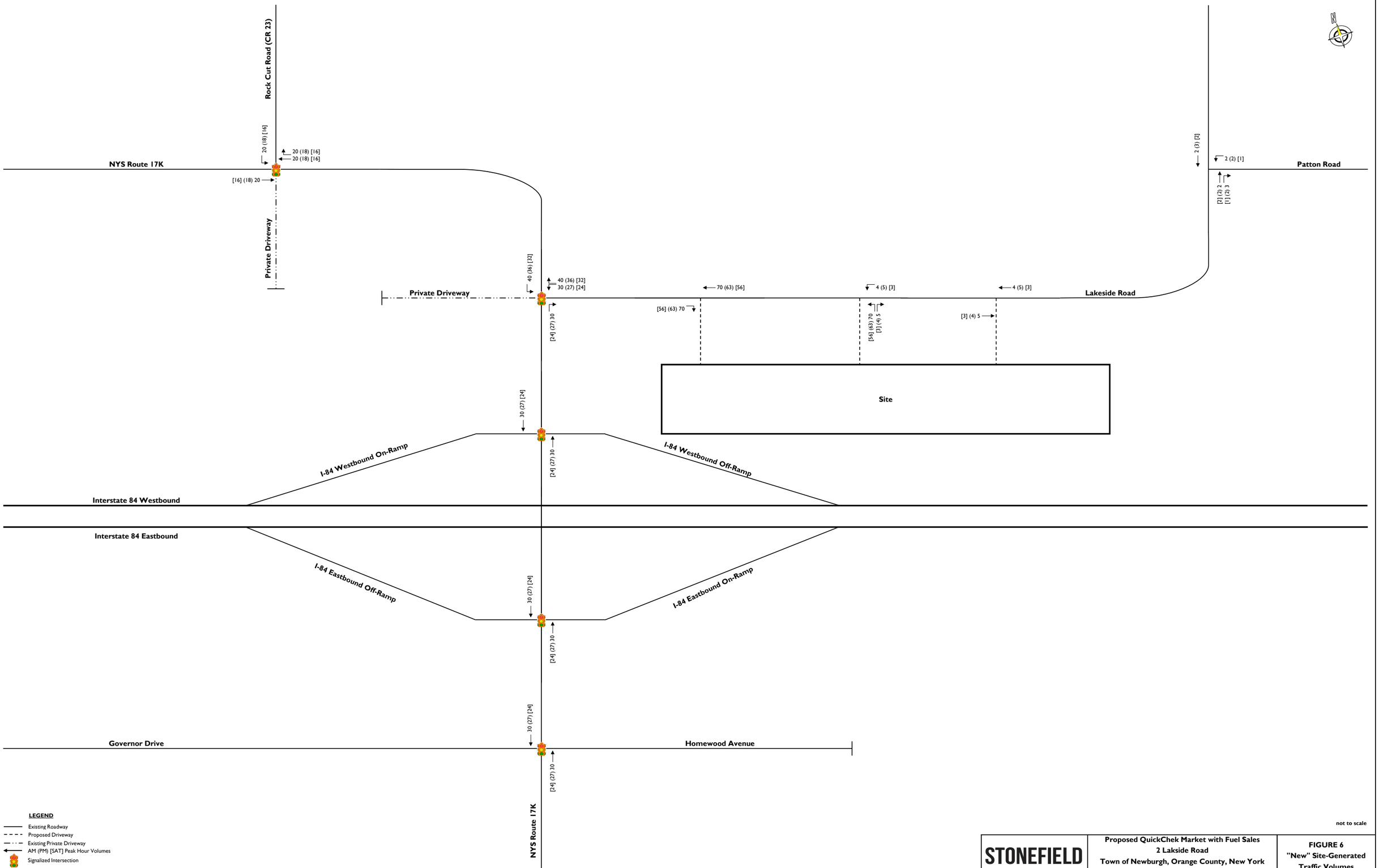
not to scale

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



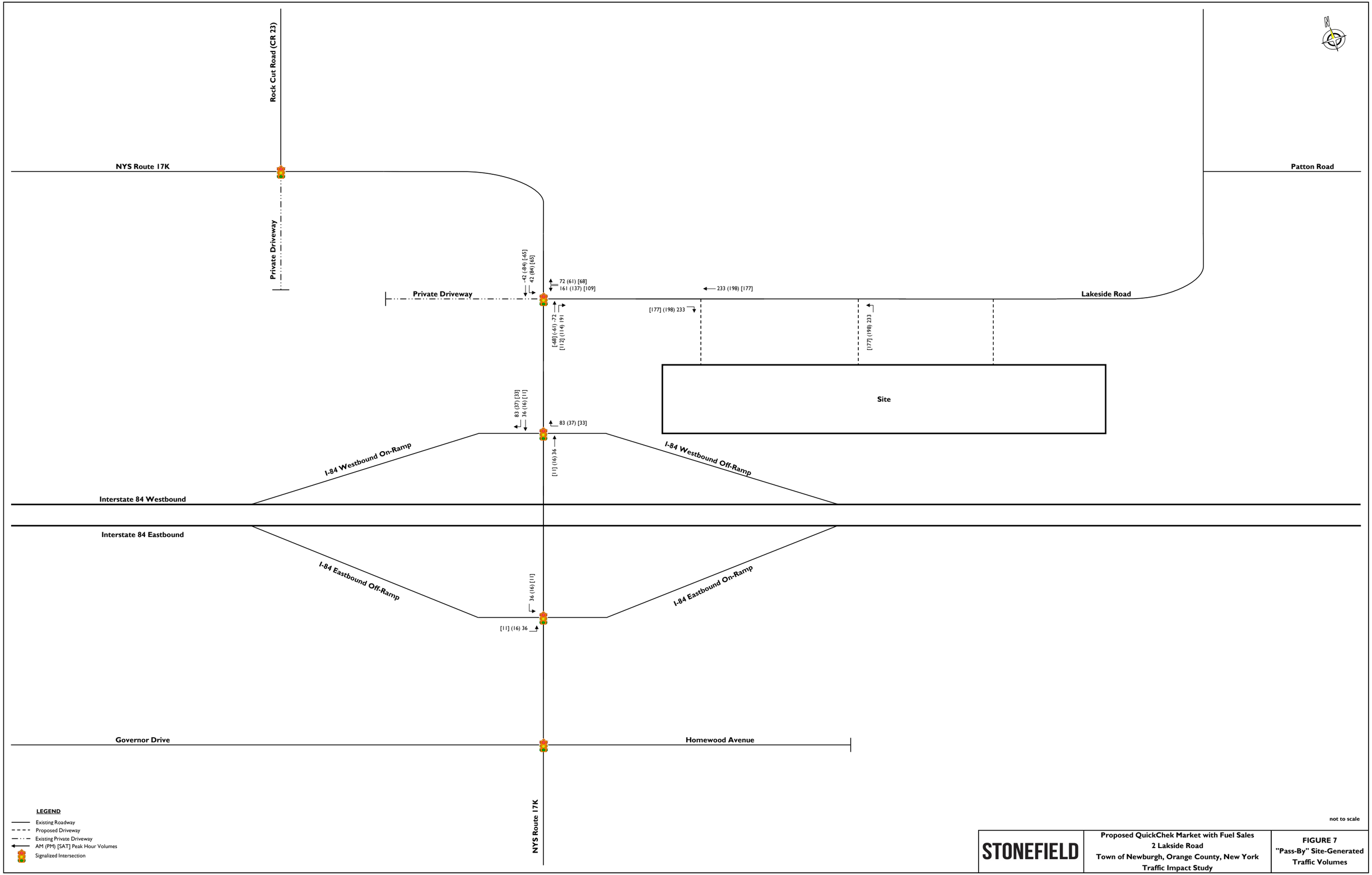
STONEFIELD	Proposed QuickChek Market with Fuel Sales 2 Lakside Road Town of Newburgh, Orange County, New York Traffic Impact Study	FIGURE 4 Other Planned Projects Future Traffic Volumes


Rock Cut Road (CR 23)
NYS Route 17K
84 (89) [89]
1 (1) [1]
330 (221) [253]
108 (306) [216]
320 (547) [477]
5 (3) [2]
[64] (82) 57
[441] (415) 457
[0] (0) 2
[1] (3) 2
[0] (1) 0
[0] (7) 2
Private Driveway
Private Driveway
15 (30) [26]
752 (650) [695]
21 (45) [58]
42 (37) [69]
2 (4) [8]
131 (104) [154]
[11] (19) 5
[5] (1) 0
[62] (82) 82
[49] (80) 77
[679] (860) 456
[110] (180) 58
174 (145) [232]
174 (145) [232]
174 (145) [232]
Lakeside Road
[173] (225) 80
[173] (225) 80
[173] (225) 80
72 (59) [73]
9 (5) [5]
3 (5) [5]
75 (55) [61]
Patton Road
[64] (107) 27
[50] (79) 45
Site
163 (163) [115]
801 (678) [786]
258 (432) [311]
0 (7) [4]
166 (112) [41]
I-84 Westbound On-Ramp
I-84 Westbound Off-Ramp
[96] (211) 161
[527] (720) 334
Interstate 84 Westbound
Interstate 84 Eastbound
I-84 Eastbound Off-Ramp
I-84 Eastbound On-Ramp
605 (508) [543]
368 (283) [285]
[106] (187) 105
[1] (1) 0
[154] (191) 251
[517] (746) 292
[45] (158) 96
149 (111) [60]
685 (569) [619]
21 (13) [18]
3 (8) [7]
7 (4) [2]
8 (5) [7]
Governor Drive
Homewood Avenue
[44] (135) 106
[3] (8) 6
[31] (59) 51
[14] (52) 48
[505] (739) 280
[13] (19) 2
NYS Route 17K
LEGEND
Existing Roadway
Proposed Driveway
Existing Private Driveway
AM (PM) [SAT] Peak Hour Volumes
Signalized Intersection
not to scale
STONEFIELD
Proposed QuickChek Market with Fuel Sales
2 Lakside Road
Town of Newburgh, Orange County, New York
Traffic Impact Study
FIGURE 5
2026 No-Build Traffic Volumes



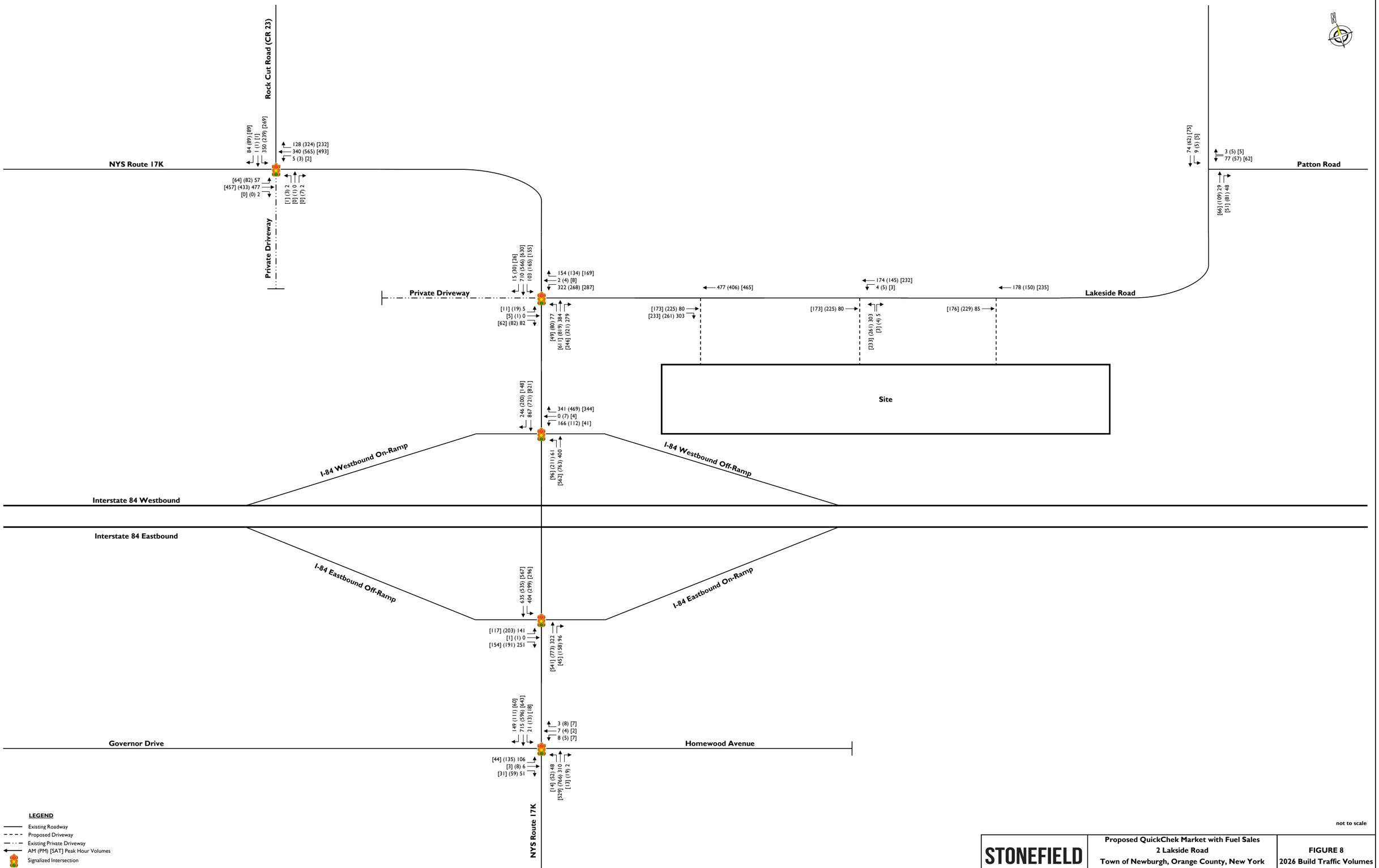
not to scale

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



not to scale

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



not to scale

STONEFIELD	Proposed QuickChek Market with Fuel Sales 2 Lakside Road Town of Newburgh, Orange County, New York Traffic Impact Study	FIGURE 8 2026 Build Traffic Volumes

QUEUE DATA

Prepared by National Data & Surveying Services

Queue Per Cycle

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

City: Newburgh, NY

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

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

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

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

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

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

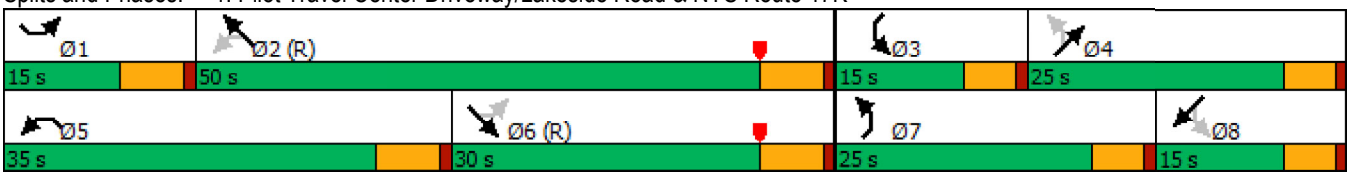
HIGHWAY CAPACITY ANALYSIS DETAIL SHEETS

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	21	724	15	75	431	57	5	0	80	128	2	41
Future Volume (vph)	21	724	15	75	431	57	5	0	80	128	2	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	12	11	12	12
Storage Length (ft)	80		0	300		0	0		0	140		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	86			60			25			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.983			0.850			0.856	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1517	3299	0	1008	3195	0	1091	913	0	1745	1459	0
Flt Permitted	0.450			0.268			0.726			0.402		
Satd. Flow (perm)	718	3299	0	284	3195	0	833	913	0	738	1459	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			17			421			46	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		335			466			148			640	
Travel Time (s)		5.7			7.9			3.4			14.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	19%	9%	13%	79%	12%	4%	60%	0%	71%	0%	0%	12%
Adj. Flow (vph)	23	804	17	83	479	63	6	0	89	142	2	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	23	821	0	83	542	0	6	89	0	142	48	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.00	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0		2	2		2	2	
Detector Template												
Leading Detector (ft)	83	0		83	0		83	83		83	83	
Trailing Detector (ft)	-5	0		-5	0		-5	-5		-5	-5	
Detector 1 Position(ft)	-5	0		-5	0		-5	-5		-5	-5	
Detector 1 Size(ft)	40	6		40	6		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43			43			43	43		43	43	
Detector 2 Size(ft)	40			40			40	40		40	40	
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	10.0		8.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	30.0		14.0	50.0		10.0	10.0		10.0	10.0	
Total Split (s)	15.0	30.0		35.0	50.0		25.0	25.0		15.0	15.0	
Total Split (%)	14.3%	28.6%		33.3%	47.6%		23.8%	23.8%		14.3%	14.3%	
Maximum Green (s)	9.0	24.0		29.0	44.0		20.0	20.0		10.0	10.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes											
Vehicle Extension (s)	2.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	68.3	64.1		76.1	71.9		9.4	5.0		17.2	15.2	
Actuated g/C Ratio	0.65	0.61		0.72	0.68		0.09	0.05		0.16	0.14	
v/c Ratio	0.05	0.41		0.31	0.25		0.07	0.20		0.67	0.19	
Control Delay	5.5	13.0		8.0	6.6		36.8	1.0		55.0	15.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	5.5	13.0		8.0	6.6		36.8	1.0		55.0	15.5	
LOS	A	B		A	A		D	A		D	B	
Approach Delay		12.8			6.8			3.3			45.0	
Approach LOS		B			A			A			D	
Queue Length 50th (ft)	4	156		9	32		3	0		85	1	
Queue Length 95th (ft)	11	221		28	92		15	0		#150	38	
Internal Link Dist (ft)		255			386			68			560	
Turn Bay Length (ft)	80			300						140		
Base Capacity (vph)	556	2015		407	2191		207	514		220	261	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.04	0.41		0.20	0.25		0.03	0.17		0.65	0.18	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Yellow			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 13.7		Intersection LOS: B	
Intersection Capacity Utilization 55.1%		ICU Level of Service B	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

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

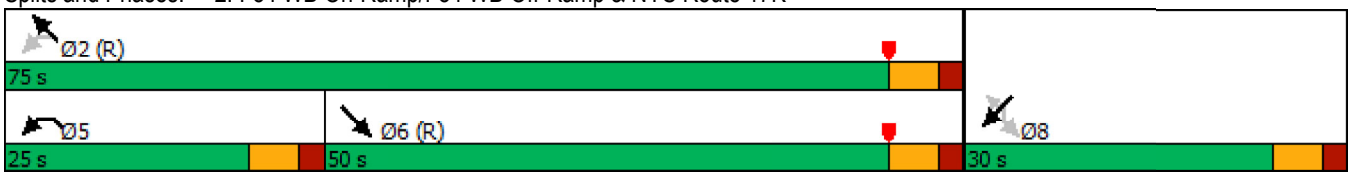


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	775	157	51	324	0	0	0	0	133	0	237
Future Volume (vph)	0	775	157	51	324	0	0	0	0	133	0	237
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	12	12	12	12	12	15	15
Storage Length (ft)	0		0	150		0	0		0	0		375
Storage Lanes	0		0	1		0	0		0	0		1
Taper Length (ft)	25			60			25			300		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.975										0.850
Flt Protected				0.950							0.950	
Satd. Flow (prot)	0	3110	0	1558	2935	0	0	0	0	0	1742	1531
Flt Permitted				0.219							0.950	
Satd. Flow (perm)	0	3110	0	359	2935	0	0	0	0	0	1742	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28										263
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		466			522			646			723	
Travel Time (s)		7.9			8.9			11.0			12.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	13%	14%	12%	23%	0%	0%	0%	0%	14%	0%	16%
Adj. Flow (vph)	0	861	174	57	360	0	0	0	0	148	0	263
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1035	0	57	360	0	0	0	0	0	148	263
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		2	2					1	2	2
Detector Template										Left		
Leading Detector (ft)		83		83	83					20	83	83
Trailing Detector (ft)		-5		-5	-5					0	-5	-5
Detector 1 Position(ft)		-5		-5	-5					0	-5	-5
Detector 1 Size(ft)		40		40	40					20	40	40
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		43		43	43						43	43
Detector 2 Size(ft)		40		40	40						40	40
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0	0.0						0.0	0.0
Turn Type		NA		pm+pt	NA					Perm	NA	Perm

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases		6		5	2						8	
Permitted Phases				2						8		8
Detector Phase		6		5	2					8	8	8
Switch Phase												
Minimum Initial (s)		10.0		3.0	10.0					5.0	5.0	5.0
Minimum Split (s)		50.0		9.0	75.0					11.0	11.0	11.0
Total Split (s)		50.0		25.0	75.0					30.0	30.0	30.0
Total Split (%)		47.6%		23.8%	71.4%					28.6%	28.6%	28.6%
Maximum Green (s)		44.0		19.0	69.0					24.0	24.0	24.0
Yellow Time (s)		4.0		4.0	4.0					4.0	4.0	4.0
All-Red Time (s)		2.0		2.0	2.0					2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0						0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0						6.0	6.0
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		2.0		2.0	2.0					2.0	2.0	2.0
Recall Mode		C-Max		None	C-Max					None	None	None
Act Effct Green (s)		70.1		79.6	79.6						13.4	13.4
Actuated g/C Ratio		0.67		0.76	0.76						0.13	0.13
v/c Ratio		0.50		0.17	0.16						0.67	0.62
Control Delay		6.6		6.8	5.6						57.8	11.8
Queue Delay		0.0		0.0	0.0						0.0	0.0
Total Delay		6.6		6.8	5.6						57.8	11.8
LOS		A		A	A						E	B
Approach Delay		6.6			5.7						28.4	
Approach LOS		A			A						C	
Queue Length 50th (ft)		63		12	40						96	0
Queue Length 95th (ft)		76		24	54						154	70
Internal Link Dist (ft)		386			442			566			643	
Turn Bay Length (ft)				150								375
Base Capacity (vph)		2085		489	2225						398	552
Starvation Cap Reductn		85		0	0						0	0
Spillback Cap Reductn		0		0	0						0	0
Storage Cap Reductn		0		0	0						0	0
Reduced v/c Ratio		0.52		0.12	0.16						0.37	0.48

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 10 (10%), Referenced to phase 2:NWTL and 6:SET, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 11.2		Intersection LOS: B	
Intersection Capacity Utilization 52.1%		ICU Level of Service A	
Analysis Period (min) 15			

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

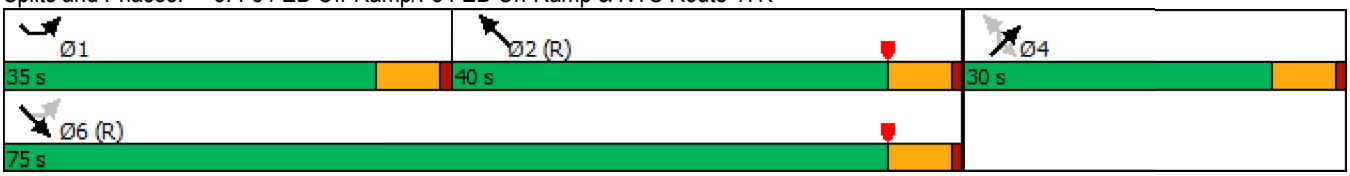


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	361	554	0	0	274	73	103	0	229	0	0	0
Future Volume (vph)	361	554	0	0	274	73	103	0	229	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	13	13	12	14	12	12	12	12
Storage Length (ft)	180		0	0		420	0		150	0		0
Storage Lanes	1		0	0		0	0		1	0		0
Taper Length (ft)	75			25			100			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.969				0.850			
Flt Protected	0.950							0.950				
Satd. Flow (prot)	1442	3374	0	0	2949	0	0	1504	1538	0	0	0
Flt Permitted	0.482							0.950				
Satd. Flow (perm)	732	3374	0	0	2949	0	0	1504	1538	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					34				246			
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		522			634			685			676	
Travel Time (s)		8.9			10.8			11.7			11.5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	21%	7%	0%	0%	19%	36%	28%	0%	5%	0%	0%	0%
Adj. Flow (vph)	388	596	0	0	295	78	111	0	246	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	388	596	0	0	373	0	0	111	246	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.00	1.00	1.00	0.96	0.96	1.00	0.92	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2			2		1	2	2			
Detector Template							Left					
Leading Detector (ft)	83	83			83		20	83	83			
Trailing Detector (ft)	-5	-5			-5		0	-5	-5			
Detector 1 Position(ft)	-5	-5			-5		0	-5	-5			
Detector 1 Size(ft)	40	40			40		20	40	40			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 2 Position(ft)	43	43			43			43	43			
Detector 2 Size(ft)	40	40			40			40	40			
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0			0.0	0.0			
Turn Type	pm+pt	NA			NA		Perm	NA	Perm			

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	1	6			2			4				
Permitted Phases	6						4		4			
Detector Phase	1	6			2		4	4	4			
Switch Phase												
Minimum Initial (s)	5.0	10.0			10.0		5.0	5.0	5.0			
Minimum Split (s)	11.0	75.0			40.0		11.0	11.0	11.0			
Total Split (s)	35.0	75.0			40.0		30.0	30.0	30.0			
Total Split (%)	33.3%	71.4%			38.1%		28.6%	28.6%	28.6%			
Maximum Green (s)	29.0	69.0			34.0		24.0	24.0	24.0			
Yellow Time (s)	5.0	5.0			5.0		5.0	5.0	5.0			
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0	1.0			
Lost Time Adjust (s)	0.0	0.0			0.0			0.0	0.0			
Total Lost Time (s)	6.0	6.0			6.0			6.0	6.0			
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	2.0	2.0			2.0		2.0	2.0	2.0			
Recall Mode	None	C-Max			C-Max		None	None	None			
Act Effct Green (s)	80.8	80.8			60.5			12.2	12.2			
Actuated g/C Ratio	0.77	0.77			0.58			0.12	0.12			
v/c Ratio	0.59	0.23			0.22			0.64	0.62			
Control Delay	11.3	2.4			10.2			59.8	12.6			
Queue Delay	0.0	0.0			0.0			0.0	0.0			
Total Delay	11.3	2.4			10.2			59.8	12.6			
LOS	B	A			B			E	B			
Approach Delay		5.9			10.2			27.3				
Approach LOS		A			B			C				
Queue Length 50th (ft)	34	27			34			72	0			
Queue Length 95th (ft)	161	41			109			123	68			
Internal Link Dist (ft)		442			554			605			596	
Turn Bay Length (ft)	180								150			
Base Capacity (vph)	759	2596			1714			343	541			
Starvation Cap Reductn	0	0			0			0	0			
Spillback Cap Reductn	0	0			0			0	0			
Storage Cap Reductn	0	0			0			0	0			
Reduced v/c Ratio	0.51	0.23			0.22			0.32	0.45			

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 2:NWT and 6:SETL, Start of Yellow, Master Intersection			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay: 11.3		Intersection LOS: B	
Intersection Capacity Utilization 52.1%		ICU Level of Service A	
Analysis Period (min) 15			

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

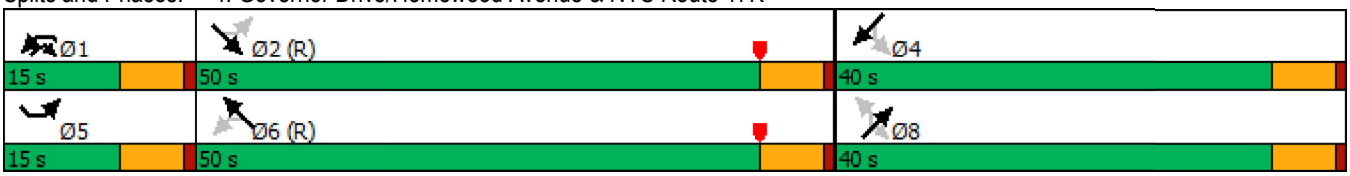


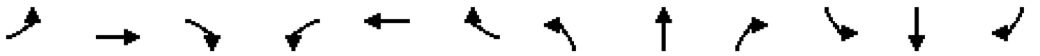
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	21	616	146	47	241	2	104	6	50	8	7	3
Future Volume (vph)	21	616	146	47	241	2	104	6	50	8	7	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	14	12	12	12	16	16	12	13	12
Storage Length (ft)	80		0	205		0	0		125	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	70			86			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.971			0.999				0.850		0.980	
Flt Protected	0.950			0.950				0.955			0.978	
Satd. Flow (prot)	1479	3277	0	1851	1696	0	0	1433	1727	0	1793	0
Flt Permitted	0.587			0.270				0.723			0.867	
Satd. Flow (perm)	914	3277	0	526	1696	0	0	1085	1727	0	1589	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		34							58		3	
Link Speed (mph)		40			40			40			30	
Link Distance (ft)		634			508			523			505	
Travel Time (s)		10.8			8.7			8.9			11.5	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	18%	6%	11%	4%	12%	0%	45%	17%	6%	0%	0%	33%
Adj. Flow (vph)	24	716	170	55	280	2	121	7	58	9	8	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	24	886	0	55	282	0	0	128	58	0	20	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		14			14			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.00	1.00	0.92	1.00	1.00	1.00	0.85	0.85	1.00	0.96	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		1	2	2	1	2	
Detector Template							Left			Left		
Leading Detector (ft)	83	83		83	83		20	83	83	20	83	
Trailing Detector (ft)	-5	-5		-5	-5		0	-5	-5	0	0	
Detector 1 Position(ft)	-5	-5		-5	-5		0	-5	-5	0	0	
Detector 1 Size(ft)	40	40		40	40		20	40	40	20	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43		43	43			43	43		43	
Detector 2 Size(ft)	40	40		40	40			40	40		40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	pm+ov	Perm	NA	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	5	2		1	6			8	1		4	
Permitted Phases	2			6			8		8	4		
Detector Phase	5	2		1	6		8	8	1	4	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		5.0	5.0	3.0	5.0	5.0	
Minimum Split (s)	9.0	50.0		9.0	50.0		11.0	11.0	9.0	11.0	11.0	
Total Split (s)	15.0	50.0		15.0	50.0		40.0	40.0	15.0	40.0	40.0	
Total Split (%)	14.3%	47.6%		14.3%	47.6%		38.1%	38.1%	14.3%	38.1%	38.1%	
Maximum Green (s)	9.0	44.0		9.0	44.0		34.0	34.0	9.0	34.0	34.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0			6.0	6.0		6.0	
Lead/Lag	Lead	Lag		Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0	2.0	3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	
Act Effct Green (s)	69.9	65.6		73.0	70.4			17.9	29.5		17.9	
Actuated g/C Ratio	0.67	0.62		0.70	0.67			0.17	0.28		0.17	
v/c Ratio	0.04	0.43		0.13	0.25			0.70	0.11		0.07	
Control Delay	7.2	14.4		6.5	9.8			59.2	6.6		29.9	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	7.2	14.4		6.5	9.8			59.2	6.6		29.9	
LOS	A	B		A	A			E	A		C	
Approach Delay		14.2			9.3			42.8			29.9	
Approach LOS		B			A			D			C	
Queue Length 50th (ft)	5	239		9	56			82	0		10	
Queue Length 95th (ft)	m11	277		26	152			127	24		27	
Internal Link Dist (ft)		554			428			443			425	
Turn Bay Length (ft)	80			205					125			
Base Capacity (vph)	682	2060		484	1136			351	580		516	
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.04	0.43		0.11	0.25			0.36	0.10		0.04	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 35 (33%), Referenced to phase 2:SETL and 6:NWTL, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 16.9		Intersection LOS: B	
Intersection Capacity Utilization 51.5%		ICU Level of Service A	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

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





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	56	424	2	5	312	106	2	0	2	322	1	82
Future Volume (vph)	56	424	2	5	312	106	2	0	2	322	1	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.966			0.932			0.973	
Flt Protected		0.994			0.999			0.976			0.962	
Satd. Flow (prot)	0	1704	0	0	1639	0	0	1728	0	0	1631	0
Flt Permitted		0.904			0.995			0.899			0.767	
Satd. Flow (perm)	0	1550	0	0	1633	0	0	1592	0	0	1300	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					26			33			*15	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		475			749			177			732	
Travel Time (s)		8.1			12.8			4.0			16.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	9%	11%	0%	0%	12%	12%	0%	0%	0%	4%	0%	11%
Adj. Flow (vph)	59	446	2	5	328	112	2	0	2	339	1	86
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	507	0	0	445	0	0	4	0	0	426	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		1	0		1	0		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	0		20	0		20	0		20	83	
Trailing Detector (ft)	0	0		0	0		0	0		0	-5	
Detector 1 Position(ft)	0	0		0	0		0	-5		0	-5	
Detector 1 Size(ft)	20	6		20	6		20	40		20	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)											43	
Detector 2 Size(ft)											40	
Detector 2 Type											Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)											0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

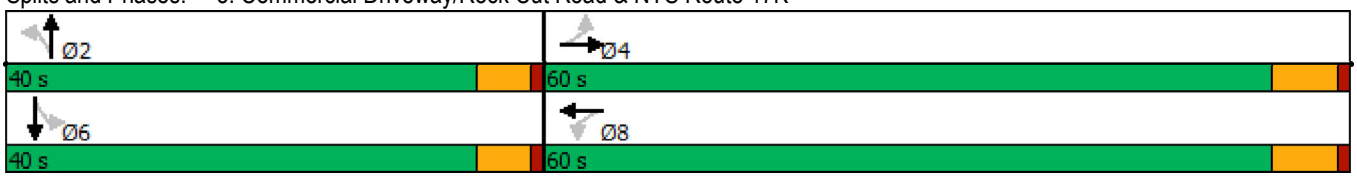
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	60.0	60.0		60.0	60.0		10.0	10.0		10.0	10.0	
Total Split (s)	60.0	60.0		60.0	60.0		40.0	40.0		40.0	40.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Maximum Green (s)	54.0	54.0		54.0	54.0		35.0	35.0		35.0	35.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		2.0	2.0		3.0	3.0		2.0	2.0	
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Act Effct Green (s)		54.1			54.1			33.2			33.2	
Actuated g/C Ratio		0.55			0.55			0.34			0.34	
v/c Ratio		0.59			0.49			0.01			0.95	
Control Delay		18.9			15.4			0.0			63.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		18.9			15.4			0.0			63.7	
LOS		B			B			A			E	
Approach Delay		18.9			15.4						63.7	
Approach LOS		B			B						E	
Queue Length 50th (ft)		209			159			0			250	
Queue Length 95th (ft)		316			243			0			#443	
Internal Link Dist (ft)		395			669			97			652	
Turn Bay Length (ft)												
Base Capacity (vph)		853			910			588			473	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.59			0.49			0.01			0.90	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 98.3			
Natural Cycle: 90			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay: 31.5		Intersection LOS: C	
Intersection Capacity Utilization 92.4%		ICU Level of Service F	
Analysis Period (min) 15			

* User Entered Value

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

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



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	74	3	26	44	9	71
Future Volume (vph)	74	3	26	44	9	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	12	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.994		0.915			
Flt Protected	0.954					0.994
Satd. Flow (prot)	1689	0	1569	0	0	1656
Flt Permitted	0.954					0.994
Satd. Flow (perm)	1689	0	1569	0	0	1656
Link Speed (mph)	30		30			30
Link Distance (ft)	594		1013			419
Travel Time (s)	13.5		23.0			9.5
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	4%	67%	4%	9%	44%	6%
Adj. Flow (vph)	91	4	32	54	11	88
Shared Lane Traffic (%)						
Lane Group Flow (vph)	95	0	86	0	0	99
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

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

Intersection	
Int Delay, s/veh	3.7

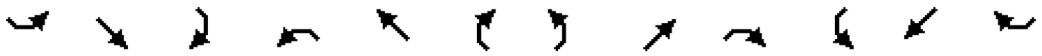
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	74	3	26	44	9	71
Future Vol, veh/h	74	3	26	44	9	71
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	4	67	4	9	44	6
Mvmt Flow	91	4	32	54	11	88

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

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

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

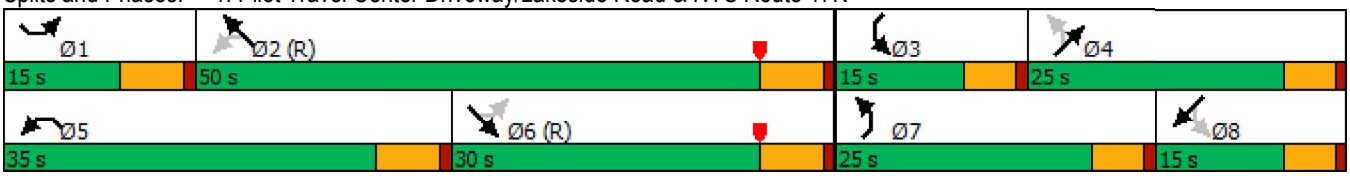
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	44	622	29	78	859	176	19	1	80	102	4	36
Future Volume (vph)	44	622	29	78	859	176	19	1	80	102	4	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	12	11	12	12
Storage Length (ft)	80		0	300		0	0		0	140		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	86			60			25			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.993			0.975			0.852			0.864	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3442	0	1128	3390	0	1662	1121	0	1678	1557	0
Flt Permitted	0.196			0.323			0.728			0.423		
Satd. Flow (perm)	365	3442	0	384	3390	0	1273	1121	0	747	1557	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			28			88			40	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		335			466			148			640	
Travel Time (s)		5.7			7.9			3.4			14.5	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	4%	7%	60%	4%	3%	5%	0%	40%	4%	0%	6%
Adj. Flow (vph)	48	684	32	86	944	193	21	1	88	112	4	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	48	716	0	86	1137	0	21	89	0	112	44	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.00	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0		2	2		2	2	
Detector Template												
Leading Detector (ft)	83	0		83	0		83	83		83	83	
Trailing Detector (ft)	-5	0		-5	0		-5	-5		-5	-5	
Detector 1 Position(ft)	-5	0		-5	0		-5	-5		-5	-5	
Detector 1 Size(ft)	40	6		40	6		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43			43			43	43		43	43	
Detector 2 Size(ft)	40			40			40	40		40	40	
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	10.0		8.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	30.0		14.0	50.0		10.0	10.0		10.0	10.0	
Total Split (s)	15.0	30.0		35.0	50.0		25.0	25.0		15.0	15.0	
Total Split (%)	14.3%	28.6%		33.3%	47.6%		23.8%	23.8%		14.3%	14.3%	
Maximum Green (s)	9.0	24.0		29.0	44.0		20.0	20.0		10.0	10.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes											
Vehicle Extension (s)	2.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	67.4	62.7		73.2	65.6		11.7	6.9		18.2	14.2	
Actuated g/C Ratio	0.64	0.60		0.70	0.62		0.11	0.07		0.17	0.14	
v/c Ratio	0.16	0.35		0.26	0.53		0.13	0.57		0.54	0.18	
Control Delay	7.6	13.6		7.9	12.7		34.1	24.9		45.2	16.4	
Queue Delay	0.0	0.0		0.0	0.2		0.0	0.0		0.0	0.0	
Total Delay	7.6	13.6		7.9	12.9		34.1	24.9		45.2	16.4	
LOS	A	B		A	B		C	C		D	B	
Approach Delay		13.2			12.5			26.6			37.1	
Approach LOS		B			B			C			D	
Queue Length 50th (ft)	9	128		12	161		12	1		66	2	
Queue Length 95th (ft)	24	213		m39	336		31	48		109	35	
Internal Link Dist (ft)		255			386			68			560	
Turn Bay Length (ft)	80			300						140		
Base Capacity (vph)	363	2058		480	2129		339	284		223	255	
Starvation Cap Reductn	0	0		0	288		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.13	0.35		0.18	0.62		0.06	0.31		0.50	0.17	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Yellow			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.57			
Intersection Signal Delay: 15.1		Intersection LOS: B	
Intersection Capacity Utilization 60.0%		ICU Level of Service B	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

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



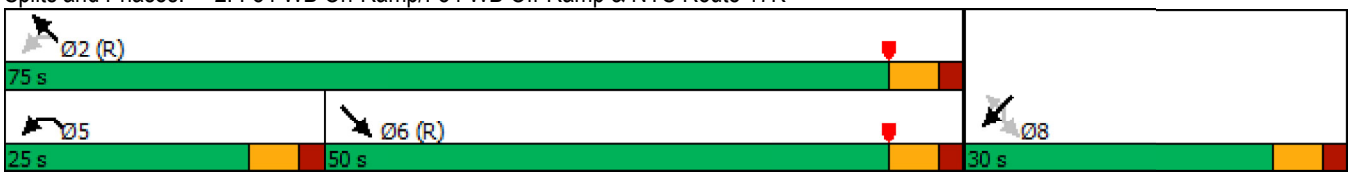
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	663	147	187	693	0	0	0	0	93	7	420
Future Volume (vph)	0	663	147	187	693	0	0	0	0	93	7	420
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	12	12	12	12	12	15	15
Storage Length (ft)	0		0	150		0	0		0	0		375
Storage Lanes	0		0	1		0	0		0	0		1
Taper Length (ft)	25			60			25			300		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.973										0.850
Flt Protected				0.950							0.956	
Satd. Flow (prot)	0	3258	0	1662	3438	0	0	0	0	0	1558	1572
Flt Permitted				0.246							0.956	
Satd. Flow (perm)	0	3258	0	430	3438	0	0	0	0	0	1558	1572
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		31										*273
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		466			522			646			723	
Travel Time (s)		7.9			8.9			11.0			12.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	6%	16%	5%	5%	0%	0%	0%	0%	26%	57%	13%
Adj. Flow (vph)	0	721	160	203	753	0	0	0	0	101	8	457
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	881	0	203	753	0	0	0	0	0	109	457
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		2	2					1	2	2
Detector Template										Left		
Leading Detector (ft)		83		83	83					20	83	83
Trailing Detector (ft)		-5		-5	-5					0	-5	-5
Detector 1 Position(ft)		-5		-5	-5					0	-5	-5
Detector 1 Size(ft)		40		40	40					20	40	40
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		43		43	43						43	43
Detector 2 Size(ft)		40		40	40						40	40
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0	0.0						0.0	0.0
Turn Type		NA		pm+pt	NA					Perm	NA	Perm

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases		6		5	2						8	
Permitted Phases				2						8		8
Detector Phase		6		5	2					8	8	8
Switch Phase												
Minimum Initial (s)		10.0		3.0	10.0					5.0	5.0	5.0
Minimum Split (s)		50.0		9.0	75.0					11.0	11.0	11.0
Total Split (s)		50.0		25.0	75.0					30.0	30.0	30.0
Total Split (%)		47.6%		23.8%	71.4%					28.6%	28.6%	28.6%
Maximum Green (s)		44.0		19.0	69.0					24.0	24.0	24.0
Yellow Time (s)		4.0		4.0	4.0					4.0	4.0	4.0
All-Red Time (s)		2.0		2.0	2.0					2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0						0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0						6.0	6.0
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		2.0		2.0	2.0					2.0	2.0	2.0
Recall Mode		C-Max		None	C-Max					None	None	None
Act Effct Green (s)		59.7		74.9	74.9						18.1	18.1
Actuated g/C Ratio		0.57		0.71	0.71						0.17	0.17
v/c Ratio		0.47		0.49	0.31						0.41	0.92
Control Delay		11.4		15.5	5.0						41.3	41.4
Queue Delay		0.1		0.0	0.0						0.0	0.0
Total Delay		11.5		15.5	5.0						41.3	41.4
LOS		B		B	A						D	D
Approach Delay		11.5			7.2						41.4	
Approach LOS		B			A						D	
Queue Length 50th (ft)		208		31	61						64	126
Queue Length 95th (ft)		306		112	74						112	#285
Internal Link Dist (ft)		386			442			566			643	
Turn Bay Length (ft)				150								375
Base Capacity (vph)		1867		529	2451						356	569
Starvation Cap Reductn		192		0	0						0	0
Spillback Cap Reductn		0		0	0						0	0
Storage Cap Reductn		0		0	0						0	0
Reduced v/c Ratio		0.53		0.38	0.31						0.31	0.80

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 10 (10%), Referenced to phase 2:NWTL and 6:SET, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 16.8		Intersection LOS: B	
Intersection Capacity Utilization 63.6%		ICU Level of Service B	
Analysis Period (min) 15			
* User Entered Value			
# 95th percentile volume exceeds capacity, queue may be longer.			

Queue shown is maximum after two cycles.

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

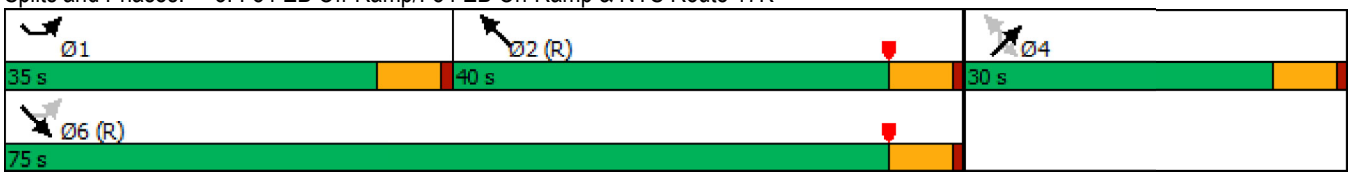


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	277	479	0	0	699	117	183	1	180	0	0	0
Future Volume (vph)	277	479	0	0	699	117	183	1	180	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	13	13	12	14	12	12	12	12
Storage Length (ft)	180		0	0		420	0		150	0		0
Storage Lanes	1		0	0		0	0		1	0		0
Taper Length (ft)	75			25			100			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.978				0.850			
Flt Protected	0.950							0.953				
Satd. Flow (prot)	1616	3343	0	0	3470	0	0	1789	1538	0	0	0
Flt Permitted	0.204							0.953				
Satd. Flow (perm)	347	3343	0	0	3470	0	0	1789	1538	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					19				205			
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		522			634			685			676	
Travel Time (s)		8.9			10.8			11.7			11.5	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	8%	8%	0%	0%	4%	12%	8%	0%	5%	0%	0%	0%
Adj. Flow (vph)	315	544	0	0	794	133	208	1	205	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	315	544	0	0	927	0	0	209	205	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.00	1.00	1.00	0.96	0.96	1.00	0.92	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2			2		1	2	2			
Detector Template							Left					
Leading Detector (ft)	83	83			83		20	83	83			
Trailing Detector (ft)	-5	-5			-5		0	-5	-5			
Detector 1 Position(ft)	-5	-5			-5		0	-5	-5			
Detector 1 Size(ft)	40	40			40		20	40	40			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 2 Position(ft)	43	43			43			43	43			
Detector 2 Size(ft)	40	40			40			40	40			
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0			0.0	0.0			
Turn Type	pm+pt	NA			NA		Perm	NA	Perm			

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	1	6			2			4				
Permitted Phases	6						4		4			
Detector Phase	1	6			2		4	4	4			
Switch Phase												
Minimum Initial (s)	5.0	10.0			10.0		5.0	5.0	5.0			
Minimum Split (s)	11.0	75.0			40.0		11.0	11.0	11.0			
Total Split (s)	35.0	75.0			40.0		30.0	30.0	30.0			
Total Split (%)	33.3%	71.4%			38.1%		28.6%	28.6%	28.6%			
Maximum Green (s)	29.0	69.0			34.0		24.0	24.0	24.0			
Yellow Time (s)	5.0	5.0			5.0		5.0	5.0	5.0			
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0	1.0			
Lost Time Adjust (s)	0.0	0.0			0.0			0.0	0.0			
Total Lost Time (s)	6.0	6.0			6.0			6.0	6.0			
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	2.0	2.0			2.0		2.0	2.0	2.0			
Recall Mode	None	C-Max			C-Max		None	None	None			
Act Effct Green (s)	76.3	76.3			52.2			16.7	16.7			
Actuated g/C Ratio	0.73	0.73			0.50			0.16	0.16			
v/c Ratio	0.67	0.22			0.53			0.74	0.49			
Control Delay	33.3	3.5			24.1			57.0	9.3			
Queue Delay	0.0	0.0			0.0			0.0	0.0			
Total Delay	33.3	3.5			24.1			57.0	9.3			
LOS	C	A			C			E	A			
Approach Delay		14.4			24.1			33.4				
Approach LOS		B			C			C				
Queue Length 50th (ft)	134	27			168			135	0			
Queue Length 95th (ft)	231	54			340			195	55			
Internal Link Dist (ft)		442			554			605			596	
Turn Bay Length (ft)	180								150			
Base Capacity (vph)	602	2429			1733			408	509			
Starvation Cap Reductn	0	0			0			0	0			
Spillback Cap Reductn	0	0			0			0	0			
Storage Cap Reductn	0	0			0			0	0			
Reduced v/c Ratio	0.52	0.22			0.53			0.51	0.40			

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 2:NWT and 6:SETL, Start of Yellow, Master Intersection			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 22.0		Intersection LOS: C	
Intersection Capacity Utilization 63.6%		ICU Level of Service B	
Analysis Period (min) 15			

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

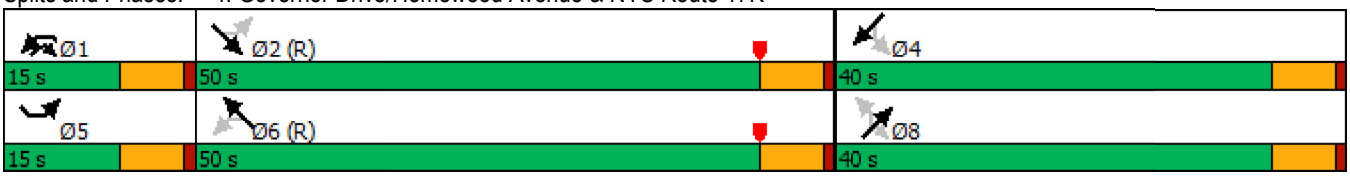


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	13	531	109	51	649	19	132	8	58	5	4	8
Future Volume (vph)	13	531	109	51	649	19	132	8	58	5	4	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	14	12	12	12	16	16	12	13	12
Storage Length (ft)	80		0	205		0	0		125	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	70			86			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.974			0.996				0.850		0.939	
Flt Protected	0.950			0.950				0.955			0.985	
Satd. Flow (prot)	1616	3278	0	1689	1816	0	0	1851	1777	0	1621	0
Flt Permitted	0.268			0.333				0.724			0.906	
Satd. Flow (perm)	456	3278	0	592	1816	0	0	1403	1777	0	1491	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28			2				66		9	
Link Speed (mph)		40			40			40			30	
Link Distance (ft)		634			508			523			505	
Travel Time (s)		10.8			8.7			8.9			11.5	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	8%	3%	28%	14%	4%	11%	11%	13%	3%	40%	0%	0%
Adj. Flow (vph)	15	603	124	58	738	22	150	9	66	6	5	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	15	727	0	58	760	0	0	159	66	0	20	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		14			14			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.00	1.00	0.92	1.00	1.00	1.00	0.85	0.85	1.00	0.96	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		1	2	2	1	2	
Detector Template							Left			Left		
Leading Detector (ft)	83	83		83	83		20	83	83	20	83	
Trailing Detector (ft)	-5	-5		-5	-5		0	-5	-5	0	0	
Detector 1 Position(ft)	-5	-5		-5	-5		0	-5	-5	0	0	
Detector 1 Size(ft)	40	40		40	40		20	40	40	20	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43		43	43			43	43		43	
Detector 2 Size(ft)	40	40		40	40			40	40		40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	pm+ov	Perm	NA	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	5	2		1	6			8	1		4	
Permitted Phases	2			6			8		8	4		
Detector Phase	5	2		1	6		8	8	1	4	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		5.0	5.0	3.0	5.0	5.0	
Minimum Split (s)	9.0	50.0		9.0	50.0		11.0	11.0	9.0	11.0	11.0	
Total Split (s)	15.0	50.0		15.0	50.0		40.0	40.0	15.0	40.0	40.0	
Total Split (%)	14.3%	47.6%		14.3%	47.6%		38.1%	38.1%	14.3%	38.1%	38.1%	
Maximum Green (s)	9.0	44.0		9.0	44.0		34.0	34.0	9.0	34.0	34.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0			6.0	6.0		6.0	
Lead/Lag	Lead	Lag		Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0	2.0	3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	
Act Effct Green (s)	70.0	66.0		73.8	71.1			17.4	29.1		17.4	
Actuated g/C Ratio	0.67	0.63		0.70	0.68			0.17	0.28		0.17	
v/c Ratio	0.04	0.35		0.12	0.62			0.69	0.12		0.08	
Control Delay	5.8	9.6		6.0	14.9			55.5	6.5		24.3	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	5.8	9.6		6.0	14.9			55.5	6.5		24.3	
LOS	A	A		A	B			E	A		C	
Approach Delay		9.5			14.2			41.1			24.3	
Approach LOS		A			B			D			C	
Queue Length 50th (ft)	3	82		10	212			102	0		6	
Queue Length 95th (ft)	m8	114		26	524			154	27		25	
Internal Link Dist (ft)		554			428			443			425	
Turn Bay Length (ft)	80			205					125			
Base Capacity (vph)	417	2070		515	1230			454	593		488	
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.04	0.35		0.11	0.62			0.35	0.11		0.04	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 35 (33%), Referenced to phase 2:SETL and 6:NWTL, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay: 15.8		Intersection LOS: B	
Intersection Capacity Utilization 66.8%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

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



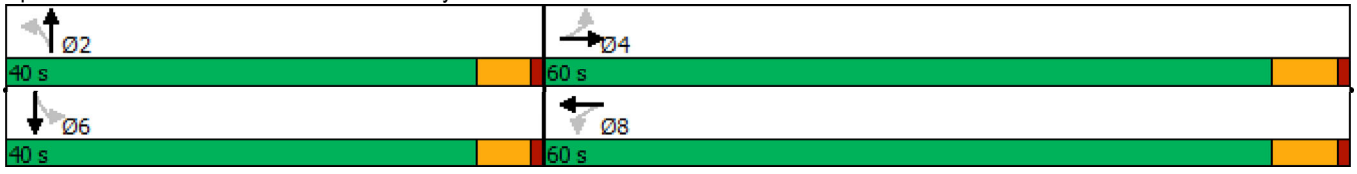
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	403	0	3	526	300	3	1	7	209	1	86
Future Volume (vph)	80	403	0	3	526	300	3	1	7	209	1	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.951			0.914			0.961	
Flt Protected		0.992						0.987			0.966	
Satd. Flow (prot)	0	1809	0	0	1718	0	0	1714	0	0	1637	0
Flt Permitted		0.781			0.999			0.928			0.784	
Satd. Flow (perm)	0	1425	0	0	1716	0	0	1612	0	0	1329	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					44			7			23	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		475			749			177			732	
Travel Time (s)		8.1			12.8			4.0			16.6	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	5%	4%	0%	0%	7%	2%	0%	0%	0%	3%	0%	7%
Adj. Flow (vph)	82	411	0	3	537	306	3	1	7	213	1	88
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	493	0	0	846	0	0	11	0	0	302	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		1	0		1	0		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	0		20	0		20	0		20	83	
Trailing Detector (ft)	0	0		0	0		0	0		0	-5	
Detector 1 Position(ft)	0	0		0	0		0	-5		0	-5	
Detector 1 Size(ft)	20	6		20	6		20	40		20	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)											43	
Detector 2 Size(ft)											40	
Detector 2 Type											Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)											0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

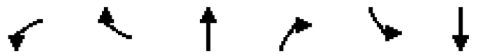
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	60.0	60.0		60.0	60.0		10.0	10.0		10.0	10.0	
Total Split (s)	60.0	60.0		60.0	60.0		40.0	40.0		40.0	40.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Maximum Green (s)	54.0	54.0		54.0	54.0		35.0	35.0		35.0	35.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		2.0	2.0		3.0	3.0		2.0	2.0	
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Act Effct Green (s)		54.4			54.4			22.9			22.9	
Actuated g/C Ratio		0.62			0.62			0.26			0.26	
v/c Ratio		0.56			0.79			0.03			0.83	
Control Delay		15.0			21.0			15.6			48.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		15.0			21.0			15.6			48.1	
LOS		B			C			B			D	
Approach Delay		15.0			21.0			15.6			48.1	
Approach LOS		B			C			B			D	
Queue Length 50th (ft)		146			303			2			147	
Queue Length 95th (ft)		324			#717			14			243	
Internal Link Dist (ft)		395			669			97			652	
Turn Bay Length (ft)												
Base Capacity (vph)		876			1072			646			544	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.56			0.79			0.02			0.56	

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

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

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





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

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

Intersection	
Int Delay, s/veh	2.1

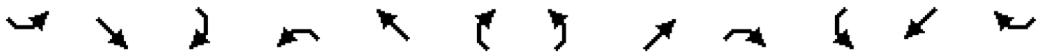
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	54	5	105	77	5	58
Future Vol, veh/h	54	5	105	77	5	58
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	6	0	1	1	20	2
Mvmt Flow	63	6	122	90	6	67

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

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

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

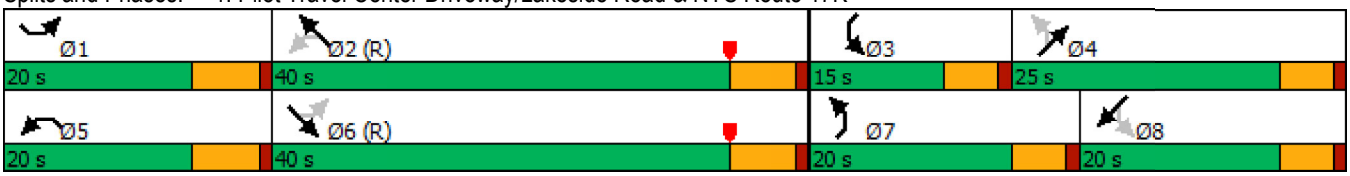
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	57	681	25	48	666	108	11	5	61	151	8	68
Future Volume (vph)	57	681	25	48	666	108	11	5	61	151	8	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	12	11	12	12
Storage Length (ft)	80		0	300		0	0		0	140		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	86			60			25			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995			0.979			0.861			0.865	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3519	0	1308	3436	0	1745	1189	0	1711	1629	0
Flt Permitted	0.296			0.304			0.705			0.450		
Satd. Flow (perm)	562	3519	0	419	3436	0	1295	1189	0	810	1629	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			20			64			72	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		335			466			148			640	
Travel Time (s)		5.7			7.9			3.4			14.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	2%	4%	38%	3%	2%	0%	20%	34%	2%	0%	1%
Adj. Flow (vph)	60	717	26	51	701	114	12	5	64	159	8	72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	60	743	0	51	815	0	12	69	0	159	80	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.00	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0		2	2		2	2	
Detector Template												
Leading Detector (ft)	83	0		83	0		83	83		83	83	
Trailing Detector (ft)	-5	0		-5	0		-5	-5		-5	-5	
Detector 1 Position(ft)	-5	0		-5	0		-5	-5		-5	-5	
Detector 1 Size(ft)	40	6		40	6		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43			43			43	43		43	43	
Detector 2 Size(ft)	40			40			40	40		40	40	
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	10.0		8.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	16.0		14.0	16.0		10.0	10.0		10.0	10.0	
Total Split (s)	20.0	40.0		20.0	40.0		20.0	25.0		15.0	20.0	
Total Split (%)	20.0%	40.0%		20.0%	40.0%		20.0%	25.0%		15.0%	20.0%	
Maximum Green (s)	14.0	34.0		14.0	34.0		15.0	20.0		10.0	15.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes											
Vehicle Extension (s)	2.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	61.1	56.1		64.5	57.8		10.9	6.6		21.4	19.2	
Actuated g/C Ratio	0.61	0.56		0.64	0.58		0.11	0.07		0.21	0.19	
v/c Ratio	0.14	0.38		0.15	0.41		0.07	0.50		0.57	0.22	
Control Delay	8.6	15.4		8.7	14.5		28.2	25.5		40.1	10.9	
Queue Delay	0.0	0.0		0.0	0.3		0.0	0.0		0.0	0.0	
Total Delay	8.6	15.4		8.7	14.8		28.2	25.5		40.1	10.9	
LOS	A	B		A	B		C	C		D	B	
Approach Delay		14.9			14.4			25.9			30.3	
Approach LOS		B			B			C			C	
Queue Length 50th (ft)	12	140		10	146		6	3		88	4	
Queue Length 95th (ft)	33	231		30	247		18	44		130	42	
Internal Link Dist (ft)		255			386			68			560	
Turn Bay Length (ft)	80			300						140		
Base Capacity (vph)	552	1976		407	1994		334	289		288	393	
Starvation Cap Reductn	0	0		0	519		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.11	0.38		0.13	0.55		0.04	0.24		0.55	0.20	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.57			
Intersection Signal Delay: 17.0		Intersection LOS: B	
Intersection Capacity Utilization 55.5%		ICU Level of Service B	
Analysis Period (min) 15			

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

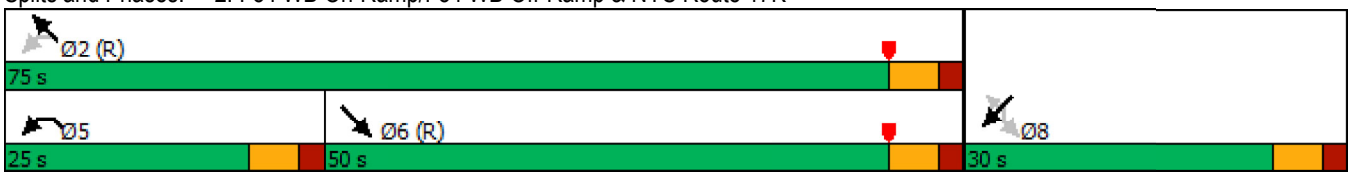


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	771	113	94	517	0	0	0	0	40	4	305
Future Volume (vph)	0	771	113	94	517	0	0	0	0	40	4	305
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	12	12	12	12	12	15	15
Storage Length (ft)	0		0	150		0	0		0	0		375
Storage Lanes	0		0	1		0	0		0	0		1
Taper Length (ft)	25			60			25			300		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.981										0.850
Flt Protected				0.950							0.956	
Satd. Flow (prot)	0	3405	0	1711	3471	0	0	0	0	0	1684	1660
Flt Permitted				0.272							0.956	
Satd. Flow (perm)	0	3405	0	490	3471	0	0	0	0	0	1684	1660
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19										311
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		466			522			646			723	
Travel Time (s)		7.9			8.9			11.0			12.3	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	3%	11%	2%	4%	0%	0%	0%	0%	18%	25%	7%
Adj. Flow (vph)	0	787	115	96	528	0	0	0	0	41	4	311
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	902	0	96	528	0	0	0	0	0	45	311
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		2	2					1	2	2
Detector Template										Left		
Leading Detector (ft)		83		83	83					20	83	83
Trailing Detector (ft)		-5		-5	-5					0	-5	-5
Detector 1 Position(ft)		-5		-5	-5					0	-5	-5
Detector 1 Size(ft)		40		40	40					20	40	40
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		43		43	43						43	43
Detector 2 Size(ft)		40		40	40						40	40
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0	0.0						0.0	0.0
Turn Type		NA		pm+pt	NA					Perm	NA	Perm

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases		6		5	2						8	
Permitted Phases				2						8		8
Detector Phase		6		5	2					8	8	8
Switch Phase												
Minimum Initial (s)		10.0		3.0	10.0					5.0	5.0	5.0
Minimum Split (s)		50.0		9.0	75.0					11.0	11.0	11.0
Total Split (s)		50.0		25.0	75.0					30.0	30.0	30.0
Total Split (%)		47.6%		23.8%	71.4%					28.6%	28.6%	28.6%
Maximum Green (s)		44.0		19.0	69.0					24.0	24.0	24.0
Yellow Time (s)		4.0		4.0	4.0					4.0	4.0	4.0
All-Red Time (s)		2.0		2.0	2.0					2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0						0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0						6.0	6.0
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		2.0		2.0	2.0					2.0	2.0	2.0
Recall Mode		C-Max		None	C-Max					None	None	None
Act Effct Green (s)		74.9		84.7	84.7						8.3	8.3
Actuated g/C Ratio		0.71		0.81	0.81						0.08	0.08
v/c Ratio		0.37		0.21	0.19						0.34	0.74
Control Delay		7.2		3.7	2.5						51.0	16.7
Queue Delay		0.4		0.0	0.0						0.0	0.0
Total Delay		7.6		3.7	2.5						51.0	16.7
LOS		A		A	A						D	B
Approach Delay		7.6			2.7						21.0	
Approach LOS		A			A						C	
Queue Length 50th (ft)		109		12	35						29	0
Queue Length 95th (ft)		191		22	44						62	79
Internal Link Dist (ft)		386			442			566			643	
Turn Bay Length (ft)				150								375
Base Capacity (vph)		2435		615	2798						384	619
Starvation Cap Reductn		912		0	0						0	0
Spillback Cap Reductn		0		0	0						0	0
Storage Cap Reductn		0		0	0						0	0
Reduced v/c Ratio		0.59		0.16	0.19						0.12	0.50

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 10 (10%), Referenced to phase 2:NWTL and 6:SET, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 8.5		Intersection LOS: A	
Intersection Capacity Utilization 51.7%		ICU Level of Service A	
Analysis Period (min) 15			

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

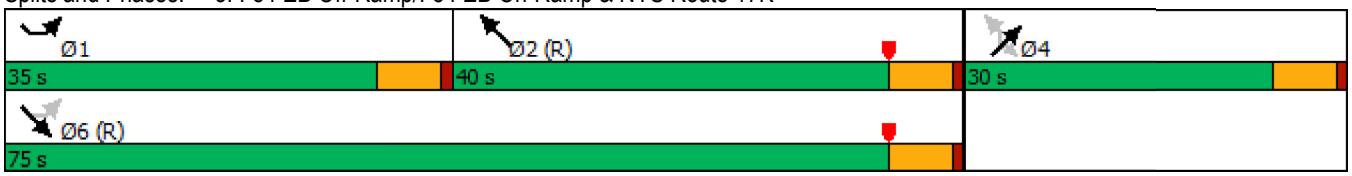


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	279	532	0	0	507	44	104	1	151	0	0	0
Future Volume (vph)	279	532	0	0	507	44	104	1	151	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	13	13	12	14	12	12	12	12
Storage Length (ft)	180		0	0		420	0		150	0		0
Storage Lanes	1		0	0		0	0		1	0		0
Taper Length (ft)	75			25			100			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.988				0.850			
Flt Protected	0.950							0.953				
Satd. Flow (prot)	1662	3505	0	0	3599	0	0	1742	1583	0	0	0
Flt Permitted	0.389							0.953				
Satd. Flow (perm)	680	3505	0	0	3599	0	0	1742	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					9				157			
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		522			634			685			676	
Travel Time (s)		8.9			10.8			11.7			11.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	5%	3%	0%	0%	2%	7%	11%	0%	2%	0%	0%	0%
Adj. Flow (vph)	291	554	0	0	528	46	108	1	157	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	291	554	0	0	574	0	0	109	157	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.00	1.00	1.00	0.96	0.96	1.00	0.92	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2			2		1	2	2			
Detector Template							Left					
Leading Detector (ft)	83	83			83		20	83	83			
Trailing Detector (ft)	-5	-5			-5		0	-5	-5			
Detector 1 Position(ft)	-5	-5			-5		0	-5	-5			
Detector 1 Size(ft)	40	40			40		20	40	40			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 2 Position(ft)	43	43			43			43	43			
Detector 2 Size(ft)	40	40			40			40	40			
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0			0.0	0.0			
Turn Type	pm+pt	NA			NA		Perm	NA	Perm			

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	1	6			2			4				
Permitted Phases	6						4		4			
Detector Phase	1	6			2		4	4	4			
Switch Phase												
Minimum Initial (s)	5.0	10.0			10.0		5.0	5.0	5.0			
Minimum Split (s)	11.0	75.0			40.0		11.0	11.0	11.0			
Total Split (s)	35.0	75.0			40.0		30.0	30.0	30.0			
Total Split (%)	33.3%	71.4%			38.1%		28.6%	28.6%	28.6%			
Maximum Green (s)	29.0	69.0			34.0		24.0	24.0	24.0			
Yellow Time (s)	5.0	5.0			5.0		5.0	5.0	5.0			
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0	1.0			
Lost Time Adjust (s)	0.0	0.0			0.0			0.0	0.0			
Total Lost Time (s)	6.0	6.0			6.0			6.0	6.0			
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	2.0	2.0			2.0		2.0	2.0	2.0			
Recall Mode	None	C-Max			C-Max		None	None	None			
Act Effct Green (s)	81.9	81.9			66.1			11.1	11.1			
Actuated g/C Ratio	0.78	0.78			0.63			0.11	0.11			
v/c Ratio	0.47	0.20			0.25			0.60	0.51			
Control Delay	8.5	3.0			8.6			57.5	12.9			
Queue Delay	0.0	0.0			0.0			0.0	0.0			
Total Delay	8.5	3.0			8.6			57.5	12.9			
LOS	A	A			A			E	B			
Approach Delay		4.9			8.6			31.2				
Approach LOS		A			A			C				
Queue Length 50th (ft)	37	36			72			71	0			
Queue Length 95th (ft)	72	47			109			123	57			
Internal Link Dist (ft)		442			554			605			596	
Turn Bay Length (ft)	180								150			
Base Capacity (vph)	801	2735			2269			398	482			
Starvation Cap Reductn	0	0			0			0	0			
Spillback Cap Reductn	0	0			0			0	0			
Storage Cap Reductn	0	0			0			0	0			
Reduced v/c Ratio	0.36	0.20			0.25			0.27	0.33			

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 2:NWT and 6:SETL, Start of Yellow, Master Intersection			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.60			
Intersection Signal Delay: 10.3		Intersection LOS: B	
Intersection Capacity Utilization 51.7%		ICU Level of Service A	
Analysis Period (min) 15			

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

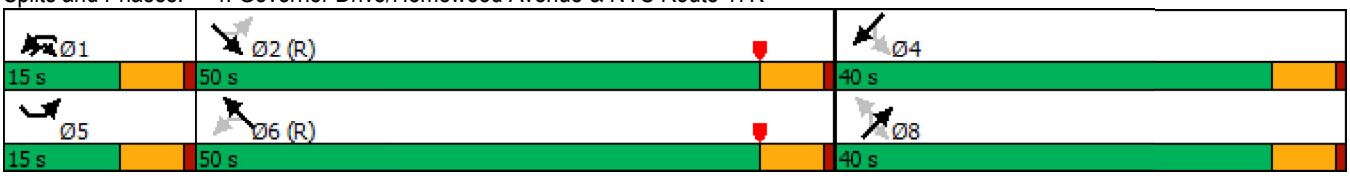


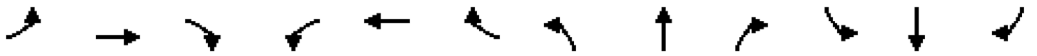
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	18	607	59	14	495	13	43	3	30	7	2	7
Future Volume (vph)	18	607	59	14	495	13	43	3	30	7	2	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	14	12	12	12	16	16	12	13	12
Storage Length (ft)	80		0	205		0	0		125	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	70			86			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.987			0.996				0.850		0.941	
Flt Protected	0.950			0.950				0.955			0.979	
Satd. Flow (prot)	1745	3473	0	1925	1856	0	0	2019	1830	0	1809	0
Flt Permitted	0.438			0.378				0.728			0.836	
Satd. Flow (perm)	804	3473	0	766	1856	0	0	1539	1830	0	1545	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			2				31		7	
Link Speed (mph)		40			40			40			30	
Link Distance (ft)		634			508			523			505	
Travel Time (s)		10.8			8.7			8.9			11.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	19%	0%	2%	0%	2%	0%	0%	0%	0%	0%
Adj. Flow (vph)	19	632	61	15	516	14	45	3	31	7	2	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	19	693	0	15	530	0	0	48	31	0	16	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		14			14			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.00	1.00	0.92	1.00	1.00	1.00	0.85	0.85	1.00	0.96	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		1	2	2	1	2	
Detector Template							Left			Left		
Leading Detector (ft)	83	83		83	83		20	83	83	20	83	
Trailing Detector (ft)	-5	-5		-5	-5		0	-5	-5	0	0	
Detector 1 Position(ft)	-5	-5		-5	-5		0	-5	-5	0	0	
Detector 1 Size(ft)	40	40		40	40		20	40	40	20	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43		43	43			43	43		43	
Detector 2 Size(ft)	40	40		40	40			40	40		40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	pm+ov	Perm	NA	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	5	2		1	6			8	1		4	
Permitted Phases	2			6			8		8	4		
Detector Phase	5	2		1	6		8	8	1	4	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		5.0	5.0	3.0	5.0	5.0	
Minimum Split (s)	9.0	50.0		9.0	50.0		11.0	11.0	9.0	11.0	11.0	
Total Split (s)	15.0	50.0		15.0	50.0		40.0	40.0	15.0	40.0	40.0	
Total Split (%)	14.3%	47.6%		14.3%	47.6%		38.1%	38.1%	14.3%	38.1%	38.1%	
Maximum Green (s)	9.0	44.0		9.0	44.0		34.0	34.0	9.0	34.0	34.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0			6.0	6.0		6.0	
Lead/Lag	Lead	Lag		Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0	2.0	3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	
Act Effct Green (s)	83.2	81.4		84.3	83.5			8.6	17.1		8.6	
Actuated g/C Ratio	0.79	0.78		0.80	0.80			0.08	0.16		0.08	
v/c Ratio	0.03	0.26		0.02	0.36			0.38	0.10		0.12	
Control Delay	3.7	5.9		2.6	5.9			53.6	12.4		33.5	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	3.7	5.9		2.6	5.9			53.6	12.4		33.5	
LOS	A	A		A	A			D	B		C	
Approach Delay		5.9			5.8			37.4			33.5	
Approach LOS		A			A			D			C	
Queue Length 50th (ft)	2	107		2	74			31	0		6	
Queue Length 95th (ft)	8	72		6	215			68	25		27	
Internal Link Dist (ft)		554			428			443			425	
Turn Bay Length (ft)	80			205					125			
Base Capacity (vph)	735	2694		725	1475			498	395		505	
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.03	0.26		0.02	0.36			0.10	0.08		0.03	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 35 (33%), Referenced to phase 2:SETL and 6:NWTL, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.38			
Intersection Signal Delay: 8.0		Intersection LOS: A	
Intersection Capacity Utilization 44.0%		ICU Level of Service A	
Analysis Period (min) 15			

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



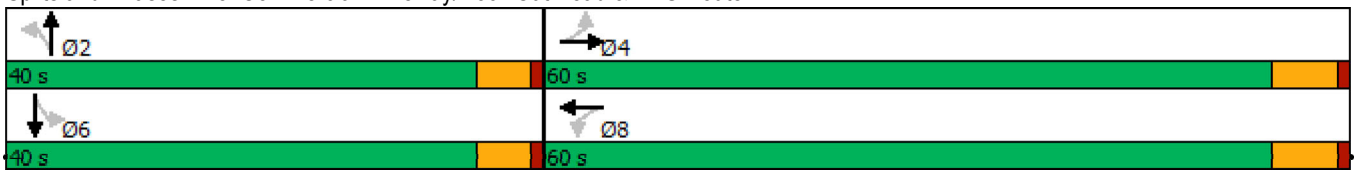


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	432	0	2	468	212	1	0	0	248	1	87
Future Volume (vph)	63	432	0	2	468	212	1	0	0	248	1	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.958						0.965	
Flt Protected		0.994						0.950			0.964	
Satd. Flow (prot)	0	1881	0	0	1773	0	0	1805	0	0	1684	0
Flt Permitted		0.851			0.999			0.646			0.783	
Satd. Flow (perm)	0	1611	0	0	1771	0	0	1227	0	0	1368	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					35						19	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		475			749			177			732	
Travel Time (s)		8.1			12.8			4.0			16.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	0%	0%	0%	3%	2%	0%	0%	0%	2%	0%	0%
Adj. Flow (vph)	66	455	0	2	493	223	1	0	0	261	1	92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	521	0	0	718	0	0	1	0	0	354	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		1	0		1	0		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	0		20	0		20	0		20	83	
Trailing Detector (ft)	0	0		0	0		0	0		0	-5	
Detector 1 Position(ft)	0	0		0	0		0	-5		0	-5	
Detector 1 Size(ft)	20	6		20	6		20	40		20	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)											43	
Detector 2 Size(ft)											40	
Detector 2 Type											Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)											0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

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

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

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



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

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

Intersection	
Int Delay, s/veh	2.7

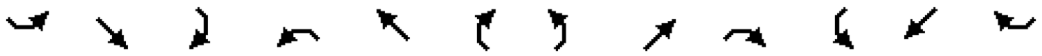
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	60	5	63	49	5	72
Future Vol, veh/h	60	5	63	49	5	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	0	2	0	0	1
Mvmt Flow	66	5	69	54	5	79

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

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

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

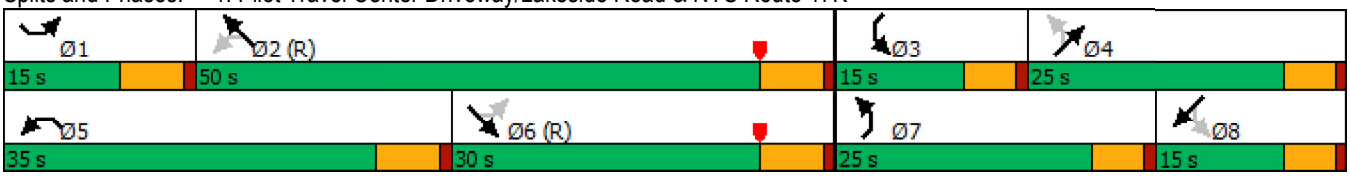
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	21	752	15	77	456	58	5	0	82	131	2	42
Future Volume (vph)	21	752	15	77	456	58	5	0	82	131	2	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	12	11	12	12
Storage Length (ft)	80		0	300		0	0		0	140		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	86			60			25			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.983			0.850			0.856	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1517	3300	0	1008	3194	0	1091	913	0	1745	1459	0
Flt Permitted	0.437			0.255			0.725			0.394		
Satd. Flow (perm)	698	3300	0	271	3194	0	832	913	0	724	1459	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			16			418			47	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		335			466			148			640	
Travel Time (s)		5.7			7.9			3.4			14.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	19%	9%	13%	79%	12%	4%	60%	0%	71%	0%	0%	12%
Adj. Flow (vph)	23	836	17	86	507	64	6	0	91	146	2	47
Shared Lane Traffic (%)												
Lane Group Flow (vph)	23	853	0	86	571	0	6	91	0	146	49	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.00	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0		2	2		2	2	
Detector Template												
Leading Detector (ft)	83	0		83	0		83	83		83	83	
Trailing Detector (ft)	-5	0		-5	0		-5	-5		-5	-5	
Detector 1 Position(ft)	-5	0		-5	0		-5	-5		-5	-5	
Detector 1 Size(ft)	40	6		40	6		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43			43			43	43		43	43	
Detector 2 Size(ft)	40			40			40	40		40	40	
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	10.0		8.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	30.0		14.0	50.0		10.0	10.0		10.0	10.0	
Total Split (s)	15.0	30.0		35.0	50.0		25.0	25.0		15.0	15.0	
Total Split (%)	14.3%	28.6%		33.3%	47.6%		23.8%	23.8%		14.3%	14.3%	
Maximum Green (s)	9.0	24.0		29.0	44.0		20.0	20.0		10.0	10.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes											
Vehicle Extension (s)	2.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	68.2	64.0		76.1	71.8		9.4	5.0		17.2	15.2	
Actuated g/C Ratio	0.65	0.61		0.72	0.68		0.09	0.05		0.16	0.14	
v/c Ratio	0.05	0.42		0.33	0.26		0.07	0.21		0.69	0.20	
Control Delay	5.5	13.4		8.3	6.5		36.8	1.1		56.5	15.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	5.5	13.4		8.3	6.5		36.8	1.1		56.5	15.6	
LOS	A	B		A	A		D	A		E	B	
Approach Delay		13.2			6.7			3.3			46.2	
Approach LOS		B			A			A			D	
Queue Length 50th (ft)	4	165		10	34		3	0		87	1	
Queue Length 95th (ft)	11	234		27	95		15	0		#158	37	
Internal Link Dist (ft)		255			386			68			560	
Turn Bay Length (ft)	80			300						140		
Base Capacity (vph)	543	2011		400	2190		207	512		219	261	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	45		0	0		0	5		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.04	0.43		0.21	0.26		0.03	0.18		0.67	0.19	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Yellow			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay: 13.9		Intersection LOS: B	
Intersection Capacity Utilization 56.0%		ICU Level of Service B	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

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

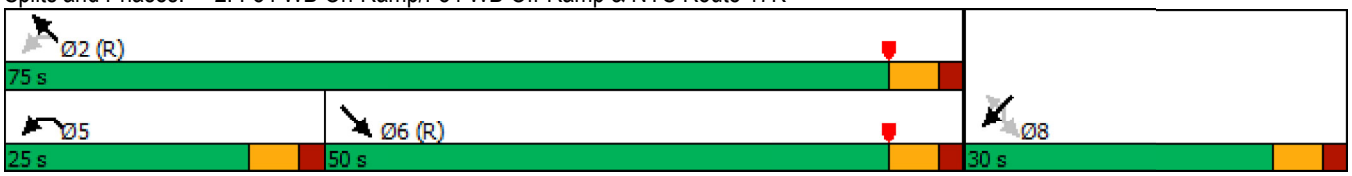


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	801	163	61	334	0	0	0	0	166	0	258
Future Volume (vph)	0	801	163	61	334	0	0	0	0	166	0	258
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	12	12	12	12	12	15	15
Storage Length (ft)	0		0	150		0	0		0	0		375
Storage Lanes	0		0	1		0	0		0	0		1
Taper Length (ft)	25			60			25			300		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.975										0.850
Flt Protected				0.950							0.950	
Satd. Flow (prot)	0	3110	0	1558	2935	0	0	0	0	0	1742	1531
Flt Permitted				0.202							0.950	
Satd. Flow (perm)	0	3110	0	331	2935	0	0	0	0	0	1742	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28										287
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		466			522			646			723	
Travel Time (s)		7.9			8.9			11.0			12.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	13%	14%	12%	23%	0%	0%	0%	0%	14%	0%	16%
Adj. Flow (vph)	0	890	181	68	371	0	0	0	0	184	0	287
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1071	0	68	371	0	0	0	0	0	184	287
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		2	2					1	2	2
Detector Template										Left		
Leading Detector (ft)		83		83	83					20	83	83
Trailing Detector (ft)		-5		-5	-5					0	-5	-5
Detector 1 Position(ft)		-5		-5	-5					0	-5	-5
Detector 1 Size(ft)		40		40	40					20	40	40
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		43		43	43						43	43
Detector 2 Size(ft)		40		40	40						40	40
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0	0.0						0.0	0.0
Turn Type		NA		pm+pt	NA					Perm	NA	Perm

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases		6		5	2						8	
Permitted Phases				2						8		8
Detector Phase		6		5	2					8	8	8
Switch Phase												
Minimum Initial (s)		10.0		3.0	10.0					5.0	5.0	5.0
Minimum Split (s)		50.0		9.0	75.0					11.0	11.0	11.0
Total Split (s)		50.0		25.0	75.0					30.0	30.0	30.0
Total Split (%)		47.6%		23.8%	71.4%					28.6%	28.6%	28.6%
Maximum Green (s)		44.0		19.0	69.0					24.0	24.0	24.0
Yellow Time (s)		4.0		4.0	4.0					4.0	4.0	4.0
All-Red Time (s)		2.0		2.0	2.0					2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0						0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0						6.0	6.0
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		2.0		2.0	2.0					2.0	2.0	2.0
Recall Mode		C-Max		None	C-Max					None	None	None
Act Effct Green (s)		67.7		77.5	77.5						15.5	15.5
Actuated g/C Ratio		0.64		0.74	0.74						0.15	0.15
v/c Ratio		0.53		0.22	0.17						0.72	0.61
Control Delay		8.2		8.1	6.1						57.8	10.4
Queue Delay		0.0		0.0	0.0						0.0	0.0
Total Delay		8.3		8.1	6.1						57.8	10.4
LOS		A		A	A						E	B
Approach Delay		8.3			6.4						28.9	
Approach LOS		A			A						C	
Queue Length 50th (ft)		65		14	40						119	0
Queue Length 95th (ft)		352		27	54						183	70
Internal Link Dist (ft)		386			442			566			643	
Turn Bay Length (ft)				150								375
Base Capacity (vph)		2014		466	2166						398	571
Starvation Cap Reductn		59		0	0						0	0
Spillback Cap Reductn		0		0	0						0	0
Storage Cap Reductn		0		0	0						0	0
Reduced v/c Ratio		0.55		0.15	0.17						0.46	0.50

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 10 (10%), Referenced to phase 2:NWTL and 6:SET, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 12.8		Intersection LOS: B	
Intersection Capacity Utilization 54.9%		ICU Level of Service A	
Analysis Period (min) 15			

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

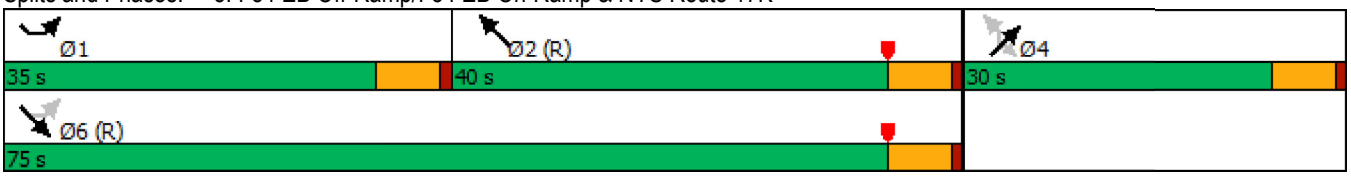


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	368	605	0	0	292	96	105	0	251	0	0	0
Future Volume (vph)	368	605	0	0	292	96	105	0	251	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	13	13	12	14	12	12	12	12
Storage Length (ft)	180		0	0		420	0		150	0		0
Storage Lanes	1		0	0		0	0		1	0		0
Taper Length (ft)	75			25			100			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.963				0.850			
Flt Protected	0.950							0.950				
Satd. Flow (prot)	1442	3374	0	0	2916	0	0	1504	1538	0	0	0
Flt Permitted	0.460							0.950				
Satd. Flow (perm)	698	3374	0	0	2916	0	0	1504	1538	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					45				270			
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		522			634			685			676	
Travel Time (s)		8.9			10.8			11.7			11.5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	21%	7%	0%	0%	19%	36%	28%	0%	5%	0%	0%	0%
Adj. Flow (vph)	396	651	0	0	314	103	113	0	270	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	396	651	0	0	417	0	0	113	270	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.00	1.00	1.00	0.96	0.96	1.00	0.92	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2			2		1	2	2			
Detector Template							Left					
Leading Detector (ft)	83	83			83		20	83	83			
Trailing Detector (ft)	-5	-5			-5		0	-5	-5			
Detector 1 Position(ft)	-5	-5			-5		0	-5	-5			
Detector 1 Size(ft)	40	40			40		20	40	40			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 2 Position(ft)	43	43			43			43	43			
Detector 2 Size(ft)	40	40			40			40	40			
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0			0.0	0.0			
Turn Type	pm+pt	NA			NA		Perm	NA	Perm			

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	1	6			2			4				
Permitted Phases	6						4		4			
Detector Phase	1	6			2		4	4	4			
Switch Phase												
Minimum Initial (s)	5.0	10.0			10.0		5.0	5.0	5.0			
Minimum Split (s)	11.0	75.0			40.0		11.0	11.0	11.0			
Total Split (s)	35.0	75.0			40.0		30.0	30.0	30.0			
Total Split (%)	33.3%	71.4%			38.1%		28.6%	28.6%	28.6%			
Maximum Green (s)	29.0	69.0			34.0		24.0	24.0	24.0			
Yellow Time (s)	5.0	5.0			5.0		5.0	5.0	5.0			
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0	1.0			
Lost Time Adjust (s)	0.0	0.0			0.0			0.0	0.0			
Total Lost Time (s)	6.0	6.0			6.0			6.0	6.0			
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	2.0	2.0			2.0		2.0	2.0	2.0			
Recall Mode	None	C-Max			C-Max		None	None	None			
Act Effct Green (s)	80.6	80.6			60.0			12.4	12.4			
Actuated g/C Ratio	0.77	0.77			0.57			0.12	0.12			
v/c Ratio	0.62	0.25			0.25			0.64	0.64			
Control Delay	13.1	2.4			11.4			59.6	12.6			
Queue Delay	0.0	0.0			0.0			0.0	0.0			
Total Delay	13.1	2.4			11.4			59.6	12.6			
LOS	B	A			B			E	B			
Approach Delay		6.5			11.4			26.5				
Approach LOS		A			B			C				
Queue Length 50th (ft)	39	28			40			74	0			
Queue Length 95th (ft)	193	44			136			125	71			
Internal Link Dist (ft)		442			554			605			596	
Turn Bay Length (ft)	180								150			
Base Capacity (vph)	741	2590			1686			343	559			
Starvation Cap Reductn	0	0			0			0	0			
Spillback Cap Reductn	0	0			0			0	0			
Storage Cap Reductn	0	0			0			0	0			
Reduced v/c Ratio	0.53	0.25			0.25			0.33	0.48			

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 2:NWT and 6:SETL, Start of Yellow, Master Intersection			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay: 11.7		Intersection LOS: B	
Intersection Capacity Utilization 54.9%		ICU Level of Service A	
Analysis Period (min) 15			

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



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	21	685	149	48	280	2	106	6	51	8	7	3
Future Volume (vph)	21	685	149	48	280	2	106	6	51	8	7	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	14	12	12	12	16	16	12	13	12
Storage Length (ft)	80		0	205		0	0		125	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	70			86			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.973			0.999				0.850		0.980	
Flt Protected	0.950			0.950				0.955			0.978	
Satd. Flow (prot)	1479	3286	0	1851	1696	0	0	1433	1727	0	1793	0
Flt Permitted	0.561			0.240				0.723			0.867	
Satd. Flow (perm)	873	3286	0	468	1696	0	0	1085	1727	0	1589	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30							59		3	
Link Speed (mph)		40			40			40			30	
Link Distance (ft)		634			508			523			505	
Travel Time (s)		10.8			8.7			8.9			11.5	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	18%	6%	11%	4%	12%	0%	45%	17%	6%	0%	0%	33%
Adj. Flow (vph)	24	797	173	56	326	2	123	7	59	9	8	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	24	970	0	56	328	0	0	130	59	0	20	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		14			14			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.00	1.00	0.92	1.00	1.00	1.00	0.85	0.85	1.00	0.96	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		1	2	2	1	2	
Detector Template							Left			Left		
Leading Detector (ft)	83	83		83	83		20	83	83	20	83	
Trailing Detector (ft)	-5	-5		-5	-5		0	-5	-5	0	0	
Detector 1 Position(ft)	-5	-5		-5	-5		0	-5	-5	0	0	
Detector 1 Size(ft)	40	40		40	40		20	40	40	20	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43		43	43			43	43		43	
Detector 2 Size(ft)	40	40		40	40			40	40		40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	pm+ov	Perm	NA	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	5	2		1	6			8	1		4	
Permitted Phases	2			6			8		8	4		
Detector Phase	5	2		1	6		8	8	1	4	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		5.0	5.0	3.0	5.0	5.0	
Minimum Split (s)	9.0	50.0		9.0	50.0		11.0	11.0	9.0	11.0	11.0	
Total Split (s)	15.0	50.0		15.0	50.0		40.0	40.0	15.0	40.0	40.0	
Total Split (%)	14.3%	47.6%		14.3%	47.6%		38.1%	38.1%	14.3%	38.1%	38.1%	
Maximum Green (s)	9.0	44.0		9.0	44.0		34.0	34.0	9.0	34.0	34.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0			6.0	6.0		6.0	
Lead/Lag	Lead	Lag		Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0	2.0	3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	
Act Effct Green (s)	69.7	65.4		72.8	70.2			18.1	29.7		18.1	
Actuated g/C Ratio	0.66	0.62		0.69	0.67			0.17	0.28		0.17	
v/c Ratio	0.04	0.47		0.14	0.29			0.70	0.11		0.07	
Control Delay	7.4	15.1		6.7	10.3			59.0	6.6		29.8	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	7.4	15.1		6.7	10.3			59.0	6.6		29.8	
LOS	A	B		A	B			E	A		C	
Approach Delay		14.9			9.8			42.7			29.8	
Approach LOS		B			A			D			C	
Queue Length 50th (ft)	5	273		10	68			83	0		10	
Queue Length 95th (ft)	m12	288		26	180			128	24		27	
Internal Link Dist (ft)		554			428			443			425	
Turn Bay Length (ft)	80			205					125			
Base Capacity (vph)	655	2058		447	1133			351	584		516	
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.04	0.47		0.13	0.29			0.37	0.10		0.04	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 35 (33%), Referenced to phase 2:SETL and 6:NWTL, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 17.2		Intersection LOS: B	
Intersection Capacity Utilization 53.7%		ICU Level of Service A	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

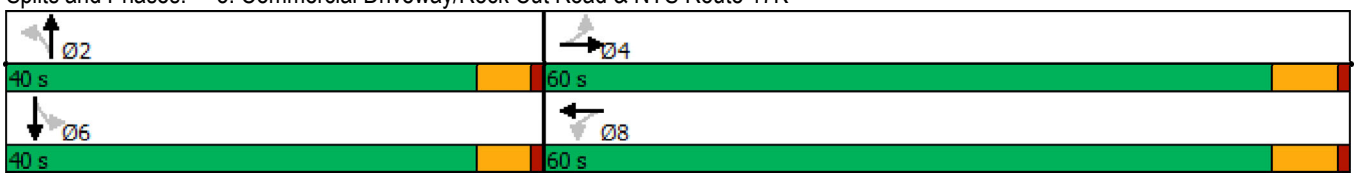
Splits and Phases: 4: Governor Drive/Homewood Avenue & NYS Route 17K

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	457	2	5	320	108	2	0	2	330	1	84
Future Volume (vph)	57	457	2	5	320	108	2	0	2	330	1	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.966			0.932			0.973	
Flt Protected		0.995			0.999			0.976			0.962	
Satd. Flow (prot)	0	1707	0	0	1639	0	0	1728	0	0	1631	0
Flt Permitted		0.906			0.995			0.898			0.767	
Satd. Flow (perm)	0	1554	0	0	1632	0	0	1590	0	0	1300	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					26			33			*15	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		475			749			177			732	
Travel Time (s)		8.1			12.8			4.0			16.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	9%	11%	0%	0%	12%	12%	0%	0%	0%	4%	0%	11%
Adj. Flow (vph)	60	481	2	5	337	114	2	0	2	347	1	88
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	543	0	0	456	0	0	4	0	0	436	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		1	0		1	0		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	0		20	0		20	0		20	83	
Trailing Detector (ft)	0	0		0	0		0	0		0	-5	
Detector 1 Position(ft)	0	0		0	0		0	-5		0	-5	
Detector 1 Size(ft)	20	6		20	6		20	40		20	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)											43	
Detector 2 Size(ft)											40	
Detector 2 Type											Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)											0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	60.0	60.0		60.0	60.0		10.0	10.0		10.0	10.0	
Total Split (s)	60.0	60.0		60.0	60.0		40.0	40.0		40.0	40.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Maximum Green (s)	54.0	54.0		54.0	54.0		35.0	35.0		35.0	35.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		2.0	2.0		3.0	3.0		2.0	2.0	
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Act Effct Green (s)		54.0			54.0			33.7			33.7	
Actuated g/C Ratio		0.55			0.55			0.34			0.34	
v/c Ratio		0.64			0.50			0.01			0.96	
Control Delay		20.2			15.8			0.0			66.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		20.2			15.8			0.0			66.3	
LOS		C			B			A			E	
Approach Delay		20.2			15.8						66.3	
Approach LOS		C			B						E	
Queue Length 50th (ft)		232			164			0			259	
Queue Length 95th (ft)		351			250			0			#457	
Internal Link Dist (ft)		395			669			97			652	
Turn Bay Length (ft)												
Base Capacity (vph)		850			905			585			470	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.64			0.50			0.01			0.93	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 98.7			
Natural Cycle: 90			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.96			
Intersection Signal Delay: 32.7		Intersection LOS: C	
Intersection Capacity Utilization 95.3%		ICU Level of Service F	
Analysis Period (min) 15			
* User Entered Value			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

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



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	75	3	27	45	9	72
Future Volume (vph)	75	3	27	45	9	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	12	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.994		0.915			
Flt Protected	0.954					0.995
Satd. Flow (prot)	1690	0	1568	0	0	1659
Flt Permitted	0.954					0.995
Satd. Flow (perm)	1690	0	1568	0	0	1659
Link Speed (mph)	30		30			30
Link Distance (ft)	594		1013			419
Travel Time (s)	13.5		23.0			9.5
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	4%	67%	4%	9%	44%	6%
Adj. Flow (vph)	93	4	33	56	11	89
Shared Lane Traffic (%)						
Lane Group Flow (vph)	97	0	89	0	0	100
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

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

Intersection	
Int Delay, s/veh	3.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	75	3	27	45	9	72
Future Vol, veh/h	75	3	27	45	9	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	4	67	4	9	44	6
Mvmt Flow	93	4	33	56	11	89

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

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

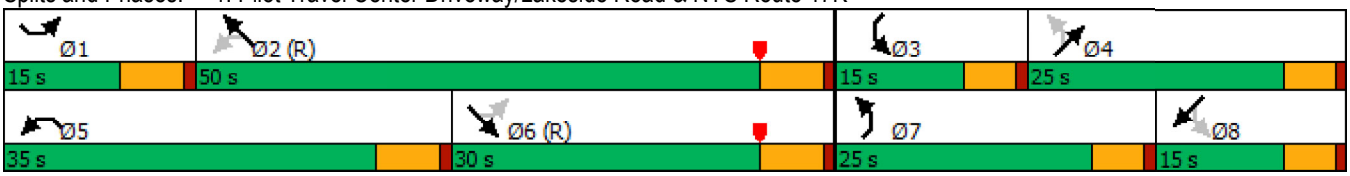
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	808	1280	-
HCM Lane V/C Ratio	-	-	0.119	0.009	-
HCM Control Delay (s)	-	-	10.1	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0	-

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	45	650	30	80	880	180	19	1	82	104	4	37
Future Volume (vph)	45	650	30	80	880	180	19	1	82	104	4	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	12	11	12	12
Storage Length (ft)	80		0	300		0	0		0	140		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	86			60			25			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.993			0.975			0.852			0.863	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3442	0	1128	3390	0	1662	1121	0	1678	1555	0
Flt Permitted	0.186			0.308			0.728			0.418		
Satd. Flow (perm)	346	3442	0	366	3390	0	1273	1121	0	738	1555	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			28			90			41	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		335			466			148			640	
Travel Time (s)		5.7			7.9			3.4			14.5	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	4%	7%	60%	4%	3%	5%	0%	40%	4%	0%	6%
Adj. Flow (vph)	49	714	33	88	967	198	21	1	90	114	4	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	49	747	0	88	1165	0	21	91	0	114	45	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.00	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0		2	2		2	2	
Detector Template												
Leading Detector (ft)	83	0		83	0		83	83		83	83	
Trailing Detector (ft)	-5	0		-5	0		-5	-5		-5	-5	
Detector 1 Position(ft)	-5	0		-5	0		-5	-5		-5	-5	
Detector 1 Size(ft)	40	6		40	6		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43			43			43	43		43	43	
Detector 2 Size(ft)	40			40			40	40		40	40	
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	10.0		8.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	30.0		14.0	50.0		10.0	10.0		10.0	10.0	
Total Split (s)	15.0	30.0		35.0	50.0		25.0	25.0		15.0	15.0	
Total Split (%)	14.3%	28.6%		33.3%	47.6%		23.8%	23.8%		14.3%	14.3%	
Maximum Green (s)	9.0	24.0		29.0	44.0		20.0	20.0		10.0	10.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes											
Vehicle Extension (s)	2.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	67.3	62.6		73.1	65.5		11.7	6.9		18.3	14.3	
Actuated g/C Ratio	0.64	0.60		0.70	0.62		0.11	0.07		0.17	0.14	
v/c Ratio	0.16	0.36		0.27	0.55		0.13	0.58		0.54	0.18	
Control Delay	7.8	13.8		8.2	13.3		34.1	24.9		45.5	16.3	
Queue Delay	0.0	0.0		0.0	0.2		0.0	0.0		0.0	0.0	
Total Delay	7.8	13.8		8.2	13.4		34.1	24.9		45.5	16.3	
LOS	A	B		A	B		C	C		D	B	
Approach Delay		13.5			13.1			26.6			37.2	
Approach LOS		B			B			C			D	
Queue Length 50th (ft)	9	135		13	178		12	1		67	2	
Queue Length 95th (ft)	24	225		m42	m352		31	49		111	35	
Internal Link Dist (ft)		255			386			68			560	
Turn Bay Length (ft)	80			300						140		
Base Capacity (vph)	352	2053		471	2125		339	286		223	257	
Starvation Cap Reductn	0	0		0	262		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.14	0.36		0.19	0.63		0.06	0.32		0.51	0.18	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Yellow			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.58			
Intersection Signal Delay: 15.5		Intersection LOS: B	
Intersection Capacity Utilization 60.8%		ICU Level of Service B	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

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



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	678	163	211	720	0	0	0	0	112	7	432
Future Volume (vph)	0	678	163	211	720	0	0	0	0	112	7	432
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	12	12	12	12	12	15	15
Storage Length (ft)	0		0	150		0	0		0	0		375
Storage Lanes	0		0	1		0	0		0	0		1
Taper Length (ft)	25			60			25			300		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.971										0.850
Flt Protected				0.950							0.955	
Satd. Flow (prot)	0	3248	0	1662	3438	0	0	0	0	0	1560	1572
Flt Permitted				0.230							0.955	
Satd. Flow (perm)	0	3248	0	402	3438	0	0	0	0	0	1560	1572
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		34										*281
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		466			522			646			723	
Travel Time (s)		7.9			8.9			11.0			12.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	6%	16%	5%	5%	0%	0%	0%	0%	26%	57%	13%
Adj. Flow (vph)	0	737	177	229	783	0	0	0	0	122	8	470
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	914	0	229	783	0	0	0	0	0	130	470
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		2	2					1	2	2
Detector Template										Left		
Leading Detector (ft)		83		83	83					20	83	83
Trailing Detector (ft)		-5		-5	-5					0	-5	-5
Detector 1 Position(ft)		-5		-5	-5					0	-5	-5
Detector 1 Size(ft)		40		40	40					20	40	40
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		43		43	43						43	43
Detector 2 Size(ft)		40		40	40						40	40
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0	0.0						0.0	0.0
Turn Type		NA		pm+pt	NA					Perm	NA	Perm

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases		6		5	2						8	
Permitted Phases				2						8		8
Detector Phase		6		5	2					8	8	8
Switch Phase												
Minimum Initial (s)		10.0		3.0	10.0					5.0	5.0	5.0
Minimum Split (s)		50.0		9.0	75.0					11.0	11.0	11.0
Total Split (s)		50.0		25.0	75.0					30.0	30.0	30.0
Total Split (%)		47.6%		23.8%	71.4%					28.6%	28.6%	28.6%
Maximum Green (s)		44.0		19.0	69.0					24.0	24.0	24.0
Yellow Time (s)		4.0		4.0	4.0					4.0	4.0	4.0
All-Red Time (s)		2.0		2.0	2.0					2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0						0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0						6.0	6.0
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		2.0		2.0	2.0					2.0	2.0	2.0
Recall Mode		C-Max		None	C-Max					None	None	None
Act Effct Green (s)		58.4		74.6	74.6						18.4	18.4
Actuated g/C Ratio		0.56		0.71	0.71						0.18	0.18
v/c Ratio		0.50		0.56	0.32						0.48	0.93
Control Delay		12.5		20.3	4.9						43.1	42.0
Queue Delay		0.1		0.0	0.0						0.0	0.0
Total Delay		12.6		20.3	4.9						43.1	42.0
LOS		B		C	A						D	D
Approach Delay		12.6			8.4						42.3	
Approach LOS		B			A						D	
Queue Length 50th (ft)		223		34	62						77	130
Queue Length 95th (ft)		332		146	75						131	#296
Internal Link Dist (ft)		386			442			566			643	
Turn Bay Length (ft)				150								375
Base Capacity (vph)		1820		513	2441						356	576
Starvation Cap Reductn		159		0	0						0	0
Spillback Cap Reductn		0		0	0						0	0
Storage Cap Reductn		0		0	0						0	0
Reduced v/c Ratio		0.55		0.45	0.32						0.37	0.82

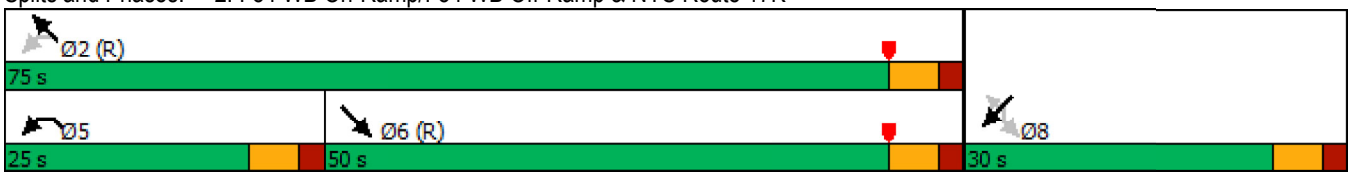
Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 10 (10%), Referenced to phase 2:NWTL and 6:SET, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay: 18.0		Intersection LOS: B	
Intersection Capacity Utilization 66.8%		ICU Level of Service C	
Analysis Period (min) 15			

* User Entered Value

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

Queue shown is maximum after two cycles.

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

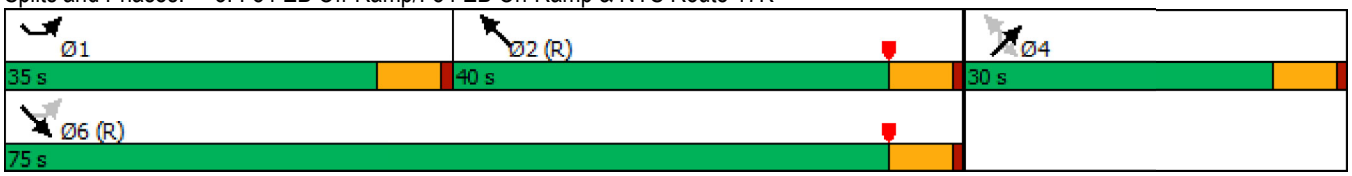


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	283	508	0	0	746	158	187	1	191	0	0	0
Future Volume (vph)	283	508	0	0	746	158	187	1	191	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	13	13	12	14	12	12	12	12
Storage Length (ft)	180		0	0		420	0		150	0		0
Storage Lanes	1		0	0		0	0		1	0		0
Taper Length (ft)	75			25			100			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.974				0.850			
Flt Protected	0.950							0.953				
Satd. Flow (prot)	1616	3343	0	0	3447	0	0	1789	1538	0	0	0
Flt Permitted	0.165							0.953				
Satd. Flow (perm)	281	3343	0	0	3447	0	0	1789	1538	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					25				217			
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		522			634			685			676	
Travel Time (s)		8.9			10.8			11.7			11.5	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	8%	8%	0%	0%	4%	12%	8%	0%	5%	0%	0%	0%
Adj. Flow (vph)	322	577	0	0	848	180	213	1	217	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	322	577	0	0	1028	0	0	214	217	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.00	1.00	1.00	0.96	0.96	1.00	0.92	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2			2		1	2	2			
Detector Template							Left					
Leading Detector (ft)	83	83			83		20	83	83			
Trailing Detector (ft)	-5	-5			-5		0	-5	-5			
Detector 1 Position(ft)	-5	-5			-5		0	-5	-5			
Detector 1 Size(ft)	40	40			40		20	40	40			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 2 Position(ft)	43	43			43			43	43			
Detector 2 Size(ft)	40	40			40			40	40			
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0			0.0	0.0			
Turn Type	pm+pt	NA			NA		Perm	NA	Perm			

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	1	6			2			4				
Permitted Phases	6						4		4			
Detector Phase	1	6			2		4	4	4			
Switch Phase												
Minimum Initial (s)	5.0	10.0			10.0		5.0	5.0	5.0			
Minimum Split (s)	11.0	75.0			40.0		11.0	11.0	11.0			
Total Split (s)	35.0	75.0			40.0		30.0	30.0	30.0			
Total Split (%)	33.3%	71.4%			38.1%		28.6%	28.6%	28.6%			
Maximum Green (s)	29.0	69.0			34.0		24.0	24.0	24.0			
Yellow Time (s)	5.0	5.0			5.0		5.0	5.0	5.0			
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0	1.0			
Lost Time Adjust (s)	0.0	0.0			0.0			0.0	0.0			
Total Lost Time (s)	6.0	6.0			6.0			6.0	6.0			
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	2.0	2.0			2.0		2.0	2.0	2.0			
Recall Mode	None	C-Max			C-Max		None	None	None			
Act Effct Green (s)	76.0	76.0			51.0			17.0	17.0			
Actuated g/C Ratio	0.72	0.72			0.49			0.16	0.16			
v/c Ratio	0.72	0.24			0.61			0.74	0.50			
Control Delay	38.9	4.2			26.2			57.0	9.2			
Queue Delay	0.0	0.0			0.0			0.0	0.0			
Total Delay	38.9	4.2			26.2			57.0	9.2			
LOS	D	A			C			E	A			
Approach Delay		16.6			26.2			32.9				
Approach LOS		B			C			C				
Queue Length 50th (ft)	159	31			200			138	0			
Queue Length 95th (ft)	257	80			#390			199	56			
Internal Link Dist (ft)		442			554			605			596	
Turn Bay Length (ft)	180								150			
Base Capacity (vph)	572	2420			1687			408	518			
Starvation Cap Reductn	0	0			0			0	0			
Spillback Cap Reductn	0	0			0			0	0			
Storage Cap Reductn	0	0			0			0	0			
Reduced v/c Ratio	0.56	0.24			0.61			0.52	0.42			

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 2:NWT and 6:SETL, Start of Yellow, Master Intersection			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 23.8		Intersection LOS: C	
Intersection Capacity Utilization 66.8%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

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



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	13	569	111	52	739	13	135	8	59	5	4	8
Future Volume (vph)	13	569	111	52	739	13	135	8	59	5	4	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	14	12	12	12	16	16	12	13	12
Storage Length (ft)	80		0	205		0	0		125	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	70			86			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.976			0.997				0.850		0.939	
Flt Protected	0.950			0.950				0.955			0.985	
Satd. Flow (prot)	1616	3291	0	1689	1819	0	0	1851	1777	0	1621	0
Flt Permitted	0.209			0.313				0.723			0.906	
Satd. Flow (perm)	355	3291	0	556	1819	0	0	1401	1777	0	1491	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26			1				67		9	
Link Speed (mph)		40			40			40			30	
Link Distance (ft)		634			508			523			505	
Travel Time (s)		10.8			8.7			8.9			11.5	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	8%	3%	28%	14%	4%	11%	11%	13%	3%	40%	0%	0%
Adj. Flow (vph)	15	647	126	59	840	15	153	9	67	6	5	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	15	773	0	59	855	0	0	162	67	0	20	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		14			14			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.00	1.00	0.92	1.00	1.00	1.00	0.85	0.85	1.00	0.96	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		1	2	2	1	2	
Detector Template							Left			Left		
Leading Detector (ft)	83	83		83	83		20	83	83	20	83	
Trailing Detector (ft)	-5	-5		-5	-5		0	-5	-5	0	0	
Detector 1 Position(ft)	-5	-5		-5	-5		0	-5	-5	0	0	
Detector 1 Size(ft)	40	40		40	40		20	40	40	20	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43		43	43			43	43		43	
Detector 2 Size(ft)	40	40		40	40			40	40		40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	pm+ov	Perm	NA	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	5	2		1	6			8	1		4	
Permitted Phases	2			6			8		8	4		
Detector Phase	5	2		1	6		8	8	1	4	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		5.0	5.0	3.0	5.0	5.0	
Minimum Split (s)	9.0	50.0		9.0	50.0		11.0	11.0	9.0	11.0	11.0	
Total Split (s)	15.0	50.0		15.0	50.0		40.0	40.0	15.0	40.0	40.0	
Total Split (%)	14.3%	47.6%		14.3%	47.6%		38.1%	38.1%	14.3%	38.1%	38.1%	
Maximum Green (s)	9.0	44.0		9.0	44.0		34.0	34.0	9.0	34.0	34.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0			6.0	6.0		6.0	
Lead/Lag	Lead	Lag		Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0	2.0	3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	
Act Effct Green (s)	69.8	65.7		73.5	70.8			17.6	29.4		17.6	
Actuated g/C Ratio	0.66	0.63		0.70	0.67			0.17	0.28		0.17	
v/c Ratio	0.05	0.37		0.13	0.70			0.69	0.12		0.08	
Control Delay	6.8	10.6		6.2	17.5			55.6	6.4		24.2	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	6.8	10.6		6.2	17.5			55.6	6.4		24.2	
LOS	A	B		A	B			E	A		C	
Approach Delay		10.5			16.8			41.2			24.2	
Approach LOS		B			B			D			C	
Queue Length 50th (ft)	3	92		10	264			104	0		6	
Queue Length 95th (ft)	m10	143		27	#717			158	27		24	
Internal Link Dist (ft)		554			428			443			425	
Turn Bay Length (ft)	80			205					125			
Base Capacity (vph)	354	2070		491	1227			453	598		488	
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.04	0.37		0.12	0.70			0.36	0.11		0.04	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 35 (33%), Referenced to phase 2:SETL and 6:NWTL, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 17.2		Intersection LOS: B	
Intersection Capacity Utilization 67.8%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

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

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

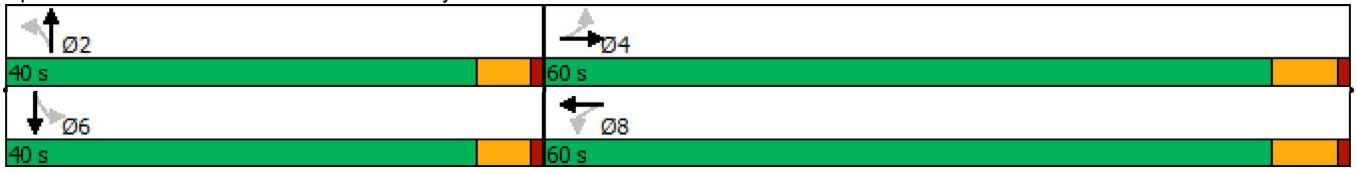
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	82	415	0	3	547	306	3	1	7	221	1	89
Future Volume (vph)	82	415	0	3	547	306	3	1	7	221	1	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.952			0.914			0.961	
Flt Protected		0.992						0.987			0.966	
Satd. Flow (prot)	0	1809	0	0	1720	0	0	1714	0	0	1637	0
Flt Permitted		0.770			0.999			0.928			0.782	
Satd. Flow (perm)	0	1404	0	0	1718	0	0	1612	0	0	1325	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					44			7			22	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		475			749			177			732	
Travel Time (s)		8.1			12.8			4.0			16.6	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	5%	4%	0%	0%	7%	2%	0%	0%	0%	3%	0%	7%
Adj. Flow (vph)	84	423	0	3	558	312	3	1	7	226	1	91
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	507	0	0	873	0	0	11	0	0	318	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		1	0		1	0		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	0		20	0		20	0		20	83	
Trailing Detector (ft)	0	0		0	0		0	0		0	-5	
Detector 1 Position(ft)	0	0		0	0		0	-5		0	-5	
Detector 1 Size(ft)	20	6		20	6		20	40		20	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)											43	
Detector 2 Size(ft)											40	
Detector 2 Type											Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)											0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

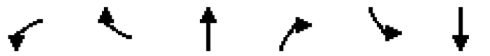
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	60.0	60.0		60.0	60.0		10.0	10.0		10.0	10.0	
Total Split (s)	60.0	60.0		60.0	60.0		40.0	40.0		40.0	40.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Maximum Green (s)	54.0	54.0		54.0	54.0		35.0	35.0		35.0	35.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		2.0	2.0		3.0	3.0		2.0	2.0	
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Act Effct Green (s)		54.4			54.4			24.1			24.1	
Actuated g/C Ratio		0.61			0.61			0.27			0.27	
v/c Ratio		0.60			0.82			0.03			0.85	
Control Delay		16.2			23.4			15.5			50.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		16.2			23.4			15.5			50.1	
LOS		B			C			B			D	
Approach Delay		16.2			23.4			15.5			50.1	
Approach LOS		B			C			B			D	
Queue Length 50th (ft)		163			341			2			158	
Queue Length 95th (ft)		342			#756			14			260	
Internal Link Dist (ft)		395			669			97			652	
Turn Bay Length (ft)												
Base Capacity (vph)		852			1060			638			535	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.60			0.82			0.02			0.59	

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

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

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





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	55	5	107	79	5	59
Future Volume (vph)	55	5	107	79	5	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	12	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.988		0.942			
Flt Protected	0.956					0.996
Satd. Flow (prot)	1701	0	1713	0	0	1768
Flt Permitted	0.956					0.996
Satd. Flow (perm)	1701	0	1713	0	0	1768
Link Speed (mph)	30		30			30
Link Distance (ft)	594		1013			419
Travel Time (s)	13.5		23.0			9.5
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	6%	0%	1%	1%	20%	2%
Adj. Flow (vph)	64	6	124	92	6	69
Shared Lane Traffic (%)						
Lane Group Flow (vph)	70	0	216	0	0	75
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

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

Intersection	
Int Delay, s/veh	2.1

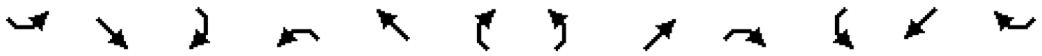
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	55	5	107	79	5	59
Future Vol, veh/h	55	5	107	79	5	59
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0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

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

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

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

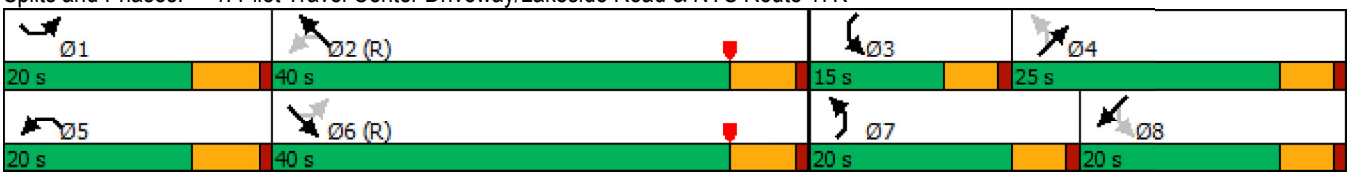
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	58	695	26	49	679	110	11	5	62	154	8	69
Future Volume (vph)	58	695	26	49	679	110	11	5	62	154	8	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	12	11	12	12
Storage Length (ft)	80		0	300		0	0		0	140		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	86			60			25			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995			0.979			0.861			0.865	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3519	0	1308	3436	0	1745	1189	0	1711	1629	0
Flt Permitted	0.289			0.297			0.704			0.450		
Satd. Flow (perm)	549	3519	0	409	3436	0	1293	1189	0	810	1629	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			20			65			73	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		335			466			148			640	
Travel Time (s)		5.7			7.9			3.4			14.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	2%	4%	38%	3%	2%	0%	20%	34%	2%	0%	1%
Adj. Flow (vph)	61	732	27	52	715	116	12	5	65	162	8	73
Shared Lane Traffic (%)												
Lane Group Flow (vph)	61	759	0	52	831	0	12	70	0	162	81	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.00	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0		2	2		2	2	
Detector Template												
Leading Detector (ft)	83	0		83	0		83	83		83	83	
Trailing Detector (ft)	-5	0		-5	0		-5	-5		-5	-5	
Detector 1 Position(ft)	-5	0		-5	0		-5	-5		-5	-5	
Detector 1 Size(ft)	40	6		40	6		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43			43			43	43		43	43	
Detector 2 Size(ft)	40			40			40	40		40	40	
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	10.0		8.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	16.0		14.0	16.0		10.0	10.0		10.0	10.0	
Total Split (s)	20.0	40.0		20.0	40.0		20.0	25.0		15.0	20.0	
Total Split (%)	20.0%	40.0%		20.0%	40.0%		20.0%	25.0%		15.0%	20.0%	
Maximum Green (s)	14.0	34.0		14.0	34.0		15.0	20.0		10.0	15.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes											
Vehicle Extension (s)	2.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	61.1	56.1		64.5	57.8		10.9	6.6		21.4	19.2	
Actuated g/C Ratio	0.61	0.56		0.64	0.58		0.11	0.07		0.21	0.19	
v/c Ratio	0.15	0.38		0.15	0.42		0.07	0.50		0.58	0.22	
Control Delay	8.6	15.4		8.7	14.6		28.3	25.4		40.6	10.9	
Queue Delay	0.0	0.0		0.0	0.3		0.0	0.0		0.0	0.0	
Total Delay	8.6	15.4		8.7	14.8		28.3	25.4		40.6	10.9	
LOS	A	B		A	B		C	C		D	B	
Approach Delay		14.9			14.5			25.9			30.7	
Approach LOS		B			B			C			C	
Queue Length 50th (ft)	12	144		10	151		6	3		89	4	
Queue Length 95th (ft)	33	234		30	251		18	45		134	43	
Internal Link Dist (ft)		255			386			68			560	
Turn Bay Length (ft)	80			300						140		
Base Capacity (vph)	545	1976		402	1994		333	289		287	394	
Starvation Cap Reductn	0	0		0	518		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.11	0.38		0.13	0.56		0.04	0.24		0.56	0.21	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.58			
Intersection Signal Delay: 17.1		Intersection LOS: B	
Intersection Capacity Utilization 56.1%		ICU Level of Service B	
Analysis Period (min) 15			

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

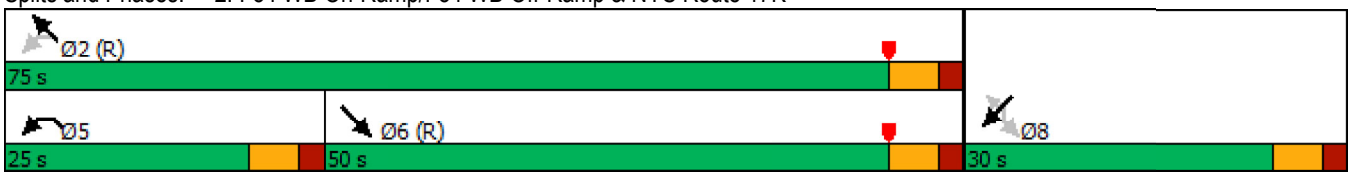


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	786	115	96	527	0	0	0	0	41	4	311
Future Volume (vph)	0	786	115	96	527	0	0	0	0	41	4	311
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	12	12	12	12	12	15	15
Storage Length (ft)	0		0	150		0	0		0	0		375
Storage Lanes	0		0	1		0	0		0	0		1
Taper Length (ft)	25			60			25			300		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.981										0.850
Flt Protected				0.950							0.956	
Satd. Flow (prot)	0	3405	0	1711	3471	0	0	0	0	0	1685	1660
Flt Permitted				0.266							0.956	
Satd. Flow (perm)	0	3405	0	479	3471	0	0	0	0	0	1685	1660
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19										317
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		466			522			646			723	
Travel Time (s)		7.9			8.9			11.0			12.3	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	3%	11%	2%	4%	0%	0%	0%	0%	18%	25%	7%
Adj. Flow (vph)	0	802	117	98	538	0	0	0	0	42	4	317
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	919	0	98	538	0	0	0	0	0	46	317
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		2	2					1	2	2
Detector Template										Left		
Leading Detector (ft)		83		83	83					20	83	83
Trailing Detector (ft)		-5		-5	-5					0	-5	-5
Detector 1 Position(ft)		-5		-5	-5					0	-5	-5
Detector 1 Size(ft)		40		40	40					20	40	40
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		43		43	43						43	43
Detector 2 Size(ft)		40		40	40						40	40
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0	0.0						0.0	0.0
Turn Type		NA		pm+pt	NA					Perm	NA	Perm

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases		6		5	2						8	
Permitted Phases				2						8		8
Detector Phase		6		5	2					8	8	8
Switch Phase												
Minimum Initial (s)		10.0		3.0	10.0					5.0	5.0	5.0
Minimum Split (s)		50.0		9.0	75.0					11.0	11.0	11.0
Total Split (s)		50.0		25.0	75.0					30.0	30.0	30.0
Total Split (%)		47.6%		23.8%	71.4%					28.6%	28.6%	28.6%
Maximum Green (s)		44.0		19.0	69.0					24.0	24.0	24.0
Yellow Time (s)		4.0		4.0	4.0					4.0	4.0	4.0
All-Red Time (s)		2.0		2.0	2.0					2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0						0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0						6.0	6.0
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		2.0		2.0	2.0					2.0	2.0	2.0
Recall Mode		C-Max		None	C-Max					None	None	None
Act Effct Green (s)		74.8		84.6	84.6						8.4	8.4
Actuated g/C Ratio		0.71		0.81	0.81						0.08	0.08
v/c Ratio		0.38		0.22	0.19						0.34	0.75
Control Delay		7.3		3.8	2.5						50.9	16.6
Queue Delay		0.4		0.0	0.0						0.0	0.0
Total Delay		7.7		3.8	2.5						50.9	16.6
LOS		A		A	A						D	B
Approach Delay		7.7			2.7						20.9	
Approach LOS		A			A						C	
Queue Length 50th (ft)		112		12	35						30	0
Queue Length 95th (ft)		198		22	45						62	79
Internal Link Dist (ft)		386			442			566			643	
Turn Bay Length (ft)				150								375
Base Capacity (vph)		2430		608	2795						385	623
Starvation Cap Reductn		901		0	0						0	0
Spillback Cap Reductn		0		0	0						0	0
Storage Cap Reductn		0		0	0						0	0
Reduced v/c Ratio		0.60		0.16	0.19						0.12	0.51

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 10 (10%), Referenced to phase 2:NWTL and 6:SET, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 8.6		Intersection LOS: A	
Intersection Capacity Utilization 52.4%		ICU Level of Service A	
Analysis Period (min) 15			

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

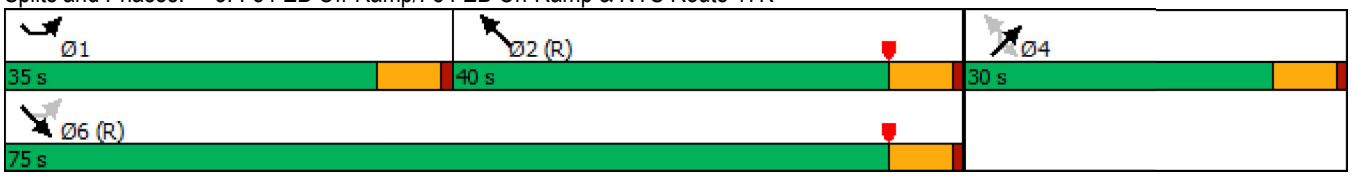


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	285	543	0	0	517	45	106	1	154	0	0	0
Future Volume (vph)	285	543	0	0	517	45	106	1	154	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	13	13	12	14	12	12	12	12
Storage Length (ft)	180		0	0		420	0		150	0		0
Storage Lanes	1		0	0		0	0		1	0		0
Taper Length (ft)	75			25			100			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.988				0.850			
Flt Protected	0.950							0.953				
Satd. Flow (prot)	1662	3505	0	0	3599	0	0	1742	1583	0	0	0
Flt Permitted	0.382							0.953				
Satd. Flow (perm)	668	3505	0	0	3599	0	0	1742	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					9				160			
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		522			634			685			676	
Travel Time (s)		8.9			10.8			11.7			11.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	5%	3%	0%	0%	2%	7%	11%	0%	2%	0%	0%	0%
Adj. Flow (vph)	297	566	0	0	539	47	110	1	160	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	297	566	0	0	586	0	0	111	160	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.00	1.00	1.00	0.96	0.96	1.00	0.92	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2			2		1	2	2			
Detector Template							Left					
Leading Detector (ft)	83	83			83		20	83	83			
Trailing Detector (ft)	-5	-5			-5		0	-5	-5			
Detector 1 Position(ft)	-5	-5			-5		0	-5	-5			
Detector 1 Size(ft)	40	40			40		20	40	40			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 2 Position(ft)	43	43			43			43	43			
Detector 2 Size(ft)	40	40			40			40	40			
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0			0.0	0.0			
Turn Type	pm+pt	NA			NA		Perm	NA	Perm			

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	1	6			2			4				
Permitted Phases	6						4		4			
Detector Phase	1	6			2		4	4	4			
Switch Phase												
Minimum Initial (s)	5.0	10.0			10.0		5.0	5.0	5.0			
Minimum Split (s)	11.0	75.0			40.0		11.0	11.0	11.0			
Total Split (s)	35.0	75.0			40.0		30.0	30.0	30.0			
Total Split (%)	33.3%	71.4%			38.1%		28.6%	28.6%	28.6%			
Maximum Green (s)	29.0	69.0			34.0		24.0	24.0	24.0			
Yellow Time (s)	5.0	5.0			5.0		5.0	5.0	5.0			
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0	1.0			
Lost Time Adjust (s)	0.0	0.0			0.0			0.0	0.0			
Total Lost Time (s)	6.0	6.0			6.0			6.0	6.0			
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	2.0	2.0			2.0		2.0	2.0	2.0			
Recall Mode	None	C-Max			C-Max		None	None	None			
Act Effct Green (s)	81.8	81.8			65.9			11.2	11.2			
Actuated g/C Ratio	0.78	0.78			0.63			0.11	0.11			
v/c Ratio	0.48	0.21			0.26			0.60	0.51			
Control Delay	9.2	3.0			8.7			57.5	12.8			
Queue Delay	0.0	0.0			0.0			0.0	0.0			
Total Delay	9.2	3.0			8.7			57.5	12.8			
LOS	A	A			A			E	B			
Approach Delay		5.1			8.7			31.1				
Approach LOS		A			A			C				
Queue Length 50th (ft)	37	37			74			72	0			
Queue Length 95th (ft)	85	49			111			124	58			
Internal Link Dist (ft)		442			554			605			596	
Turn Bay Length (ft)	180								150			
Base Capacity (vph)	795	2731			2260			398	485			
Starvation Cap Reductn	0	0			0			0	0			
Spillback Cap Reductn	0	0			0			0	0			
Storage Cap Reductn	0	0			0			0	0			
Reduced v/c Ratio	0.37	0.21			0.26			0.28	0.33			

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 2:NWT and 6:SETL, Start of Yellow, Master Intersection			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.60			
Intersection Signal Delay: 10.5		Intersection LOS: B	
Intersection Capacity Utilization 52.4%		ICU Level of Service A	
Analysis Period (min) 15			

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

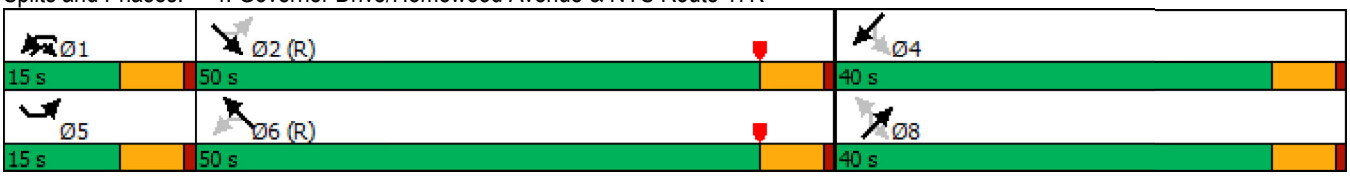


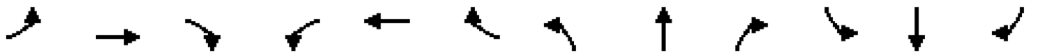
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	18	619	60	14	505	13	44	3	31	7	2	7
Future Volume (vph)	18	619	60	14	505	13	44	3	31	7	2	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	14	12	12	12	16	16	12	13	12
Storage Length (ft)	80		0	205		0	0		125	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	70			86			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.987			0.996				0.850		0.941	
Flt Protected	0.950			0.950				0.955			0.979	
Satd. Flow (prot)	1745	3473	0	1925	1856	0	0	2019	1830	0	1809	0
Flt Permitted	0.432			0.371				0.728			0.836	
Satd. Flow (perm)	793	3473	0	752	1856	0	0	1539	1830	0	1545	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			2				32		7	
Link Speed (mph)		40			40			40			30	
Link Distance (ft)		634			508			523			505	
Travel Time (s)		10.8			8.7			8.9			11.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	19%	0%	2%	0%	2%	0%	0%	0%	0%	0%
Adj. Flow (vph)	19	645	63	15	526	14	46	3	32	7	2	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	19	708	0	15	540	0	0	49	32	0	16	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		14			14			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.00	1.00	0.92	1.00	1.00	1.00	0.85	0.85	1.00	0.96	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		1	2	2	1	2	
Detector Template							Left			Left		
Leading Detector (ft)	83	83		83	83		20	83	83	20	83	
Trailing Detector (ft)	-5	-5		-5	-5		0	-5	-5	0	0	
Detector 1 Position(ft)	-5	-5		-5	-5		0	-5	-5	0	0	
Detector 1 Size(ft)	40	40		40	40		20	40	40	20	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43		43	43			43	43		43	
Detector 2 Size(ft)	40	40		40	40			40	40		40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	pm+ov	Perm	NA	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	5	2		1	6			8	1		4	
Permitted Phases	2			6			8		8	4		
Detector Phase	5	2		1	6		8	8	1	4	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		5.0	5.0	3.0	5.0	5.0	
Minimum Split (s)	9.0	50.0		9.0	50.0		11.0	11.0	9.0	11.0	11.0	
Total Split (s)	15.0	50.0		15.0	50.0		40.0	40.0	15.0	40.0	40.0	
Total Split (%)	14.3%	47.6%		14.3%	47.6%		38.1%	38.1%	14.3%	38.1%	38.1%	
Maximum Green (s)	9.0	44.0		9.0	44.0		34.0	34.0	9.0	34.0	34.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0			6.0	6.0		6.0	
Lead/Lag	Lead	Lag		Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0	2.0	3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	
Act Effct Green (s)	83.1	81.3		84.2	83.4			8.7	17.1		8.7	
Actuated g/C Ratio	0.79	0.77		0.80	0.79			0.08	0.16		0.08	
v/c Ratio	0.03	0.26		0.02	0.37			0.39	0.10		0.12	
Control Delay	3.8	6.0		2.7	6.0			53.6	12.1		33.3	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	3.8	6.0		2.7	6.0			53.6	12.1		33.3	
LOS	A	A		A	A			D	B		C	
Approach Delay		6.0			5.9			37.2			33.3	
Approach LOS		A			A			D			C	
Queue Length 50th (ft)	2	114		2	77			32	0		6	
Queue Length 95th (ft)	8	74		6	222			67	24		27	
Internal Link Dist (ft)		554			428			443			425	
Turn Bay Length (ft)	80			205					125			
Base Capacity (vph)	727	2692		715	1474			498	398		505	
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.03	0.26		0.02	0.37			0.10	0.08		0.03	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 35 (33%), Referenced to phase 2:SETL and 6:NWTL, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.39			
Intersection Signal Delay: 8.1		Intersection LOS: A	
Intersection Capacity Utilization 44.6%		ICU Level of Service A	
Analysis Period (min) 15			

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





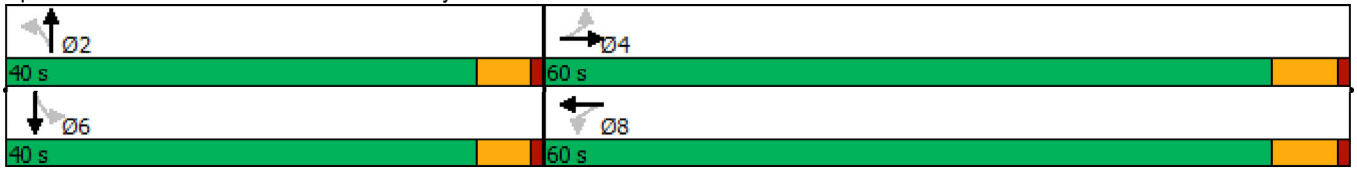
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	64	441	0	2	477	216	1	0	0	253	1	89
Future Volume (vph)	64	441	0	2	477	216	1	0	0	253	1	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.958						0.965	
Flt Protected		0.994						0.950			0.964	
Satd. Flow (prot)	0	1881	0	0	1773	0	0	1805	0	0	1684	0
Flt Permitted		0.851			0.999			0.643			0.783	
Satd. Flow (perm)	0	1611	0	0	1771	0	0	1222	0	0	1368	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					35						19	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		475			749			177			732	
Travel Time (s)		8.1			12.8			4.0			16.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	0%	0%	0%	3%	2%	0%	0%	0%	2%	0%	0%
Adj. Flow (vph)	67	464	0	2	502	227	1	0	0	266	1	94
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	531	0	0	731	0	0	1	0	0	361	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		1	0		1	0		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	0		20	0		20	0		20	83	
Trailing Detector (ft)	0	0		0	0		0	0		0	-5	
Detector 1 Position(ft)	0	0		0	0		0	-5		0	-5	
Detector 1 Size(ft)	20	6		20	6		20	40		20	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)											43	
Detector 2 Size(ft)											40	
Detector 2 Type											Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)											0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

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

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

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

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



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	61	5	64	50	5	73
Future Volume (vph)	61	5	64	50	5	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	12	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.991		0.941			
Flt Protected	0.956					0.997
Satd. Flow (prot)	1767	0	1709	0	0	1814
Flt Permitted	0.956					0.997
Satd. Flow (perm)	1767	0	1709	0	0	1814
Link Speed (mph)	30		30			30
Link Distance (ft)	594		1013			419
Travel Time (s)	13.5		23.0			9.5
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	0%	2%	0%	0%	1%
Adj. Flow (vph)	67	5	70	55	5	80
Shared Lane Traffic (%)						
Lane Group Flow (vph)	72	0	125	0	0	85
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

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

Intersection	
Int Delay, s/veh	2.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	61	5	64	50	5	73
Future Vol, veh/h	61	5	64	50	5	73
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	0	2	0	0	1
Mvmt Flow	67	5	70	55	5	80

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

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

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

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	103	710	15	77	384	279	5	0	82	322	2	154
Future Volume (vph)	103	710	15	77	384	279	5	0	82	322	2	154
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	12	11	12	12
Storage Length (ft)	80		0	300		0	0		0	140		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	86			60			25			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.937			0.850			0.852	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1517	3299	0	1008	3114	0	1091	913	0	1745	1447	0
Flt Permitted	0.332			0.290			0.648			0.416		
Satd. Flow (perm)	530	3299	0	308	3114	0	744	913	0	764	1447	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			215			378			171	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		335			466			148			253	
Travel Time (s)		5.7			7.9			3.4			5.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	19%	9%	13%	79%	12%	4%	60%	0%	71%	0%	0%	12%
Adj. Flow (vph)	114	789	17	86	427	310	6	0	91	358	2	171
Shared Lane Traffic (%)												
Lane Group Flow (vph)	114	806	0	86	737	0	6	91	0	358	173	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.00	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0		2	2		2	2	
Detector Template												
Leading Detector (ft)	83	0		83	0		83	83		83	83	
Trailing Detector (ft)	-5	0		-5	0		-5	-5		-5	-5	
Detector 1 Position(ft)	-5	0		-5	0		-5	-5		-5	-5	
Detector 1 Size(ft)	40	6		40	6		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43			43			43	43		43	43	
Detector 2 Size(ft)	40			40			40	40		40	40	
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	

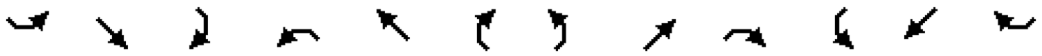
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	10.0		8.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	30.0		14.0	50.0		10.0	10.0		10.0	10.0	
Total Split (s)	15.0	30.0		35.0	50.0		25.0	25.0		15.0	15.0	
Total Split (%)	14.3%	28.6%		33.3%	47.6%		23.8%	23.8%		14.3%	14.3%	
Maximum Green (s)	9.0	24.0		29.0	44.0		20.0	20.0		10.0	10.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes											
Vehicle Extension (s)	2.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	68.6	62.4		71.5	62.0		10.3	5.8		18.5	16.5	
Actuated g/C Ratio	0.65	0.59		0.68	0.59		0.10	0.06		0.18	0.16	
v/c Ratio	0.28	0.41		0.32	0.38		0.07	0.22		1.57	0.47	
Control Delay	7.5	14.2		7.5	7.3		35.0	1.3		308.4	11.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	7.5	14.2		7.5	7.3		35.0	1.3		308.4	11.1	
LOS	A	B		A	A		C	A		F	B	
Approach Delay		13.4			7.3			3.4			211.5	
Approach LOS		B			A			A			F	
Queue Length 50th (ft)	21	153		11	51		3	0		~283	1	
Queue Length 95th (ft)	45	246		m27	107		14	0		#433	64	
Internal Link Dist (ft)		255			386			68			173	
Turn Bay Length (ft)	80			300						140		
Base Capacity (vph)	437	1960		413	1925		213	479		228	372	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	141		0	0		0	16		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.26	0.44		0.21	0.38		0.03	0.20		1.57	0.47	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Yellow			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.57			
Intersection Signal Delay: 55.2		Intersection LOS: E	
Intersection Capacity Utilization 65.4%		ICU Level of Service C	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			

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

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

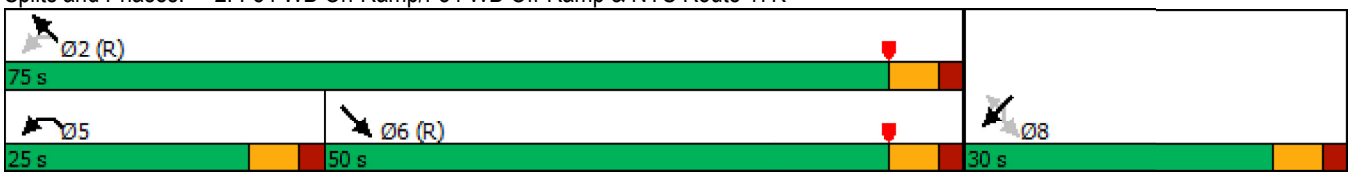
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	867	246	61	400	0	0	0	0	166	0	341
Future Volume (vph)	0	867	246	61	400	0	0	0	0	166	0	341
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	12	12	12	12	12	15	15
Storage Length (ft)	0		0	150		0	0		0	0		375
Storage Lanes	0		0	1		0	0		0	0		1
Taper Length (ft)	25			60			25			300		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.967										0.850
Flt Protected				0.950							0.950	
Satd. Flow (prot)	0	3083	0	1558	2935	0	0	0	0	0	1742	1531
Flt Permitted				0.157							0.950	
Satd. Flow (perm)	0	3083	0	257	2935	0	0	0	0	0	1742	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		43										*290
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		466			522			646			723	
Travel Time (s)		7.9			8.9			11.0			12.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	13%	14%	12%	23%	0%	0%	0%	0%	14%	0%	16%
Adj. Flow (vph)	0	963	273	68	444	0	0	0	0	184	0	379
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1236	0	68	444	0	0	0	0	0	184	379
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		2	2					1	2	2
Detector Template										Left		
Leading Detector (ft)		83		83	83					20	83	83
Trailing Detector (ft)		-5		-5	-5					0	-5	-5
Detector 1 Position(ft)		-5		-5	-5					0	-5	-5
Detector 1 Size(ft)		40		40	40					20	40	40
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		43		43	43						43	43
Detector 2 Size(ft)		40		40	40						40	40
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0	0.0						0.0	0.0
Turn Type		NA		pm+pt	NA					Perm	NA	Perm



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases		6		5	2						8	
Permitted Phases				2						8		8
Detector Phase		6		5	2					8	8	8
Switch Phase												
Minimum Initial (s)		10.0		3.0	10.0					5.0	5.0	5.0
Minimum Split (s)		50.0		9.0	75.0					11.0	11.0	11.0
Total Split (s)		50.0		25.0	75.0					30.0	30.0	30.0
Total Split (%)		47.6%		23.8%	71.4%					28.6%	28.6%	28.6%
Maximum Green (s)		44.0		19.0	69.0					24.0	24.0	24.0
Yellow Time (s)		4.0		4.0	4.0					4.0	4.0	4.0
All-Red Time (s)		2.0		2.0	2.0					2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0						0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0						6.0	6.0
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		2.0		2.0	2.0					2.0	2.0	2.0
Recall Mode		C-Max		None	C-Max					None	None	None
Act Effct Green (s)		67.1		77.0	77.0						16.0	16.0
Actuated g/C Ratio		0.64		0.73	0.73						0.15	0.15
v/c Ratio		0.62		0.26	0.21						0.69	0.79
Control Delay		16.1		10.1	6.9						55.2	23.2
Queue Delay		0.1		0.0	0.0						0.0	0.0
Total Delay		16.1		10.1	6.9						55.2	23.2
LOS		B		B	A						E	C
Approach Delay		16.1			7.3						33.7	
Approach LOS		B			A						C	
Queue Length 50th (ft)		342		16	54						119	55
Queue Length 95th (ft)		m386		31	72						177	154
Internal Link Dist (ft)		386			442			566			643	
Turn Bay Length (ft)				150								375
Base Capacity (vph)		1987		424	2152						398	573
Starvation Cap Reductn		83		0	0						0	0
Spillback Cap Reductn		0		0	0						0	0
Storage Cap Reductn		0		0	0						0	0
Reduced v/c Ratio		0.65		0.16	0.21						0.46	0.66

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 10 (10%), Referenced to phase 2:NWTL and 6:SET, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 18.5		Intersection LOS: B	
Intersection Capacity Utilization 59.4%		ICU Level of Service B	
Analysis Period (min) 15			
* User Entered Value			
m Volume for 95th percentile queue is metered by upstream signal.			

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

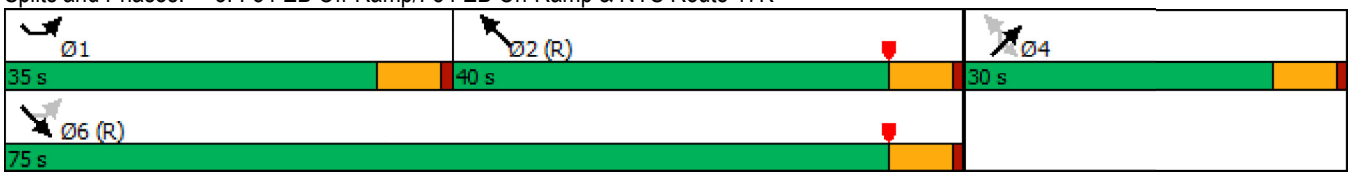


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	404	635	0	0	322	96	141	0	251	0	0	0
Future Volume (vph)	404	635	0	0	322	96	141	0	251	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	13	13	12	14	12	12	12	12
Storage Length (ft)	180		0	0		420	0		150	0		0
Storage Lanes	1		0	0		0	0		1	0		0
Taper Length (ft)	75			25			100			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.966				0.850			
Flt Protected	0.950							0.950				
Satd. Flow (prot)	1442	3374	0	0	2932	0	0	1504	1538	0	0	0
Flt Permitted	0.430							0.950				
Satd. Flow (perm)	653	3374	0	0	2932	0	0	1504	1538	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					39				270			
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		522			634			685			676	
Travel Time (s)		8.9			10.8			11.7			11.5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	21%	7%	0%	0%	19%	36%	28%	0%	5%	0%	0%	0%
Adj. Flow (vph)	434	683	0	0	346	103	152	0	270	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	434	683	0	0	449	0	0	152	270	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.00	1.00	1.00	0.96	0.96	1.00	0.92	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2			2		1	2	2			
Detector Template							Left					
Leading Detector (ft)	83	83			83		20	83	83			
Trailing Detector (ft)	-5	-5			-5		0	-5	-5			
Detector 1 Position(ft)	-5	-5			-5		0	-5	-5			
Detector 1 Size(ft)	40	40			40		20	40	40			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 2 Position(ft)	43	43			43			43	43			
Detector 2 Size(ft)	40	40			40			40	40			
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0			0.0	0.0			
Turn Type	pm+pt	NA			NA		Perm	NA	Perm			

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	1	6			2			4				
Permitted Phases	6						4		4			
Detector Phase	1	6			2		4	4	4			
Switch Phase												
Minimum Initial (s)	5.0	10.0			10.0		5.0	5.0	5.0			
Minimum Split (s)	11.0	75.0			40.0		11.0	11.0	11.0			
Total Split (s)	35.0	75.0			40.0		30.0	30.0	30.0			
Total Split (%)	33.3%	71.4%			38.1%		28.6%	28.6%	28.6%			
Maximum Green (s)	29.0	69.0			34.0		24.0	24.0	24.0			
Yellow Time (s)	5.0	5.0			5.0		5.0	5.0	5.0			
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0	1.0			
Lost Time Adjust (s)	0.0	0.0			0.0			0.0	0.0			
Total Lost Time (s)	6.0	6.0			6.0			6.0	6.0			
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	2.0	2.0			2.0		2.0	2.0	2.0			
Recall Mode	None	C-Max			C-Max		None	None	None			
Act Effct Green (s)	78.0	78.0			54.2			15.0	15.0			
Actuated g/C Ratio	0.74	0.74			0.52			0.14	0.14			
v/c Ratio	0.70	0.27			0.29			0.71	0.60			
Control Delay	18.8	3.8			16.0			59.7	10.5			
Queue Delay	0.0	0.0			0.0			0.0	0.0			
Total Delay	18.8	3.8			16.0			59.7	10.5			
LOS	B	A			B			E	B			
Approach Delay		9.6			16.0			28.3				
Approach LOS		A			B			C				
Queue Length 50th (ft)	62	25			47			99	0			
Queue Length 95th (ft)	251	111			170			157	68			
Internal Link Dist (ft)		442			554			605			596	
Turn Bay Length (ft)	180								150			
Base Capacity (vph)	704	2505			1531			343	559			
Starvation Cap Reductn	0	0			0			0	0			
Spillback Cap Reductn	0	0			0			0	0			
Storage Cap Reductn	0	0			0			0	0			
Reduced v/c Ratio	0.62	0.27			0.29			0.44	0.48			

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 2:NWT and 6:SETL, Start of Yellow, Master Intersection			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay: 15.0		Intersection LOS: B	
Intersection Capacity Utilization 59.4%		ICU Level of Service B	
Analysis Period (min) 15			

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

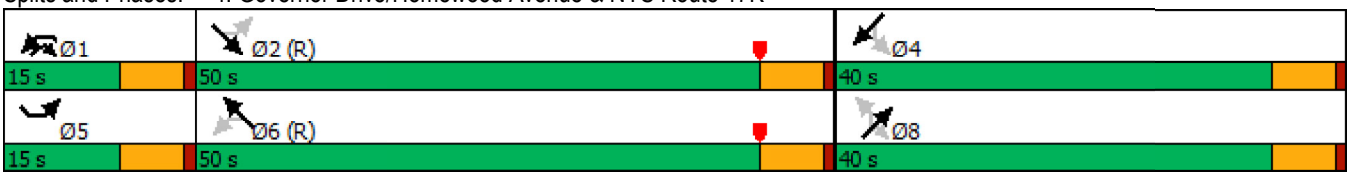


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	21	715	149	48	310	2	106	6	51	8	7	3
Future Volume (vph)	21	715	149	48	310	2	106	6	51	8	7	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	14	12	12	12	16	16	12	13	12
Storage Length (ft)	80		0	205		0	0		125	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	70			86			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.974			0.999				0.850		0.980	
Flt Protected	0.950			0.950				0.955			0.978	
Satd. Flow (prot)	1479	3290	0	1851	1696	0	0	1433	1727	0	1793	0
Flt Permitted	0.534			0.228				0.723			0.867	
Satd. Flow (perm)	831	3290	0	444	1696	0	0	1085	1727	0	1589	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		29							59		3	
Link Speed (mph)		40			40			40			30	
Link Distance (ft)		634			508			523			505	
Travel Time (s)		10.8			8.7			8.9			11.5	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	18%	6%	11%	4%	12%	0%	45%	17%	6%	0%	0%	33%
Adj. Flow (vph)	24	831	173	56	360	2	123	7	59	9	8	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	24	1004	0	56	362	0	0	130	59	0	20	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		14			14			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.00	1.00	0.92	1.00	1.00	1.00	0.85	0.85	1.00	0.96	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		1	2	2	1	2	
Detector Template							Left			Left		
Leading Detector (ft)	83	83		83	83		20	83	83	20	83	
Trailing Detector (ft)	-5	-5		-5	-5		0	-5	-5	0	0	
Detector 1 Position(ft)	-5	-5		-5	-5		0	-5	-5	0	0	
Detector 1 Size(ft)	40	40		40	40		20	40	40	20	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43		43	43			43	43		43	
Detector 2 Size(ft)	40	40		40	40			40	40		40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	pm+ov	Perm	NA	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	5	2		1	6			8	1		4	
Permitted Phases	2			6			8		8	4		
Detector Phase	5	2		1	6		8	8	1	4	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		5.0	5.0	3.0	5.0	5.0	
Minimum Split (s)	9.0	50.0		9.0	50.0		11.0	11.0	9.0	11.0	11.0	
Total Split (s)	15.0	50.0		15.0	50.0		40.0	40.0	15.0	40.0	40.0	
Total Split (%)	14.3%	47.6%		14.3%	47.6%		38.1%	38.1%	14.3%	38.1%	38.1%	
Maximum Green (s)	9.0	44.0		9.0	44.0		34.0	34.0	9.0	34.0	34.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0			6.0	6.0		6.0	
Lead/Lag	Lead	Lag		Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0	2.0	3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	
Act Effct Green (s)	69.7	65.4		72.8	70.2			18.1	29.7		18.1	
Actuated g/C Ratio	0.66	0.62		0.69	0.67			0.17	0.28		0.17	
v/c Ratio	0.04	0.49		0.15	0.32			0.70	0.11		0.07	
Control Delay	7.6	15.5		6.8	10.7			59.0	6.6		29.8	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	7.6	15.5		6.8	10.7			59.0	6.6		29.8	
LOS	A	B		A	B			E	A		C	
Approach Delay		15.3			10.1			42.7			29.8	
Approach LOS		B			B			D			C	
Queue Length 50th (ft)	4	246		10	77			83	0		10	
Queue Length 95th (ft)	m15	313		26	201			128	24		27	
Internal Link Dist (ft)		554			428			443			425	
Turn Bay Length (ft)	80			205					125			
Base Capacity (vph)	630	2060		432	1133			351	584		516	
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.04	0.49		0.13	0.32			0.37	0.10		0.04	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 35 (33%), Referenced to phase 2:SETL and 6:NWTL, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 17.3		Intersection LOS: B	
Intersection Capacity Utilization 54.5%		ICU Level of Service A	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	477	2	5	340	128	2	0	2	350	1	84
Future Volume (vph)	57	477	2	5	340	128	2	0	2	350	1	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.963			0.932			0.974	
Flt Protected		0.995			0.999			0.976			0.961	
Satd. Flow (prot)	0	1707	0	0	1634	0	0	1728	0	0	1632	0
Flt Permitted		0.902			0.995			0.897			0.765	
Satd. Flow (perm)	0	1547	0	0	1627	0	0	1588	0	0	1299	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					29			33			*15	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		475			749			177			732	
Travel Time (s)		8.1			12.8			4.0			16.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	9%	11%	0%	0%	12%	12%	0%	0%	0%	4%	0%	11%
Adj. Flow (vph)	60	502	2	5	358	135	2	0	2	368	1	88
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	564	0	0	498	0	0	4	0	0	457	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		1	0		1	0		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	0		20	0		20	0		20	83	
Trailing Detector (ft)	0	0		0	0		0	0		0	-5	
Detector 1 Position(ft)	0	0		0	0		0	-5		0	-5	
Detector 1 Size(ft)	20	6		20	6		20	40		20	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)											43	
Detector 2 Size(ft)											40	
Detector 2 Type											Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)											0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

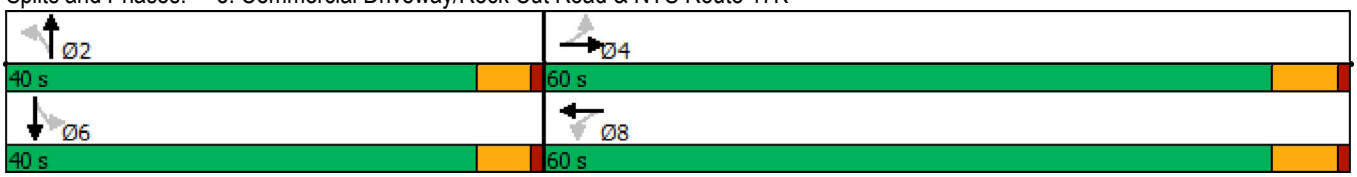
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	60.0	60.0		60.0	60.0		10.0	10.0		10.0	10.0	
Total Split (s)	60.0	60.0		60.0	60.0		40.0	40.0		40.0	40.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Maximum Green (s)	54.0	54.0		54.0	54.0		35.0	35.0		35.0	35.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		2.0	2.0		3.0	3.0		2.0	2.0	
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Act Effct Green (s)		54.0			54.0			35.0			35.0	
Actuated g/C Ratio		0.54			0.54			0.35			0.35	
v/c Ratio		0.68			0.56			0.01			0.98	
Control Delay		21.8			17.2			0.0			71.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		21.8			17.2			0.0			71.1	
LOS		C			B			A			E	
Approach Delay		21.8			17.2						71.1	
Approach LOS		C			B						E	
Queue Length 50th (ft)		247			186			0			279	
Queue Length 95th (ft)		372			283			0			#489	
Internal Link Dist (ft)		395			669			97			652	
Turn Bay Length (ft)												
Base Capacity (vph)		835			891			577			464	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.68			0.56			0.01			0.98	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Natural Cycle: 90			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay: 35.0		Intersection LOS: C	
Intersection Capacity Utilization 99.7%		ICU Level of Service F	
Analysis Period (min) 15			

* User Entered Value

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

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



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	77	3	29	48	9	74
Future Volume (vph)	77	3	29	48	9	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	12	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.995		0.916			
Flt Protected	0.954					0.995
Satd. Flow (prot)	1693	0	1571	0	0	1660
Flt Permitted	0.954					0.995
Satd. Flow (perm)	1693	0	1571	0	0	1660
Link Speed (mph)	30		30			30
Link Distance (ft)	594		1013			419
Travel Time (s)	13.5		23.0			9.5
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	4%	67%	4%	9%	44%	6%
Adj. Flow (vph)	95	4	36	59	11	91
Shared Lane Traffic (%)						
Lane Group Flow (vph)	99	0	95	0	0	102
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 22.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	77	3	29	48	9	74
Future Vol, veh/h	77	3	29	48	9	74
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	4	67	4	9	44	6
Mvmt Flow	95	4	36	59	11	91

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	179	66	0	0	95	0
Stage 1	66	-	-	-	-	-
Stage 2	113	-	-	-	-	-
Critical Hdwy	6.44	6.87	-	-	4.54	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.903	-	-	2.596	-
Pot Cap-1 Maneuver	806	843	-	-	1273	-
Stage 1	952	-	-	-	-	-
Stage 2	907	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	799	843	-	-	1273	-
Mov Cap-2 Maneuver	799	-	-	-	-	-
Stage 1	952	-	-	-	-	-
Stage 2	899	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	801	1273	-
HCM Lane V/C Ratio	-	-	0.123	0.009	-
HCM Control Delay (s)	-	-	10.1	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	80	303	0	477	0	0
Future Volume (vph)	80	303	0	477	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	16	16
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.893					
Flt Protected						
Satd. Flow (prot)	1663	0	0	1863	0	0
Flt Permitted						
Satd. Flow (perm)	1663	0	0	1863	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	253			134	68	
Travel Time (s)	5.8			3.0	1.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	87	329	0	518	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	416	0	0	518	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			11	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	0.85	0.85
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.4%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	80	0	4	174	303	5
Future Volume (vph)	80	0	4	174	303	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.998	
Flt Protected				0.999	0.953	
Satd. Flow (prot)	1863	0	0	1861	1949	0
Flt Permitted				0.999	0.953	
Satd. Flow (perm)	1863	0	0	1861	1949	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	134			154	76	
Travel Time (s)	3.0			3.5	1.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	87	0	4	189	329	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	87	0	0	193	334	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	15	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	0.88	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	80	0	4	174	303	5
Future Vol, veh/h	80	0	4	174	303	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	87	0	4	189	329	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	87	0	284	87
Stage 1	-	-	-	-	87	-
Stage 2	-	-	-	-	197	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1509	-	706	971
Stage 1	-	-	-	-	936	-
Stage 2	-	-	-	-	836	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1509	-	704	971
Mov Cap-2 Maneuver	-	-	-	-	704	-
Stage 1	-	-	-	-	936	-
Stage 2	-	-	-	-	833	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	14.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	707	-	-	1509	-
HCM Lane V/C Ratio	0.474	-	-	0.003	-
HCM Control Delay (s)	14.6	-	-	7.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	2.6	-	-	0	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	85	0	0	178	0	0
Future Volume (vph)	85	0	0	178	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	16	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	2111	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	2111	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	154			101	63	
Travel Time (s)	3.5			2.3	1.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	92	0	0	193	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	92	0	0	193	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	16	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	0.85	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 12.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

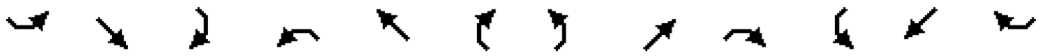
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↰	
Traffic Vol, veh/h	85	0	0	178	0	0
Future Vol, veh/h	85	0	0	178	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	92	0	0	193	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	285	-
Stage 1	-	-	-	-	92	-
Stage 2	-	-	-	-	193	-
Critical Hdwy	-	-	-	-	6.42	-
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	-
Pot Cap-1 Maneuver	-	0	0	-	705	0
Stage 1	-	0	0	-	932	0
Stage 2	-	0	0	-	840	0
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	705	-
Mov Cap-2 Maneuver	-	-	-	-	705	-
Stage 1	-	-	-	-	932	-
Stage 2	-	-	-	-	840	-

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

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

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	165	566	30	80	819	321	19	1	82	268	4	134
Future Volume (vph)	165	566	30	80	819	321	19	1	82	268	4	134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	12	11	12	12
Storage Length (ft)	80		0	300		0	0		0	140		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	86			60			25			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992			0.958			0.852			0.854	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3438	0	1128	3334	0	1662	1121	0	1678	1533	0
Flt Permitted	0.114			0.393			0.661			0.418		
Satd. Flow (perm)	212	3438	0	467	3334	0	1156	1121	0	738	1533	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			68			90			147	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		335			466			148			253	
Travel Time (s)		5.7			7.9			3.4			5.8	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	4%	7%	60%	4%	3%	5%	0%	40%	4%	0%	6%
Adj. Flow (vph)	181	622	33	88	900	353	21	1	90	295	4	147
Shared Lane Traffic (%)												
Lane Group Flow (vph)	181	655	0	88	1253	0	21	91	0	295	151	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.00	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0		2	2		2	2	
Detector Template												
Leading Detector (ft)	83	0		83	0		83	83		83	83	
Trailing Detector (ft)	-5	0		-5	0		-5	-5		-5	-5	
Detector 1 Position(ft)	-5	0		-5	0		-5	-5		-5	-5	
Detector 1 Size(ft)	40	6		40	6		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43			43			43	43		43	43	
Detector 2 Size(ft)	40			40			40	40		40	40	
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	



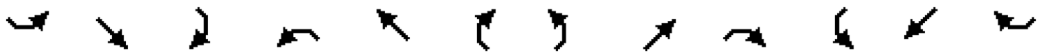
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	10.0		8.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	30.0		14.0	50.0		10.0	10.0		10.0	10.0	
Total Split (s)	15.0	30.0		35.0	50.0		25.0	25.0		15.0	15.0	
Total Split (%)	14.3%	28.6%		33.3%	47.6%		23.8%	23.8%		14.3%	14.3%	
Maximum Green (s)	9.0	24.0		29.0	44.0		20.0	20.0		10.0	10.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes											
Vehicle Extension (s)	2.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	72.0	61.5		65.7	56.3		11.7	6.9		19.2	15.2	
Actuated g/C Ratio	0.69	0.59		0.63	0.54		0.11	0.07		0.18	0.14	
v/c Ratio	0.57	0.32		0.25	0.69		0.13	0.58		1.32	0.43	
Control Delay	17.1	13.7		8.8	19.1		34.2	24.9		204.2	11.8	
Queue Delay	0.0	0.0		0.0	0.3		0.0	0.0		0.0	0.0	
Total Delay	17.1	13.7		8.8	19.4		34.2	24.9		204.2	11.8	
LOS	B	B		A	B		C	C		F	B	
Approach Delay		14.4			18.7			26.6			139.1	
Approach LOS		B			B			C			F	
Queue Length 50th (ft)	35	114		14	256		12	1		~202	2	
Queue Length 95th (ft)	107	197		m41	m381		31	49		#321	59	
Internal Link Dist (ft)		255			386			68			173	
Turn Bay Length (ft)	80			300						140		
Base Capacity (vph)	327	2016		512	1819		337	286		224	348	
Starvation Cap Reductn	0	0		0	137		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.55	0.32		0.17	0.74		0.06	0.32		1.32	0.43	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Yellow			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.32			
Intersection Signal Delay: 37.3		Intersection LOS: D	
Intersection Capacity Utilization 77.7%		ICU Level of Service D	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			

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

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

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	721	100	211	763	0	0	0	0	112	7	469
Future Volume (vph)	0	721	100	211	763	0	0	0	0	112	7	469
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	12	12	12	12	12	15	15
Storage Length (ft)	0		0	150		0	0		0	0		375
Storage Lanes	0		0	1		0	0		0	0		1
Taper Length (ft)	25			60			25			300		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.982										0.850
Flt Protected				0.950							0.955	
Satd. Flow (prot)	0	3306	0	1662	3438	0	0	0	0	0	1560	1572
Flt Permitted				0.231							0.955	
Satd. Flow (perm)	0	3306	0	404	3438	0	0	0	0	0	1560	1572
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18										*296
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		466			522			646			723	
Travel Time (s)		7.9			8.9			11.0			12.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	6%	16%	5%	5%	0%	0%	0%	0%	26%	57%	13%
Adj. Flow (vph)	0	784	109	229	829	0	0	0	0	122	8	510
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	893	0	229	829	0	0	0	0	0	130	510
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		2	2					1	2	2
Detector Template										Left		
Leading Detector (ft)		83		83	83					20	83	83
Trailing Detector (ft)		-5		-5	-5					0	-5	-5
Detector 1 Position(ft)		-5		-5	-5					0	-5	-5
Detector 1 Size(ft)		40		40	40					20	40	40
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		43		43	43						43	43
Detector 2 Size(ft)		40		40	40						40	40
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0	0.0						0.0	0.0
Turn Type		NA		pm+pt	NA					Perm	NA	Perm



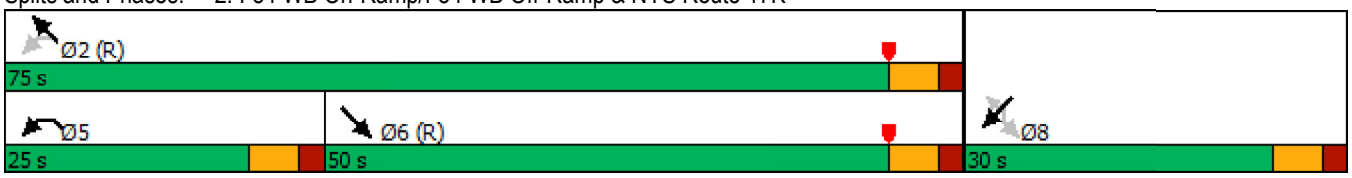
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases		6		5	2						8	
Permitted Phases				2						8		8
Detector Phase		6		5	2					8	8	8
Switch Phase												
Minimum Initial (s)		10.0		3.0	10.0					5.0	5.0	5.0
Minimum Split (s)		50.0		9.0	75.0					11.0	11.0	11.0
Total Split (s)		50.0		25.0	75.0					30.0	30.0	30.0
Total Split (%)		47.6%		23.8%	71.4%					28.6%	28.6%	28.6%
Maximum Green (s)		44.0		19.0	69.0					24.0	24.0	24.0
Yellow Time (s)		4.0		4.0	4.0					4.0	4.0	4.0
All-Red Time (s)		2.0		2.0	2.0					2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0						0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0						6.0	6.0
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		2.0		2.0	2.0					2.0	2.0	2.0
Recall Mode		C-Max		None	C-Max					None	None	None
Act Effct Green (s)		56.5		72.8	72.8						20.2	20.2
Actuated g/C Ratio		0.54		0.69	0.69						0.19	0.19
v/c Ratio		0.50		0.57	0.35						0.43	0.94
Control Delay		20.6		20.8	5.4						40.7	44.1
Queue Delay		0.2		0.0	0.0						0.0	1.1
Total Delay		20.8		20.8	5.4						40.7	45.3
LOS		C		C	A						D	D
Approach Delay		20.8			8.7						44.4	
Approach LOS		C			A						D	
Queue Length 50th (ft)		257		36	68						74	147
Queue Length 95th (ft)		m297		147	82						131	#342
Internal Link Dist (ft)		386			442			566			643	
Turn Bay Length (ft)				150								375
Base Capacity (vph)		1786		507	2382						356	587
Starvation Cap Reductn		250		0	0						0	0
Spillback Cap Reductn		0		0	172						0	14
Storage Cap Reductn		0		0	0						0	0
Reduced v/c Ratio		0.58		0.45	0.38						0.37	0.89

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 10 (10%), Referenced to phase 2:NWTL and 6:SET, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.94			
Intersection Signal Delay: 21.7		Intersection LOS: C	
Intersection Capacity Utilization 69.3%		ICU Level of Service C	
Analysis Period (min) 15			
* User Entered Value			
# 95th percentile volume exceeds capacity, queue may be longer.			

Queue shown is maximum after two cycles.

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

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

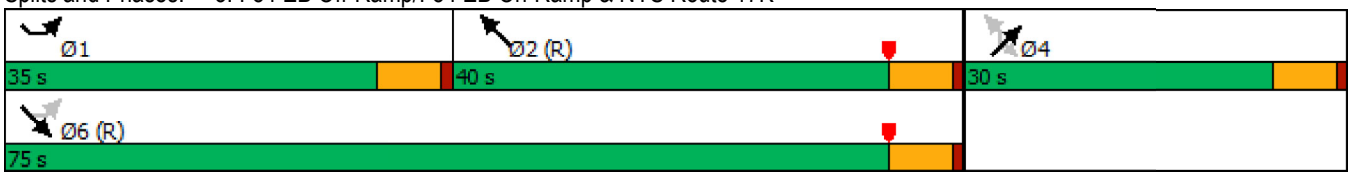


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	299	535	0	0	773	158	203	1	191	0	0	0
Future Volume (vph)	299	535	0	0	773	158	203	1	191	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	13	13	12	14	12	12	12	12
Storage Length (ft)	180		0	0		420	0		150	0		0
Storage Lanes	1		0	0		0	0		1	0		0
Taper Length (ft)	75			25			100			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.974				0.850			
Flt Protected	0.950							0.953				
Satd. Flow (prot)	1616	3343	0	0	3448	0	0	1789	1538	0	0	0
Flt Permitted	0.147							0.953				
Satd. Flow (perm)	250	3343	0	0	3448	0	0	1789	1538	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					24				217			
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		522			634			685			676	
Travel Time (s)		8.9			10.8			11.7			11.5	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	8%	8%	0%	0%	4%	12%	8%	0%	5%	0%	0%	0%
Adj. Flow (vph)	340	608	0	0	878	180	231	1	217	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	340	608	0	0	1058	0	0	232	217	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.00	1.00	1.00	0.96	0.96	1.00	0.92	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2			2		1	2	2			
Detector Template							Left					
Leading Detector (ft)	83	83			83		20	83	83			
Trailing Detector (ft)	-5	-5			-5		0	-5	-5			
Detector 1 Position(ft)	-5	-5			-5		0	-5	-5			
Detector 1 Size(ft)	40	40			40		20	40	40			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 2 Position(ft)	43	43			43			43	43			
Detector 2 Size(ft)	40	40			40			40	40			
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0			0.0	0.0			
Turn Type	pm+pt	NA			NA		Perm	NA	Perm			

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	1	6			2			4				
Permitted Phases	6						4		4			
Detector Phase	1	6			2		4	4	4			
Switch Phase												
Minimum Initial (s)	5.0	10.0			10.0		5.0	5.0	5.0			
Minimum Split (s)	11.0	75.0			40.0		11.0	11.0	11.0			
Total Split (s)	35.0	75.0			40.0		30.0	30.0	30.0			
Total Split (%)	33.3%	71.4%			38.1%		28.6%	28.6%	28.6%			
Maximum Green (s)	29.0	69.0			34.0		24.0	24.0	24.0			
Yellow Time (s)	5.0	5.0			5.0		5.0	5.0	5.0			
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0	1.0			
Lost Time Adjust (s)	0.0	0.0			0.0			0.0	0.0			
Total Lost Time (s)	6.0	6.0			6.0			6.0	6.0			
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	2.0	2.0			2.0		2.0	2.0	2.0			
Recall Mode	None	C-Max			C-Max		None	None	None			
Act Effct Green (s)	75.1	75.1			49.1			17.9	17.9			
Actuated g/C Ratio	0.72	0.72			0.47			0.17	0.17			
v/c Ratio	0.77	0.25			0.65			0.76	0.49			
Control Delay	46.8	3.8			27.8			57.3	8.8			
Queue Delay	0.0	0.0			0.0			0.0	0.0			
Total Delay	46.8	3.8			27.8			57.3	8.8			
LOS	D	A			C			E	A			
Approach Delay		19.2			27.8			33.9				
Approach LOS		B			C			C				
Queue Length 50th (ft)	182	31			206			150	0			
Queue Length 95th (ft)	278	73			#458			214	55			
Internal Link Dist (ft)		442			554			605			596	
Turn Bay Length (ft)	180								150			
Base Capacity (vph)	556	2391			1623			408	518			
Starvation Cap Reductn	0	0			0			0	0			
Spillback Cap Reductn	0	0			0			0	0			
Storage Cap Reductn	0	0			0			0	0			
Reduced v/c Ratio	0.61	0.25			0.65			0.57	0.42			

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 2:NWT and 6:SETL, Start of Yellow, Master Intersection			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 25.6		Intersection LOS: C	
Intersection Capacity Utilization 69.3%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

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



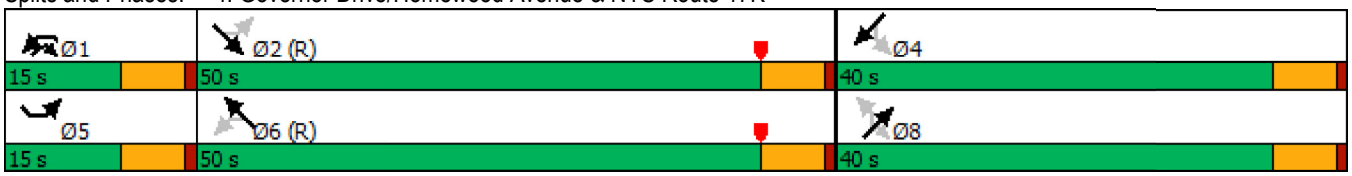
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	13	596	111	52	766	19	135	8	59	5	4	8
Future Volume (vph)	13	596	111	52	766	19	135	8	59	5	4	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	14	12	12	12	16	16	12	13	12
Storage Length (ft)	80		0	205		0	0		125	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	70			86			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.976			0.996				0.850		0.939	
Flt Protected	0.950			0.950				0.955			0.985	
Satd. Flow (prot)	1616	3295	0	1689	1817	0	0	1851	1777	0	1621	0
Flt Permitted	0.187			0.301				0.723			0.906	
Satd. Flow (perm)	318	3295	0	535	1817	0	0	1401	1777	0	1491	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25			1				67		9	
Link Speed (mph)		40			40			40			30	
Link Distance (ft)		634			508			523			505	
Travel Time (s)		10.8			8.7			8.9			11.5	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	8%	3%	28%	14%	4%	11%	11%	13%	3%	40%	0%	0%
Adj. Flow (vph)	15	677	126	59	870	22	153	9	67	6	5	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	15	803	0	59	892	0	0	162	67	0	20	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		14			14			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.00	1.00	0.92	1.00	1.00	1.00	0.85	0.85	1.00	0.96	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		1	2	2	1	2	
Detector Template							Left			Left		
Leading Detector (ft)	83	83		83	83		20	83	83	20	83	
Trailing Detector (ft)	-5	-5		-5	-5		0	-5	-5	0	0	
Detector 1 Position(ft)	-5	-5		-5	-5		0	-5	-5	0	0	
Detector 1 Size(ft)	40	40		40	40		20	40	40	20	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43		43	43			43	43		43	
Detector 2 Size(ft)	40	40		40	40			40	40		40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	pm+ov	Perm	NA	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	5	2		1	6			8	1		4	
Permitted Phases	2			6			8		8	4		
Detector Phase	5	2		1	6		8	8	1	4	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		5.0	5.0	3.0	5.0	5.0	
Minimum Split (s)	9.0	50.0		9.0	50.0		11.0	11.0	9.0	11.0	11.0	
Total Split (s)	15.0	50.0		15.0	50.0		40.0	40.0	15.0	40.0	40.0	
Total Split (%)	14.3%	47.6%		14.3%	47.6%		38.1%	38.1%	14.3%	38.1%	38.1%	
Maximum Green (s)	9.0	44.0		9.0	44.0		34.0	34.0	9.0	34.0	34.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0			6.0	6.0		6.0	
Lead/Lag	Lead	Lag		Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0	2.0	3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	
Act Effct Green (s)	69.8	65.7		73.5	70.8			17.6	29.4		17.6	
Actuated g/C Ratio	0.66	0.63		0.70	0.67			0.17	0.28		0.17	
v/c Ratio	0.06	0.39		0.13	0.73			0.69	0.12		0.08	
Control Delay	6.0	9.9		6.2	18.6			55.6	6.4		24.2	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	6.0	9.9		6.2	18.6			55.6	6.4		24.2	
LOS	A	A		A	B			E	A		C	
Approach Delay		9.8			17.8			41.2			24.2	
Approach LOS		A			B			D			C	
Queue Length 50th (ft)	3	87		10	288			104	0		6	
Queue Length 95th (ft)	m9	139		27	#770			158	27		24	
Internal Link Dist (ft)		554			428			443			425	
Turn Bay Length (ft)	80			205					125			
Base Capacity (vph)	332	2072		478	1226			453	598		488	
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.05	0.39		0.12	0.73			0.36	0.11		0.04	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 35 (33%), Referenced to phase 2:SETL and 6:NWTL, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 17.3		Intersection LOS: B	
Intersection Capacity Utilization 67.8%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

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

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



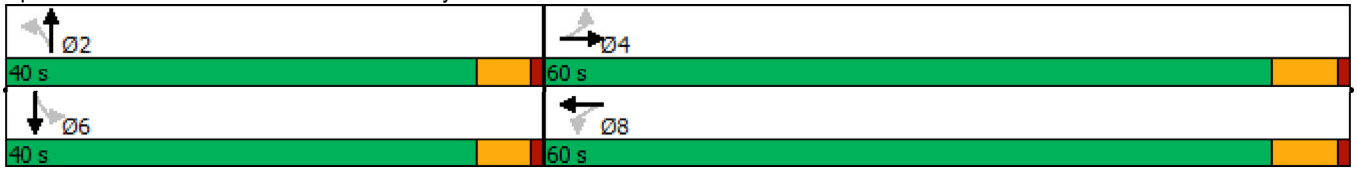
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	82	433	0	3	565	324	3	1	7	239	1	89
Future Volume (vph)	82	433	0	3	565	324	3	1	7	239	1	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.951			0.914			0.963	
Flt Protected		0.992						0.987			0.965	
Satd. Flow (prot)	0	1810	0	0	1718	0	0	1714	0	0	1640	0
Flt Permitted		0.761			0.999			0.927			0.779	
Satd. Flow (perm)	0	1388	0	0	1717	0	0	1610	0	0	1324	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					45			7			21	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		475			749			177			732	
Travel Time (s)		8.1			12.8			4.0			16.6	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	5%	4%	0%	0%	7%	2%	0%	0%	0%	3%	0%	7%
Adj. Flow (vph)	84	442	0	3	577	331	3	1	7	244	1	91
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	526	0	0	911	0	0	11	0	0	336	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		1	0		1	0		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	0		20	0		20	0		20	83	
Trailing Detector (ft)	0	0		0	0		0	0		0	-5	
Detector 1 Position(ft)	0	0		0	0		0	-5		0	-5	
Detector 1 Size(ft)	20	6		20	6		20	40		20	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)											43	
Detector 2 Size(ft)											40	
Detector 2 Type											Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)											0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	60.0	60.0		60.0	60.0		10.0	10.0		10.0	10.0	
Total Split (s)	60.0	60.0		60.0	60.0		40.0	40.0		40.0	40.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Maximum Green (s)	54.0	54.0		54.0	54.0		35.0	35.0		35.0	35.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		2.0	2.0		3.0	3.0		2.0	2.0	
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Act Effct Green (s)		54.4			54.4			25.4			25.4	
Actuated g/C Ratio		0.60			0.60			0.28			0.28	
v/c Ratio		0.63			0.87			0.02			0.87	
Control Delay		17.9			27.6			15.4			52.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		17.9			27.6			15.4			52.1	
LOS		B			C			B			D	
Approach Delay		17.9			27.6			15.4			52.1	
Approach LOS		B			C			B			D	
Queue Length 50th (ft)		183			394			2			172	
Queue Length 95th (ft)		367			#809			14			279	
Internal Link Dist (ft)		395			669			97			652	
Turn Bay Length (ft)												
Base Capacity (vph)		830			1046			629			526	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.63			0.87			0.02			0.64	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 90.8			
Natural Cycle: 90			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 29.3		Intersection LOS: C	
Intersection Capacity Utilization 116.5%		ICU Level of Service H	
Analysis Period (min) 15			

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

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



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	57	5	109	81	5	62
Future Volume (vph)	57	5	109	81	5	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	12	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.989		0.943			
Flt Protected	0.956					0.996
Satd. Flow (prot)	1703	0	1715	0	0	1769
Flt Permitted	0.956					0.996
Satd. Flow (perm)	1703	0	1715	0	0	1769
Link Speed (mph)	30		30			30
Link Distance (ft)	594		1013			419
Travel Time (s)	13.5		23.0			9.5
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	6%	0%	1%	1%	20%	2%
Adj. Flow (vph)	66	6	127	94	6	72
Shared Lane Traffic (%)						
Lane Group Flow (vph)	72	0	221	0	0	78
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 20.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	57	5	109	81	5	62
Future Vol, veh/h	57	5	109	81	5	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	6	0	1	1	20	2
Mvmt Flow	66	6	127	94	6	72

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	258	174	0	0	221	0
Stage 1	174	-	-	-	-	-
Stage 2	84	-	-	-	-	-
Critical Hdwy	6.46	6.2	-	-	4.3	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.3	-	-	2.38	-
Pot Cap-1 Maneuver	722	875	-	-	1249	-
Stage 1	847	-	-	-	-	-
Stage 2	929	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	718	875	-	-	1249	-
Mov Cap-2 Maneuver	718	-	-	-	-	-
Stage 1	847	-	-	-	-	-
Stage 2	924	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	729	1249	-
HCM Lane V/C Ratio	-	-	0.099	0.005	-
HCM Control Delay (s)	-	-	10.5	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	225	261	0	406	0	0
Future Volume (vph)	225	261	0	406	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	16	16
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.928					
Flt Protected						
Satd. Flow (prot)	1729	0	0	1863	0	0
Flt Permitted						
Satd. Flow (perm)	1729	0	0	1863	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	253			134	68	
Travel Time (s)	5.8			3.0	1.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	245	284	0	441	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	529	0	0	441	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			11	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	0.85	0.85
Turning Speed (mph)		60	60		60	60
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 31.2%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	225	0	5	145	261	4
Future Volume (vph)	225	0	5	145	261	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.998	
Flt Protected				0.998	0.953	
Satd. Flow (prot)	1863	0	0	1859	1949	0
Flt Permitted				0.998	0.953	
Satd. Flow (perm)	1863	0	0	1859	1949	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	134			154	76	
Travel Time (s)	3.0			3.5	1.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	245	0	5	158	284	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	245	0	0	163	288	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	15	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	0.88	1.00
Turning Speed (mph)		60	60		60	60
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 33.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	6.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	225	0	5	145	261	4
Future Vol, veh/h	225	0	5	145	261	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	245	0	5	158	284	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	245	0	413	245
Stage 1	-	-	-	-	245	-
Stage 2	-	-	-	-	168	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1321	-	595	794
Stage 1	-	-	-	-	796	-
Stage 2	-	-	-	-	862	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1321	-	593	794
Mov Cap-2 Maneuver	-	-	-	-	593	-
Stage 1	-	-	-	-	796	-
Stage 2	-	-	-	-	859	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	16.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	595	-	-	1321	-
HCM Lane V/C Ratio	0.484	-	-	0.004	-
HCM Control Delay (s)	16.6	-	-	7.7	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	2.6	-	-	0	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	229	0	0	150	0	0
Future Volume (vph)	229	0	0	150	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	16	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	2111	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	2111	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	154			101	63	
Travel Time (s)	3.5			2.3	1.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	249	0	0	163	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	249	0	0	163	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	16	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	0.85	1.00
Turning Speed (mph)		60	60		60	60
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 15.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

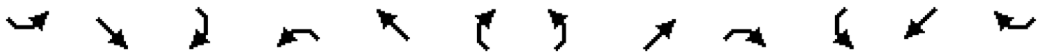
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↰	
Traffic Vol, veh/h	229	0	0	150	0	0
Future Vol, veh/h	229	0	0	150	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	249	0	0	163	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	412	-
Stage 1	-	-	-	-	249	-
Stage 2	-	-	-	-	163	-
Critical Hdwy	-	-	-	-	6.42	-
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	-
Pot Cap-1 Maneuver	-	0	0	-	596	0
Stage 1	-	0	0	-	792	0
Stage 2	-	0	0	-	866	0
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	596	-
Mov Cap-2 Maneuver	-	-	-	-	596	-
Stage 1	-	-	-	-	792	-
Stage 2	-	-	-	-	866	-

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

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

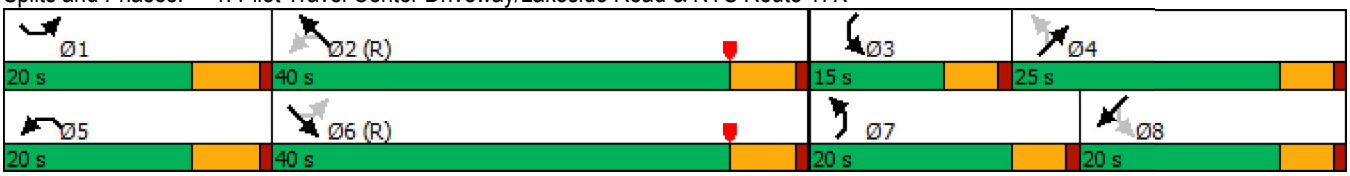
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	155	630	26	49	611	246	11	5	62	287	8	169
Future Volume (vph)	155	630	26	49	611	246	11	5	62	287	8	169
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	12	11	12	12
Storage Length (ft)	80		0	300		0	0		0	140		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	86			60			25			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.994			0.957			0.861			0.856	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3515	0	1308	3364	0	1745	1189	0	1711	1611	0
Flt Permitted	0.199			0.351			0.640			0.450		
Satd. Flow (perm)	378	3515	0	483	3364	0	1175	1189	0	810	1611	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			65			65			178	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		335			466			148			253	
Travel Time (s)		5.7			7.9			3.4			5.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	2%	4%	38%	3%	2%	0%	20%	34%	2%	0%	1%
Adj. Flow (vph)	163	663	27	52	643	259	12	5	65	302	8	178
Shared Lane Traffic (%)												
Lane Group Flow (vph)	163	690	0	52	902	0	12	70	0	302	186	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.00	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0		2	2		2	2	
Detector Template												
Leading Detector (ft)	83	0		83	0		83	83		83	83	
Trailing Detector (ft)	-5	0		-5	0		-5	-5		-5	-5	
Detector 1 Position(ft)	-5	0		-5	0		-5	-5		-5	-5	
Detector 1 Size(ft)	40	6		40	6		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43			43			43	43		43	43	
Detector 2 Size(ft)	40			40			40	40		40	40	
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	



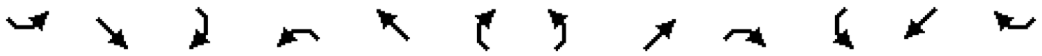
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	10.0		8.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	16.0		14.0	16.0		10.0	10.0		10.0	10.0	
Total Split (s)	20.0	40.0		20.0	40.0		20.0	25.0		15.0	20.0	
Total Split (%)	20.0%	40.0%		20.0%	40.0%		20.0%	25.0%		15.0%	20.0%	
Maximum Green (s)	14.0	34.0		14.0	34.0		15.0	20.0		10.0	15.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes											
Vehicle Extension (s)	2.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	60.6	52.1		55.9	47.7		10.9	6.6		25.3	23.3	
Actuated g/C Ratio	0.61	0.52		0.56	0.48		0.11	0.07		0.25	0.23	
v/c Ratio	0.44	0.38		0.15	0.55		0.08	0.50		0.87	0.36	
Control Delay	12.1	16.6		9.5	19.8		28.6	25.4		59.4	8.5	
Queue Delay	0.0	0.0		0.0	0.4		0.0	0.0		0.0	0.0	
Total Delay	12.1	16.6		9.5	20.1		28.6	25.4		59.4	8.5	
LOS	B	B		A	C		C	C		E	A	
Approach Delay		15.7			19.6			25.9			40.0	
Approach LOS		B			B			C			D	
Queue Length 50th (ft)	44	153		13	211		5	3		163	4	
Queue Length 95th (ft)	65	186		26	270		20	45		#299	66	
Internal Link Dist (ft)		255			386			68			173	
Turn Bay Length (ft)	80			300						140		
Base Capacity (vph)	439	1832		411	1639		327	289		348	514	
Starvation Cap Reductn	0	0		0	270		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.37	0.38		0.13	0.66		0.04	0.24		0.87	0.36	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 22.6		Intersection LOS: C	
Intersection Capacity Utilization 70.1%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

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



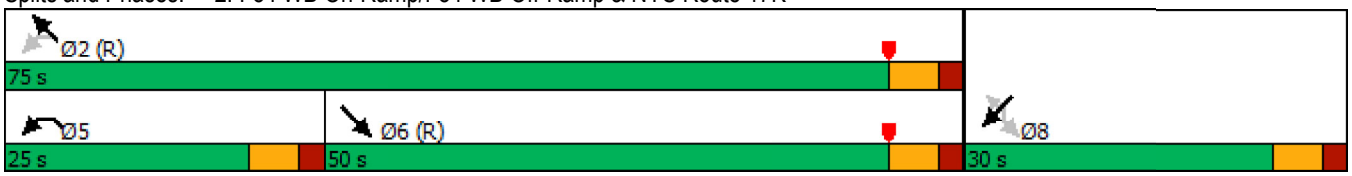
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	821	148	96	562	0	0	0	0	41	4	344
Future Volume (vph)	0	821	148	96	562	0	0	0	0	41	4	344
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	12	12	12	12	12	15	15
Storage Length (ft)	0		0	150		0	0		0	0		375
Storage Lanes	0		0	1		0	0		0	0		1
Taper Length (ft)	25			60			25			300		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.977										0.850
Flt Protected				0.950							0.956	
Satd. Flow (prot)	0	3384	0	1711	3471	0	0	0	0	0	1685	1660
Flt Permitted				0.238							0.956	
Satd. Flow (perm)	0	3384	0	429	3471	0	0	0	0	0	1685	1660
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24										*290
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		466			522			646			723	
Travel Time (s)		7.9			8.9			11.0			12.3	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	3%	11%	2%	4%	0%	0%	0%	0%	18%	25%	7%
Adj. Flow (vph)	0	838	151	98	573	0	0	0	0	42	4	351
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	989	0	98	573	0	0	0	0	0	46	351
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		2	2					1	2	2
Detector Template										Left		
Leading Detector (ft)		83		83	83					20	83	83
Trailing Detector (ft)		-5		-5	-5					0	-5	-5
Detector 1 Position(ft)		-5		-5	-5					0	-5	-5
Detector 1 Size(ft)		40		40	40					20	40	40
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		43		43	43						43	43
Detector 2 Size(ft)		40		40	40						40	40
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex						Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0	0.0						0.0	0.0
Turn Type		NA		pm+pt	NA					Perm	NA	Perm



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases		6		5	2						8	
Permitted Phases				2						8		8
Detector Phase		6		5	2					8	8	8
Switch Phase												
Minimum Initial (s)		10.0		3.0	10.0					5.0	5.0	5.0
Minimum Split (s)		50.0		9.0	75.0					11.0	11.0	11.0
Total Split (s)		50.0		25.0	75.0					30.0	30.0	30.0
Total Split (%)		47.6%		23.8%	71.4%					28.6%	28.6%	28.6%
Maximum Green (s)		44.0		19.0	69.0					24.0	24.0	24.0
Yellow Time (s)		4.0		4.0	4.0					4.0	4.0	4.0
All-Red Time (s)		2.0		2.0	2.0					2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0						0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0						6.0	6.0
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		2.0		2.0	2.0					2.0	2.0	2.0
Recall Mode		C-Max		None	C-Max					None	None	None
Act Effct Green (s)		72.3		82.2	82.2						10.8	10.8
Actuated g/C Ratio		0.69		0.78	0.78						0.10	0.10
v/c Ratio		0.42		0.24	0.21						0.27	0.82
Control Delay		9.2		4.9	3.1						44.5	24.9
Queue Delay		0.5		0.0	0.0						0.0	0.0
Total Delay		9.7		4.9	3.1						44.5	24.9
LOS		A		A	A						D	C
Approach Delay		9.7			3.4						27.2	
Approach LOS		A			A						C	
Queue Length 50th (ft)		134		13	40						29	40
Queue Length 95th (ft)		253		23	50						58	128
Internal Link Dist (ft)		386			442			566			643	
Turn Bay Length (ft)				150								375
Base Capacity (vph)		2337		568	2718						385	603
Starvation Cap Reductn		795		0	0						0	0
Spillback Cap Reductn		0		0	0						0	0
Storage Cap Reductn		0		0	0						0	0
Reduced v/c Ratio		0.64		0.17	0.21						0.12	0.58

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 10 (10%), Referenced to phase 2:NWTL and 6:SET, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 11.0		Intersection LOS: B	
Intersection Capacity Utilization 54.3%		ICU Level of Service A	
Analysis Period (min) 15			
* User Entered Value			

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

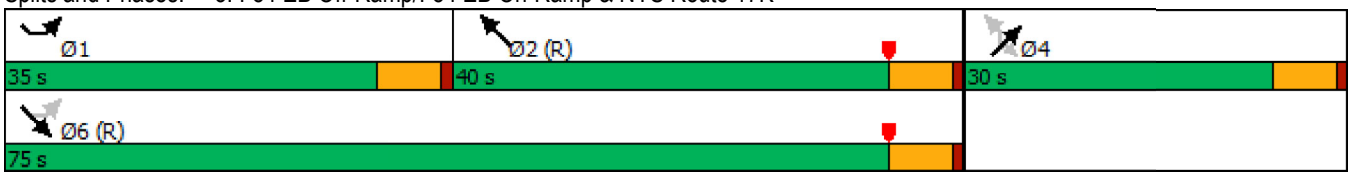


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	296	567	0	0	541	45	117	1	154	0	0	0
Future Volume (vph)	296	567	0	0	541	45	117	1	154	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	13	13	12	14	12	12	12	12
Storage Length (ft)	180		0	0		420	0		150	0		0
Storage Lanes	1		0	0		0	0		1	0		0
Taper Length (ft)	75			25			100			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.988				0.850			
Flt Protected	0.950							0.953				
Satd. Flow (prot)	1662	3505	0	0	3600	0	0	1741	1583	0	0	0
Flt Permitted	0.368							0.953				
Satd. Flow (perm)	644	3505	0	0	3600	0	0	1741	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					9				160			
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		522			634			685			676	
Travel Time (s)		8.9			10.8			11.7			11.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	5%	3%	0%	0%	2%	7%	11%	0%	2%	0%	0%	0%
Adj. Flow (vph)	308	591	0	0	564	47	122	1	160	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	308	591	0	0	611	0	0	123	160	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.00	1.00	1.00	0.96	0.96	1.00	0.92	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2			2		1	2	2			
Detector Template							Left					
Leading Detector (ft)	83	83			83		20	83	83			
Trailing Detector (ft)	-5	-5			-5		0	-5	-5			
Detector 1 Position(ft)	-5	-5			-5		0	-5	-5			
Detector 1 Size(ft)	40	40			40		20	40	40			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 2 Position(ft)	43	43			43			43	43			
Detector 2 Size(ft)	40	40			40			40	40			
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0			0.0	0.0			
Turn Type	pm+pt	NA			NA		Perm	NA	Perm			

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	1	6			2			4				
Permitted Phases	6						4		4			
Detector Phase	1	6			2		4	4	4			
Switch Phase												
Minimum Initial (s)	5.0	10.0			10.0		5.0	5.0	5.0			
Minimum Split (s)	11.0	75.0			40.0		11.0	11.0	11.0			
Total Split (s)	35.0	75.0			40.0		30.0	30.0	30.0			
Total Split (%)	33.3%	71.4%			38.1%		28.6%	28.6%	28.6%			
Maximum Green (s)	29.0	69.0			34.0		24.0	24.0	24.0			
Yellow Time (s)	5.0	5.0			5.0		5.0	5.0	5.0			
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0	1.0			
Lost Time Adjust (s)	0.0	0.0			0.0			0.0	0.0			
Total Lost Time (s)	6.0	6.0			6.0			6.0	6.0			
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	2.0	2.0			2.0		2.0	2.0	2.0			
Recall Mode	None	C-Max			C-Max		None	None	None			
Act Effct Green (s)	81.1	81.1			64.7			11.9	11.9			
Actuated g/C Ratio	0.77	0.77			0.62			0.11	0.11			
v/c Ratio	0.52	0.22			0.28			0.62	0.50			
Control Delay	11.8	3.2			9.4			57.6	12.1			
Queue Delay	0.0	0.0			0.0			0.0	0.0			
Total Delay	11.8	3.2			9.4			57.6	12.1			
LOS	B	A			A			E	B			
Approach Delay		6.1			9.4			31.9				
Approach LOS		A			A			C				
Queue Length 50th (ft)	39	39			81			80	0			
Queue Length 95th (ft)	129	55			121			134	57			
Internal Link Dist (ft)		442			554			605			596	
Turn Bay Length (ft)	180								150			
Base Capacity (vph)	778	2707			2221			397	485			
Starvation Cap Reductn	0	0			0			0	0			
Spillback Cap Reductn	0	0			0			0	0			
Storage Cap Reductn	0	0			0			0	0			
Reduced v/c Ratio	0.40	0.22			0.28			0.31	0.33			

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 2:NWT and 6:SETL, Start of Yellow, Master Intersection			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay: 11.3		Intersection LOS: B	
Intersection Capacity Utilization 54.3%		ICU Level of Service A	
Analysis Period (min) 15			

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

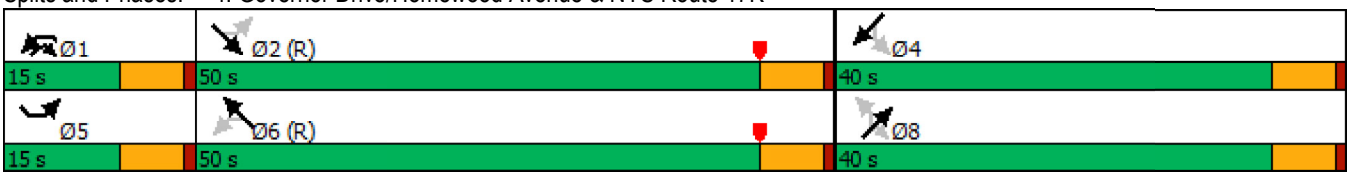


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	18	643	60	14	529	13	44	3	31	7	2	7
Future Volume (vph)	18	643	60	14	529	13	44	3	31	7	2	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	14	12	12	12	16	16	12	13	12
Storage Length (ft)	80		0	205		0	0		125	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	70			86			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.987			0.996				0.850		0.941	
Flt Protected	0.950			0.950				0.955			0.979	
Satd. Flow (prot)	1745	3475	0	1925	1856	0	0	2019	1830	0	1809	0
Flt Permitted	0.417			0.361				0.728			0.836	
Satd. Flow (perm)	766	3475	0	732	1856	0	0	1539	1830	0	1545	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			1				32		7	
Link Speed (mph)		40			40			40			30	
Link Distance (ft)		634			508			523			505	
Travel Time (s)		10.8			8.7			8.9			11.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	19%	0%	2%	0%	2%	0%	0%	0%	0%	0%
Adj. Flow (vph)	19	670	63	15	551	14	46	3	32	7	2	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	19	733	0	15	565	0	0	49	32	0	16	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		14			14			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.00	1.00	0.92	1.00	1.00	1.00	0.85	0.85	1.00	0.96	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		1	2	2	1	2	
Detector Template							Left			Left		
Leading Detector (ft)	83	83		83	83		20	83	83	20	83	
Trailing Detector (ft)	-5	-5		-5	-5		0	-5	-5	0	0	
Detector 1 Position(ft)	-5	-5		-5	-5		0	-5	-5	0	0	
Detector 1 Size(ft)	40	40		40	40		20	40	40	20	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43		43	43			43	43		43	
Detector 2 Size(ft)	40	40		40	40			40	40		40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	pm+ov	Perm	NA	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	5	2		1	6			8	1		4	
Permitted Phases	2			6			8		8	4		
Detector Phase	5	2		1	6		8	8	1	4	4	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		5.0	5.0	3.0	5.0	5.0	
Minimum Split (s)	9.0	50.0		9.0	50.0		11.0	11.0	9.0	11.0	11.0	
Total Split (s)	15.0	50.0		15.0	50.0		40.0	40.0	15.0	40.0	40.0	
Total Split (%)	14.3%	47.6%		14.3%	47.6%		38.1%	38.1%	14.3%	38.1%	38.1%	
Maximum Green (s)	9.0	44.0		9.0	44.0		34.0	34.0	9.0	34.0	34.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0			6.0	6.0		6.0	
Lead/Lag	Lead	Lag		Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0	2.0	3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	
Act Effct Green (s)	83.1	81.3		84.2	83.4			8.7	17.1		8.7	
Actuated g/C Ratio	0.79	0.77		0.80	0.79			0.08	0.16		0.08	
v/c Ratio	0.03	0.27		0.02	0.38			0.39	0.10		0.12	
Control Delay	3.6	5.5		2.7	6.1			53.6	12.1		33.3	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	3.6	5.5		2.7	6.1			53.6	12.1		33.3	
LOS	A	A		A	A			D	B		C	
Approach Delay		5.4			6.0			37.2			33.3	
Approach LOS		A			A			D			C	
Queue Length 50th (ft)	3	104		2	82			32	0		6	
Queue Length 95th (ft)	8	76		6	236			67	24		27	
Internal Link Dist (ft)		554			428			443			425	
Turn Bay Length (ft)	80			205					125			
Base Capacity (vph)	707	2693		700	1474			498	398		505	
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.03	0.27		0.02	0.38			0.10	0.08		0.03	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 35 (33%), Referenced to phase 2:SETL and 6:NWTL, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.39			
Intersection Signal Delay: 7.8		Intersection LOS: A	
Intersection Capacity Utilization 45.8%		ICU Level of Service A	
Analysis Period (min) 15			

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



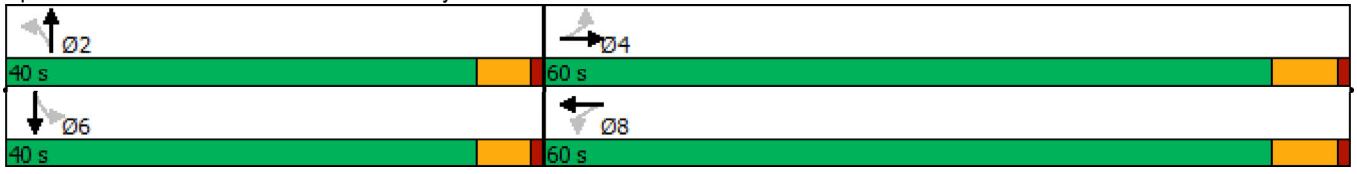
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	64	457	0	2	493	232	1	0	0	269	1	89
Future Volume (vph)	64	457	0	2	493	232	1	0	0	269	1	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.957						0.966	
Flt Protected		0.994						0.950			0.964	
Satd. Flow (prot)	0	1882	0	0	1771	0	0	1805	0	0	1685	0
Flt Permitted		0.849			0.999			0.644			0.780	
Satd. Flow (perm)	0	1607	0	0	1769	0	0	1224	0	0	1363	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					37						18	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		475			749			177			732	
Travel Time (s)		8.1			12.8			4.0			16.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	0%	0%	0%	3%	2%	0%	0%	0%	2%	0%	0%
Adj. Flow (vph)	67	481	0	2	519	244	1	0	0	283	1	94
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	548	0	0	765	0	0	1	0	0	378	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		1	0		1	0		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	0		20	0		20	0		20	83	
Trailing Detector (ft)	0	0		0	0		0	0		0	-5	
Detector 1 Position(ft)	0	0		0	0		0	-5		0	-5	
Detector 1 Size(ft)	20	6		20	6		20	40		20	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)											43	
Detector 2 Size(ft)											40	
Detector 2 Type											Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)											0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	60.0	60.0		60.0	60.0		10.0	10.0		10.0	10.0	
Total Split (s)	60.0	60.0		60.0	60.0		40.0	40.0		40.0	40.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Maximum Green (s)	54.0	54.0		54.0	54.0		35.0	35.0		35.0	35.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		2.0	2.0		3.0	3.0		2.0	2.0	
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Act Effct Green (s)		54.3			54.3			28.3			28.3	
Actuated g/C Ratio		0.58			0.58			0.30			0.30	
v/c Ratio		0.59			0.73			0.00			0.89	
Control Delay		17.1			20.4			21.0			53.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		17.1			20.4			21.0			53.8	
LOS		B			C			C			D	
Approach Delay		17.1			20.4			21.0			53.8	
Approach LOS		B			C			C			D	
Queue Length 50th (ft)		203			311			0			203	
Queue Length 95th (ft)		345			525			4			#351	
Internal Link Dist (ft)		395			669			97			652	
Turn Bay Length (ft)												
Base Capacity (vph)		931			1041			460			523	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.59			0.73			0.00			0.72	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 93.6			
Natural Cycle: 90			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 26.8		Intersection LOS: C	
Intersection Capacity Utilization 100.5%		ICU Level of Service G	
Analysis Period (min) 15			

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

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



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	62	5	66	51	5	75
Future Volume (vph)	62	5	66	51	5	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	12	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.991		0.941			
Flt Protected	0.955					0.997
Satd. Flow (prot)	1765	0	1709	0	0	1814
Flt Permitted	0.955					0.997
Satd. Flow (perm)	1765	0	1709	0	0	1814
Link Speed (mph)	30		30			30
Link Distance (ft)	594		1013			419
Travel Time (s)	13.5		23.0			9.5
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	0%	2%	0%	0%	1%
Adj. Flow (vph)	68	5	73	56	5	82
Shared Lane Traffic (%)						
Lane Group Flow (vph)	73	0	129	0	0	87
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.04	1.00	1.00	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	18.5%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	2.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	62	5	66	51	5	75
Future Vol, veh/h	62	5	66	51	5	75
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	0	2	0	0	1
Mvmt Flow	68	5	73	56	5	82

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	193	101	0	0	129	0
Stage 1	101	-	-	-	-	-
Stage 2	92	-	-	-	-	-
Critical Hdwy	6.42	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	796	960	-	-	1469	-
Stage 1	923	-	-	-	-	-
Stage 2	932	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	793	960	-	-	1469	-
Mov Cap-2 Maneuver	793	-	-	-	-	-
Stage 1	923	-	-	-	-	-
Stage 2	928	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	803	1469	-
HCM Lane V/C Ratio	-	-	0.092	0.004	-
HCM Control Delay (s)	-	-	9.9	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	173	233	0	465	0	0
Future Volume (vph)	173	233	0	465	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	16	16
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.923					
Flt Protected						
Satd. Flow (prot)	1719	0	0	1863	0	0
Flt Permitted						
Satd. Flow (perm)	1719	0	0	1863	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	253			134	68	
Travel Time (s)	5.8			3.0	1.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	188	253	0	505	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	441	0	0	505	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	11			11	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	0.85	0.85
Turning Speed (mph)		60	60		60	60
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 27.8%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	173	0	3	232	233	3
Future Volume (vph)	173	0	3	232	233	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.998	
Flt Protected				0.999	0.953	
Satd. Flow (prot)	1863	0	0	1861	1949	0
Flt Permitted				0.999	0.953	
Satd. Flow (perm)	1863	0	0	1861	1949	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	134			154	76	
Travel Time (s)	3.0			3.5	1.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	188	0	3	252	253	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	188	0	0	255	256	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	15	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	0.88	1.00
Turning Speed (mph)		60	60		60	60
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 34.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	173	0	3	232	233	3
Future Vol, veh/h	173	0	3	232	233	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	188	0	3	252	253	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	188	0	446	188
Stage 1	-	-	-	-	188	-
Stage 2	-	-	-	-	258	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1386	-	570	854
Stage 1	-	-	-	-	844	-
Stage 2	-	-	-	-	785	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1386	-	568	854
Mov Cap-2 Maneuver	-	-	-	-	568	-
Stage 1	-	-	-	-	844	-
Stage 2	-	-	-	-	783	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	570	-	-	1386	-
HCM Lane V/C Ratio	0.45	-	-	0.002	-
HCM Control Delay (s)	16.4	-	-	7.6	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	2.3	-	-	0	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	176	0	0	235	0	0
Future Volume (vph)	176	0	0	235	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	16	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	2111	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	2111	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	154			101	63	
Travel Time (s)	3.5			2.3	1.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	191	0	0	255	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	191	0	0	255	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	16	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	0.85	1.00
Turning Speed (mph)		60	60		60	60
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 15.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

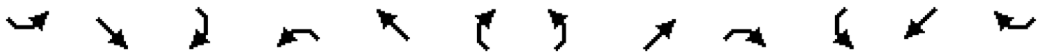
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↰	
Traffic Vol, veh/h	176	0	0	235	0	0
Future Vol, veh/h	176	0	0	235	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	191	0	0	255	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	446	-
Stage 1	-	-	-	-	191	-
Stage 2	-	-	-	-	255	-
Critical Hdwy	-	-	-	-	6.42	-
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	-
Pot Cap-1 Maneuver	-	0	0	-	570	0
Stage 1	-	0	0	-	841	0
Stage 2	-	0	0	-	788	0
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	570	-
Mov Cap-2 Maneuver	-	-	-	-	570	-
Stage 1	-	-	-	-	841	-
Stage 2	-	-	-	-	788	-

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

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

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	103	710	15	77	384	279	5	0	82	322	2	154
Future Volume (vph)	103	710	15	77	384	279	5	0	82	322	2	154
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	12	11	12	12
Storage Length (ft)	80		0	300		0	0		0	140		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	86			60			25			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.937			0.850			0.852	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1517	3299	0	1008	3114	0	1091	913	0	1745	1447	0
Flt Permitted	0.300			0.256			0.648			0.392		
Satd. Flow (perm)	479	3299	0	272	3114	0	744	913	0	720	1447	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			215			362			171	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		335			466			148			253	
Travel Time (s)		5.7			7.9			3.4			5.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	19%	9%	13%	79%	12%	4%	60%	0%	71%	0%	0%	12%
Adj. Flow (vph)	114	789	17	86	427	310	6	0	91	358	2	171
Shared Lane Traffic (%)												
Lane Group Flow (vph)	114	806	0	86	737	0	6	91	0	358	173	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.00	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0		2	2		2	2	
Detector Template												
Leading Detector (ft)	83	0		83	0		83	83		83	83	
Trailing Detector (ft)	-5	0		-5	0		-5	-5		-5	-5	
Detector 1 Position(ft)	-5	0		-5	0		-5	-5		-5	-5	
Detector 1 Size(ft)	40	6		40	6		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43			43			43	43		43	43	
Detector 2 Size(ft)	40			40			40	40		40	40	
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	

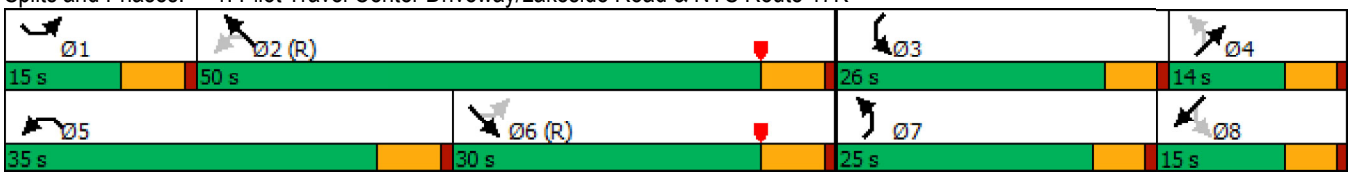


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	10.0		8.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	30.0		14.0	50.0		10.0	10.0		10.0	10.0	
Total Split (s)	15.0	30.0		35.0	50.0		25.0	14.0		26.0	15.0	
Total Split (%)	14.3%	28.6%		33.3%	47.6%		23.8%	13.3%		24.8%	14.3%	
Maximum Green (s)	9.0	24.0		29.0	44.0		20.0	9.0		21.0	10.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes											
Vehicle Extension (s)	2.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	59.0	52.1		62.0	51.6		9.3	5.0		28.4	26.1	
Actuated g/C Ratio	0.56	0.50		0.59	0.49		0.09	0.05		0.27	0.25	
v/c Ratio	0.33	0.49		0.37	0.45		0.07	0.23		0.91	0.35	
Control Delay	12.0	21.2		12.4	11.6		30.2	1.4		63.3	7.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	12.0	21.3		12.4	11.6		30.2	1.4		63.3	7.8	
LOS	B	C		B	B		C	A		E	A	
Approach Delay		20.1			11.7			3.2			45.2	
Approach LOS		C			B			A			D	
Queue Length 50th (ft)	31	200		18	106		3	0		213	1	
Queue Length 95th (ft)	56	286		m38	169		13	0		#340	58	
Internal Link Dist (ft)		255			386			68			173	
Turn Bay Length (ft)	80			300						140		
Base Capacity (vph)	364	1637		373	1640		236	409		403	488	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	61		0	0		0	6		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.31	0.51		0.23	0.45		0.03	0.23		0.89	0.35	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Yellow			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay: 22.1		Intersection LOS: C	
Intersection Capacity Utilization 65.4%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

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

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



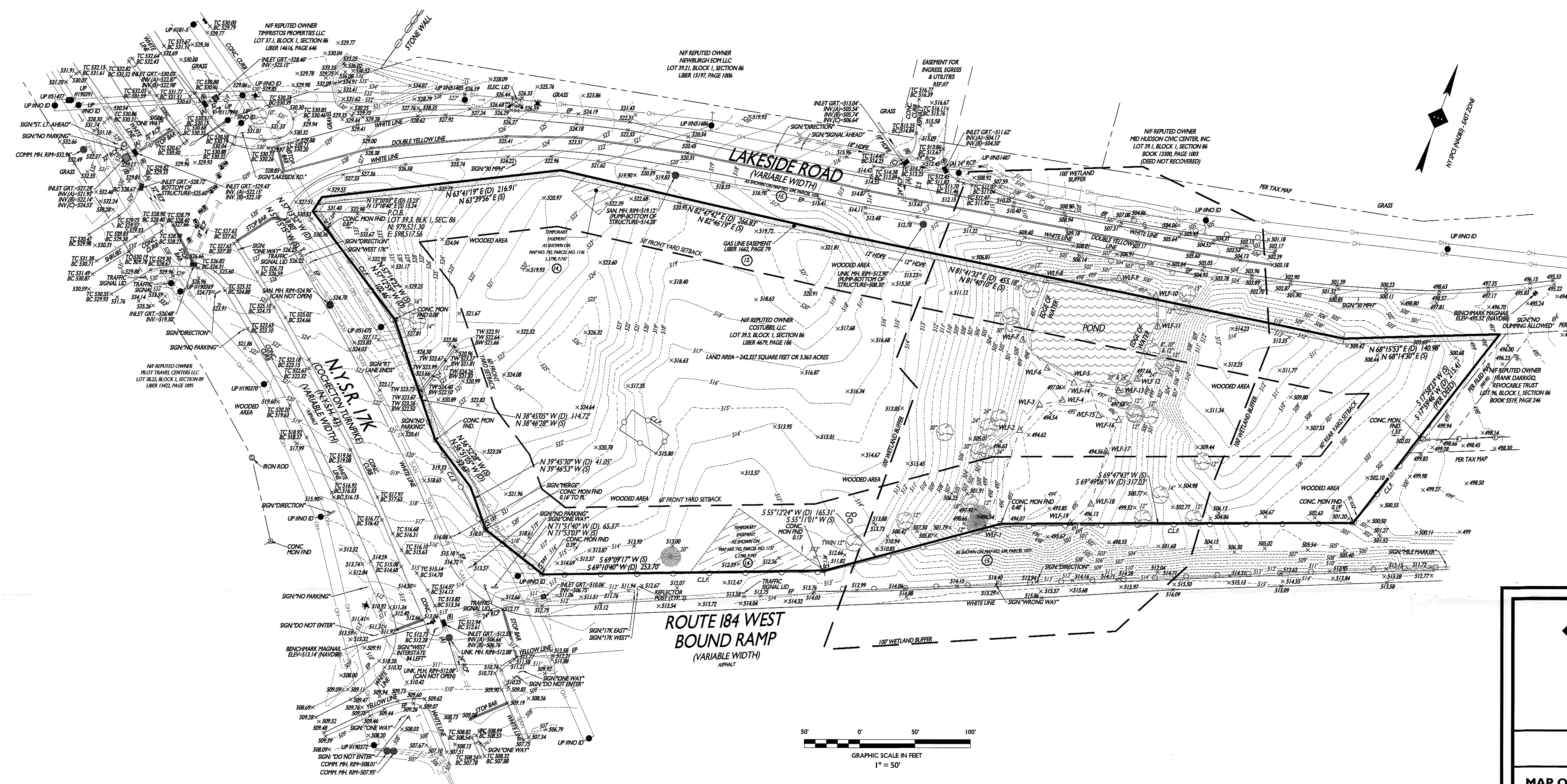
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	165	566	30	80	819	321	19	1	82	268	4	134
Future Volume (vph)	165	566	30	80	819	321	19	1	82	268	4	134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	12	11	12	12
Storage Length (ft)	80		0	300		0	0		0	140		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	86			60			25			86		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992			0.958			0.852			0.854	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3438	0	1128	3334	0	1662	1121	0	1678	1533	0
Flt Permitted	0.091			0.361			0.661			0.416		
Satd. Flow (perm)	170	3438	0	429	3334	0	1156	1121	0	735	1533	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			68			90			147	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		335			466			148			253	
Travel Time (s)		5.7			7.9			3.4			5.8	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	4%	7%	60%	4%	3%	5%	0%	40%	4%	0%	6%
Adj. Flow (vph)	181	622	33	88	900	353	21	1	90	295	4	147
Shared Lane Traffic (%)												
Lane Group Flow (vph)	181	655	0	88	1253	0	21	91	0	295	151	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.00	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0		2	2		2	2	
Detector Template												
Leading Detector (ft)	83	0		83	0		83	83		83	83	
Trailing Detector (ft)	-5	0		-5	0		-5	-5		-5	-5	
Detector 1 Position(ft)	-5	0		-5	0		-5	-5		-5	-5	
Detector 1 Size(ft)	40	6		40	6		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43			43			43	43		43	43	
Detector 2 Size(ft)	40			40			40	40		40	40	
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	

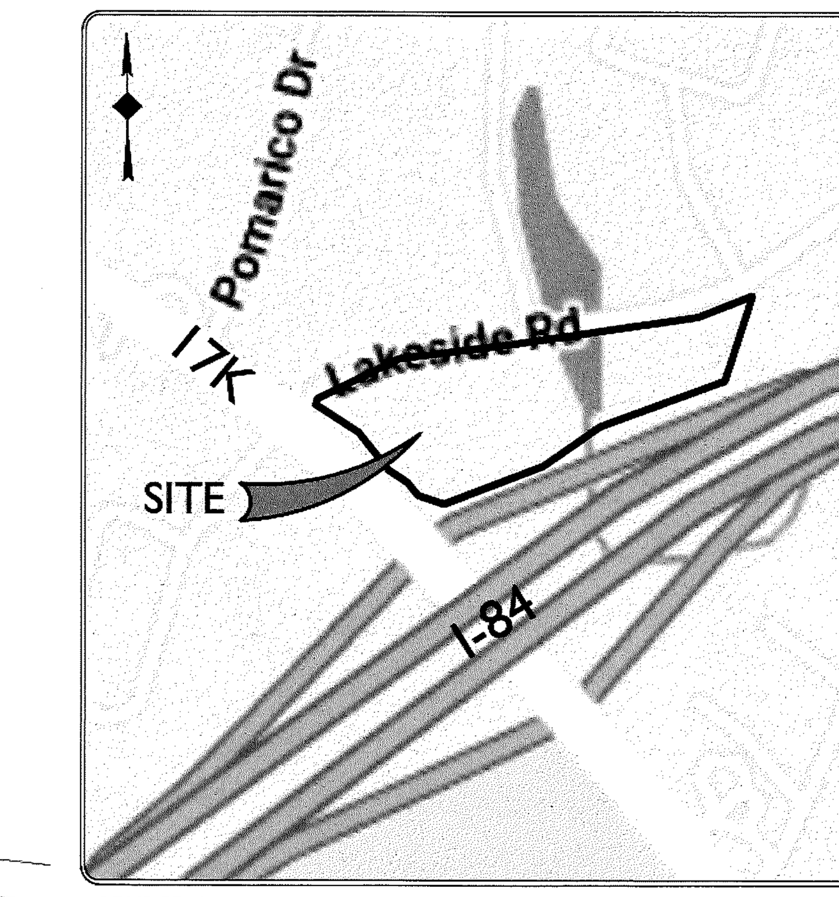
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	10.0		8.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	30.0		14.0	50.0		10.0	10.0		10.0	10.0	
Total Split (s)	15.0	30.0		35.0	50.0		25.0	17.0		23.0	15.0	
Total Split (%)	14.3%	28.6%		33.3%	47.6%		23.8%	16.2%		21.9%	14.3%	
Maximum Green (s)	9.0	24.0		29.0	44.0		20.0	12.0		18.0	10.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes											
Vehicle Extension (s)	2.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	62.7	53.8		60.1	50.5		11.6	6.9		27.3	22.6	
Actuated g/C Ratio	0.60	0.51		0.57	0.48		0.11	0.07		0.26	0.22	
v/c Ratio	0.70	0.37		0.28	0.77		0.14	0.58		0.85	0.34	
Control Delay	34.6	18.6		12.3	23.7		29.2	24.9		56.7	8.6	
Queue Delay	0.0	0.0		0.0	0.5		0.0	0.0		0.0	0.0	
Total Delay	34.6	18.6		12.3	24.1		29.2	24.9		56.7	8.6	
LOS	C	B		B	C		C	C		E	A	
Approach Delay		22.1			23.4			25.7			40.4	
Approach LOS		C			C			C			D	
Queue Length 50th (ft)	55	140		20	263		11	1		177	2	
Queue Length 95th (ft)	#193	227		m50	m382		27	49		#253	54	
Internal Link Dist (ft)		255			386			68			173	
Turn Bay Length (ft)	80			300						140		
Base Capacity (vph)	264	1765		465	1637		381	207		356	445	
Starvation Cap Reductn	0	0		0	100		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.69	0.37		0.19	0.82		0.06	0.44		0.83	0.34	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Yellow			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay: 25.9		Intersection LOS: C	
Intersection Capacity Utilization 77.7%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

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

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





SOURCE: GOOGLE MAPS

VICINITY MAP
NOT TO SCALE

50' 0' 50' 100'
GRAPHIC SCALE IN FEET
1" = 50'

SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
	ASPHALT / CONCRETE CURB		MAN HOLE	× TW 102.00	TOP OF WALL SHOT
	PROPERTY LINE		BOLLARDS	× BW 100.00	BOTTOM OF WALL SHOT
	ADJACENT PROPERTY LINE	E.P.	EDGE OF PAVEMENT	15"	DECIDUOUS TREE - DIAMETER NOTED
C.L.F.	CHAIN LINK FENCE	OH	OVERHEAD WIRE	15"	PINE TREE - DIAMETER NOTED
	GUIDE RAIL	G	UNDERGROUND GAS LINE	C/O	CLEAN OUT
	MAST ARM LIGHT POLE	T	UNDERGROUND COMMUNICATION LINE		BENCH MARK
	UTILITY POLE	E	UNDERGROUND ELEC LINE		SURVEY MONUMENT
	SIGNS	100	MAJOR CONTOUR		IRON ROD
GV	GAS VALVE	101	MINOR CONTOUR		
	FIRE HYDRANT	× 100.00	GRADE SPOT SHOT		
	DRAIN (ROUND & SQUARE)	× TC 100.50	TOP OF CURB SHOT		
	INLET	× BC 100.00	BOTTOM OF CURB SHOT		

811
Know what's **below**
Call before you dig.

Z:\RUTHERFORD\RUT\WORKING\SURVEY\LIC\NYC\2023\NYC-230182.01 CAPITAL GROWTH BUCHALTER - 2 LAKESIDE ROAD, NEWBURGH, NY_SURVEYING\CADD\NYC-230182.01-LAKESIDE RD_V-4 ALTA.DWG

NYSDEC FRESHWATER WETLAND BOUNDARY VALIDATION

THE FRESHWATER WETLAND BOUNDARY AS REPRESENTED ON THESE PLANS ACCURATELY DEPICTS THE LIMITS OF FRESHWATER WETLAND **NB-21** AS DELINEATED BY **NORTH COUNTY ECOLOGICAL SERVICES, INC.** ON: **NOVEMBER 3, 2023.**

DEC STAFF: [signature] 1/17/24 SURVEYOR/ENGINEER: Thomas Miller

DATE VALID: 1/17/24 EXPIRATION DATE: 1/17/29 SEAL

WETLAND BOUNDARY DELINEATIONS AS VALIDATED BY THE NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION REMAIN VALID FOR FIVE (5) YEARS **UNLESS** EXISTING EXEMPT ACTIVITIES, AREA HYDROLOGY, OR LAND USE PRACTICE CHANGE (E.G., AGRICULTURAL TO RESIDENTIAL). **AFTER FIVE (5) YEARS THE BOUNDARY MUST BE REVALIDATED BY DEC STAFF.** REVALIDATION MAY INCLUDE A NEW DELINEATION AND SURVEY OF THE WETLAND BOUNDARY.

ANY PROPOSED CONSTRUCTION, GRADING, FILLING, EXCAVATING, CLEARING OR OTHER REGULATED ACTIVITY IN THE FRESHWATER WETLAND OR WITHIN 100 FEET OF THE WETLAND BOUNDARY AS DEPICTED ON THIS PLAN REQUIRES A PERMIT FROM THE NYS DEPARTMENT OF ENVIRONMENTAL CONSERVATION UNDER ARTICLE 24 OF THE ENVIRONMENTAL CONSERVATION LAW (FRESHWATER WETLANDS ACT) PRIOR TO COMMENCEMENT OF WORK.

STONEFIELD
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ALTA/NSPS LAND TITLE SURVEY

MAP OF SURVEY OF:

TAX MAP LOT 39.3, BLOCK 1, SECTION 86
2 LAKESIDE ROAD
CITY OF NEWBURGH
COUNTY OF ORANGE, STATE OF NEW YORK

ISSUE	DATE	DRAFT BY	CHECK BY	FIELD DATE	FIELD CREW	DESCRIPTION
4	01/03/24	TDD	JD	-	-	REVISED PER CLIENT REQUEST
3	12/27/23	SMT	JD	-	-	REVISED PER DOCUMENTS RECEIVED
2	12/15/23	TDD	JD	12/05/23	GY	UPDATE TO ALTA
1	12/06/23	TDD	JD	12/05/23	GY	FOR ISSUE

CERTIFICATION TO : QUICKCHEK CORP., FIRST AMERICAN TITLE INSURANCE COMPANY, QC NEWBURGH PBXDEV, LLC, FIDELITY NATIONAL TITLE INSURANCE COMPANY & BAKER, DONELSON, BEARMAN, CALDWELL & BERKOWITZ, PC

THIS IS TO DECLARE THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 5, 6a, 8, 9 & 13 OF TABLE A THEREOF.

THE FIELDWORK WAS COMPLETED ON DECEMBER 5TH, 2023

Thomas F Miller
Digitally signed by Thomas F Miller
Date: 2024.01.05 08:19:10 -05'00'

STATE OF NEW YORK · THOMAS F. MILLER · 050484 · LICENSED LAND SURVEYOR

THOMAS F. MILLER
NEW YORK LAND SURVEYOR No. 050484
LICENSED PROFESSIONAL LAND SURVEYOR
NEW YORK CERTIFICATE OF AUTHORIZATION No. 15155

SCALE: 1"=50'	PROJECT ID: NYC-230182.01	SHEET: 1 OF 2