TRAFFIC IMPACT STUDY

FOR THE

UPTOWN LANDING RESIDENTIAL DEVELOPMENT

NY 332
CANANDAIGUA, NEW YORK

JUNE 4, 2024

PREPARED FOR:

MARATHON ENGINEERING

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MJ Project No. 19286.00

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INTRODUCTION

McFarland-Johnson, Inc. (MJ) has prepared the following Traffic Impact Study (TIS) for the proposed Uptown Landing Mixed-Use development in the Town of Canandaigua, Ontario County, New York. The proposed project site is located to the west of Macedon Road (CR 28) and east of Rochester Road (NYS Route 332). See Figure 1 for the Project Location Map.

The development will consist of 230 single family homes, 90 attached single family townhomes, 250-unit multi-family apartment buildings, and a 20,000 SF mixed-use building with first floor office space and 50 upper story apartments, for a total of 620 residential units.

As shown on Figure 2 – Concept Site Plan, the development will have two access driveways; one east of the intersection at Parkside Drive/Brahm Road and the other at the intersection of Firehall Road/Aroline Road, which will act as the fourth leg of the existing three-legged intersection. Full build-out of the proposed development site is expected to occur by 2027.

Scope of the Study

The purpose of this study is to evaluate existing and future traffic operations within the study area. The analysis completed by MJ evaluated traffic operations within the study area during weekday morning and evening peak hours for the 2024 existing conditions, the 2027 no-build conditions, and the 2027 build conditions. Build conditions were analyzed to determine the impacts, if any, associated with the proposed development.

The traffic study area includes the following intersections:

No.1 – NYS Route 332 @ Aroline Road/Airport Road *(Signalized)*

No.2 – NYS Route 332 @ Parkside Drive/Gateway Center (*Signalized)*

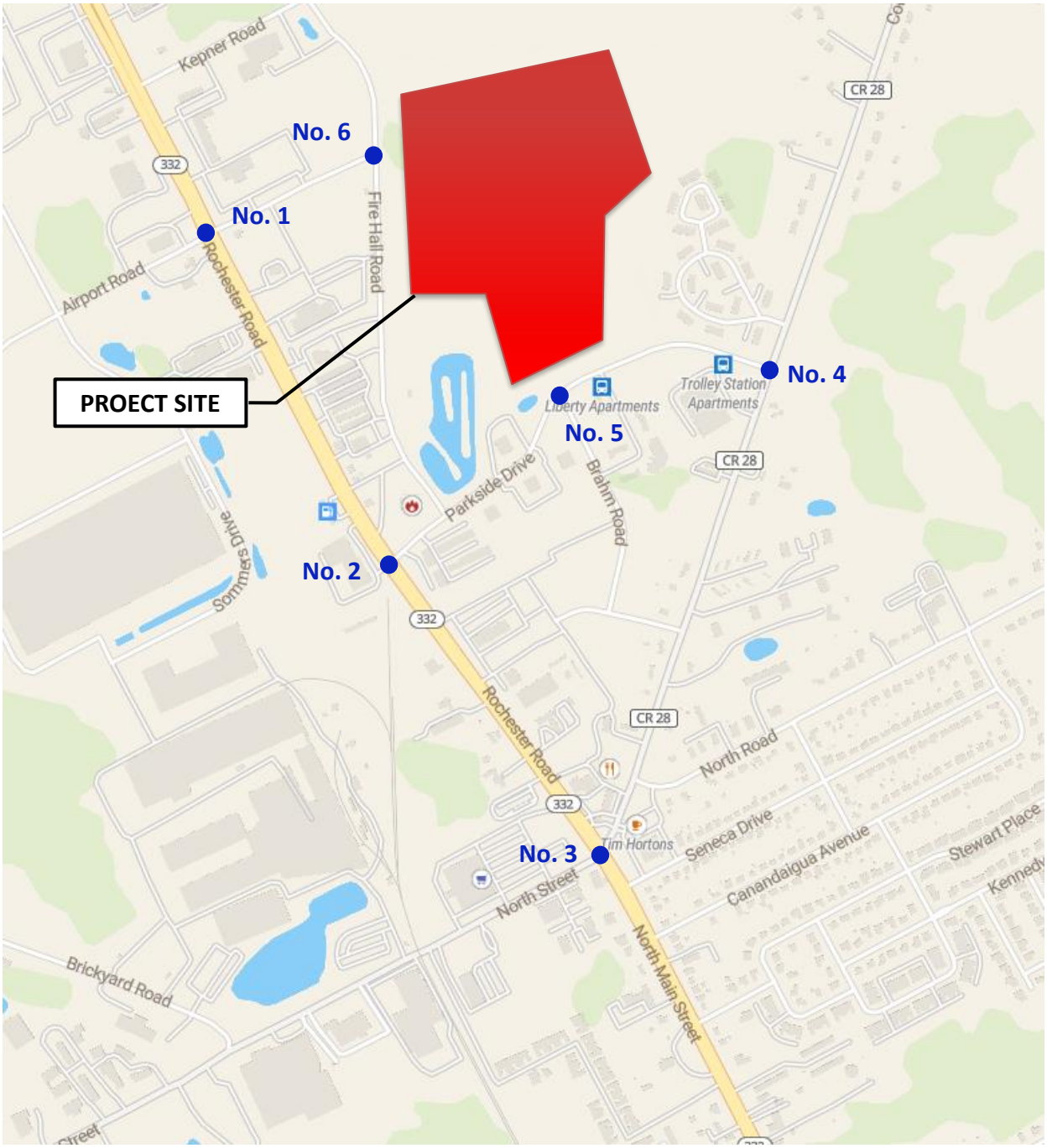
No.3 – NYS Route 332 @ Macedon Road (CR28)/North Street (*Signalized)*

No.4 – Macedon Road (CR28) @ Parkside Drive (*Un-Signalized*)

No.5 – Parkside Drive @ Brahm Road (*Un-Signalized*)

No.6 – Firehall Road @ Aroline Road *(Un-Signalized)*

Descriptions of the existing physical conditions within the roadway corridor are presented in the following existing roadway network narratives.



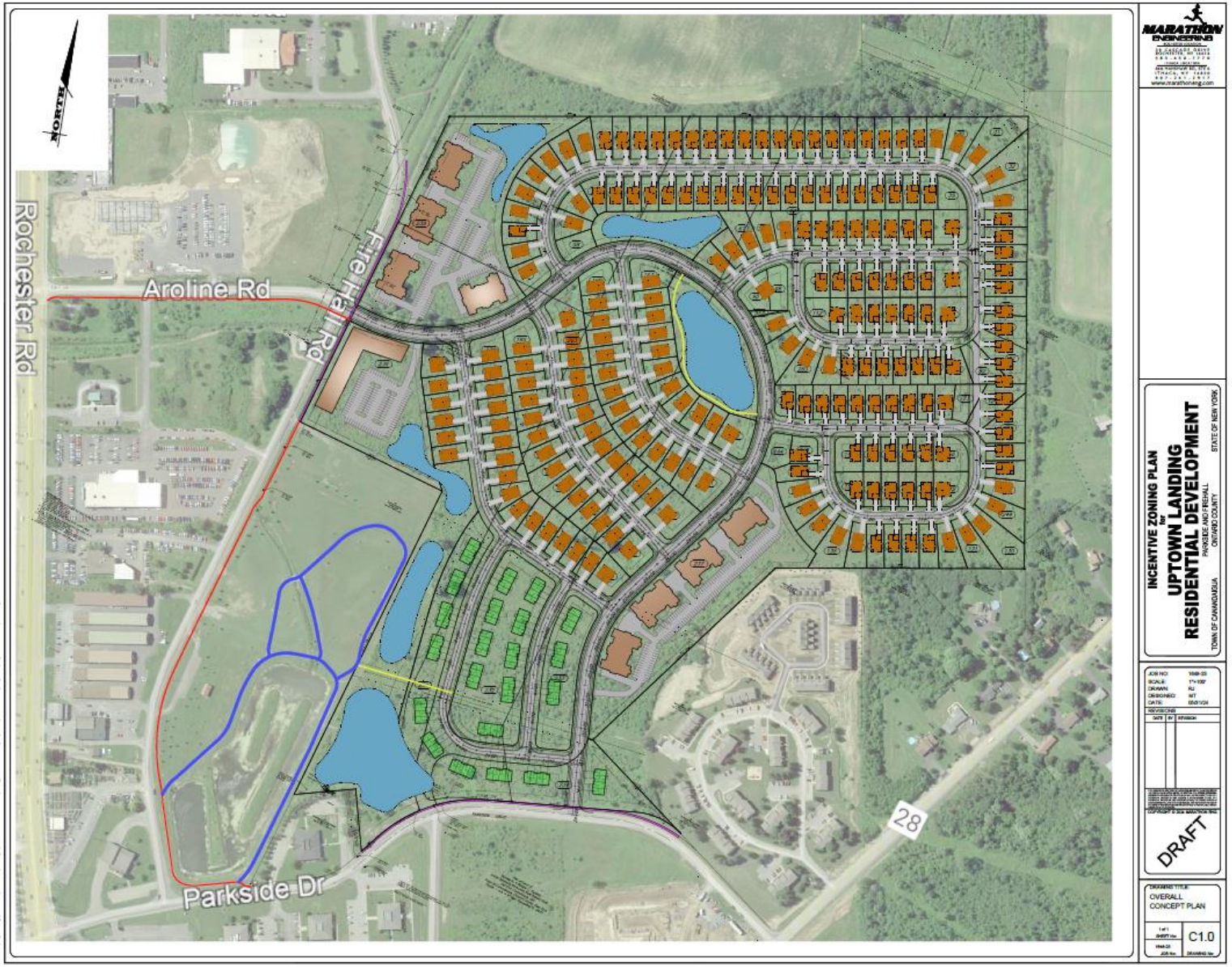
N

Not to Scale

LEGEND

- Project Site
- Study Area Intersection

Project Location Map



Concept Site Plan

McFarland Johnson

Figure 2

EXISTING CONDITIONS

Evaluation of the existing and future traffic conditions within the study area requires an understanding of the existing transportation system. Data such as roadway geometrics, traffic signal timings, and peak hour traffic volumes provide the basis for a thorough understanding of existing conditions and the requisite data necessary to provide projections of future traffic conditions under the no-build and build scenarios.

Existing Roadway Network

The project is located east of NYS Route 332, which is classified as a north-south principal arterial roadway with an estimated average annual daily traffic (AADT) volume of 24,321 vehicles as of 2022. NYS Route 332 provides a north-south connection from Canandaigua to Interstate 90. Land use in the study area is a mix of residential and commercial; with several residential communities on Macedon Road (CR28) and commercial and retail properties along NYS Route 332. The posted speed limit on NYS Route 332 is forty (40) miles per hour (MPH) within the study area. Figure 3 shows the existing geometry and traffic control type for the six study area intersections. Descriptions of these intersections are provided below.

<u>No. 1 – NYS Route 332 @ Aroline Road/Airport Road</u>

This is a four-leg signalized intersection with both the north and southbound approaches each providing a shared permissive left-turn/U-turn Lane, a dedicated through lane, and a shared through/right-turn lane. The eastbound approach includes a dedicated permissive left-turn lane and a shared through/right-turn lane, while the westbound approach includes a single lane for all turn movements. Crosswalks and pedestrian signals with push buttons are provided across all legs of the intersection. New York State Department of Transportation (NYSDOT) is planned to be performing renovations to this intersection in order to improve accessibility and functionality in the future. The exact date for this work is unknown at this time.

No. 2 – NYS Route 332 @ Parkside Drive/Gateway Center

This is a four-leg signalized intersection with a commercial driveway (Restaurant/Gym/Laundromat) providing the western leg of the intersection. The north and southbound approaches each include a shared permissive left-turn/U-turn Lane, a dedicated through lane, and a shared through/right-turn lane. The commercial driveway provides an opened informal paved area for all turn movements while the westbound approach includes a dedicated permissive left-turn lane and a shared through/right-turn lane. Crosswalks and pedestrian signals with push buttons are provided across all legs of the intersection. NYSDOT is planning to perform renovations to this intersection in order to improve accessibility and functionality in the future. The exact date for this work is unknown at this time.

No. 3 – NYS Route 332 @ Macedon Road (CR28)/North Street

This is a four-leg signalized intersection with both the north and southbound approaches each providing a dedicated permissive-protected left-turn, a dedicated through lane, and a shared through/right-turn lane. The eastbound approach includes a dedicated permissive left-turn lane, dedicated through lane, and dedicated right-turn lane, while the westbound approach includes a dedicated permissive left-turn lane and a shared through/right-turn lane. Crosswalks and pedestrian signals with push buttons are provided across all legs of the intersection.

No. 4 – Macedon Road (CR28) @ Parkside Drive

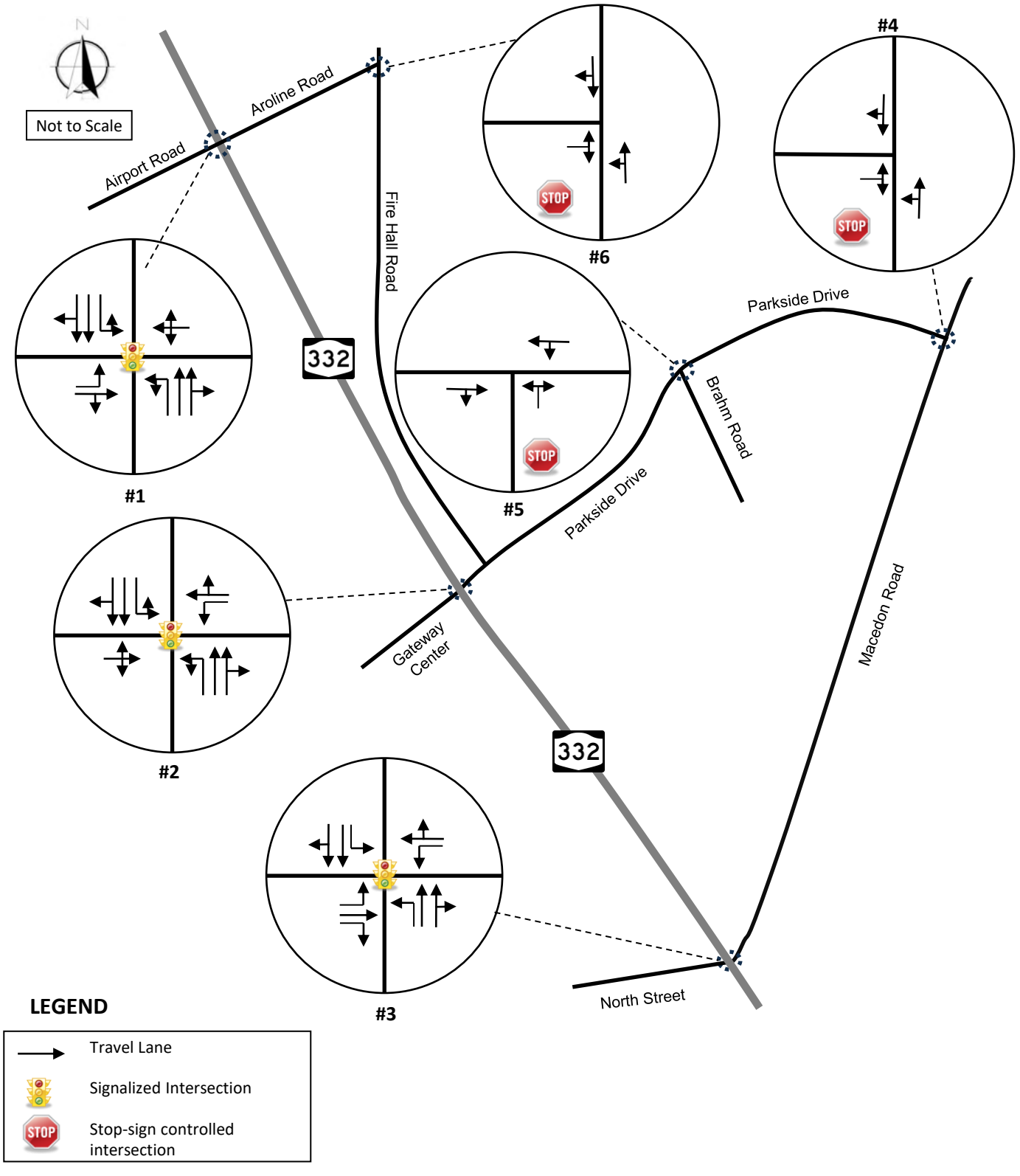
This is a three-leg unsignalized intersection with the westbound approach being stop-controlled. All three approaches provide a single lane for turn movements. Crosswalks or other pedestrian accommodations are not provided across any legs of the intersection.

No. 5 – Parkside Drive @ Brahm Road

This is a three-leg unsignalized intersection with the northbound approach being stop-controlled. All three approaches provide a single lane for turn movements. Crosswalks or other pedestrian accommodations are not provided across any legs of the intersection.

No. 6 – Firehall Road @ Aroline Road

This is a three-leg unsignalized intersection with the eastbound approach being stop-controlled. All three approaches provide a single lane for turn movements. Crosswalks or other pedestrian accommodations are not provided across any legs of the intersection.



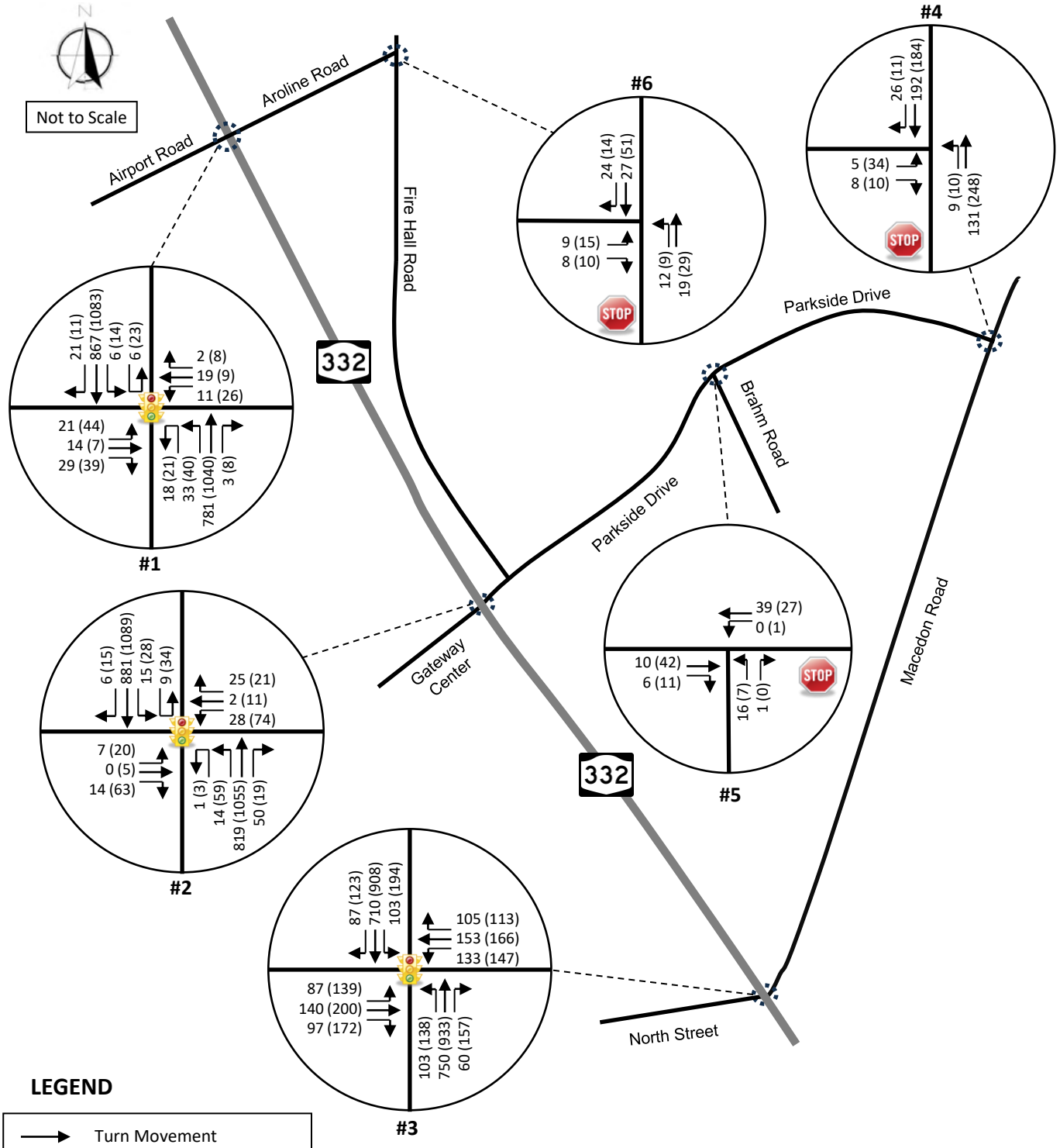
Existing Intersection Geometry

Traffic Data Collection

Existing traffic volumes for the study area intersections were established for this project by performing manual turning movement counts (TMC). Traffic counts were video recorded from 7:00 to 9:00 AM and 4:00 to 6:00 PM on Thursday, May 2, 2024. The TMC data shows that the traffic peaks between 7:15 to 8:15 in the morning and 4:15 to 5:15 in the evening.

2024 Existing Traffic Volumes

The 2024 Existing traffic volumes in the study area are shown in Figure 4. Analysis of the base condition allows the TIS to develop a comparison to future conditions and enables the study to calibrate the traffic model to mimic the present real-life operations.



2024 Existing Volumes

NOTE: Volumes do not fully balance due to commercial and residential driveways between intersections.

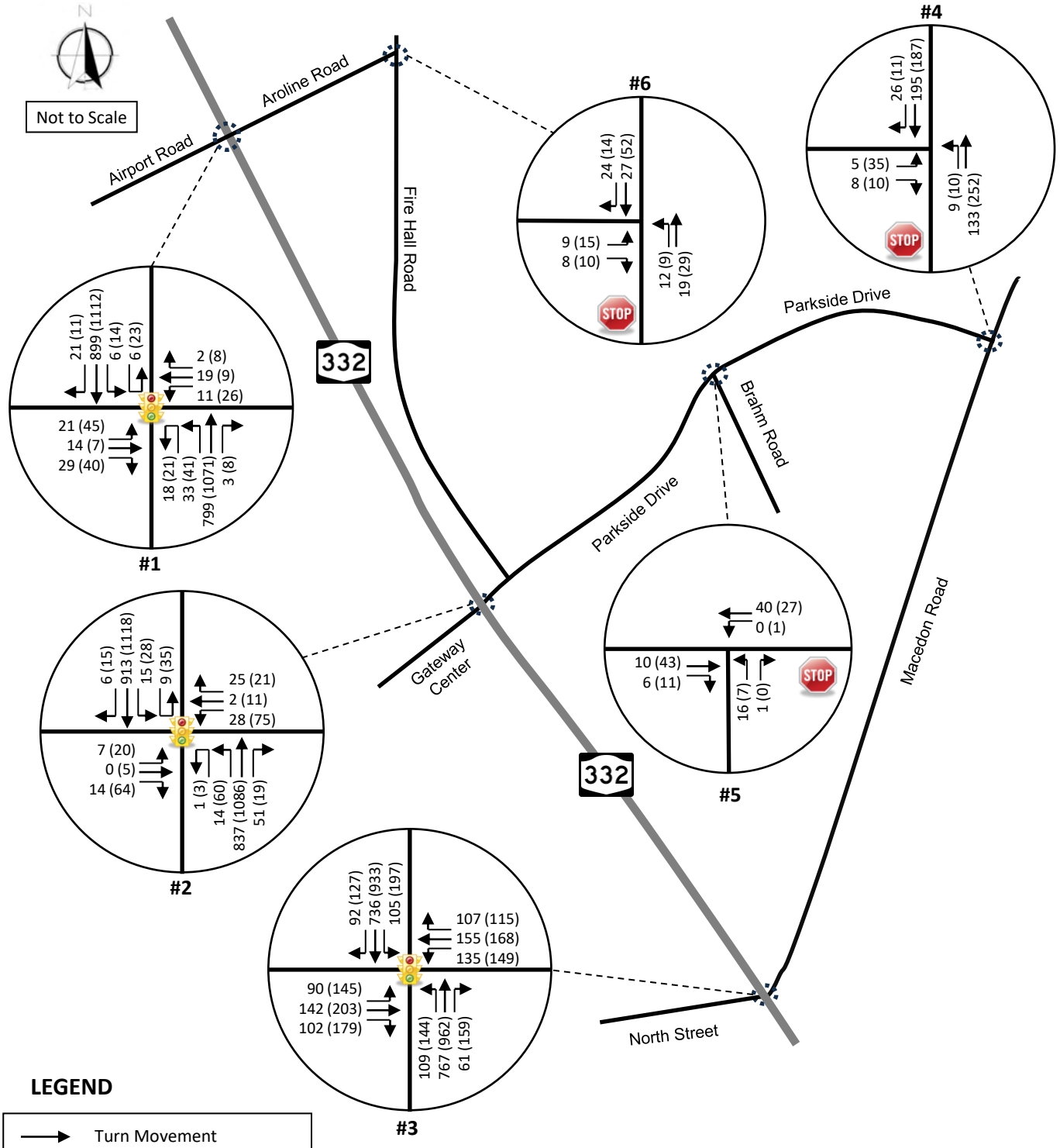
NO-BUILD CONDITIONS

The 2024 existing traffic volumes were grown by an annual background growth rate of 0.5% per year to create the 2027 No-Build traffic volumes, for a total growth of 3.0%. This growth rate was established by maintaining consistency with an approved traffic study that was completed for the Town of Canandaigua by CPL Architecture, Engineering, and Planning (CPL), dated February 2023, which also used a 0.5% annual growth rate to estimate future background growth.

2027 No-Build Traffic Volumes

Additional background traffic from future projects listed in the previously completed CPL traffic study was included in the background traffic projections. These projects include an expansion to the existing Artisan Meats company, which is expected to double the square footage of their existing building, Monarch Manor, an existing 40-unit residential complex that will be adding 48 single family attached housing units, and the Centerpointe Apartments complex, which will consist of 100 multi-family, low-rise housing units. All these projects are expected to be completed prior to 2025 and were included in the 2027 No-Build scenario. Trip generation rates and distribution percentages for these projects were incorporated from the previous CPL traffic study.

The 2027 No-Build traffic volumes shown in Figure 4 include the 2024 Existing traffic volumes, annual background traffic growth, and traffic generated by future planned development projects in the study area. These no-build traffic volumes are used as a base upon which to add the proposed development's generated traffic.



2027 No Build Volumes

NOTE: Volumes do not fully balance due to commercial and residential driveways between intersections.

BUILD CONDITIONS

Trip Generation

The proposed development is scheduled to be fully built out by 2027. For analysis purposes, site generated traffic was estimated using trip generation rates provided in the Institute of Transportation Engineers' (ITE) Trip Generation, 11th edition. "Single-Family Detached Housing" (Land Use 210), "Single-Family Attached Housing" (Land Use 215), "Multifamily Housing (Low-Rise)" (Land Use 220), and "General Office Building" (Land Use 710) data was used to determine the trip generation rates for the different portions of the development during the morning and evening peak hour. General Office Building was selected as a conservative land use to allow flexibility in the potential tenant(s) that will occupy the building, which is unknown at this time.

Due to the mix of commercial and residential land uses, the "General Office Building" is expected to generate multi-use trips. A Multi-Use credit of 20% of the Office Trips was incorporated in the trip generation calculation based on the given land uses and their proximity to each other. These rates were checked against the ITE Trip Generation Handbook and found to be appropriate for the proposed land uses.

The resultant trip generation volumes for the proposed project are shown in Table 1 below.

Table 1 – Trip Generation

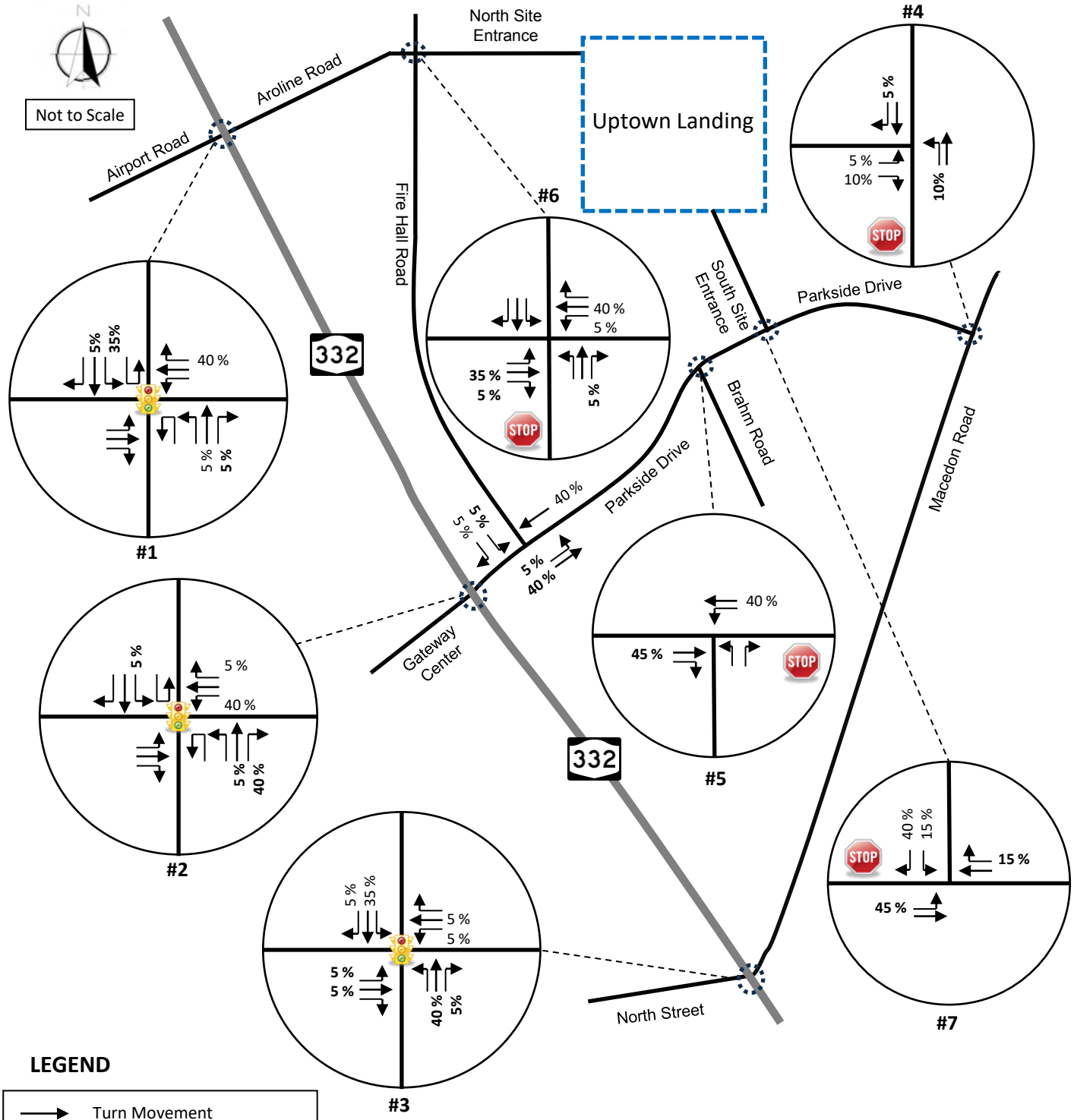
TRIP GENERATION CALCULATION TABLE

ITE Trip Generation 10th Edition, Verified Using ITE Web-Based App:

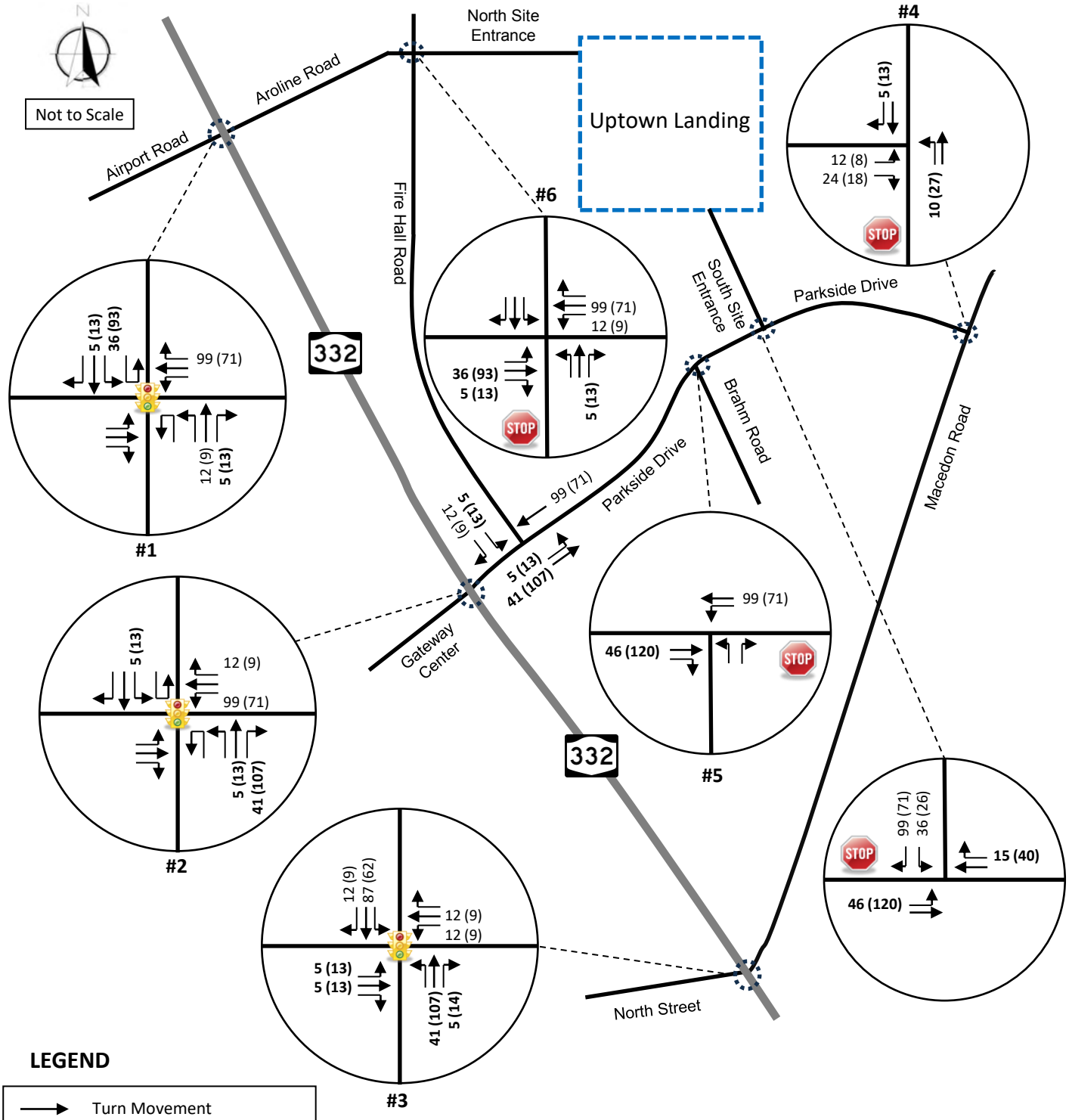
Type of Land Use	ITE Code	Independent Variable (IV)	Weekday Morning Peak			Weekday Evening Peak		
			Enter	Exit	Total	Enter	Exit	Total
Single-Family Detached Housing	210	230 Units	Generation Rate = 0.70			Generation Rate = 0.94		
			25%	75%	100%	63%	37%	100%
			40	121	161	136	80	216
Single-Family Attached Housing	215	90 Units	Generation Rate = 0.48			Generation Rate = 0.57		
			25%	75%	100%	59%	41%	100%
			11	32	43	30	21	51
Multifamily Housing (Low-Rise)	220	300 Units	Generation Rate = 0.4			Generation Rate = 0.51		
			24%	76%	100%	63%	37%	100%
			29	91	120	96	57	153
General Office Building	710	20 KSF	Generation Rate = 1.52			Generation Rate = 1.44		
			88%	12%	100%	17%	83%	100%
			27	3	30	5	24	29
Total Site Generated Trips			**107**	**247**	**354**	**267**	**182**	**449**
Multi-Use Trips-20% (Land Use 710 Only)			-5	-1	-6	-1	-5	-6
TOTAL NET SITE GENERATED TRIPS			**102**	**246**	**348**	**266**	**177**	**443**

Trip Distribution

The projected vehicle trip distribution model for the proposed development is based on existing traffic volume patterns along the NYS Route 332 corridor. It is expected that in general 40% of vehicles will utilize NYS Route 332 from the north and 45% arriving from the south, with 10% utilizing North Street from the west and the remaining 5% using Macedon Road (CR28) from the northeast. The trip distribution is illustrated in Figure 6. These trip distribution percentages were used to assign trips generated by the proposed project to the study roadway network and are shown in Figure 7.



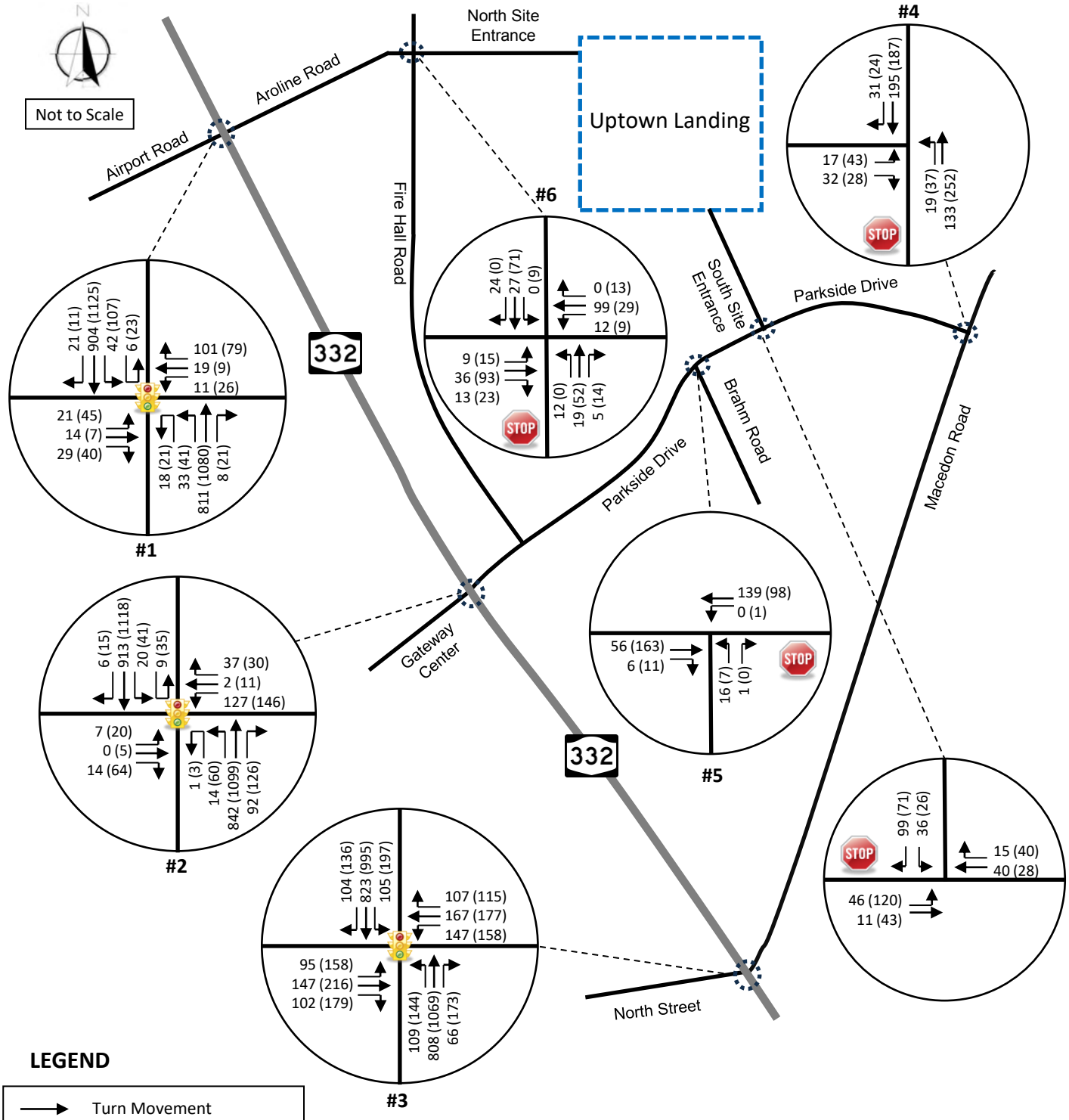
Trip Distribution



Trip Assignment

2027 Build Traffic Volumes

Figure 8 shows the proposed weekday AM and weekday PM peak hour traffic volumes associated with the build conditions for the proposed development in the full build-out year of 2027. These volumes represent the 2024 existing volumes combined with the addition of the estimated trips generated by the proposed project as well as the background annual traffic growth and specific traffic generated by future projects in the area.



LEGEND

→	Turn Movement
### (###)	Peak Hour Traffic Volume: *AM(PM)*

2027 Build Volumes

NOTE: Volumes do not fully balance due to commercial and residential driveways between intersections.

TRANSPORTATION ASSESSMENT

Intersection Capacity Analysis of Un-signalized Intersections

Level of service (LOS) is a term used to characterize the operational conditions of a traffic facility at a particular point in time. Numerous factors contribute to a facility's LOS including travel delay, speed, congestion, driver discomfort, convenience, and safety based on a comparison of the facility's capacity to the facility's demand. Alphabetic designations A through F define the six levels of service. LOS A represents very good traffic operating conditions with minimal delays while LOS F depicts poor traffic operating conditions with excessive delays and queues.

Operating levels of service are calculated using the procedures defined in the Highway Capacity Manual (HCM), 6th Edition, published by the Transportation Research Board (TRB). The operating LOS of two-way stop-controlled (TWSC) and all-way stop-controlled (AWSC) intersections is the computed or measured delay. The intersection delay is based upon the quality of service for the vehicles turning into and out of minor approaches, i.e., approaches that are stop-controlled. The availability of sufficient gaps in the traffic stream on the major street controls the capacity for movements to and from the minor approaches, thus resulting in delays for the minor approaches. The criteria, or the delays associated with corresponding LOS for TWSC and AWSC intersections, as specified by the HCM, are shown in Table 2 below.

Table 2
Un-signalized Intersection LOS Criteria

LOS	Control Delay (sec/veh) TWSC and AWSC Intersections
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

Intersection Capacity Analysis of Signalized Intersections

The operating LOS of a signalized intersection is based on the average control delay per vehicle. The control delay per vehicle is estimated for each lane group, combined for each approach and the intersection as a whole. The criteria, i.e., the delays associated with corresponding LOS for signalized intersections, as specified by the HCM, are shown in Table 3 below.

Table 3
Signalized Intersection LOS Criteria

LOS	Control Delay (sec/veh) Signalized Intersections
A	≤ 10
B	> 10 and ≤ 20
C	> 20 and ≤ 35
D	> 35 and ≤ 55
E	> 55 and ≤ 80
F	> 80

Intersection Capacity Analysis Results

Analysis in each of the study scenarios was performed using the traffic modeling software Synchro®, Ver. 11.1. Synchro® utilizes the methodologies of the HCM, as described above for stop-controlled and signalized intersection, to calculate average vehicular delays (in seconds) and report as LOS. Existing intersection timings and cycle lengths were provided by NYSDOT and used to accurately model the signalized intersections within Synchro® for the existing conditions and were kept constant through the build conditions. Signal timings are only modified if deemed a necessary mitigation. The full analysis printouts from Synchro® are provided in Appendix A.

The results of the intersection capacity analysis at each study intersection for all study scenarios without mitigation are illustrated in Table 4 below. Volumes entered in Synchro® correspond to the scenario and peak hour being analyzed.

Table 4
Weekday AM Peak Hour LOS Table (No Mitigation) (1 of 2)

Study Intersection	Approach and Movement		MORNING PEAK HOUR					
			2024 EXISTING		2027 NO BUILD		2027 BUILD	
			Delay	LOS	Delay	LOS	Delay	LOS
No. 1 - Rochester Road (NYS Route 332) @ Aroline Road/Airport Road (Signalized)	Eastbound	L	41.0	D	41.0	D	24.6	C
		T-R	23.3	C	23.3	C	11.8	B
	Westbound	L-T-R	40.7	D	40.7	D	40.3	D
	Northbound	L	4.2	A	4.3	A	12.1	B
		T-R	3.5	A	3.5	A	9.7	A
	Southbound	L	3.2	A	3.2	A	10.6	B
		T-R	3.5	A	3.6	A	9.9	A
	OVERALL		**5.4**	**A**	**5.4**	**A**	**12.7**	**B**
No. 2 - Rochester Road (NYS Route 332) @ Parkside Drive/Gateway Center (Signalized)	Eastbound	L-T-R	16.1	B	16.1	B	9.8	A
	Westbound	L	38.9	D	38.9	D	42.4	D
		T-R	16.3	B	16.3	B	9.3	A
	Northbound	L	3.6	A	3.6	A	7.8	A
		T-R	3.4	A	3.5	A	9.0	A
	Southbound	L	3.7	A	3.8	A	8.8	A
		T-R	3.4	A	3.4	A	8.6	A
	OVERALL		**4.6**	**A**	**4.6**	**A**	**11.1**	**B**
No. 3 - Rochester Road (NYS Route 332) @ Macedon Road (CR28)/North Street (Signalized)	Eastbound	L	69.8	E	78.3	E	94.1	F
		T	31.4	C	31.4	C	31.3	C
		R	6.8	A	7.2	A	7.1	A
	Westbound	L	41.3	D	42.1	D	45.7	D
		T-R	43.9	D	44.2	D	46.4	D
	Northbound	L	8.1	A	8.4	A	9.3	A
		T-R	15.6	B	15.8	B	16.5	B
	Southbound	L	8.3	A	8.4	A	8.8	A
		T-R	15.7	B	16.0	B	17.4	B
	OVERALL		**22.1**	**C**	**22.6**	**C**	**24.3**	**C**
No. 4 - Macedon Road (CR28) @ Parkside Drive (Un-Signalized)	Northbound	L-T	7.7	A	7.7	A	7.8	A
	Eastbound	L-R	10.6	B	10.7	B	11.5	B
	OVERALL		**0.9**	**A**	**0.9**	**A**	**2.6**	**A**
No. 5 - Parkside Drive @ Brahm Road (Un-Signalized)	Northbound	L-R	9.4	A	9.4	A	10.8	B
	Westbound	L-T	0.0	A	0.0	A	0.0	A
	OVERALL		**3.5**	**A**	**3.5**	**A**	**1.5**	**A**
No. 6 - Firehall Road @ Aroline Road/North Site Entrance (Un-Signalized)	Northbound	L-T (R)	7.4	A	7.4	A	7.4	A
	Eastbound	L (T)R	9.0	A	9.0	A	10.1	B
	Westbound	L-T-R					10.8	B
	Southbound	(L) T-R					0.0	A
	OVERALL		**2.5**	**A**	**2.5**	**A**	**6.9**	**A**
No. 7 - Parkside Drive @ South Site Entrance (Un-Signalized)	Eastbound	L-T					7.4	A
	Southbound	L-R					9.5	A
	OVERALL						6.6	A

Table 4
Weekday PM Peak Hour LOS Table (No Mitigation) (2 of 2)

Study Intersection	Approach and Movement		EVENING PEAK HOUR					
			2024 EXISTING		2027 NO BUILD		2027 BUILD	
			Delay	LOS	Delay	LOS	Delay	LOS
No. 1 - Rochester Road (NYS Route 332) @ Aroline Road/Airport Road (Signalized)	Eastbound	L	43.5	D	43.5	D	46.9	D
		T-R	32.2	C	32.9	C	32.8	C
	Westbound	L-T-R	30.9	C	30.7	C	36.6	D
	Northbound	L	7.8	A	8.4	A	9.5	A
		T-R	5.0	A	5.1	A	5.8	A
	Southbound	L	5.3	A	5.5	A	14.8	B
		T-R	5.6	A	5.8	A	6.6	A
	OVERALL		**7.8**	**A**	**8.0**	**A**	**9.8**	**A**
No. 2 - Rochester Road (NYS Route 332) @ Parkside Drive/Gateway Center (Signalized)	Eastbound	L-T-R	24.7	C	25.8	C	19.4	B
	Westbound	L	36.9	D	36.9	D	36.3	D
		T-R	17.2	B	17.1	B	12.3	B
	Northbound	L	7.9	A	8.4	A	14.1	B
		T-R	5.6	A	5.7	A	9.7	A
	Southbound	L	7.1	A	7.5	A	16.8	B
		T-R	6.1	A	6.3	A	10.0	A
	OVERALL		**7.7**	**A**	**7.8**	**A**	**11.9**	**B**
No. 3 - Rochester Road (NYS Route 332) @ Macedon Road (CR28)/North Street (Signalized)	Eastbound	L	158.2	F	187.7	F	263.8	F
		T	33.6	C	33.9	C	35.1	D
		R	6.6	A	6.6	A	6.6	A
	Westbound	L	58.5	E	62.4	E	82.9	F
		T-R	40.9	D	41.9	D	44.4	D
	Northbound	L	15.2	B	17.8	B	20.8	C
		T-R	22.2	C	23.0	C	27.5	C
	Southbound	L	37.3	D	44.5	D	46.6	D
		T-R	21.6	C	22.3	C	24.4	C
	OVERALL		**31.8**	**C**	**34.4**	**C**	**41.5**	**D**
No. 4 - Macedon Road (CR28) @ Parkside Drive (Un-Signalized)	Northbound	L-T	7.8	A	7.8	A	7.9	A
	Eastbound	L-R	12.1	B	12.3	B	12.9	B
	OVERALL		**1.4**	**A**	**1.5**	**A**	**2.4**	**A**
No. 5 - Parkside Drive @ Brahm Road (Un-Signalized)	Northbound	L-R	9.2	A	9.2	A	11.0	B
	Westbound	L-T	7.3	A	7.3	A	7.7	A
	OVERALL		**1.2**	**A**	**1.2**	**A**	**0.5**	**A**
No. 6 - Firehall Road @ Aroline Road/North Site Entrance (Un-Signalized)	Northbound	L-T (R)	7.4	A	7.4	A	0.0	A
	Eastbound	L (T)R	9.2	A	9.2	A	12.0	B
	Westbound	L-T-R					10.6	B
	Southbound	(L) T-R					7.4	A
	OVERALL		**2.6**	**A**	**2.6**	**A**	**6.8**	**A**
No. 7 - Parkside Drive @ South Site Entrance (Un-Signalized)	Eastbound	L-T					7.6	A
	Southbound	L-R					9.8	A
	OVERALL						**5.7**	**A**

Below is a detailed breakdown of the impacts, if any, on the study area intersections' operations due to traffic generated by the proposed development.

No. 1 – Rochester Road (NYS Route 332) @ Aroline Road/Airport Road
This signalized intersection is operating well today with an overall LOS A during both peak hour scenarios. The intersection will maintain an overall LOS A through both the 2027 no build and build scenarios during the evening peak hour, with only minor increases in delay to the individual turning movements. The 2027 build overall level of service will drop from a LOS A to LOS B during morning peak hour, for an increase in delay of 7.3 seconds, while the eastbound left turn movement improves from LOS D to LOS C, for a decrease in delay of 16.4 seconds, due to the timing and detection settings of the intersection signal. Overall the intersection will not experience any noticeable change in operations as a result of the proposed project.

No. 2 – Rochester Road (NYS Route 332) @ Parkside Drive/Gateway Center
This signalized intersection is operating well today with an overall LOS A during both peak hour scenarios. The intersection will operate at an overall LOS B for the 2027 build scenario, during both peak hours, seeing an increase of 6.5 seconds and 4.1 seconds during the morning and evening peak hours, respectively. The eastbound approach will see a decrease in delay of 6.3 seconds during the morning peak hour and 6.4 seconds during the evening peak hour due to the timing and detection settings of the intersection signal resulting in an increase in signal calls due to the proposed development's traffic. All other individual turn movements will see minor increases in delay during the 2027 build scenario. Overall the intersection will not experience any noticeable change in operations as a result of the proposed project.

No. 3 – Rochester Road (NYS Route 332) @ Macedon Road (CR28)/North Street
This signalized intersection is operating near capacity today with an overall LOS C during the morning and evening peak hour and a volume/capacity ratio over 1. The intersection will maintain its existing overall LOS during the morning peak hour through the 2027 build scenario, with minor increases in delay to individual turning movements. During the evening peak hour, the overall level of service will drop to LOS D, with a significant increase in delay for the eastbound and westbound left turn movements. It should be noted that this intersection is currently experiencing near capacity LOS E for the eastbound left turn movement during the morning peak hour and a failing LOS F for the during the evening peak hour.

No. 4 – Macedon Road (CR28) @ Parkside Drive
This unsignalized intersection is operating well today with an overall LOS A during the morning and evening peak hour. The intersection will maintain overall existing levels of service through both the 2027 no build and build scenarios, with only minor increases in delay to the individual turning movements as it has adequate reserve capacity.

No. 5 – Parkside Drive @ Brahm Road
This unsignalized intersection is operating well today with an overall LOS A during the morning and evening peak hour. The intersection will maintain overall existing levels of service through both the 2027 no build and build scenarios, with only minor increases in delay to the individual turning movements. The one exception to this is the northbound approach, which drops from a LOS A to LOS B during the evening peak hour, however; the increase in delay is negligible at 1.8 seconds. The intersection has adequate reserve capacity due to the low volume of traffic currently at the intersection.

No. 6 – Firehall Road @ Aroline Road/North Site Entrance
This unsignalized intersection is operating well today with an overall LOS A during the morning and evening peak hour. The intersection will maintain overall existing levels of service through both the 2027 no build and build scenarios, with only minor increases in delay to the individual turning movements as a result of the addition north site entrance acting as the fourth leg of the intersection. The low volumes at this intersection allows the 4th leg to be added with no impacts to the operations.

No. 7 – Parkside Drive @ South Site Entrance
This proposed unsignalized intersection is projected to operate with an overall LOS A during the morning and evening peak hour. The traveling public will see minor delays between 7.4 – 7.6 seconds during the morning and evening peak hours due to cars entering and exiting the proposed development.

CONCLUSIONS AND RECOMMENDATIONS

MJ has evaluated the traffic operations within the study area near the proposed Uptown Landing Development project in Canandaigua, NY. Results from the 2027 build conditions indicate that vehicles travelling on NYS Route 332 will not experience any noticeable increase in delay with the proposed mitigation in place.

Proposed Mitigation

To mitigate the effects of increased traffic at the intersection of NYS Route 332 and Macedon Road/North Street, it is recommended that the following mitigation be installed at the intersection.

No. 3 – Rochester Road (NYS Route 332) @ Macedon Road (CR28)/North Street
Prior to full build out, changes to the traffic signal timing are recommended in order to provide improved levels of service to the eastbound and westbound left turn movements. As modeled, the proposed signal timings involve transferring two seconds from the northbound and southbound approaches to the eastbound and westbound approaches. This succeeds in maintaining near-existing levels of service while preserving the 80 second cycle length shared by the other signalized intersections within the study area. Results from the effects of this mitigation are shown in Table 6 below.

Table 5
Mitigation LOS Tables

Study Intersection	Approach and Movement		MORNING PEAK HOUR 2027 BUILD MITIGATION Delay	LOS
No. 3 - Rochester Road (NYS Route 332) @ Macedon Road (CR28)/North Street (Signalized)	Eastbound	L	73.0	E
		T	29.7	C
		R	6.7	A
	Westbound	L	41.3	D
		T-R	41.2	D
	Northbound	L	10.1	B
		T-R	17.5	B
	Southbound	L	9.6	A
		T-R	18.4	B
	OVERALL		**23.3**	**C**

Study Intersection	Approach and Movement		EVENING PEAK HOUR 2027 BUILD MITIGATION Delay	LOS
No. 3 - Rochester Road (NYS Route 332) @ Macedon Road (CR28)/North Street (Signalized)	Eastbound	L	152.1	F
		T	31.3	C
		R	5.9	A
	Westbound	L	55.9	E
		T-R	36.1	D
	Northbound	L	21.0	C
		T-R	33.5	C
	Southbound	L	46.5	D
		T-R	28.6	C
	OVERALL		**37.4**	**F**

2027 Build with Mitigations and Improvements

The 2027 Build with Mitigation conditions indicate that the proposed project will produce no significant increase in delay to the traveling public within the existing study area intersections with the recommended mitigation in place, and that access into and out of the proposed development can be provided in a safe manner with the proposed connection to the existing roadway as shown on the concept site plan.

Based on the completed capacity analysis results, MJ offers the following conclusions and recommendations:

- The proposed development is anticipated to create a total of 348 net trips (102 enter and 246 exit) during the weekday AM peak hour and 443 net trips (266 enter and 177 exit) during the weekday PM peak hour.

- The proposed north site driveway will connect as the fourth leg of the existing Firehall Road/Aroline Drive intersection and consist of a single entrance lane and a single exit lane. The proposed south site driveway onto Parkside Drive will have a single entrance lane and exiting lane.

- The existing surrounding roadway network has adequate reserve capacity to accommodate the additional traffic generated by the proposed development with negligible impacts to the traveling public with the proposed mitigation in place.

- Proposed mitigation includes optimization of the signal timing at the Rochester Road (NYS Route 332) and Macedon Road (CR28)/North Street intersection which is owned/maintained by NYSDOT. Optimizing the signal timing for actual traffic conditions occurs regularly by NYSDOT; however, once the development begins having residents occupy the buildings, we recommend a request to NYSDOT be submitted by the Town to review the timings at all three signalized intersections within the study area.

REFERENCES:

- Trip Generation, 11th Edition. Institute of Transportation Engineers. Washington, D.C. 2017.

- Trip Generation Handbook, Second Edition. Institute of Transportation Engineers. Washington, D.C. June 2004.

- Highway Capacity Manual, Sixth Edition. Transportation Research Board. National Research Council, Washington, D.C. 2016.

- Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD). Federal Highway Administration. 2009.

- Traffic Study for Gateway Canandaigua. CPL Architecture, Engineering and Planning. February 2023.

APPENDICES

APPENDIX A **TRAFFIC COUNT DATA**

APPENDIX B **TRAFFIC CALCULATIONS**

APPENDIX C **SYNCHRO ANALYSIS PRINTOUTS**

APPENDIX A

TRAFFIC COUNT DATA

- Rochester Road (NYS Route 332) @ Aroline Road/Airport Road Turn Movement Counts
- Rochester Road (NYS Route 332) @ Parkside Drive/Gateway Center Turn Movement Counts
- Rochester Road (NYS Route 332) @ Macedon Road (CR28)/North Street Turn Movement Counts
- Macedon Road (CR28) @ Parkside Drive Turn Movement Counts
- Parkside Drive @ Brahm Road Turn Movement Counts
- Firehall Road @ Aroline Road Turn Movement Counts

TRI-STATE TRAFFIC DATA

TSTData.com

Summary

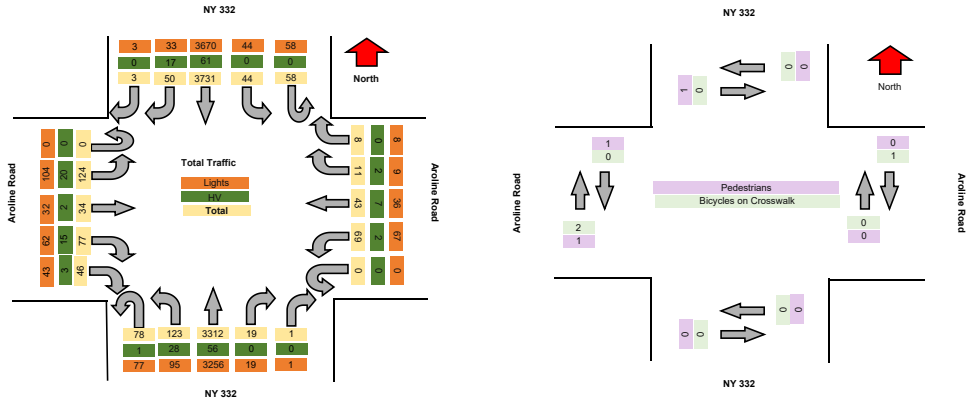
Project	MCFARLAND JOHNSON
Project Code	11747
Site Name	11747-2 - NY 332 & Aroline Ro
Legs and Movements	All Processed Legs & Movemer
Bin Size	15 minutes
Survey Date	2024-05-02, Thursday
Location	NY 332 & Aroline Road
Latitude and Longitude	42.914743, -77.302189

	Start	End	PHF
AM Peak	2024-05-02 07:15:00	2024-05-02 08:15:00	0.92
PM Peak	2024-05-02 16:15:00	2024-05-02 17:15:00	0.90

Turning Movement Data

Leg	Aroline Road Eastbound								Aroline Road Westbound								NY 332 Northbound								NY 332 Southbound								
Direction																																	
Start Time	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Total
7:00:00	5	2	2	3	0	12	0	0	3	2	0	0	0	5	0	0	8	142	1	0	0	151	0	0	1	183	5	0	1	190	0	0	358
7:15:00	7	4	2	2	0	15	0	0	4	6	2	0	0	12	0	0	12	187	0	0	2	201	0	0	1	217	6	0	0	224	0	0	452
7:30:00	5	3	4	2	0	14	0	0	2	4	0	0	0	6	0	0	10	226	0	0	7	243	0	0	3	224	8	1	1	237	0	0	500
7:45:00	6	3	3	2	0	14	0	0	3	6	0	0	0	9	0	0	7	183	3	0	6	199	0	0	2	213	1	0	1	217	0	0	439
Hourly Total	23	12	11	9	0	55	0	0	12	18	2	0	0	32	0	0	37	738	4	0	15	794	0	0	7	837	20	1	3	868	0	0	1749
8:00:00	3	4	7	7	0	21	1	0	2	3	0	0	0	5	0	0	4	185	0	0	3	192	0	0	0	213	4	1	4	222	0	0	440
8:15:00	3	1	3	3	0	10	0	1	3	0	0	3	0	6	0	0	5	151	3	0	3	162	0	0	3	188	3	0	8	202	0	0	380
8:30:00	6	0	3	3	0	12	0	0	5	2	1	1	0	9	0	0	3	171	0	0	3	177	0	0	8	225	2	0	1	236	0	0	434
8:45:00	10	0	10	3	0	23	0	0	3	3	0	1	0	7	0	0	14	159	1	0	7	181	0	0	5	203	2	0	5	215	0	0	426
Hourly Total	22	5	23	16	0	66	1	1	13	8	1	5	0	27	0	0	26	666	4	0	16	712	0	0	16	829	11	1	18	875	0	0	1680
16:00:00	12	4	13	3	0	32	0	0	2	3	1	0	0	6	0	0	7	274	2	0	9	292	0	0	2	241	5	0	3	251	0	0	581
16:15:00	8	3	2	5	0	18	1	0	5	0	3	0	0	8	0	0	16	262	0	0	4	282	0	0	5	231	4	1	6	247	0	0	555
16:30:00	11	1	11	3	0	26	0	0	6	1	2	0	0	9	0	0	10	254	3	0	6	273	0	0	6	255	3	0	4	268	0	0	576
16:45:00	8	0	8	4	0	20	1	0	8	3	0	0	0	11	1	0	8	271	2	0	6	287	0	0	3	331	2	0	6	342	0	0	660
Hourly Total	39	8	34	15	0	96	2	0	21	7	6	0	0	34	1	0	41	1061	7	0	25	1134	0	0	16	1058	14	1	19	1108	0	0	2372
17:00:00	17	3	6	0	0	26	0	0	7	5	2	1	0	15	0	0	6	253	2	1	5	267	0	0	0	266	1	0	7	274	0	0	582
17:15:00	13	3	1	2	0	19	0	0	8	0	0	2	0	10	0	0	8	219	2	0	4	233	0	0	0	281	1	0	5	287	0	0	549
17:30:00	6	3	2	3	0	14	0	0	5	3	0	0	0	8	0	0	3	203	0	0	7	213	0	0	4	244	1	0	2	251	1	0	486
17:45:00	4	0	0	1	0	5	0	0	3	2	0	0	0	5	0	0	2	172	0	0	6	180	0	0	1	216	2	0	4	223	0	0	413
Hourly Total	40	9	9	6	0	64	0	0	23	10	2	3	0	38	0	0	19	847	4	1	22	893	0	0	5	1007	5	0	18	1035	1	0	2030
Grand Total	124	34	77	46	0	281	3	1	69	43	11	8	0	131	1	0	123	3312	19	1	78	3533	0	0	44	3731	50	3	58	3886	1	0	7831
% Approach	44.1%	12.1%	27.4%	16.4%	0.0%	0.0%	0.0%	0.0%	52.7%	32.8%	8.4%	6.1%	0.0%	0.0%	0.0%	0.0%	3.5%	93.7%	0.5%	0.0%	2.2%	0.0%	0.0%	0.0%	1.1%	96.0%	1.3%	0.1%	1.5%	0.0%	0.0%	0.0%	
% Total	1.6%	0.4%	1.0%	0.6%	0.0%	3.6%	0.0%	0.0%	0.9%	0.5%	0.1%	0.1%	0.0%	1.7%	0.0%	0.0%	1.6%	42.3%	0.2%	0.0%	1.0%	45.1%	0.0%	0.0%	0.6%	47.6%	0.6%	0.0%	0.7%	49.6%	0.0%	0.0%	
Lights	104	32	62	43	0	241	0	0	67	36	9	8	0	120	0	0	95	3256	19	1	77	3448	0	0	44	3670	33	3	58	3808	0	0	7617
% Lights	83.9%	94.1%	80.5%	93.5%	0.0%	85.8%	0.0%	0.0%	97.1%	83.7%	81.8%	100.0%	0.0%	91.6%	0.0%	0.0%	77.2%	98.3%	100.0%	100.0%	98.7%	97.6%	0.0%	0.0%	100.0%	98.4%	66.0%	100.0%	100.0%	98.0%	0.0%	0.0%	97.3%
Hv	20	2	15	3	0	40	0	0	2	7	2	0	0	11	0	0	28	56	0	0	1	85	0	0	0	61	17	0	0	78	0	0	214
% HV	16.1%	5.9%	19.5%	6.5%	0.0%	14.2%	0.0%	0.0%	2.9%	16.3%	18.2%	0.0%	0.0%	8.4%	0.0%	0.0%	22.8%	1.7%	0.0%	0.0%	1.3%	2.4%	0.0%	0.0%	0.0%	1.6%	34.0%	0.0%	0.0%	2.0%	0.0%	0.0%	2.7%
Pedestrians	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	33.3%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	50.0%
Bicycles on Crosswalk	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	66.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%

Turning Movement Data Plot



TRI-STATE TRAFFIC DATA

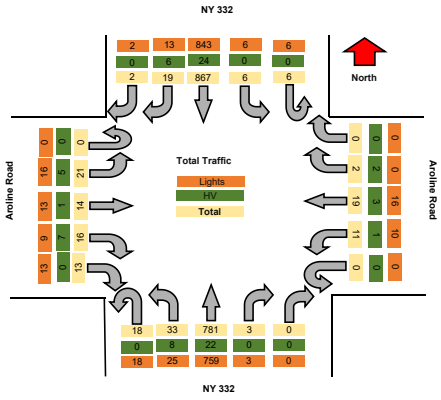
TSTData.com

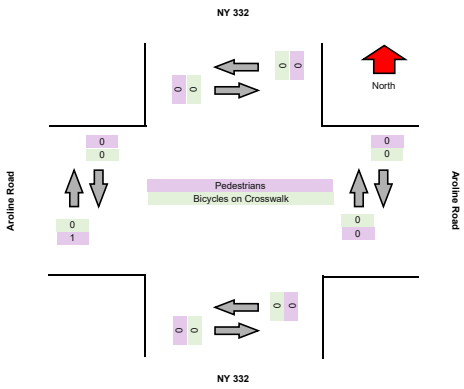
Summary

Turning Movement Peak Hour Data (AM)

7:15:00

Leg	Aroline Road								Aroline Road								NY 332								NY 332								Total
Direction	Eastbound								Westbound								Northbound								Southbound								
Start Time	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	
7:15:00	7	4	2	2	0	15	0	0	4	6	2	0	0	12	0	0	12	187	0	0	2	201	0	0	1	217	6	0	0	224	0	0	452
7:30:00	5	3	4	2	0	14	0	0	2	4	0	0	0	6	0	0	10	226	0	0	7	243	0	0	3	224	8	1	1	237	0	0	500
7:45:00	6	3	3	2	0	14	0	0	3	6	0	0	0	9	0	0	7	183	3	0	6	199	0	0	2	213	1	0	1	217	0	0	439
8:00:00	3	4	7	7	0	21	1	0	2	3	0	0	0	5	0	0	4	185	0	0	3	192	0	0	0	213	4	1	4	222	0	0	440
Grand Total	21	14	16	13	0	64	1	0	11	19	2	0	0	32	0	0	33	781	3	0	18	835	0	0	6	867	19	2	6	900	0	0	1831
% Approach	32.8%	21.9%	25.0%	20.3%	0.0%	0.0%	0.0%	0.0%	34.4%	59.4%	6.3%	0.0%	0.0%	0.0%	0.0%	0.0%	4.0%	93.5%	0.4%	0.0%	2.2%	0.0%	0.0%	0.0%	0.7%	96.3%	2.1%	0.2%	0.7%	0.0%	0.0%	0.0%	
% Total	1.1%	0.8%	0.9%	0.7%	0.0%	3.5%	0.0%	0.0%	0.6%	1.0%	0.1%	0.0%	0.0%	1.7%	0.0%	0.0%	1.8%	42.7%	0.2%	0.0%	1.0%	45.6%	0.0%	0.0%	0.3%	47.4%	1.0%	0.1%	0.3%	49.2%	0.0%	0.0%	
PHF	0.750	0.875	0.571	0.464	0.000	0.762	0.000	0.000	0.688	0.792	0.250	0.000	0.000	0.667	0.000	0.000	0.688	0.864	0.250	0.000	0.643	0.859	0.000	0.000	0.500	0.968	0.594	0.500	0.375	0.949	0.000	0.000	0.916
Lights	16	13	9	13	0	51	0	0	10	16	0	0	0	26	0	0	25	759	3	0	18	805	0	0	6	843	13	2	6	870	0	0	1752
% Lights	76.2%	92.9%	56.3%	100.0%	0.0%	79.7%	0.0%	0.0%	90.9%	84.2%	0.0%	0.0%	0.0%	81.3%	0.0%	0.0%	75.8%	97.2%	100.0%	0.0%	100.0%	96.4%	0.0%	0.0%	100.0%	97.2%	68.4%	100.0%	100.0%	96.7%	0.0%	0.0%	95.7%
HV	5	1	7	0	0	13	0	0	1	3	2	0	0	6	0	0	8	22	0	0	0	30	0	0	0	24	6	0	0	30	0	0	79
% HV	23.8%	7.1%	43.8%	0.0%	0.0%	20.3%	0.0%	0.0%	9.1%	15.8%	100.0%	0.0%	0.0%	18.8%	0.0%	0.0%	24.2%	2.8%	0.0%	0.0%	0.0%	3.6%	0.0%	0.0%	0.0%	2.8%	31.6%	0.0%	0.0%	3.3%	0.0%	0.0%	4.3%
Pedestrians	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%





TRI-STATE TRAFFIC DATA

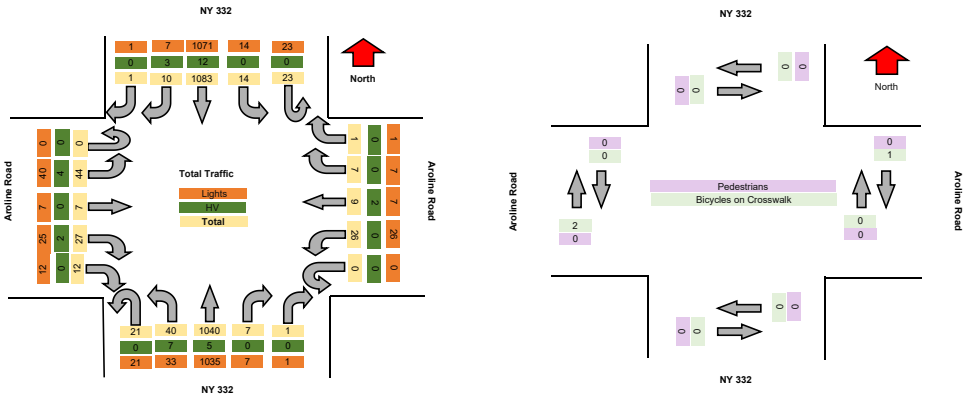
TSTData.com

Summary

Turning Movement Peak Hour Data (PM)

16:15:00

Leg	Aroline Road								Aroline Road								NY 332								NY 332								Total
Direction	Eastbound								Westbound								Northbound								Southbound								
Start Time	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	
16:15:00	8	3	2	5	0	**18**	1	0	5	0	3	0	0	**8**	0	0	16	262	0	0	4	**282**	0	0	5	231	4	1	6	**247**	0	0	**555**
16:30:00	11	1	11	3	0	**26**	0	0	6	1	2	0	0	**9**	0	0	10	254	3	0	6	**273**	0	0	6	255	3	0	4	**268**	0	0	**576**
16:45:00	8	0	8	4	0	**20**	1	0	8	3	0	0	0	**11**	1	0	8	271	2	0	6	**287**	0	0	3	331	2	0	6	**342**	0	0	**660**
17:00:00	17	3	6	0	0	**26**	0	0	7	5	2	1	0	**15**	0	0	6	253	2	1	5	**267**	0	0	0	266	1	0	7	**274**	0	0	**582**
Grand Total	44	7	27	12	0	**90**	2	0	26	9	7	1	0	**43**	1	0	40	1040	7	1	21	**1109**	0	0	14	1083	10	1	23	**1131**	0	0	**2373**
% Approach	48.9%	7.8%	30.0%	13.3%	0.0%	**0.0%**	0.0%	0.0%	60.5%	20.9%	16.3%	2.3%	0.0%	**0.0%**	0.0%	0.0%	3.6%	93.8%	0.6%	0.1%	1.9%	**0.0%**	0.0%	0.0%	1.2%	95.8%	0.9%	0.1%	2.0%	**0.0%**	0.0%	0.0%	
% Total	1.9%	0.3%	1.1%	0.5%	0.0%	**3.8%**	0.0%	0.0%	1.1%	0.4%	0.3%	0.0%	0.0%	**1.8%**	0.0%	0.0%	1.7%	43.8%	0.3%	0.0%	0.9%	**46.7%**	0.0%	0.0%	0.6%	45.6%	0.4%	0.0%	1.0%	**47.7%**	0.0%	0.0%	
PHF	0.647	0.583	0.614	0.600	0.000	**0.865**	0.000	0.000	0.813	0.450	0.583	0.250	0.000	**0.717**	0.000	0.000	0.625	0.959	0.583	0.250	0.875	**0.966**	0.000	0.000	0.583	0.818	0.625	0.250	0.821	**0.827**	0.000	0.000	**0.899**
Lights	40	7	25	12	0	**84**	0	0	26	7	7	1	0	**41**	0	0	33	1035	7	1	21	**1097**	0	0	14	1071	7	1	23	**1116**	0	0	**2338**
% Lights	90.9%	100.0%	92.6%	100.0%	0.0%	**93.3%**	0.0%	0.0%	100.0%	77.8%	100.0%	100.0%	0.0%	**95.3%**	0.0%	0.0%	82.5%	99.5%	100.0%	100.0%	100.0%	**98.9%**	0.0%	0.0%	100.0%	98.9%	70.0%	100.0%	100.0%	**98.7%**	0.0%	0.0%	**98.5%**
HV	4	0	2	0	0	**6**	0	0	0	2	0	0	0	**2**	0	0	7	5	0	0	0	**12**	0	0	0	12	3	0	0	**15**	0	0	**35**
% HV	9.1%	0.0%	7.4%	0.0%	0.0%	**6.7%**	0.0%	0.0%	0.0%	22.2%	0.0%	0.0%	0.0%	**4.7%**	0.0%	0.0%	17.5%	0.5%	0.0%	0.0%	0.0%	**1.1%**	0.0%	0.0%	0.0%	1.1%	30.0%	0.0%	0.0%	**1.3%**	0.0%	0.0%	**1.5%**
Pedestrians	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	3
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**100.0%**



Motorcycles

Leg	Aroline Road							Aroline Road							NY 332							NY 332						
Direction	Eastbound							Westbound							Northbound							Southbound						
Start Time	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW
2024-05-02 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0
2024-05-02 07:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0
2024-05-02 07:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
2024-05-02 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
2024-05-02 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2	0	0	0	0	0
2024-05-02 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	1	0	0	0	0
2024-05-02 16:45:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	6	0	0	1	0	0
2024-05-02 17:00:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	7	0	0	0	0	0
2024-05-02 17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	3	0	0	0	0	0
2024-05-02 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
2024-05-02 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	1	0	0	0	0	0
Total		**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**19**	**0**	**0**	**2**	**0**	**0**	**0**	**27**	**1**	**0**	**1**	**0**	**0**

Cars

Leg	Aroline Road							Aroline Road							NY 332							NY 332						
Direction	Eastbound							Westbound							Northbound							Southbound						
Start Time	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW
2024-05-02 07:00:00	3	1	1	2	0	0	0	3	1	0	0	0	0	0	6	135	1	0	0	0	0	1	173	5	0	1	0	0
2024-05-02 07:15:00	6	4	1	2	0	0	0	3	4	0	0	0	0	0	4	180	0	0	2	0	0	1	207	5	0	0	0	0
2024-05-02 07:30:00	2	3	1	2	0	0	0	1	4	0	0	0	0	0	10	213	0	0	7	0	0	3	214	5	1	1	0	0
2024-05-02 07:45:00	5	3	1	2	0	0	0	3	5	0	0	0	0	0	6	169	3	0	5	0	0	2	198	0	0	1	0	0
2024-05-02 08:00:00	2	2	6	7	0	0	0	2	3	0	0	0	0	0	4	170	0	0	3	0	0	0	193	3	1	4	0	0
2024-05-02 08:15:00	1	1	2	3	0	0	0	3	0	0	3	0	0	0	3	142	3	0	3	0	0	3	174	2	0	7	0	0
2024-05-02 08:30:00	4	0	1	2	0	0	0	4	2	1	1	0	0	0	1	162	0	0	2	0	0	8	213	2	0	1	0	0
2024-05-02 08:45:00	9	0	10	3	0	0	0	3	3	0	1	0	0	0	11	149	1	0	7	0	0	5	189	0	0	5	0	0
2024-05-02 16:00:00	10	4	13	3	0	0	0	2	2	1	0	0	0	0	1	261	2	0	8	0	0	2	237	1	0	3	0	0
2024-05-02 16:15:00	5	3	1	5	0	0	0	5	0	3	0	0	0	0	10	257	0	0	4	0	0	5	228	2	1	6	0	0
2024-05-02 16:30:00	11	1	9	3	0	0	0	6	0	2	0	0	0	0	8	252	3	0	6	0	0	6	247	2	0	4	0	0
2024-05-02 16:45:00	7	0	8	3	0	0	0	8	2	0	0	0	0	0	8	264	2	0	6	0	0	3	319	1	0	5	0	0
2024-05-02 17:00:00	16	3	6	0	0	0	0	6	4	2	1	0	0	0	5	246	2	1	5	0	0	0	253	0	0	7	0	0
2024-05-02 17:15:00	10	3	0	2	0	0	0	7	0	0	2	0	0	0	8	210	2	0	4	0	0	0	277	1	0	5	0	0
2024-05-02 17:30:00	5	3	1	2	0	0	0	5	3	0	0	0	0	0	2	198	0	0	6	0	0	4	242	1	0	2	0	0
2024-05-02 17:45:00	4	0	0	1	0	0	0	3	2	0	0	0	0	0	2	163	0	0	6	0	0	1	213	1	0	4	0	0
Total	**100**	**31**	**61**	**42**	**0**	**0**	**0**	**64**	**35**	**9**	**8**	**0**	**0**	**0**	**89**	**3171**	**19**	**1**	**74**	**0**	**0**	**44**	**3577**	**31**	**3**	**56**	**0**	**0**

Single-Unit Trucks

Leg	Aroline Road							Aroline Road							NY 332							NY 332						
Direction	Eastbound							Westbound							Northbound							Southbound						
Start Time	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW
2024-05-02 07:00:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	2	0	0	0	0	0
2024-05-02 07:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	7	0	0	0	0	0
2024-05-02 07:30:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	0	0	0	0	0
2024-05-02 07:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7	0	0	1	0	0	0	12	0	0	0	0	0
2024-05-02 08:00:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	6	0	0	0	0	0
2024-05-02 08:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	8	0	0	1	0	0
2024-05-02 08:30:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	7	0	0	0	0	0
2024-05-02 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	9	0	0	0	0	0
2024-05-02 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:15:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0
2024-05-02 16:30:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
2024-05-02 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	2	0	0	0	0	0
2024-05-02 17:00:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	0	0	0	0	0
2024-05-02 17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	2	0	0	0	0	0
Total	**4**	**1**	**1**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**65**	**0**	**0**	**1**	**0**	**0**	**0**	**66**	**1**	**0**	**1**	**0**	**0**

Articulated Trucks

Leg	Aroline Road							Aroline Road							NY 332							NY 332						
Direction	Eastbound							Westbound							Northbound							Southbound						
Start Time	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW
2024-05-02 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
2024-05-02 07:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1	1	0	0	0	0
2024-05-02 07:30:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	4	3	0	0	0	0
2024-05-02 07:45:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0	0	3	1	0	0	0	0
2024-05-02 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	5	1	0	0	0	0
2024-05-02 08:15:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	3	0	0	0	0	0
2024-05-02 08:30:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	1	0	0	0	4	0	0	0	0	0
2024-05-02 08:45:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	2	0	0	0	0
2024-05-02 16:00:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0
2024-05-02 16:15:00	2	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0
2024-05-02 16:30:00	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
2024-05-02 16:45:00	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0
2024-05-02 17:00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0
2024-05-02 17:15:00	3	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:30:00	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0
2024-05-02 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Total		**15**	**0**	**6**	**1**	**0**	**0**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**3**	**28**	**0**	**0**	**1**	**0**	**0**	**0**	**33**	**12**	**0**	**0**	**0**	**0**

Buses

Leg	Aroline Road							Aroline Road							NY 332							NY 332						
Direction	Eastbound							Westbound							Northbound							Southbound						
Start Time	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW
2024-05-02 07:00:00	0	1	1	1	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	5	0	0	0	0	0
2024-05-02 07:15:00	1	0	1	0	0	0	0	1	2	2	0	0	0	0	8	1	0	0	0	0	0	0	2	0	0	0	0	0
2024-05-02 07:30:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 07:45:00	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:00:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0
2024-05-02 08:15:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	3	1	0	0	0	0
2024-05-02 08:30:00	1	0	1	1	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:00:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	6	5	0	0	0	0	0	0	2	1	0	0	0	0
2024-05-02 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1	1	0	0	0	0
2024-05-02 16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0
2024-05-02 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	1	0	0	0	0
2024-05-02 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0
2024-05-02 17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
2024-05-02 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total		**5**	**2**	**9**	**2**	**0**	**0**	**0**	**1**	**4**	**2**	**0**	**0**	**0**	**0**	**25**	**28**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**5**	**0**	**0**	**0**	**0**

Pedestrians

Leg	Aroline Road							Aroline Road							NY 332							NY 332						
Direction	Eastbound							Westbound							Northbound							Southbound						
Start Time	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW
2024-05-02 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 07:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 07:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:00:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:15:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
2024-05-02 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**

Bicycles on Road

Leg	Aroline Road							Aroline Road							NY 332							NY 332						
Direction	Eastbound							Westbound							Northbound							Southbound						
Start Time	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW
2024-05-02 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 07:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 07:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Bicycles on Crosswalk

Leg	Aroline Road							Aroline Road							NY 332							NY 332						
Direction	Eastbound							Westbound							Northbound							Southbound						
Start Time	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW
2024-05-02 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 07:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 07:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:15:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:45:00	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Total Volume Class Breakdown

Leg	Aroline Road								Aroline Road								NY 332								NY 332									
Direction	Eastbound								Westbound								Northbound								Southbound									
Start Time	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Int Total	Cross Total
2024-05-02 07:00:00	5	2	2	3	0	**12**	0	0	3	2	0	0	0	**5**	0	0	8	142	1	0	0	**151**	0	0	1	183	5	0	1	**190**	0	0	**358**	0
2024-05-02 07:15:00	7	4	2	2	0	**15**	0	0	4	6	2	0	0	**12**	0	0	12	187	0	0	2	**201**	0	0	1	217	6	0	0	**224**	0	0	**452**	0
2024-05-02 07:30:00	5	3	4	2	0	**14**	0	0	2	4	0	0	0	**6**	0	0	10	226	0	0	7	**243**	0	0	3	224	8	1	1	**237**	0	0	**500**	0
2024-05-02 07:45:00	6	3	3	2	0	**14**	0	0	3	6	0	0	0	**9**	0	0	7	183	3	0	6	**199**	0	0	2	213	1	0	1	**217**	0	0	**439**	0
2024-05-02 08:00:00	3	4	7	7	0	**21**	1	0	2	3	0	0	0	**5**	0	0	4	185	0	0	3	**192**	0	0	0	213	4	1	4	**222**	0	0	**440**	1
2024-05-02 08:15:00	3	1	3	3	0	**10**	0	1	3	0	0	3	0	**6**	0	0	5	151	3	0	3	**162**	0	0	3	188	3	0	8	**202**	0	0	**380**	1
2024-05-02 08:30:00	6	0	3	3	0	**12**	0	0	5	2	1	1	0	**9**	0	0	3	171	0	0	3	**177**	0	0	8	225	2	0	1	**236**	0	0	**434**	0
2024-05-02 08:45:00	10	0	10	3	0	**23**	0	0	3	3	0	1	0	**7**	0	0	14	159	1	0	7	**181**	0	0	5	203	2	0	5	**215**	0	0	**426**	0
2024-05-02 16:00:00	12	4	13	3	0	**32**	0	0	2	3	1	0	0	**6**	0	0	7	274	2	0	9	**292**	0	0	2	241	5	0	3	**251**	0	0	**581**	0
2024-05-02 16:15:00	8	3	2	5	0	**18**	1	0	5	0	3	0	0	**8**	0	0	16	262	0	0	4	**282**	0	0	5	231	4	1	6	**247**	0	0	**595**	1
2024-05-02 16:30:00	11	1	11	3	0	**26**	0	0	6	1	2	0	0	**9**	0	0	10	254	3	0	6	**273**	0	0	6	255	3	0	4	**268**	0	0	**576**	0
2024-05-02 16:45:00	8	0	8	4	0	**20**	1	0	8	3	0	0	0	**11**	1	0	8	271	2	0	6	**287**	0	0	3	331	2	0	6	**342**	0	0	**660**	2
2024-05-02 17:00:00	17	3	6	0	0	**26**	0	0	7	5	2	1	0	**15**	0	0	6	253	2	1	5	**267**	0	0	0	266	1	0	7	**274**	0	0	**582**	0
2024-05-02 17:15:00	13	3	1	2	0	**19**	0	0	8	0	0	2	0	**10**	0	0	8	219	2	0	4	**233**	0	0	0	281	1	0	5	**287**	0	0	**549**	0
2024-05-02 17:30:00	6	3	2	3	0	**14**	0	0	5	3	0	0	0	**8**	0	0	3	203	0	0	7	**213**	0	0	4	244	1	0	2	**251**	1	0	**486**	1
2024-05-02 17:45:00	4	0	0	1	0	**5**	0	0	3	2	0	0	0	**5**	0	0	2	172	0	0	6	**180**	0	0	1	216	2	0	4	**223**	0	0	**413**	0
Grand Total	124	34	77	46	0	**281**	3	1	69	43	11	8	0	**131**	1	0	123	3312	19	1	78	**3533**	0	0	44	3731	50	3	58	**3886**	1	0	**7831**	6
% Approach	44.1%	12.1%	27.4%	16.4%	0.0%				52.7%	32.8%	8.4%	6.1%	0.0%				3.5%	93.7%	0.5%	0.0%	2.2%				1.1%	96.0%	1.3%	0.1%	1.5%					
% Total	1.6%	0.4%	1.0%	0.6%	0.0%	**3.6%**			0.9%	0.5%	0.1%	0.1%	0.0%	**1.7%**			1.6%	42.3%	0.2%	0.0%	1.0%	**45.1%**			0.6%	47.6%	0.6%	0.0%	0.7%	**49.6%**				
Motorcycles	0	0	0	1	0	**1**			0	1	0	0	0	**1**			2	19	0	0	2	**23**			0	27	1	0	1	**29**			**54**	
% Motorcycles	0.0%	0.0%	0.0%	2.2%	0.0%	**0.4%**			0.0%	2.3%	0.0%	0.0%	0.0%	**0.8%**			1.6%	0.6%	0.0%	0.0%	2.6%	**0.7%**			0.0%	0.7%	2.0%	0.0%	1.7%	**0.7%**			**0.7%**	
Cars	100	31	61	42	0	**234**			64	35	9	8	0	**116**			89	3171	19	1	74	**3354**			44	3577	31	3	56	**3711**			**7415**	
% Cars	80.6%	91.2%	79.2%	91.3%	0.0%	**83.3%**			92.8%	81.4%	81.8%	100.0%	0.0%	**88.5%**			72.4%	95.7%	100.0%	100.0%	94.9%	**94.9%**			100.0%	95.9%	62.0%	100.0%	96.6%	**95.5%**			**94.7%**	
Single -Unit Trucks	4	1	1	0	0	**6**			3	0	0	0	0	**3**			4	65	0	0	1	**70**			0	66	1	0	1	**68**			**147**	
% Single -Unit Trucks	3.2%	2.9%	1.3%	0.0%	0.0%	**2.1%**			4.3%	0.0%	0.0%	0.0%	0.0%	**2.3%**			3.3%	2.0%	0.0%	0.0%	1.3%	**2.0%**			0.0%	1.8%	2.0%	0.0%	1.7%	**1.7%**			**1.9%**	
Articulated Trucks	15	0	6	1	0	**22**			1	3	0	0	0	**4**			3	28	0	0	1	**32**			0	33	12	0	0	**45**			**103**	
% Articulated Trucks	12.1%	0.0%	7.8%	2.2%	0.0%	**7.8%**			1.4%	7.0%	0.0%	0.0%	0.0%	**3.1%**			2.4%	0.8%	0.0%	0.0%	1.3%	**0.9%**			0.0%	0.9%	24.0%	0.0%	0.0%	**1.2%**			**1.3%**	
Buses	5	2	9	2	0	**18**			1	4	2	0	0	**7**			25	28	0	0	0	**53**			0	28	5	0	0	**33**			**111**	
% Buses	4.0%	5.9%	11.7%	4.3%	0.0%	**6.4%**			0.0%	9.3%	18.2%	0.0%	0.0%	**5.3%**			20.3%	0.8%	0.0%	0.0%	0.0%	**1.5%**			0.0%	0.8%	10.0%	0.0%	0.0%	**0.8%**			**1.4%**	
Bicycles on Road	0	0	0	0	0	**0**			0	0	0	0	0	**0**			0	1	0	0	0	**1**			0	0	0	0	0	**0**			**1**	
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**			**0.0%**	
Pedestrians							1	1							0	0							0	0									1	3
% Pedestrians							33.3%	100.0%							0.0%	0.0%							0.0%	0.0%									100.0%	50.0%
Bicycles on Crosswalk							2	0							1	0							0	0									0	3
% Bicycles on Crosswalk							66.7%	0.0%							100.0%	0.0%							0.0%	0.0%									0.0%	50.0%

AM Peak Class Breakdown

Leg	Arcline Road								Arcline Road								NY 332								NY 332								30
Direction	Eastbound								Westbound								Northbound								Southbound								
Start Time	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Int Total	Cross Total
2024-05-02 07:15:00	7	4	2	2	0	**15**	0	0	4	6	2	0	0	**12**	0	0	12	187	0	0	2	**201**	0	0	1	217	6	0	0	**224**	0	0	**452**	0
2024-05-02 07:30:00	5	3	4	2	0	**14**	0	0	2	4	0	0	0	**6**	0	0	10	226	0	0	7	**243**	0	0	3	224	8	1	1	**237**	0	0	**500**	0
2024-05-02 07:45:00	6	3	3	2	0	**14**	0	0	3	6	0	0	0	**9**	0	0	7	183	3	0	6	**199**	0	0	2	213	1	0	1	**217**	0	0	**439**	0
2024-05-02 08:00:00	3	4	7	7	0	**21**	1	0	2	3	0	0	0	**5**	0	0	4	185	0	0	3	**192**	0	0	0	213	4	1	4	**222**	0	0	**440**	1
Grand Total	21	14	16	13	0	**64**	1	0	11	19	2	0	0	**32**	0	0	33	781	3	0	18	**835**	0	0	6	867	19	2	6	**900**	0	0	**1831**	1
% Approach	32.8%	21.9%	25.0%	20.3%	0.0%				34.4%	59.4%	6.3%	0.0%	0.0%				4.0%	93.5%	0.4%	0.0%	2.2%				0.7%	96.3%	2.1%	0.2%	0.7%					
% Total	1.1%	0.8%	0.9%	0.7%	0.0%	**3.5%**			0.6%	1.0%	0.1%	0.0%	0.0%	**1.7%**			1.8%	42.7%	0.2%	0.0%	1.0%	**45.6%**			0.3%	47.4%	1.0%	0.1%	0.3%	**49.2%**				
PHF	0.750	0.875	0.571	0.464	0.000	**0.762**			0.688	0.792	0.250	0.000	0.000	**0.667**			0.688	0.864	0.250	0.000	0.643	**0.859**			0.500	0.968	0.594	0.500	0.375	**0.949**				**0.916**
Motorcycles	0	0	0	0	0	**0**			0	0	0	0	0	**0**			0	1	0	0	0	**1**			0	2	0	0	0	**2**				**3**
% Motorcycles	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.1%	0.0%	0.0%	0.0%	**0.1%**			0.0%	0.2%	0.0%	0.0%	0.0%	**0.2%**				**0.2%**
Cars	15	12	9	13	0	**49**			9	16	0	0	0	**25**			24	732	3	0	17	**776**			6	812	13	2	6	**839**				**1689**
% Cars	71.4%	85.7%	56.3%	100.0%	0.0%	**76.6%**			81.8%	84.2%	0.0%	0.0%	0.0%	**78.1%**			72.7%	93.7%	100.0%	0.0%	94.4%	**92.9%**			100.0%	93.7%	68.4%	100.0%	100.0%	**93.3%**				**92.2%**
Single-Unit Trucks	1	1	0	0	0	**2**			1	0	0	0	0	**1**			1	25	0	0	1	**27**			0	29	0	0	0	**29**				**59**
% Single-Unit Trucks	4.8%	7.1%	0.0%	0.0%	0.0%	**3.1%**			9.1%	0.0%	0.0%	0.0%	0.0%	**3.1%**			3.0%	3.2%	0.0%	0.0%	5.6%	**3.2%**			0.0%	3.3%	0.0%	0.0%	0.0%	**3.2%**				**3.2%**
Articulated Trucks	1	0	1	0	0	**2**			0	1	0	0	0	**1**			0	12	0	0	0	**12**			0	13	6	0	0	**19**				**34**
% Articulated Trucks	4.8%	0.0%	6.3%	0.0%	0.0%	**3.1%**			0.0%	5.3%	0.0%	0.0%	0.0%	**3.1%**			0.0%	1.5%	0.0%	0.0%	0.0%	**1.4%**			0.0%	1.5%	31.6%	0.0%	0.0%	**2.1%**				**1.9%**
Buses	4	1	6	0	0	**11**			1	2	2	0	0	**5**			8	10	0	0	0	**18**			0	11	0	0	0	**11**				**45**
% Buses	19.0%	7.1%	37.5%	0.0%	0.0%	**17.2%**			9.1%	10.5%	100.0%	0.0%	0.0%	**15.6%**			24.2%	1.3%	0.0%	0.0%	0.0%	**2.2%**			0.0%	1.3%	0.0%	0.0%	0.0%	**1.2%**				**2.5%**
Bicycles on Road	0	0	0	0	0	**0**			0	0	0	0	0	**0**			0	1	0	0	0	**1**			0	0	0	0	0	**0**				**1**
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.1%	0.0%	0.0%	0.0%	**0.1%**			0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**				**0.1%**
Pedestrians							1	0							0	0							0	0							0	0	1
% Pedestrians							100.0%	0.0%							0.0%	0.0%							0.0%	0.0%							0.0%	0.0%	100.0%
Bicycles on Crosswalk							0	0							0	0							0	0							0	0	0
% Bicycles on Crosswalk							0.0%	0.0%							0.0%	0.0%							0.0%	0.0%							0.0%	0.0%	0.0%

PM Peak Class Breakdown

Leg	Arcline Road								Arcline Road								NY 332								NY 332								66
Direction	Eastbound								Westbound								Northbound								Southbound								
Start Time	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Int Total	Cross Total
2024-05-02 16:15:00	8	3	2	5	0	**18**	1	0	5	0	3	0	0	**8**	0	0	16	262	0	0	4	**282**	0	0	5	231	4	1	6	**247**	0	0	**555**	1
2024-05-02 16:30:00	11	1	11	3	0	**26**	0	0	6	1	2	0	0	**9**	0	0	10	254	3	0	6	**273**	0	0	6	255	3	0	4	**268**	0	0	**576**	0
2024-05-02 16:45:00	8	0	8	4	0	**20**	1	0	8	3	0	0	0	**11**	1	0	8	271	2	0	6	**287**	0	0	3	331	2	0	6	**342**	0	0	**660**	2
2024-05-02 17:00:00	17	3	6	0	0	**26**	0	0	7	5	2	1	0	**15**	0	0	6	253	2	1	5	**267**	0	0	8	266	1	0	7	**274**	0	0	**582**	0
Grand Total	44	7	27	12	0	**90**	2	0	26	9	7	1	0	**43**	1	0	40	1040	7	1	21	**1109**	0	0	14	1083	10	1	23	**1131**	0	0	**2373**	3
% Approach	48.9%	7.8%	30.0%	13.3%	0.0%				60.5%	20.9%	16.3%	2.3%	0.0%				3.6%	93.8%	0.6%	0.1%	1.9%				1.2%	95.8%	0.9%	0.1%	2.0%					
% Total	1.9%	0.3%	1.1%	0.5%	0.0%	**3.8%**			1.1%	0.4%	0.3%	0.0%	0.0%	**1.8%**			1.7%	43.8%	0.3%	0.0%	0.9%	**46.7%**			0.6%	45.6%	0.4%	0.0%	1.0%	**47.7%**				
PHF	0.647	0.583	0.614	0.600	0.000	**0.865**			0.813	0.450	0.583	0.250	0.000	**0.717**			0.625	0.959	0.583	0.250	0.975	**0.966**			0.583	0.818	0.625	0.250	0.821	**0.827**			**0.999**	
Motorcycles	0	0	0	1	0	**1**			0	1	0	0	0	**1**			1	7	0	0	0	**8**			0	15	1	0	1	**17**			**27**	
% Motorcycles	0.0%	0.0%	0.0%	8.3%	0.0%	**1.1%**			0.0%	11.1%	0.0%	0.0%	0.0%	**2.3%**			2.5%	0.7%	0.0%	0.0%	0.0%	**0.7%**			0.0%	1.4%	10.0%	0.0%	4.3%	**1.5%**			**1.1%**	
Cars	39	7	24	11	0	**81**			25	6	7	1	0	**39**			31	1019	7	1	21	**1079**			14	1047	5	1	22	**1089**			**2288**	
% Cars	88.6%	100.0%	88.9%	91.7%	0.0%	**90.0%**			96.2%	66.7%	100.0%	100.0%	0.0%	**90.7%**			77.5%	98.0%	100.0%	100.0%	100.0%	**97.3%**			100.0%	96.7%	50.0%	100.0%	95.7%	**96.3%**			**96.4%**	
Single-Unit Trucks	1	0	1	0	0	**2**			1	0	0	0	0	**1**			1	9	0	0	0	**10**			0	9	1	0	0	**10**			**23**	
% Single-Unit Trucks	2.3%	0.0%	3.7%	0.0%	0.0%	**2.2%**			3.8%	0.0%	0.0%	0.0%	0.0%	**2.3%**			2.5%	0.9%	0.0%	0.0%	0.0%	**0.9%**			0.0%	0.8%	10.0%	0.0%	0.0%	**0.9%**			**1.0%**	
Articulated Trucks	4	0	2	0	0	**6**			0	2	0	0	0	**2**			1	3	0	0	0	**4**			0	6	0	0	0	**6**			**18**	
% Articulated Trucks	9.1%	0.0%	7.4%	0.0%	0.0%	**6.7%**			0.0%	22.2%	0.0%	0.0%	0.0%	**4.7%**			2.5%	0.3%	0.0%	0.0%	0.0%	**0.4%**			0.0%	0.6%	0.0%	0.0%	0.0%	**0.5%**			**0.8%**	
Buses	0	0	0	0	0	**0**			0	0	0	0	0	**0**			6	2	0	0	0	**8**			0	6	3	0	0	**9**			**17**	
% Buses	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**			15.0%	0.2%	0.0%	0.0%	0.0%	**0.7%**			0.0%	0.6%	30.0%	0.0%	0.0%	**0.8%**			**0.7%**	
Bicycles on Road	0	0	0	0	0	**0**			0	0	0	0	0	**0**			0	0	0	0	0	**0**			0	0	0	0	0	**0**			**0**	
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**			**0.0%**	
Pedestrians							0	0							0	0							0	0							0	0	0
% Pedestrians							0.0%	0.0%							0.0%	0.0%							0.0%	0.0%							0.0%	0.0%	0.0%
Bicycles on Crosswalk							2	0							1	0							0	0							0	0	3
% Bicycles on Crosswalk							100.0%	0.0%							100.0%	0.0%							0.0%	0.0%							0.0%	0.0%	100.0%

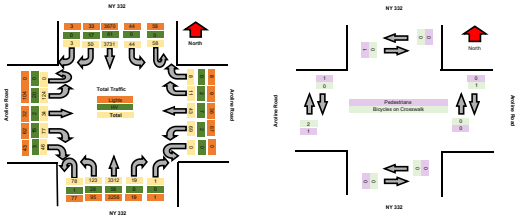
Project	MCFARLAND JOHNSON
Project Code	mcfj2
Intersection	NY 332 - NY 332 & Andrew
Legs and Movements	4 Legs, Left, Thru & Right
Bin Size	15 minutes
Survey Date	2024-05-02, Thursday
Location	NY 332 & Andrew Road
Latitude and Longitude	42.917473, -77.502169

	Start	End	Hour
AM Peak	2024-05-02 07:15:00	2024-05-02 08:15:00	8:00
PM Peak	2024-05-02 16:15:00	2024-05-02 17:15:00	17:00

Turning Movement Data

Int.	Andrew Road Westbound					Andrew Road Westbound					NY 332 Northbound					NY 332 Southbound					
Direction	Left	Thru	Right	RTOR	U-Turn	App Total	Peds	Peds RTOR	Left	Thru	Right	RTOR	U-Turn	App Total	Peds	Peds RTOR	Left	Thru	Right	RTOR	U-Turn	App Total	Peds	Peds RTOR	Total
Start Time																									
7:00:00	6	3	2	0	0	11	0	0	6	0	0	0	0	6	0	0	6	190	0	0	1	197	0	0	214
7:15:00	7	4	2	2	0	15	0	0	4	0	2	0	0	12	0	0	10	197	0	0	2	209	0	0	236
7:30:00	8	5	3	2	0	18	0	0	5	0	2	0	0	12	0	0	9	217	6	0	0	232	0	0	262
7:45:00	8	5	3	2	0	18	0	0	5	0	2	0	0	9	0	0	7	199	3	0	1	210	0	0	237
Hourly Total	29	17	11	6	0	62	0	0	20	0	6	0	0	39	0	0	32	803	29	0	4	868	0	0	949
8:00:00	8	6	7	3	0	27	0	0	7	0	0	0	0	8	0	0	6	190	0	0	1	196	0	0	232
8:15:00	9	1	3	3	0	16	0	1	5	0	0	0	0	6	0	0	5	153	2	0	5	165	0	0	200
8:30:00	8	0	3	3	0	14	0	0	5	2	1	0	0	8	0	0	5	175	4	0	3	187	0	0	224
8:45:00	7	1	3	3	0	14	0	0	5	2	1	0	0	8	0	0	5	175	4	0	3	187	0	0	224
Hourly Total	32	8	16	12	0	68	0	1	22	4	2	0	0	30	0	0	21	693	10	0	12	736	0	0	834
16:00:00	10	4	13	3	0	30	0	0	7	0	0	0	0	8	0	0	7	215	2	0	5	229	0	0	267
16:15:00	8	3	2	5	0	18	1	0	6	0	0	0	0	6	0	0	10	242	0	0	4	256	0	0	280
16:30:00	7	1	11	3	0	22	0	0	6	2	0	0	0	8	0	0	9	250	3	0	4	276	0	0	306
16:45:00	8	0	4	4	0	16	0	0	6	0	0	0	0	6	0	0	8	221	2	0	4	235	0	0	257
Hourly Total	33	8	30	15	0	86	1	0	25	2	0	0	0	28	0	0	34	928	7	0	17	986	0	0	1100
17:00:00	10	3	4	3	0	20	0	0	7	0	0	0	0	7	0	0	8	242	2	0	4	256	0	0	283
17:15:00	13	3	1	2	0	19	0	0	6	0	0	0	0	6	0	0	6	216	2	0	4	228	0	0	253
17:30:00	8	2	2	3	0	15	0	0	5	0	0	0	0	5	0	0	5	220	0	0	7	232	0	0	252
17:45:00	8	0	0	1	0	9	0	0	5	0	0	0	0	5	0	0	4	170	0	0	5	179	0	0	193
Hourly Total	39	8	7	9	0	63	0	0	23	0	0	0	0	23	0	0	23	848	4	0	20	895	0	0	981
Grand Total	133	41	64	42	0	281	1	1	90	6	8	0	0	119	0	0	110	3272	50	0	53	3485	0	0	3864
Apprch %	47.3%	14.6%	22.8%	14.9%	0.0%				75.6%	5.0%	6.7%	0.0%	0.0%				3.2%	93.9%	1.4%	0.0%	1.5%				
% Total	3.4%	1.1%	1.7%	1.1%	0.0%	7.3%	0.0%	0.0%	2.3%	0.2%	0.2%	0.0%	0.0%	3.1%	0.0%	0.0%	2.8%	84.7%	1.3%	0.0%	1.4%	90.2%	0.0%	0.0%	
Lights	124	37	57	41	0	259			87	6	8	0	0	109			44	3072	33	0	49	3198			3567
% Lights	93.2%	90.2%	89.1%	97.6%	0.0%	92.2%			96.7%	100.0%	100.0%	0.0%	0.0%	91.6%			40.0%	93.9%	66.0%	0.0%	92.5%	91.8%			92.3%
HV	26	4	10	3	0	43			3	0	0	0	0	11			66	97	17	0	4	184			254
% HV	19.5%	9.8%	15.6%	6.9%	0.0%	15.3%			3.3%	0.0%	0.0%	0.0%	0.0%	9.2%			60.0%	3.0%	34.0%	0.0%	7.5%	5.3%			6.6%
Pedestrians	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	66.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

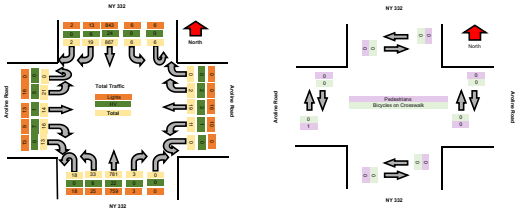
Turning Movement Data Plot



Turning Movement Peak Hour Data (AM)

7:15:00

Int.	Andrew Road							Andrew Road							NY 332							NY 332						
Direction	Southbound							Northbound							Westbound							Eastbound						
Start Time	Left	Thru	Right	U-Turn	App Total	Peds	Bikes	Left	Thru	Right	U-Turn	App Total	Peds	Bikes	Left	Thru	Right	U-Turn	App Total	Peds	Bikes	Left	Thru	Right	U-Turn	App Total	Peds	Bikes	Total
7:15:00	7	0	2	0	9	0	0	0	0	0	0	0	0	0	10	192	0	0	202	0	0	10	217	0	0	227	0	0	438
7:30:00	5	3	4	2	0	14	0	0	4	0	0	4	0	0	10	220	0	0	230	0	0	3	224	8	0	235	0	0	483
7:45:00	4	3	3	2	0	12	0	0	2	0	0	2	0	0	7	183	0	0	190	0	0	2	213	1	0	216	0	0	420
8:00:00	4	4	4	1	0	13	0	0	3	0	0	3	0	0	9	190	0	0	199	0	0	4	213	4	0	221	0	0	436
Total Volume	20	10	13	5	48	0	0	0	9	0	0	9	0	0	36	785	0	0	821	0	0	19	867	13	0	899	0	0	1777
% Approach	41.6%	20.8%	27.1%	10.4%	5.8%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.5%	0.0%	0.0%	4.4%	95.6%	0.0%	0.0%	46.2%	0.0%	0.0%	2.1%	96.4%	1.4%	0.0%	50.6%	0.0%	0.0%	100%
% Total	1.1%	0.6%	0.7%	0.3%	2.7%	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	0.5%	0.0%	0.0%	2.0%	44.2%	0.0%	0.0%	46.2%	0.0%	0.0%	1.1%	48.8%	0.7%	0.0%	50.6%	0.0%	0.0%	
PHF	0.714	0.625	0.813	0.625	0.923	0.000	0.000	0.000	0.563	0.000	0.000	0.563	0.000	0.000	0.900	0.892	0.000	0.000	0.908	0.000	0.000	0.528	0.908	0.813	0.000	0.909	0.000	0.000	0.919
Lights	18	10	9	5	42	0	0	0	9	0	0	9	0	0	32	756	0	0	788	0	0	18	848	9	0	875	0	0	1763
% Lights	90.0%	100.0%	69.2%	100.0%	87.5%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	100.0%	0.0%	0.0%	88.9%	96.3%	0.0%	0.0%	96.0%	0.0%	0.0%	94.7%	97.8%	69.2%	0.0%	97.3%	0.0%	0.0%	99.2%
HV	2	0	4	0	6	0	0	0	0	0	0	0	0	0	4	29	0	0	33	0	0	1	19	4	0	24	0	0	76
% HV	10.0%	0.0%	30.8%	0.0%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	11.1%	3.7%	0.0%	0.0%	4.0%	0.0%	0.0%	5.3%	2.2%	30.8%	0.0%	2.7%	0.0%	0.0%	4.3%
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

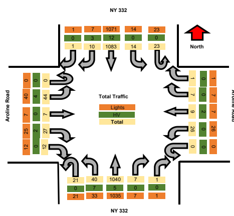


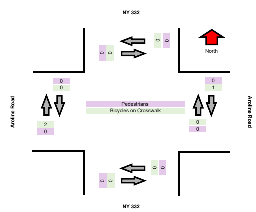
Turning Movement Peak Hour Data (PM)

16:15:00

Leg	Aroline Road								Aroline Road							
Direction	Eastbound								Westbound							
Start Time	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW
16:15:00	8	3	2	5	0	**18**	1	0	5	0	3	0	0	**8**	0	0
16:30:00	11	1	11	3	0	**26**	0	0	6	1	2	0	0	**9**	0	0
16:45:00	8	0	8	4	0	**20**	1	0	8	3	0	0	0	**11**	1	0
17:00:00	17	3	6	0	0	**26**	0	0	7	5	2	1	0	**15**	0	0
Grand Total	44	7	27	12	0	**90**	2	0	26	9	7	1	0	**43**	1	0
% Approach	48.9%	7.8%	30.0%	13.3%	0.0%	**0.0%**	0.0%	0.0%	60.5%	20.9%	16.3%	2.3%	0.0%	**0.0%**	0.0%	0.0%
% Total	1.9%	0.3%	1.1%	0.5%	0.0%	**3.8%**	0.0%	0.0%	1.1%	0.4%	0.3%	0.0%	0.0%	**1.8%**	0.0%	0.0%
PHF	0.647	0.583	0.614	0.600	0.000	**0.865**	0.000	0.000	0.813	0.450	0.583	0.250	0.000	**0.717**	0.000	0.000
Lights	40	7	25	12	0	**84**	0	0	26	7	7	1	0	**41**	0	0
% Lights	90.9%	100.0%	92.6%	100.0%	0.0%	**93.3%**	0.0%	0.0%	100.0%	77.8%	100.0%	100.0%	0.0%	**95.3%**	0.0%	0.0%
HV	4	0	2	0	0	**6**	0	0	0	2	0	0	0	**2**	0	0
% HV	9.1%	0.0%	7.4%	0.0%	0.0%	**6.7%**	0.0%	0.0%	0.0%	22.2%	0.0%	0.0%	0.0%	**4.7%**	0.0%	0.0%
Pedestrians	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%
Bicycles on Crosswalk	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**0**	1	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	0.0%

Leg	NY 332								NY 332								
Direction	Northbound								Southbound								
Start Time	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Total
16:15:00	16	262	0	0	4	**282**	0	0	5	231	4	1	6	**247**	0	0	**555**
16:30:00	10	254	3	0	6	**273**	0	0	6	255	3	0	4	**268**	0	0	**576**
16:45:00	8	271	2	0	6	**287**	0	0	3	331	2	0	6	**342**	0	0	**660**
17:00:00	6	253	2	1	5	**267**	0	0	0	266	1	0	7	**274**	0	0	**582**
Grand Total	40	1040	7	1	21	**1109**	0	0	14	1083	10	1	23	**1131**	0	0	**2373**
% Approach	3.6%	93.8%	0.6%	0.1%	1.9%	**0.0%**	0.0%	0.0%	1.2%	95.8%	0.9%	0.1%	2.0%	**0.0%**	0.0%	0.0%	
% Total	1.7%	43.8%	0.3%	0.0%	0.9%	**46.7%**	0.0%	0.0%	0.6%	45.6%	0.4%	0.0%	1.0%	**47.7%**	0.0%	0.0%	
PHF	0.625	0.959	0.583	0.250	0.875	**0.966**	0.000	0.000	0.583	0.818	0.625	0.250	0.821	**0.827**	0.000	0.000	**0.899**
Lights	33	1035	7	1	21	**1097**	0	0	14	1071	7	1	23	**1116**	0	0	**2338**
% Lights	82.5%	99.5%	100.0%	100.0%	100.0%	**98.9%**	0.0%	0.0%	100.0%	98.9%	70.0%	100.0%	100.0%	**98.7%**	0.0%	0.0%	**98.5%**
HV	7	5	0	0	0	**12**	0	0	0	12	3	0	0	**15**	0	0	**35**
% HV	17.5%	0.5%	0.0%	0.0%	0.0%	**1.1%**	0.0%	0.0%	0.0%	1.1%	30.0%	0.0%	0.0%	**1.3%**	0.0%	0.0%	**1.5%**
Pedestrians	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	3
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**100.0%**





TRI-STATE TRAFFIC DATA

TSTData.com

Summary

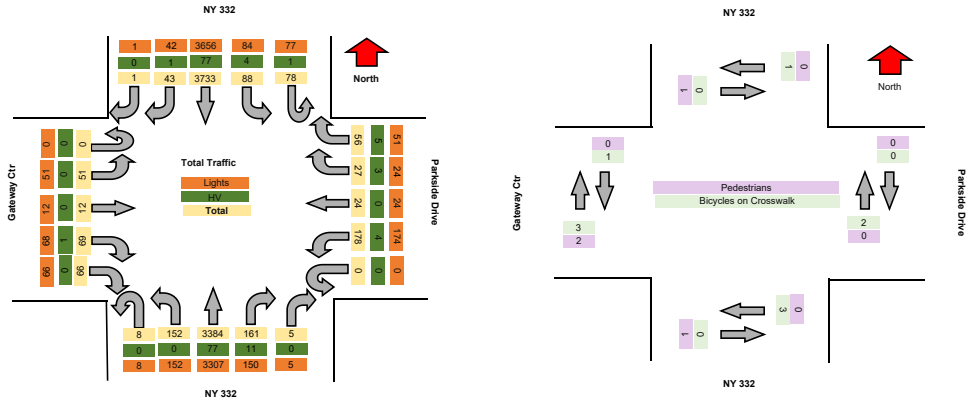
Project	MCFARLAND JOHNSON
Project Code	11747
Site Name	11747-1 - NY 332 & Parkside D
Legs and Movements	All Processed Legs & Movemer
Bin Size	15 minutes
Survey Date	2024-05-02, Thursday
Location	NY 332 & Parkside Drive
Latitude and Longitude	42.909516, -77.298293

	Start	End	PHF
AM Peak	2024-05-02 07:15:00	2024-05-02 08:15:00	0.94
PM Peak	2024-05-02 16:15:00	2024-05-02 17:15:00	0.90

Turning Movement Data

Leg	Gateway Ctr Eastbound								Parkside Drive Westbound								NY 332 Northbound								NY 332 Southbound								
Direction																																	
Start Time	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Total
7:00:00	2	0	4	2	0	8	0	0	3	0	1	6	0	10	0	0	6	138	12	0	0	156	0	0	3	166	0	0	1	170	0	0	344
7:15:00	0	0	0	1	0	1	1	0	7	0	2	7	0	16	0	1	1	200	24	0	0	225	0	0	6	215	0	0	1	222	0	0	464
7:30:00	1	0	0	1	0	2	0	0	12	0	1	4	0	17	0	0	4	234	7	0	0	245	0	0	1	229	1	0	3	234	0	0	498
7:45:00	6	0	6	2	0	14	1	0	5	2	0	2	0	9	0	0	3	212	8	0	0	223	0	0	4	219	2	1	3	229	0	0	475
Hourly Total	9	0	10	6	0	25	2	0	27	2	4	19	0	52	0	1	14	784	51	0	0	849	0	0	14	829	3	1	8	855	0	0	1781
8:00:00	0	0	2	2	0	4	0	0	4	0	0	9	0	13	0	0	6	173	11	0	1	191	0	0	4	218	2	0	2	226	0	0	434
8:15:00	0	1	0	3	0	4	1	0	6	1	1	2	0	10	0	1	1	167	15	0	1	184	0	0	10	199	0	0	2	211	0	0	409
8:30:00	0	0	0	2	0	2	0	0	6	1	0	5	0	12	0	0	4	174	11	0	0	189	0	0	6	213	1	0	4	224	0	0	427
8:45:00	3	2	3	0	0	8	0	0	11	2	1	4	0	18	0	0	13	164	26	1	0	204	0	0	12	199	0	0	5	216	0	0	446
Hourly Total	3	3	5	7	0	18	1	0	27	4	2	20	0	53	0	1	24	678	63	1	2	768	0	0	32	829	3	0	13	877	0	0	1716
16:00:00	3	1	8	6	0	18	0	0	11	2	2	3	0	18	0	0	9	272	12	0	3	296	0	0	5	249	4	0	7	265	1	0	597
16:15:00	5	0	2	10	0	17	1	0	20	2	4	0	0	26	0	0	11	290	4	0	1	306	1	0	6	228	0	0	6	240	0	0	589
16:30:00	0	2	7	0	0	9	0	0	13	3	5	2	0	23	0	0	10	257	4	1	0	272	0	1	5	260	2	0	9	276	0	0	580
16:45:00	6	0	10	4	0	20	1	1	20	4	3	2	0	29	0	0	20	264	5	0	0	289	1	0	11	326	11	0	11	359	0	1	697
Hourly Total	14	3	27	20	0	64	2	1	64	11	14	7	0	96	0	0	50	1083	25	1	4	1163	2	1	27	1063	17	0	33	1140	1	1	2463
17:00:00	9	3	15	15	0	42	0	0	21	2	2	3	0	28	0	0	18	244	4	1	2	269	0	0	6	275	2	0	8	291	0	0	630
17:15:00	6	2	4	4	0	16	0	0	20	2	4	5	0	31	0	0	20	225	5	0	0	250	1	0	5	274	7	0	2	288	0	0	585
17:30:00	5	0	3	3	0	11	0	0	7	0	1	0	0	8	0	0	10	204	7	0	0	221	0	0	2	244	4	0	4	254	0	0	494
17:45:00	5	1	5	11	0	22	0	0	12	3	0	2	0	17	0	0	18	168	6	2	0	194	0	0	2	219	7	0	10	238	0	0	467
Hourly Total	25	6	27	33	0	91	0	0	60	7	7	10	0	84	0	0	64	839	22	3	2	930	1	0	15	1012	20	0	24	1071	0	0	2176
Grand Total	51	12	69	66	0	198	3	1	178	24	27	56	0	285	0	2	152	3384	161	5	8	3710	3	1	88	3733	43	1	78	3943	1	1	8136
% Approach	25.8%	6.1%	34.8%	33.3%	0.0%	0.0%	0.0%	0.0%	62.5%	8.4%	9.5%	19.6%	0.0%	0.0%	0.0%	0.0%	4.1%	91.2%	4.3%	0.1%	0.2%	0.0%	0.0%	0.0%	2.2%	94.7%	1.1%	0.0%	2.0%	0.0%	0.0%	0.0%	
% Total	0.6%	0.1%	0.8%	0.8%	0.0%	2.4%	0.0%	0.0%	2.2%	0.3%	0.3%	0.7%	0.0%	3.5%	0.0%	0.0%	1.9%	41.6%	2.0%	0.1%	0.1%	45.6%	0.0%	0.0%	1.1%	45.9%	0.5%	0.0%	1.0%	48.5%	0.0%	0.0%	
Lights	51	12	68	66	0	197	0	0	174	24	24	51	0	273	0	0	152	3307	150	5	8	3622	0	0	84	3656	42	1	77	3860	0	0	7952
% Lights	100.0%	100.0%	98.6%	100.0%	0.0%	99.5%	0.0%	0.0%	97.8%	100.0%	88.9%	91.1%	0.0%	95.8%	0.0%	0.0%	100.0%	97.7%	93.2%	100.0%	100.0%	97.6%	0.0%	0.0%	95.5%	97.9%	97.7%	100.0%	98.7%	97.9%	0.0%	0.0%	97.7%
Hv	0	0	1	0	0	1	0	0	4	0	3	5	0	12	0	0	0	77	11	0	0	88	0	0	4	77	1	0	1	83	0	0	184
% HV	0.0%	0.0%	1.4%	0.0%	0.0%	0.5%	0.0%	0.0%	2.2%	0.0%	11.1%	8.9%	0.0%	4.2%	0.0%	0.0%	0.0%	2.3%	6.8%	0.0%	0.0%	2.4%	0.0%	0.0%	4.5%	2.1%	2.3%	0.0%	1.3%	2.1%	0.0%	0.0%	2.3%
Pedestrians	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	4
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	40.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	28.6%
Bicycles on Crosswalk	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	10
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	60.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	71.4%

Turning Movement Data Plot



TRI-STATE TRAFFIC DATA

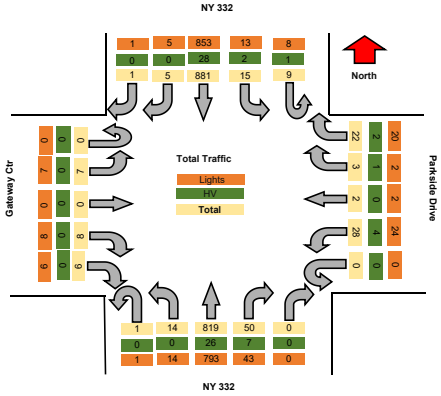
TSTData.com

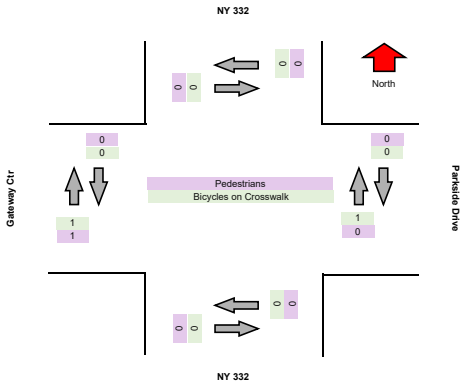
Summary

Turning Movement Peak Hour Data (AM)

7:15:00

Leg	Gateway Ctr								Parkside Drive								NY 332								NY 332								Total
Direction	Eastbound								Westbound								Northbound								Southbound								
Start Time	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	
7:15:00	0	0	0	1	0	1	1	0	7	0	2	7	0	16	0	1	1	200	24	0	0	225	0	0	6	215	0	0	1	222	0	0	464
7:30:00	1	0	0	1	0	2	0	0	12	0	1	4	0	17	0	0	4	234	7	0	0	245	0	0	1	229	1	0	3	234	0	0	498
7:45:00	6	0	6	2	0	14	1	0	5	2	0	2	0	9	0	0	3	212	8	0	0	223	0	0	4	219	2	1	3	229	0	0	475
8:00:00	0	0	2	2	0	4	0	0	4	0	0	9	0	13	0	0	6	173	11	0	1	191	0	0	4	218	2	0	2	226	0	0	434
Grand Total	7	0	8	6	0	21	2	0	28	2	3	22	0	55	0	1	14	819	50	0	1	884	0	0	15	881	5	1	9	911	0	0	1871
% Approach	33.3%	0.0%	38.1%	28.6%	0.0%	0.0%	0.0%	0.0%	50.9%	3.6%	5.5%	40.0%	0.0%	0.0%	0.0%	0.0%	1.6%	92.6%	5.7%	0.0%	0.1%	0.0%	0.0%	0.0%	1.6%	96.7%	0.5%	0.1%	1.0%	0.0%	0.0%	0.0%	
% Total	0.4%	0.0%	0.4%	0.3%	0.0%	1.1%	0.0%	0.0%	1.5%	0.1%	0.2%	1.2%	0.0%	2.9%	0.0%	0.0%	0.7%	43.8%	2.7%	0.0%	0.1%	47.2%	0.0%	0.0%	0.8%	47.1%	0.3%	0.1%	0.5%	48.7%	0.0%	0.0%	
PHF	0.292	0.000	0.333	0.750	0.000	0.375	0.000	0.000	0.583	0.250	0.375	0.611	0.000	0.809	0.000	0.000	0.583	0.875	0.521	0.000	0.250	0.902	0.000	0.000	0.625	0.962	0.625	0.250	0.750	0.973	0.000	0.000	0.939
Lights	7	0	8	6	0	21	0	0	24	2	2	20	0	48	0	0	14	793	43	0	1	851	0	0	13	853	5	1	8	880	0	0	1800
% Lights	100.0%	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	85.7%	100.0%	66.7%	90.9%	0.0%	87.3%	0.0%	0.0%	100.0%	96.8%	86.0%	0.0%	100.0%	96.3%	0.0%	0.0%	86.7%	96.8%	100.0%	100.0%	88.9%	96.6%	0.0%	0.0%	96.2%
HV	0	0	0	0	0	0	0	0	4	0	1	2	0	7	0	0	0	26	7	0	0	33	0	0	2	28	0	0	1	31	0	0	71
% HV	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14.3%	0.0%	33.3%	9.1%	0.0%	12.7%	0.0%	0.0%	0.0%	3.2%	14.0%	0.0%	0.0%	3.7%	0.0%	0.0%	13.3%	3.2%	0.0%	0.0%	11.1%	3.4%	0.0%	0.0%	3.8%
Pedestrians	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	33.3%
Bicycles on Crosswalk	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	66.7%





TRI-STATE TRAFFIC DATA

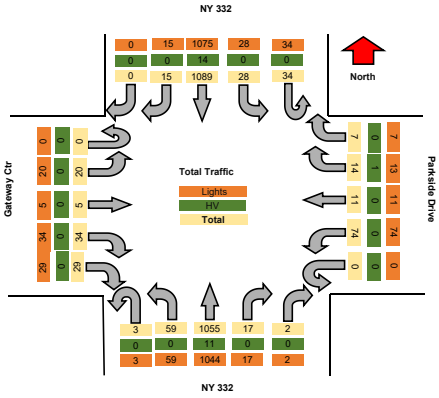
TSTData.com

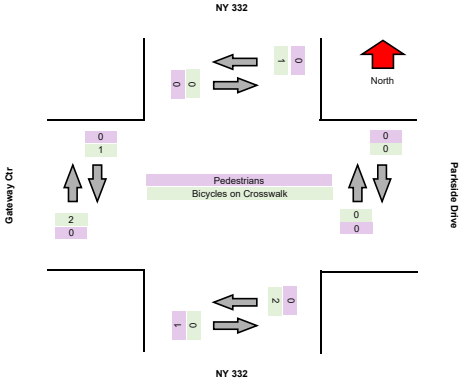
Summary

Turning Movement Peak Hour Data (PM)

16:15:00

Leg	Gateway Ctr								Parkside Drive								NY 332								NY 332								Total
Direction	Eastbound								Westbound								Northbound								Southbound								
Start Time	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	
16:15:00	5	0	2	10	0	**17**	1	0	20	2	4	0	0	**26**	0	0	11	290	4	0	1	**306**	1	0	6	228	0	0	6	**240**	0	0	**589**
16:30:00	0	2	7	0	0	**9**	0	0	13	3	5	2	0	**23**	0	0	10	257	4	1	0	**272**	0	1	5	260	2	0	9	**276**	0	0	**580**
16:45:00	6	0	10	4	0	**20**	1	1	20	4	3	2	0	**29**	0	0	20	264	5	0	0	**289**	1	0	11	326	11	0	11	**359**	0	1	**697**
17:00:00	9	3	15	15	0	**42**	0	0	21	2	2	3	0	**28**	0	0	18	244	4	1	2	**269**	0	0	6	275	2	0	8	**291**	0	0	**630**
Grand Total	20	5	34	29	0	**88**	2	1	74	11	14	7	0	**106**	0	0	59	1055	17	2	3	**1136**	2	1	28	1089	15	0	34	**1166**	0	1	**2496**
% Approach	22.7%	5.7%	38.6%	33.0%	0.0%	**0.0%**	0.0%	0.0%	69.8%	10.4%	13.2%	6.6%	0.0%	**0.0%**	0.0%	0.0%	5.2%	92.9%	1.5%	0.2%	0.3%	**0.0%**	0.0%	0.0%	2.4%	93.4%	1.3%	0.0%	2.9%	**0.0%**	0.0%	0.0%	
% Total	0.8%	0.2%	1.4%	1.2%	0.0%	**3.5%**	0.0%	0.0%	3.0%	0.4%	0.6%	0.3%	0.0%	**4.2%**	0.0%	0.0%	2.4%	42.3%	0.7%	0.1%	0.1%	**45.5%**	0.0%	0.0%	1.1%	43.6%	0.6%	0.0%	1.4%	**46.7%**	0.0%	0.0%	
PHF	0.556	0.417	0.567	0.483	0.000	**0.524**	0.000	0.000	0.881	0.688	0.700	0.583	0.000	**0.914**	0.000	0.000	0.738	0.909	0.850	0.500	0.375	**0.928**	0.000	0.000	0.636	0.835	0.341	0.000	0.773	**0.812**	0.000	0.000	**0.895**
Lights	20	5	34	29	0	**88**	0	0	74	11	13	7	0	**105**	0	0	59	1044	17	2	3	**1125**	0	0	28	1075	15	0	34	**1152**	0	0	**2470**
% Lights	100.0%	100.0%	100.0%	100.0%	0.0%	**100.0%**	0.0%	0.0%	100.0%	100.0%	92.9%	100.0%	0.0%	**99.1%**	0.0%	0.0%	100.0%	99.0%	100.0%	100.0%	100.0%	**99.0%**	0.0%	0.0%	100.0%	98.7%	100.0%	0.0%	100.0%	**98.8%**	0.0%	0.0%	**99.0%**
HV	0	0	0	0	0	**0**	0	0	0	0	1	0	0	**1**	0	0	0	11	0	0	0	**11**	0	0	0	14	0	0	0	**14**	0	0	**26**
% HV	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	7.1%	0.0%	0.0%	**0.9%**	0.0%	0.0%	0.0%	1.0%	0.0%	0.0%	0.0%	**1.0%**	0.0%	0.0%	0.0%	1.3%	0.0%	0.0%	0.0%	**1.2%**	0.0%	0.0%	**1.0%**
Pedestrians	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	**0**	0	0	1
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**14.3%**
Bicycles on Crosswalk	0	0	0	0	0	**0**	2	1	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**0**	0	1	6
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	100.0%	**85.7%**





Motorcycles

Leg	Gateway Ctr							Parkside Drive							NY 332							NY 332						
Direction	Eastbound							Westbound							Northbound							Southbound						
Start Time	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW
2024-05-02 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0
2024-05-02 07:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0
2024-05-02 07:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2024-05-02 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2024-05-02 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0
2024-05-02 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1	0	0	0	0
2024-05-02 16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0
2024-05-02 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	7	0	0	0	0
2024-05-02 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	7	0	0	0	0
2024-05-02 17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2	1	0	0	0
2024-05-02 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0
2024-05-02 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	1	0	0	1	0	0
Total		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**21**	**2**	**0**	**0**	**0**	**0**	**0**	**27**	**1**	**0**	**1**	**0**	**0**

Cars

Leg	Gateway Ctr							Parkside Drive							NY 332							NY 332						
Direction	Eastbound							Westbound							Northbound							Southbound						
Start Time	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW
2024-05-02 07:00:00	2	0	4	2	0	0	0	3	0	1	6	0	0	0	6	129	9	0	0	0	0	3	154	0	0	1	0	0
2024-05-02 07:15:00	0	0	0	0	0	0	0	4	0	1	6	0	0	0	0	186	17	0	0	0	0	5	203	0	0	1	0	0
2024-05-02 07:30:00	1	0	0	1	0	0	0	12	0	1	4	0	0	0	3	222	7	0	0	0	0	1	218	1	0	3	0	0
2024-05-02 07:45:00	6	0	6	2	0	0	0	4	2	0	1	0	0	0	3	192	8	0	0	0	0	3	203	2	1	3	0	0
2024-05-02 08:00:00	0	0	2	2	0	0	0	4	0	0	9	0	0	0	6	164	11	0	1	0	0	4	198	2	0	1	0	0
2024-05-02 08:15:00	0	1	0	3	0	0	0	6	1	1	2	0	0	0	1	154	14	0	1	0	0	9	182	0	0	2	0	0
2024-05-02 08:30:00	0	0	0	2	0	0	0	6	1	0	4	0	0	0	4	165	11	0	0	0	0	5	200	0	0	4	0	0
2024-05-02 08:45:00	3	2	2	0	0	0	0	11	2	0	3	0	0	0	13	152	25	1	0	0	0	11	188	0	0	5	0	0
2024-05-02 16:00:00	3	1	8	6	0	0	0	11	2	2	3	0	0	0	9	253	12	0	3	0	0	5	243	4	0	7	0	0
2024-05-02 16:15:00	5	0	2	10	0	0	0	19	2	4	0	0	0	0	11	279	4	0	1	0	0	6	223	0	0	6	0	0
2024-05-02 16:30:00	0	2	7	0	0	0	0	13	3	5	2	0	0	0	10	253	4	1	0	0	0	5	252	2	0	9	0	0
2024-05-02 16:45:00	6	0	10	4	0	0	0	20	4	2	1	0	0	0	20	258	4	0	0	0	0	11	312	11	0	11	0	0
2024-05-02 17:00:00	9	3	15	15	0	0	0	21	1	2	3	0	0	0	18	237	3	1	2	0	0	6	262	2	0	8	0	0
2024-05-02 17:15:00	6	2	4	4	0	0	0	19	2	4	5	0	0	0	17	216	5	0	0	0	0	5	269	6	0	2	0	0
2024-05-02 17:30:00	5	0	2	3	0	0	0	7	0	1	0	0	0	0	10	197	6	0	0	0	0	2	240	4	0	4	0	0
2024-05-02 17:45:00	5	1	5	11	0	0	0	12	3	0	1	0	0	0	16	159	5	2	0	0	0	2	216	7	0	9	0	0
Total		**51**	**12**	**67**	**65**	**0**	**0**	**0**	**172**	**23**	**24**	**50**	**0**	**0**	**0**	**147**	**3216**	**145**	**5**	**8**	**0**	**0**	**83**	**3563**	**41**	**1**	**76**	**0**	**0**

Single-Unit Trucks

Leg	Gateway Ctr							Parkside Drive							NY 332							NY 332						
Direction	Eastbound							Westbound							Northbound							Southbound						
Start Time	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW
2024-05-02 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	2	0	0	0	0	0
2024-05-02 07:15:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	7	0	0	0	0	0
2024-05-02 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	0	0	0	0	0
2024-05-02 07:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	12	0	0	0	0	0
2024-05-02 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	6	0	0	0	0	0
2024-05-02 08:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	1	9	0	0	0	0	0
2024-05-02 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	8	0	0	0	0	0
2024-05-02 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	6	0	0	0	0	0
2024-05-02 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	1	0	0	0	0	0
2024-05-02 16:15:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
2024-05-02 16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0
2024-05-02 16:45:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	1	0	0	0	0	0	2	0	0	0	0	0
2024-05-02 17:00:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	4	1	0	0	0	0	0	4	0	0	0	0	0
2024-05-02 17:15:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:30:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	2	0	0	0	0	0
Total		**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**	**1**	**0**	**1**	**0**	**0**	**0**	**1**	**70**	**3**	**0**	**0**	**0**	**0**	**1**	**66**	**0**	**0**	**0**	**0**	**0**

Articulated Trucks

Leg	Gateway Ctr							Parkside Drive							NY 332							NY 332						
Direction	Eastbound							Westbound							Northbound							Southbound						
Start Time	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW
2024-05-02 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0
2024-05-02 07:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	0	0	0	0	0
2024-05-02 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	4	0	0	0	0
2024-05-02 07:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	2	0	0	0	0
2024-05-02 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	5	0	0	1	0
2024-05-02 08:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	3	0	0	0	0
2024-05-02 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	4	1	0	0	0
2024-05-02 08:45:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	1	4	0	0	0	0
2024-05-02 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0
2024-05-02 16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
2024-05-02 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0
2024-05-02 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0
2024-05-02 17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
2024-05-02 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	3	0	0	0	0
2024-05-02 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32**	**0**	**0**	**0**	**0**	**0**	**2**	**37**	**1**	**0**	**1**	**0**	**0**

Buses

Leg	Gateway Ctr							Parkside Drive							NY 332							NY 332						
Direction	Eastbound							Westbound							Northbound							Southbound						
Start Time	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW
2024-05-02 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	7	0	0	0	0
2024-05-02 07:15:00	0	0	0	0	0	0	0	0	3	0	1	1	0	0	0	0	7	7	0	0	0	0	0	5	0	0	0	0
2024-05-02 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	2	0	0	0	0
2024-05-02 07:45:00	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	0	0	0	0	1	1	1	0	0	0	0
2024-05-02 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0
2024-05-02 08:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	5	0	0	0	0
2024-05-02 08:30:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	1	1	1	0	0	0	0
2024-05-02 08:45:00	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	3	0	0	0	0
2024-05-02 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	1	0	0	0	0
2024-05-02 16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0
2024-05-02 16:45:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	3	0	0	0	0
2024-05-02 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2024-05-02 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:45:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**3**	**5**	**0**	**0**	**0**	**0**	**46**	**11**	**0**	**0**	**0**	**0**	**2**	**40**	**0**	**0**	**0**	**0**

Pedestrians

Leg	Gateway Ctr							Parkside Drive							NY 332							NY 332						
Direction	Eastbound							Westbound							Northbound							Southbound						
Start Time	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW
2024-05-02 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 07:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 07:45:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:15:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
2024-05-02 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
2024-05-02 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**

Bicycles on Road

Leg	Gateway Ctr							Parkside Drive							NY 332							NY 332						
Direction	Eastbound							Westbound							Northbound							Southbound						
Start Time	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW
2024-05-02 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 07:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 07:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Bicycles on Crosswalk

Leg	Gateway Ctr							Parkside Drive							NY 332							NY 332						
Direction	Eastbound							Westbound							Northbound							Southbound						
Start Time	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW
2024-05-02 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 07:15:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 07:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:15:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
2024-05-02 16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:45:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
2024-05-02 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
2024-05-02 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		**0**	**0**	**0**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**1**

Total Volume Class Breakdown

Leg	Gateway Ctr								Parkside Drive								NY 332								NY 332									
Direction	Eastbound								Westbound								Northbound								Southbound									
Start Time	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Int Total	Cross Total
2024-05-02 07:00:00	2	0	4	2	0	**8**	0	0	3	0	1	6	0	**10**	0	0	6	138	12	0	0	**156**	0	0	3	166	0	0	1	**170**	0	0	**344**	0
2024-05-02 07:15:00	0	0	0	1	0	**1**	1	0	7	0	2	7	0	**16**	0	1	1	200	24	0	0	**225**	0	0	6	215	0	0	1	**222**	0	0	**464**	2
2024-05-02 07:30:00	1	0	0	1	0	**2**	0	0	12	0	1	4	0	**17**	0	0	4	234	7	0	0	**245**	0	0	1	229	1	0	3	**234**	0	0	**498**	0
2024-05-02 07:45:00	6	0	6	2	0	**14**	1	0	5	2	0	2	0	**9**	0	0	3	212	8	0	0	**223**	0	0	4	219	2	1	3	**229**	0	0	**475**	1
2024-05-02 08:00:00	0	0	2	2	0	**4**	0	0	4	0	0	9	0	**13**	0	0	6	173	11	0	1	**191**	0	0	4	218	2	0	2	**226**	0	0	**434**	0
2024-05-02 08:15:00	0	1	0	3	0	**4**	1	0	6	1	1	2	0	**10**	0	1	1	167	15	0	1	**184**	0	0	10	199	0	0	2	**211**	0	0	**409**	2
2024-05-02 08:30:00	0	0	0	2	0	**2**	0	0	6	1	0	5	0	**12**	0	0	4	174	11	0	0	**189**	0	0	6	213	1	0	4	**224**	0	0	**427**	0
2024-05-02 08:45:00	3	2	3	0	0	**8**	0	0	11	2	1	4	0	**18**	0	0	13	164	26	1	0	**204**	0	0	12	199	0	0	5	**216**	0	0	**446**	0
2024-05-02 16:00:00	3	1	8	6	0	**18**	0	0	11	2	2	3	0	**18**	0	0	9	272	12	0	3	**296**	0	0	5	249	4	0	7	**265**	1	0	**597**	1
2024-05-02 16:15:00	5	0	2	10	0	**17**	1	0	20	2	4	0	0	**26**	0	0	11	290	4	0	1	**306**	1	0	6	228	0	0	6	**240**	0	0	**588**	2
2024-05-02 16:30:00	0	2	7	0	0	**9**	0	0	13	3	5	2	0	**23**	0	0	10	257	4	1	0	**272**	0	1	5	260	2	0	9	**276**	0	0	**580**	1
2024-05-02 16:45:00	6	0	10	4	0	**20**	1	1	20	4	3	2	0	**29**	0	0	20	264	5	0	0	**289**	1	0	11	326	11	0	11	**359**	0	1	**697**	4
2024-05-02 17:00:00	9	3	15	15	0	**42**	0	0	21	2	2	3	0	**28**	0	0	18	244	4	1	2	**269**	0	0	6	275	2	0	8	**291**	0	0	**630**	0
2024-05-02 17:15:00	6	2	4	4	0	**16**	0	0	20	2	4	5	0	**31**	0	0	20	225	5	0	0	**250**	1	0	5	274	7	0	2	**288**	0	0	**585**	1
2024-05-02 17:30:00	5	0	3	3	0	**11**	0	0	7	0	1	0	0	**8**	0	0	10	204	7	0	0	**221**	0	0	2	244	4	0	4	**254**	0	0	**494**	0
2024-05-02 17:45:00	5	1	5	11	0	**22**	0	0	12	3	0	2	0	**17**	0	0	16	166	6	2	0	**190**	0	0	2	219	7	0	10	**238**	0	0	**467**	0
Grand Total	51	12	69	66	0	**198**	5	1	178	24	27	56	0	**285**	0	2	152	3384	161	5	8	**3710**	3	1	88	3733	43	1	78	**3943**	1	1	**8136**	14
% Approach	25.8%	6.1%	34.8%	33.3%	0.0%				62.5%	8.4%	9.5%	19.6%	0.0%				4.1%	91.2%	4.3%	0.1%	0.2%				2.2%	94.7%	1.1%	0.0%	2.0%					
% Total	0.6%	0.1%	0.8%	0.8%	0.0%	**2.4%**			2.2%	0.3%	0.3%	0.7%	0.0%	**3.5%**			1.9%	41.6%	2.0%	0.1%	0.1%	**45.6%**			1.1%	45.9%	0.5%	0.0%	1.0%	**48.5%**				
Motorcycles	0	0	0	0	0	**0**			0	0	0	0	0	**0**			3	21	2	0	0	**26**			0	27	1	0	1	**29**			**55**	
% Motorcycles	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**			2.0%	0.6%	1.2%	0.0%	0.0%	**0.7%**			0.0%	0.7%	2.3%	0.0%	1.3%	**0.7%**			**0.7%**	
Cars	51	12	67	65	0	**195**			172	23	24	50	0	**269**			147	3216	145	5	8	**3521**			83	3583	41	1	76	**3764**			**7749**	
% Cars	100.0%	100.0%	97.1%	98.5%	0.0%	**98.5%**			96.6%	95.8%	88.9%	89.3%	0.0%	**94.4%**			96.7%	95.0%	90.1%	100.0%	100.0%	**94.9%**			94.3%	95.4%	95.3%	100.0%	97.4%	**95.5%**			**95.2%**	
Single-Unit Trucks	0	0	1	1	0	**2**			2	1	0	1	0	**4**			1	70	3	0	0	**74**			1	66	0	0	0	**67**			**147**	
% Single-Unit Trucks	0.0%	0.0%	1.4%	1.5%	0.0%	**1.0%**			1.1%	4.2%	0.0%	1.8%	0.0%	**1.4%**			0.7%	2.1%	1.9%	0.0%	0.0%	**2.0%**			1.1%	1.8%	0.0%	0.0%	0.0%	**1.7%**			**1.8%**	
Articulated Trucks	0	0	1	0	0	**1**			0	0	0	0	0	**0**			0	32	0	0	0	**32**			2	37	1	0	1	**41**			**74**	
% Articulated Trucks	0.0%	0.0%	1.4%	0.0%	0.0%	**0.5%**			0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.9%	0.0%	0.0%	0.0%	**0.9%**			2.3%	1.0%	2.3%	0.0%	1.3%	**1.0%**			**0.9%**	
Buses	0	0	0	0	0	**0**			4	0	3	5	0	**12**			0	45	11	0	0	**56**			2	40	0	0	0	**42**			**110**	
% Buses	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	11.1%	8.9%	0.0%	**4.2%**			0.0%	1.3%	6.8%	0.0%	0.0%	**1.5%**			2.3%	1.1%	0.0%	0.0%	0.0%	**1.1%**			**1.4%**	
Bicycles on Road	0	0	0	0	0	**0**			0	0	0	0	0	**0**			1	0	0	0	0	**1**			0	0	0	0	0	**0**			**1**	
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.7%	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**			**0.0%**	
Pedestrians							2	0							0	0							0	1							1	0		4
% Pedestrians							40.0%	0.0%							0.0%	0.0%							0.0%	100.0%							100.0%	0.0%		28.6%
Bicycles on Crosswalk							3	1							0	2							3	0							0	1		10
% Bicycles on Crosswalk							60.0%	100.0%							0.0%	100.0%							100.0%	0.0%							0.0%	100.0%		71.4%

AM Peak Class Breakdown

Leg	Gateway Ctr								Parkside Drive								NY 332								NY 332								30
Direction	Eastbound								Westbound								Northbound								Southbound								
Start Time	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Int Total	Cross Total
2024-05-02 07:15:00	0	0	0	1	0	1	1	0	7	0	2	7	0	16	0	1	1	200	24	0	0	225	0	0	6	215	0	0	1	222	0	0	464	2
2024-05-02 07:30:00	1	0	0	1	0	2	0	0	12	0	1	4	0	17	0	0	4	234	7	0	0	245	0	0	1	229	1	0	3	234	0	0	498	0
2024-05-02 07:45:00	6	0	6	2	0	14	1	0	5	2	0	2	0	9	0	0	3	212	8	0	0	223	0	0	4	219	2	1	3	229	0	0	475	1
2024-05-02 08:00:00	0	0	2	2	0	4	0	0	4	0	0	9	0	13	0	0	6	173	11	0	1	191	0	0	4	218	2	0	2	226	0	0	434	0
Grand Total	7	0	8	6	0	21	2	0	28	2	3	22	0	55	0	1	14	819	50	0	1	884	0	0	15	881	5	1	9	911	0	0	1871	3
% Approach	33.3%	0.0%	38.1%	28.6%	0.0%				50.9%	3.6%	5.5%	40.0%	0.0%				1.6%	92.6%	5.7%	0.0%	0.1%				1.6%	96.7%	0.5%	0.1%	1.0%					
% Total	0.4%	0.0%	0.4%	0.3%	0.0%	**1.1%**			1.5%	0.1%	0.2%	1.2%	0.0%	**2.9%**			0.7%	43.8%	2.7%	0.0%	0.1%	**47.2%**			0.8%	47.1%	0.3%	0.1%	0.5%	**48.7%**				
PHF	0.292	0.000	0.333	0.750	0.000	**0.375**			0.583	0.250	0.375	0.611	0.000	**0.809**			0.583	0.875	0.521	0.000	0.250	**0.902**			0.625	0.962	0.625	0.250	0.750	**0.972**			**0.939**	
Motorcycles	0	0	0	0	0	**0**			0	0	0	0	0	**0**			0	1	0	0	0	**1**			0	2	0	0	0	**2**			**3**	
% Motorcycles	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.1%	0.0%	0.0%	0.0%	**0.1%**			0.0%	0.2%	0.0%	0.0%	0.0%	**0.2%**			**0.2%**	
Cars	7	0	8	5	0	**20**			24	2	2	20	0	**48**			12	764	43	0	1	**820**			13	822	5	1	8	**849**			**1737**	
% Cars	100.0%	0.0%	100.0%	83.3%	0.0%	**95.2%**			85.7%	100.0%	66.7%	90.9%	0.0%	**87.3%**			85.7%	93.3%	86.0%	0.0%	100.0%	**92.8%**			86.7%	93.3%	100.0%	100.0%	88.9%	**93.2%**			**92.8%**	
Single-Unit Trucks	0	0	0	1	0	**1**			0	0	0	0	0	**0**			1	28	0	0	0	**29**			0	29	0	0	0	**29**			**59**	
% Single-Unit Trucks	0.0%	0.0%	0.0%	16.7%	0.0%	**4.8%**			0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**			7.1%	3.4%	0.0%	0.0%	0.0%	**3.3%**			0.0%	3.3%	0.0%	0.0%	0.0%	**3.2%**			**3.2%**	
Articulated Trucks	0	0	0	0	0	**0**			0	0	0	0	0	**0**			0	11	0	0	0	**11**			1	11	0	0	1	**13**			**24**	
% Articulated Trucks	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	1.3%	0.0%	0.0%	0.0%	**1.2%**			6.7%	1.2%	0.0%	0.0%	11.1%	**1.4%**			**1.3%**	
Buses	0	0	0	0	0	**0**			4	0	1	2	0	**7**			0	15	7	0	0	**22**			1	17	0	0	0	**18**			**47**	
% Buses	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**			14.3%	0.0%	33.3%	9.1%	0.0%	**12.7%**			0.0%	1.8%	14.0%	0.0%	0.0%	**2.5%**			6.7%	1.9%	0.0%	0.0%	0.0%	**2.5%**			**2.5%**	
Bicycles on Road	0	0	0	0	0	**0**			0	0	0	0	0	**0**			1	0	0	0	0	**1**			0	0	0	0	0	**0**			**1**	
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**			7.1%	0.0%	0.0%	0.0%	0.0%	**0.1%**			0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**			**0.1%**	
Pedestrians							1	0							0	0							0	0							0	0	1	
% Pedestrians							50.0%	0.0%							0.0%	0.0%							0.0%	0.0%							0.0%	0.0%	33.3%	
Bicycles on Crosswalk							1	0							0	1							0	0							0	0	2	
% Bicycles on Crosswalk							50.0%	0.0%							0.0%	100.0%							0.0%	0.0%							0.0%	0.0%	66.7%	

PM Peak Class Breakdown

Leg	Gateway Ctr								Parkside Drive								NY 332								NY 332								66
Direction	Eastbound								Westbound								Northbound								Southbound								
Start Time	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Int Total	Cross Total
2024-05-02 16:15:00	5	0	2	10	0	17	1	0	20	2	4	0	0	26	0	0	11	290	4	0	1	306	1	0	6	228	0	0	6	240	0	6	589	2
2024-05-02 16:30:00	0	2	7	0	0	9	0	0	13	3	5	2	0	23	0	0	10	257	4	1	0	272	0	1	5	260	2	0	9	276	0	0	580	1
2024-05-02 16:45:00	6	0	10	4	0	20	1	1	20	4	3	2	0	29	0	0	20	264	5	0	0	289	1	0	11	326	11	0	11	359	0	1	697	4
2024-05-02 17:00:00	9	3	15	15	0	42	0	0	21	2	2	3	0	28	0	0	18	244	4	1	2	269	0	0	6	275	2	0	8	291	0	0	630	0
Grand Total	20	5	34	29	0	**88**	2	1	74	11	14	7	0	**106**	0	0	59	1055	17	2	3	**1136**	2	1	28	1089	15	0	34	**1166**	0	1	**2450**	7
% Approach	22.7%	5.7%	38.6%	33.0%	0.0%				69.8%	10.4%	13.2%	6.6%	0.0%				5.2%	92.9%	1.5%	0.2%	0.3%				2.4%	93.4%	1.3%	0.0%	2.9%					
% Total	0.8%	0.2%	1.4%	1.2%	0.0%	**3.5%**			3.0%	0.4%	0.6%	0.3%	0.0%	**4.2%**			2.4%	42.3%	0.7%	0.1%	0.1%	**45.5%**			1.1%	43.6%	0.6%	0.0%	1.4%	**46.7%**				
PHF	0.556	0.417	0.567	0.483	0.000	**0.524**			0.661	0.688	0.700	0.583	0.000	**0.914**			0.738	0.959	0.850	0.500	0.375	**0.928**			0.636	0.835	0.341	0.000	0.773	**0.812**			**0.896**	
Motorcycles	0	0	0	0	0	**0**			0	0	0	0	0	**0**			0	8	0	0	0	**8**			0	17	0	0	0	**17**			**25**	
% Motorcycles	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.8%	0.0%	0.0%	0.0%	**0.7%**			0.0%	1.6%	0.0%	0.0%	0.0%	**1.5%**			**1.0%**	
Cars	20	5	34	29	0	**88**			73	10	13	6	0	**102**			59	1027	15	2	3	**1106**			28	1049	15	0	34	**1126**			**2422**	
% Cars	100.0%	100.0%	100.0%	100.0%	0.0%	**100.0%**			98.6%	90.9%	92.9%	85.7%	0.0%	**96.2%**			100.0%	97.3%	88.2%	100.0%	100.0%	**97.4%**			100.0%	96.3%	100.0%	0.0%	100.0%	**96.6%**			**97.0%**	
Single-Unit Trucks	0	0	0	0	0	**0**			1	1	0	1	0	**3**			0	9	2	0	0	**11**			0	9	0	0	0	**9**			**23**	
% Single-Unit Trucks	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**			1.4%	9.1%	0.0%	14.3%	0.0%	**2.8%**			0.0%	0.9%	11.8%	0.0%	0.0%	**1.0%**			0.0%	0.8%	0.0%	0.0%	0.0%	**0.8%**			**0.9%**	
Articulated Trucks	0	0	0	0	0	**0**			0	0	0	0	0	**0**			0	4	0	0	0	**4**			0	8	0	0	0	**8**			**12**	
% Articulated Trucks	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.4%	0.0%	0.0%	0.0%	**0.4%**			0.0%	0.7%	0.0%	0.0%	0.0%	**0.7%**			**0.5%**	
Buses	0	0	0	0	0	**0**			0	0	1	0	0	**1**			0	7	0	0	0	**7**			0	6	0	0	0	**6**			**14**	
% Buses	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	7.1%	0.0%	0.0%	**0.9%**			0.0%	0.7%	0.0%	0.0%	0.0%	**0.6%**			0.0%	0.6%	0.0%	0.0%	0.0%	**0.5%**			**0.6%**	
Bicycles on Road	0	0	0	0	0	**0**			0	0	0	0	0	**0**			0	0	0	0	0	**0**			0	0	0	0	0	**0**			**0**	
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**			**0.0%**	
Pedestrians							0	0							0	0							0	1							0	0	1
% Pedestrians							0.0%	0.0%							0.0%	0.0%							0.0%	100.0%							0.0%	0.0%	14.3%
Bicycles on Crosswalk							2	1							0	0							2	0							0	1	**6**
% Bicycles on Crosswalk							100.0%	100.0%							0.0%	0.0%							100.0%	0.0%							0.0%	100.0%	85.7%

Project	MCFARLAND JOHNSON
Project Code	11747
Site Name	11747-1 - NY 332 & Parksid
Legs and Movements	All Processed Legs & Move
Bin Size	15 minutes
Survey Date	2024-05-02, Thursday
Location	NY 332 & Parkside Drive
Latitude and Longitude	42.909516, -77.298293

	Start	End	PHF
AM Peak	2024-05-02 07:15:00	2024-05-02 08:15:00	0.94
PM Peak	2024-05-02 16:15:00	2024-05-02 17:15:00	0.90

Turning Movement Data

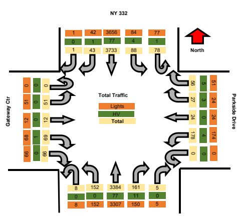
Leg	Gateway Ctr							
Direction	Eastbound							
Start Time	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW
7:00:00	2	0	4	2	0	8	0	0
7:15:00	0	0	0	1	0	1	1	0
7:30:00	1	0	0	1	0	2	0	0
7:45:00	6	0	6	2	0	14	1	0
Hourly Total	9	0	10	6	0	25	2	0
8:00:00	0	0	2	2	0	4	0	0
8:15:00	0	1	0	3	0	4	1	0
8:30:00	0	0	0	2	0	2	0	0
8:45:00	3	2	3	0	0	8	0	0
Hourly Total	3	3	5	7	0	18	1	0
16:00:00	3	1	8	6	0	18	0	0
16:15:00	5	0	2	10	0	17	1	0
16:30:00	0	2	7	0	0	9	0	0
16:45:00	6	0	10	4	0	20	1	1
Hourly Total	14	3	27	20	0	64	2	1
17:00:00	9	3	15	15	0	42	0	0
17:15:00	6	2	4	4	0	16	0	0
17:30:00	5	0	3	3	0	11	0	0
17:45:00	5	1	5	11	0	22	0	0
Hourly Total	25	6	27	33	0	91	0	0
Grand Total	51	12	69	66	0	198	5	1
% Approach	25.8%	6.1%	34.8%	33.3%	0.0%	0.0%	0.0%	0.0%
% Total	0.6%	0.1%	0.8%	0.8%	0.0%	2.4%	0.0%	0.0%
Lights	51	12	68	66	0	197	0	0
% Lights	100.0%	100.0%	98.6%	100.0%	0.0%	99.5%	0.0%	0.0%
HV	0	0	1	0	0	1	0	0
% HV	0.0%	0.0%	1.4%	0.0%	0.0%	0.5%	0.0%	0.0%
Pedestrians	0	0	0	0	0	0	2	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	40.0%	0.0%
Bicycles on Crosswalk	0	0	0	0	0	0	3	1
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	60.0%	100.0%

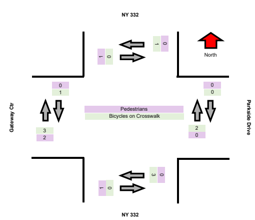
Leg	Parkside Drive							
Direction	Westbound							
Start Time	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW
7:00:00	3	0	1	6	0	10	0	0
7:15:00	7	0	2	7	0	16	0	1
7:30:00	12	0	1	4	0	17	0	0
7:45:00	5	2	0	2	0	9	0	0
Hourly Total	27	2	4	19	0	52	0	1
8:00:00	4	0	0	9	0	13	0	0
8:15:00	6	1	1	2	0	10	0	1
8:30:00	6	1	0	5	0	12	0	0
8:45:00	11	2	1	4	0	18	0	0
Hourly Total	27	4	2	20	0	53	0	1
16:00:00	11	2	2	3	0	18	0	0
16:15:00	20	2	4	0	0	26	0	0
16:30:00	13	3	5	2	0	23	0	0
16:45:00	20	4	3	2	0	29	0	0
Hourly Total	64	11	14	7	0	96	0	0
17:00:00	21	2	2	3	0	28	0	0
17:15:00	20	2	4	5	0	31	0	0
17:30:00	7	0	1	0	0	8	0	0
17:45:00	12	3	0	2	0	17	0	0
Hourly Total	60	7	7	10	0	84	0	0
Grand Total	178	24	27	56	0	285	0	2
% Approach	62.5%	8.4%	9.5%	19.6%	0.0%	0.0%	0.0%	0.0%
% Total	2.2%	0.3%	0.3%	0.7%	0.0%	3.5%	0.0%	0.0%
Lights	174	24	24	51	0	273	0	0
% Lights	97.8%	100.0%	88.9%	91.1%	0.0%	95.8%	0.0%	0.0%
HV	4	0	3	5	0	12	0	0
% HV	2.2%	0.0%	11.1%	8.9%	0.0%	4.2%	0.0%	0.0%
Pedestrians	0	0	0	0	0	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bicycles on Crosswalk	0	0	0	0	0	0	0	2
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Leg	NY 332							
Direction	Northbound							
Start Time	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW
7:00:00	6	138	12	0	0	156	0	0
7:15:00	1	200	24	0	0	225	0	0
7:30:00	4	234	7	0	0	245	0	0
7:45:00	3	212	8	0	0	223	0	0
Hourly Total	14	784	51	0	0	849	0	0
8:00:00	6	173	11	0	1	191	0	0
8:15:00	1	167	15	0	1	184	0	0
8:30:00	4	174	11	0	0	189	0	0
8:45:00	13	164	26	1	0	204	0	0
Hourly Total	24	678	63	1	2	768	0	0
16:00:00	9	272	12	0	3	296	0	0
16:15:00	11	290	4	0	1	306	1	0
16:30:00	10	257	4	1	0	272	0	1
16:45:00	20	264	5	0	0	289	1	0
Hourly Total	50	1083	25	1	4	1163	2	1
17:00:00	18	244	4	1	2	269	0	0
17:15:00	20	225	5	0	0	250	1	0
17:30:00	10	204	7	0	0	221	0	0
17:45:00	16	166	6	2	0	190	0	0
Hourly Total	64	839	22	3	2	930	1	0
Grand Total	152	3384	161	5	8	3710	3	1
% Approach	4.1%	91.2%	4.3%	0.1%	0.2%	0.0%	0.0%	0.0%
% Total	1.9%	41.6%	2.0%	0.1%	0.1%	45.6%	0.0%	0.0%
Lights	152	3307	150	5	8	3622	0	0
% Lights	100.0%	97.7%	93.2%	100.0%	100.0%	97.6%	0.0%	0.0%
HV	0	77	11	0	0	88	0	0
% HV	0.0%	2.3%	6.8%	0.0%	0.0%	2.4%	0.0%	0.0%
Pedestrians	0	0	0	0	0	0	0	1
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Bicycles on Crosswalk	0	0	0	0	0	0	3	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%

Leg	NY 332								
Direction	Southbound								
Start Time	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Total
7:00:00	3	166	0	0	1	170	0	0	344
7:15:00	6	215	0	0	1	222	0	0	464
7:30:00	1	229	1	0	3	234	0	0	498
7:45:00	4	219	2	1	3	229	0	0	475
Hourly Total	14	829	3	1	8	855	0	0	1781
8:00:00	4	218	2	0	2	226	0	0	434
8:15:00	10	199	0	0	2	211	0	0	409
8:30:00	6	213	1	0	4	224	0	0	427
8:45:00	12	199	0	0	5	216	0	0	446
Hourly Total	32	829	3	0	13	877	0	0	1716
16:00:00	5	249	4	0	7	265	1	0	597
16:15:00	6	228	0	0	6	240	0	0	589
16:30:00	5	260	2	0	9	276	0	0	580
16:45:00	11	326	11	0	11	359	0	1	697
Hourly Total	27	1063	17	0	33	1140	1	1	2463
17:00:00	6	275	2	0	8	291	0	0	630
17:15:00	5	274	7	0	2	288	0	0	585
17:30:00	2	244	4	0	4	254	0	0	494
17:45:00	2	219	7	0	10	238	0	0	467
Hourly Total	15	1012	20	0	24	1071	0	0	2176
Grand Total	88	3733	43	1	78	3943	1	1	8136
% Approach	2.2%	94.7%	1.1%	0.0%	2.0%	0.0%	0.0%	0.0%	
% Total	1.1%	45.9%	0.5%	0.0%	1.0%	48.5%	0.0%	0.0%	
Lights	84	3656	42	1	77	3860	0	0	7952
% Lights	95.5%	97.9%	97.7%	100.0%	98.7%	97.9%	0.0%	0.0%	97.7%
HV	4	77	1	0	1	83	0	0	184
% HV	4.5%	2.1%	2.3%	0.0%	1.3%	2.1%	0.0%	0.0%	2.3%
Pedestrians	0	0	0	0	0	0	1	0	4
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	28.6%
Bicycles on Crosswalk	0	0	0	0	0	0	0	1	10
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	71.4%

Turning Movement Data Plot

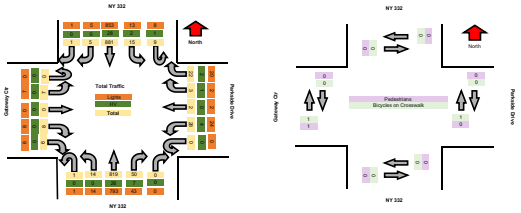




Turning Movement Peak Hour Data (AM)

7:15:00

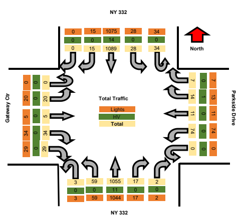
Int.	Gateway Dr.							Peekskill Drive							NY 202							NY 202						
Direction	Southbound							Northbound							Westbound							Eastbound						
Start Time	Left	Thru	Right	U-Turn	App Total	Peds	Bicycles on Crosswalk	Left	Thru	Right	U-Turn	App Total	Peds	Bicycles on Crosswalk	Left	Thru	Right	U-Turn	App Total	Peds	Bicycles on Crosswalk	Left	Thru	Right	U-Turn	App Total	Peds	Bicycles on Crosswalk	Int. Total
7:15:00	0	0	0	0	0	0	0	72	0	11	0	83	0	0	11	230	22	0	263	0	0	0	220	0	0	1	221	0	0	568
7:30:00	1	0	0	1	2	0	0	52	0	7	4	63	0	0	4	234	7	0	245	0	0	1	220	1	0	3	224	0	0	534
7:45:00	0	0	0	2	2	0	0	54	0	2	2	58	0	0	5	212	8	0	225	0	0	0	214	2	1	3	220	0	0	505
8:00:00	0	0	0	0	0	0	0	46	0	2	0	48	0	0	5	175	11	0	191	0	0	0	218	2	0	2	222	0	0	461
Total Volume	1	0	0	3	4	0	0	224	0	22	6	252	0	0	25	851	48	0	924	0	0	2	872	5	1	9	887	0	0	2067
% Approach	25.0%	0.0%	0.0%	75.0%	0.4%	0.0%	0.0%	88.9%	0.0%	8.7%	2.4%	24.4%	0.0%	0.0%	2.7%	92.1%	5.2%	0.0%	44.7%	0.0%	0.0%	0.2%	97.9%	0.6%	0.1%	1.0%	42.9%	0.0%	0.0%	
PHF	0.250	0.000	0.000	0.750	0.500	0.000	0.000	0.778	0.000	0.688	0.375	0.656	0.000	0.000	0.625	0.908	0.545	0.000	0.904	0.000	0.000	0.500	0.909	0.625	0.250	0.750	0.894	0.000	0.000	0.916
Lights	1	0	0	3	4	0	0	221	0	21	6	248	0	0	24	799	47	0	870	0	0	2	863	5	1	9	880	0	0	1982
% Lights	100.0%	0.0%	0.0%	100.0%	0.0%	0.0%	100.0%	98.7%	0.0%	95.5%	100.0%	98.4%	0.0%	0.0%	96.0%	93.9%	97.9%	0.0%	94.2%	0.0%	0.0%	100.0%	99.0%	100.0%	100.0%	100.0%	99.2%	0.0%	0.0%	95.9%
% HV	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.3%	0.0%	4.5%	0.0%	1.6%	0.0%	0.0%	4.0%	6.1%	2.1%	0.0%	5.8%	0.0%	0.0%	0.0%	1.0%	0.0%	0.0%	0.0%	0.8%	0.0%	0.0%	4.1%
% HP	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

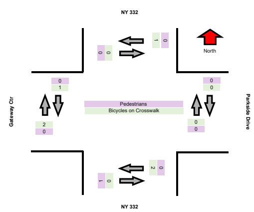


Turning Movement Peak Hour Data (PM)

16:15:00

Leg	Gateway Ctr								Parkside Drive								NY 332								NY 332								
Direction	Eastbound								Westbound								Northbound								Southbound								
Start Time	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Total
16:15:00	5	0	2	10	0	**17**	1	0	20	2	4	0	0	**26**	0	0	11	290	4	0	1	**306**	1	0	6	228	0	0	6	**240**	0	0	**589**
16:30:00	0	2	7	0	0	**9**	0	0	13	3	5	2	0	**23**	0	0	10	257	4	1	0	**272**	0	1	5	260	2	0	9	**276**	0	0	**580**
16:45:00	6	0	10	4	0	**20**	1	1	20	4	3	2	0	**29**	0	0	20	264	5	0	0	**289**	1	0	11	326	11	0	11	**359**	0	1	**697**
17:00:00	9	3	15	15	0	**42**	0	0	21	2	2	3	0	**28**	0	0	18	244	4	1	2	**269**	0	0	6	275	2	0	8	**291**	0	0	**630**
Grand Total	20	5	34	29	0	**88**	2	1	74	11	14	7	0	**106**	0	0	59	1055	17	2	3	**1136**	2	1	28	1089	15	0	34	**1166**	0	1	**2496**
% Approach	22.7%	5.7%	38.6%	33.0%	0.0%	**0.0%**	0.0%	0.0%	69.8%	10.4%	13.2%	6.6%	0.0%	**0.0%**	0.0%	0.0%	5.2%	92.9%	1.5%	0.2%	0.3%	**0.0%**	0.0%	0.0%	2.4%	93.4%	1.3%	0.0%	2.9%	**0.0%**	0.0%	0.0%	
% Total	0.8%	0.2%	1.4%	1.2%	0.0%	**3.5%**	0.0%	0.0%	3.0%	0.4%	0.6%	0.3%	0.0%	**4.2%**	0.0%	0.0%	2.4%	42.3%	0.7%	0.1%	0.1%	**45.5%**	0.0%	0.0%	1.1%	43.6%	0.6%	0.0%	1.4%	**46.7%**	0.0%	0.0%	
PHF	0.556	0.417	0.567	0.483	0.000	**0.524**	0.000	0.000	0.881	0.688	0.700	0.583	0.000	**0.914**	0.000	0.000	0.738	0.909	0.850	0.500	0.375	**0.928**	0.000	0.000	0.636	0.835	0.341	0.000	0.773	**0.812**	0.000	0.000	**0.895**
Lights	20	5	34	29	0	**88**	0	0	74	11	13	7	0	**105**	0	0	59	1044	17	2	3	**1125**	0	0	28	1075	15	0	34	**1152**	0	0	**2470**
% Lights	100.0%	100.0%	100.0%	100.0%	0.0%	**100.0%**	0.0%	0.0%	100.0%	100.0%	92.9%	100.0%	0.0%	**99.1%**	0.0%	0.0%	100.0%	99.0%	100.0%	100.0%	100.0%	**99.0%**	0.0%	0.0%	100.0%	98.7%	100.0%	0.0%	100.0%	**98.8%**	0.0%	0.0%	**99.0%**
HV	0	0	0	0	0	**0**	0	0	0	0	1	0	0	**1**	0	0	0	11	0	0	0	**11**	0	0	0	14	0	0	0	**14**	0	0	**26**
% HV	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	7.1%	0.0%	0.0%	**0.9%**	0.0%	0.0%	0.0%	1.0%	0.0%	0.0%	0.0%	**1.0%**	0.0%	0.0%	0.0%	1.3%	0.0%	0.0%	0.0%	**1.2%**	0.0%	0.0%	**1.0%**
Pedestrians	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	**0**	0	0	1
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**14.3%**
Bicycles on Crosswalk	0	0	0	0	0	**0**	2	1	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**0**	0	1	6
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	100.0%	**85.7%**





TRI-STATE TRAFFIC DATA

TSTData.com

Summary

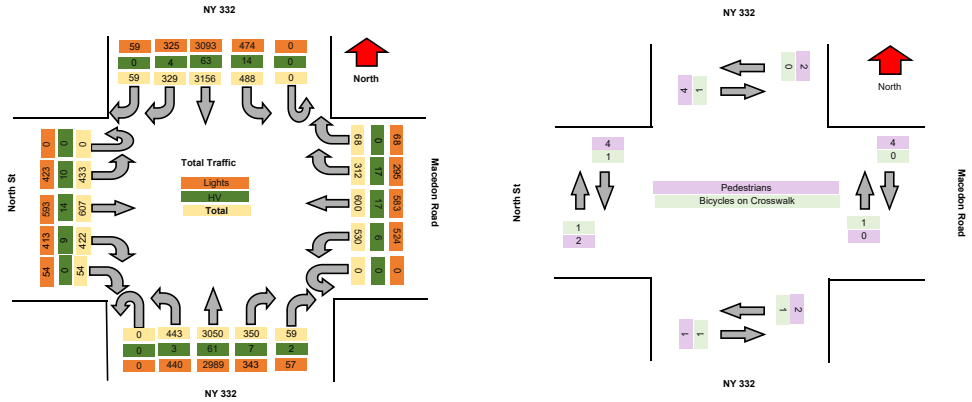
Project	MCFARLAND JOHNSON
Project Code	11747
Site Name	11747-3 - NY 332 & Macedon R
Legs and Movements	All Processed Legs & Movemer
Bin Size	15 minutes
Survey Date	2024-05-02, Thursday
Location	NY 332 & Macedon Road
Latitude and Longitude	42.904838, -77.293663

	Start	End	PHF
AM Peak	2024-05-02 07:15:00	2024-05-02 08:15:00	0.96
PM Peak	2024-05-02 16:15:00	2024-05-02 17:15:00	0.93

Turning Movement Data

Leg	North St Eastbound								Macedon Road Westbound								NY 332 Northbound								NY 332 Southbound								
Direction																																	
Start Time	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Total
7:00:00	11	39	10	4	0	**64**	0	0	23	40	13	2	0	**78**	0	0	29	142	27	5	0	**203**	0	0	34	122	10	2	0	**168**	0	0	**513**
7:15:00	18	31	12	5	0	**66**	0	1	23	49	25	4	0	**101**	0	0	33	191	19	2	0	**245**	0	0	46	156	13	3	0	**218**	0	0	**630**
7:30:00	28	47	21	3	0	**99**	0	0	37	42	27	9	0	**115**	0	0	13	183	11	5	0	**212**	1	0	12	172	25	1	0	**210**	0	0	**636**
7:45:00	23	29	25	2	0	**79**	0	2	39	36	19	3	0	**97**	1	0	30	200	5	1	0	**236**	0	1	17	208	21	3	0	**249**	2	0	**661**
Hourly Total	80	146	68	14	0	**308**	0	3	122	167	84	18	0	**391**	1	0	105	716	62	13	0	**896**	1	1	109	658	69	9	0	**845**	2	0	**2440**
8:00:00	18	33	24	5	0	**80**	0	0	34	26	12	6	0	**78**	0	0	27	176	15	2	0	**220**	0	0	28	174	18	3	0	**223**	0	0	**601**
8:15:00	24	25	16	4	0	**69**	1	0	41	26	10	4	0	**81**	0	0	29	161	17	3	0	**210**	1	0	14	181	16	7	0	**218**	0	0	**578**
8:30:00	16	17	17	4	0	**54**	1	0	30	39	11	6	0	**86**	0	0	23	149	15	4	0	**191**	0	0	17	179	11	5	0	**212**	0	0	**543**
8:45:00	35	26	18	2	0	**81**	0	0	37	32	5	3	0	**77**	0	0	27	172	17	4	0	**220**	0	0	10	175	20	8	0	**213**	0	1	**591**
Hourly Total	93	101	75	15	0	**284**	2	0	142	123	38	19	0	**322**	0	0	106	658	64	13	0	**841**	1	0	69	709	65	23	0	**866**	0	1	**2313**
16:00:00	41	54	39	1	0	**135**	0	1	38	34	32	2	0	**106**	1	0	33	226	25	8	0	**292**	0	0	28	219	22	1	0	**270**	1	0	**803**
16:15:00	41	47	40	7	0	**135**	0	0	35	41	27	4	0	**107**	1	0	35	252	27	5	0	**319**	0	0	36	173	27	6	0	**242**	1	0	**803**
16:30:00	38	45	47	1	0	**131**	1	0	29	35	17	6	0	**87**	0	1	32	217	41	1	0	**291**	0	0	50	215	25	5	0	**295**	0	0	**804**
16:45:00	28	61	36	3	0	**128**	0	0	39	39	31	2	0	**111**	0	0	42	236	30	7	0	**315**	0	0	54	275	24	3	0	**356**	0	0	**910**
Hourly Total	148	207	162	12	0	**529**	1	1	141	149	107	14	0	**411**	2	1	142	931	123	21	0	**1217**	0	0	168	882	98	15	0	**1163**	2	0	**3320**
17:00:00	32	47	37	1	0	**117**	0	1	44	51	22	4	0	**121**	0	0	29	228	41	5	0	**303**	0	1	54	245	30	3	0	**332**	0	0	**873**
17:15:00	24	45	34	2	0	**105**	0	0	38	52	27	5	0	**122**	0	0	21	190	19	1	0	**231**	1	0	37	248	24	3	0	**312**	0	0	**770**
17:30:00	39	35	29	6	0	**109**	0	0	21	32	18	4	0	**75**	1	0	22	167	17	4	0	**210**	0	0	21	209	25	5	0	**260**	1	0	**654**
17:45:00	17	26	17	4	0	**64**	0	0	22	26	16	4	0	**68**	0	0	18	160	24	2	0	**204**	0	0	30	205	18	1	0	**254**	0	1	**590**
Hourly Total	112	153	117	13	0	**395**	0	1	125	161	83	17	0	**386**	1	0	90	745	101	12	0	**948**	1	1	142	907	97	12	0	**1158**	1	1	**2887**
Grand Total	433	607	422	54	0	**1516**	3	5	530	600	312	68	0	**1510**	4	1	443	3050	350	59	0	**3902**	3	2	488	3156	329	59	0	**4032**	5	2	**10960**
% Approach	28.6%	40.0%	27.8%	3.6%	0.0%	**0.0%**	0.0%	0.0%	35.1%	39.7%	20.7%	4.5%	0.0%	**0.0%**	0.0%	0.0%	11.4%	78.2%	9.0%	1.5%	0.0%	**0.0%**	0.0%	0.0%	12.1%	78.3%	8.2%	1.5%	0.0%	**0.0%**	0.0%	0.0%	
% Total	4.0%	5.5%	3.9%	0.5%	0.0%	**13.8%**	0.0%	0.0%	4.8%	5.5%	2.8%	0.6%	0.0%	**13.8%**	0.0%	0.0%	4.0%	27.8%	3.2%	0.5%	0.0%	**35.6%**	0.0%	0.0%	4.5%	28.8%	3.0%	0.5%	0.0%	**36.8%**	0.0%	0.0%	
Lights	423	593	413	54	0	**1483**	0	0	524	583	295	68	0	**1470**	0	0	440	2989	343	57	0	**3829**	0	0	474	3093	325	59	0	**3951**	0	0	**10733**
% Lights	97.7%	97.7%	97.9%	100.0%	0.0%	**97.8%**	0.0%	0.0%	98.9%	97.2%	94.6%	100.0%	0.0%	**97.4%**	0.0%	0.0%	99.3%	98.0%	98.0%	96.6%	0.0%	**98.1%**	0.0%	0.0%	97.1%	98.0%	98.8%	100.0%	0.0%	**98.0%**	0.0%	0.0%	**97.9%**
Hv	10	14	9	0	0	**33**	0	0	6	17	17	0	0	**40**	0	0	3	61	7	2	0	**73**	0	0	14	63	4	0	0	**81**	0	0	**227**
% HV	2.3%	2.3%	2.1%	0.0%	0.0%	**2.2%**	0.0%	0.0%	1.1%	2.8%	5.4%	0.0%	0.0%	**2.6%**	0.0%	0.0%	0.7%	2.0%	2.0%	3.4%	0.0%	**1.9%**	0.0%	0.0%	2.9%	2.0%	1.2%	0.0%	0.0%	**2.0%**	0.0%	0.0%	**2.1%**
Pedestrians	0	0	0	0	0	**0**	2	4	0	0	0	0	0	**0**	4	0	0	0	0	0	0	**0**	2	1	0	0	0	0	0	**0**	4	2	19
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	66.7%	80.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	66.7%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	80.0%	100.0%	**76.0%**
Bicycles on Crosswalk	0	0	0	0	0	**0**	1	1	0	0	0	0	0	**0**	0	1	0	0	0	0	0	**0**	1	1	0	0	0	0	0	**0**	1	0	6
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	33.3%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	33.3%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	20.0%	0.0%	**24.0%**

Turning Movement Data Plot



TRI-STATE TRAFFIC DATA

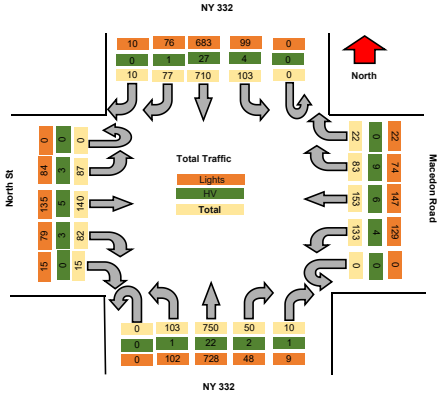
TSTData.com

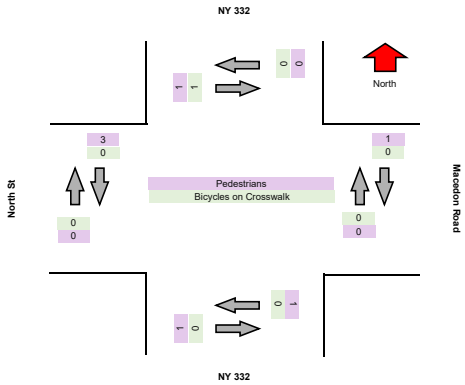
Summary

Turning Movement Peak Hour Data (AM)

7:15:00

Leg	North St								Macedon Road								NY 332								NY 332								Total
Direction	Eastbound								Westbound								Northbound								Southbound								
Start Time	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	
7:15:00	18	31	12	5	0	**66**	0	1	23	49	25	4	0	**101**	0	0	33	191	19	2	0	**245**	0	0	46	156	13	3	0	**218**	0	0	**630**
7:30:00	28	47	21	3	0	**99**	0	0	37	42	27	9	0	**115**	0	0	13	183	11	5	0	**212**	1	0	12	172	25	1	0	**210**	0	0	**636**
7:45:00	23	29	25	2	0	**79**	0	2	39	36	19	3	0	**97**	1	0	30	200	5	1	0	**236**	0	1	17	208	21	3	0	**249**	2	0	**661**
8:00:00	18	33	24	5	0	**80**	0	0	34	26	12	6	0	**78**	0	0	27	176	15	2	0	**220**	0	0	28	174	18	3	0	**223**	0	0	**601**
Grand Total	87	140	82	15	0	**324**	0	3	133	153	83	22	0	**391**	1	0	103	750	50	10	0	**913**	1	1	103	710	77	10	0	**900**	2	0	**2528**
% Approach	26.9%	43.2%	25.3%	4.6%	0.0%	**0.0%**	0.0%	0.0%	34.0%	39.1%	21.2%	5.6%	0.0%	**0.0%**	0.0%	0.0%	11.3%	82.1%	5.5%	1.1%	0.0%	**0.0%**	0.0%	0.0%	11.4%	78.9%	8.6%	1.1%	0.0%	**0.0%**	0.0%	0.0%	
% Total	3.4%	5.5%	3.2%	0.6%	0.0%	**12.8%**	0.0%	0.0%	5.3%	6.1%	3.3%	0.9%	0.0%	**15.5%**	0.0%	0.0%	4.1%	29.7%	2.0%	0.4%	0.0%	**36.1%**	0.0%	0.0%	4.1%	28.1%	3.0%	0.4%	0.0%	**35.6%**	0.0%	0.0%	
PHF	0.777	0.745	0.820	0.750	0.000	**0.818**	0.000	0.000	0.853	0.781	0.769	0.611	0.000	**0.850**	0.000	0.000	0.780	0.938	0.658	0.500	0.000	**0.932**	0.000	0.000	0.560	0.853	0.770	0.833	0.000	**0.904**	0.000	0.000	**0.956**
Lights	84	135	79	15	0	**313**	0	0	129	147	74	22	0	**372**	0	0	102	728	48	9	0	**887**	0	0	99	683	76	10	0	**868**	0	0	**2440**
% Lights	96.6%	96.4%	96.3%	100.0%	0.0%	**96.6%**	0.0%	0.0%	97.0%	96.1%	89.2%	100.0%	0.0%	**95.1%**	0.0%	0.0%	99.0%	97.1%	96.0%	90.0%	0.0%	**97.2%**	0.0%	0.0%	96.1%	96.2%	98.7%	100.0%	0.0%	**96.4%**	0.0%	0.0%	**96.5%**
HV	3	5	3	0	0	**11**	0	0	4	6	9	0	0	**19**	0	0	1	22	2	1	0	**26**	0	0	4	27	1	0	0	**32**	0	0	**88**
% HV	3.4%	3.6%	3.7%	0.0%	0.0%	**3.4%**	0.0%	0.0%	3.0%	3.9%	10.8%	0.0%	0.0%	**4.9%**	0.0%	0.0%	1.0%	2.9%	4.0%	10.0%	0.0%	**2.8%**	0.0%	0.0%	3.9%	3.8%	1.3%	0.0%	0.0%	**3.6%**	0.0%	0.0%	**3.5%**
Pedestrians	0	0	0	0	0	**0**	0	3	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**0**	1	1	0	0	0	0	0	**0**	1	0	7
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	50.0%	0.0%	**87.5%**
Bicycles on Crosswalk	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	1	0	1
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	50.0%	0.0%	**12.5%**





TRI-STATE TRAFFIC DATA

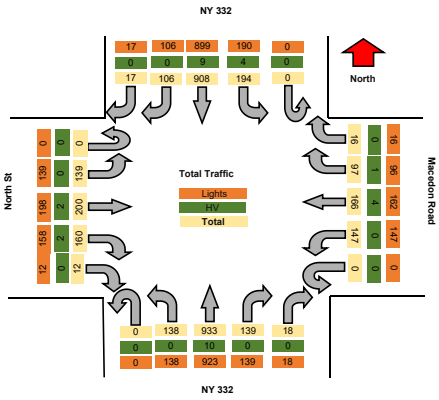
TSTData.com

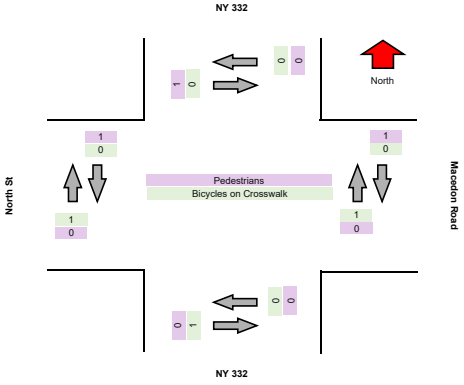
Summary

Turning Movement Peak Hour Data (PM)

16:15:00

Leg	North St								Macedon Road								NY 332								NY 332								Total
Direction	Eastbound								Westbound								Northbound								Southbound								
Start Time	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	
16:15:00	41	47	40	7	0	**135**	0	0	35	41	27	4	0	**107**	1	0	35	252	27	5	0	**319**	0	0	36	173	27	6	0	**242**	1	0	**803**
16:30:00	38	45	47	1	0	**131**	1	0	29	35	17	6	0	**87**	0	1	32	217	41	1	0	**291**	0	0	50	215	25	5	0	**295**	0	0	**804**
16:45:00	28	61	36	3	0	**128**	0	0	39	39	31	2	0	**111**	0	0	42	236	30	7	0	**315**	0	0	54	275	24	3	0	**356**	0	0	**910**
17:00:00	32	47	37	1	0	**117**	0	1	44	51	22	4	0	**121**	0	0	29	228	41	5	0	**303**	0	1	54	245	30	3	0	**332**	0	0	**873**
Grand Total	139	200	160	12	0	**511**	1	1	147	166	97	16	0	**426**	1	1	138	933	139	18	0	**1228**	0	1	194	908	106	17	0	**1225**	1	0	**3390**
% Approach	27.2%	39.1%	31.3%	2.3%	0.0%	**0.0%**	0.0%	0.0%	34.5%	39.0%	22.8%	3.8%	0.0%	**0.0%**	0.0%	0.0%	11.2%	76.0%	11.3%	1.5%	0.0%	**0.0%**	0.0%	0.0%	15.8%	74.1%	8.7%	1.4%	0.0%	**0.0%**	0.0%	0.0%	
% Total	4.1%	5.9%	4.7%	0.4%	0.0%	**15.1%**	0.0%	0.0%	4.3%	4.9%	2.9%	0.5%	0.0%	**12.6%**	0.0%	0.0%	4.1%	27.5%	4.1%	0.5%	0.0%	**36.2%**	0.0%	0.0%	5.7%	26.8%	3.1%	0.5%	0.0%	**36.1%**	0.0%	0.0%	
PHF	0.848	0.820	0.851	0.429	0.000	**0.946**	0.000	0.000	0.835	0.814	0.782	0.667	0.000	**0.880**	0.000	0.000	0.821	0.926	0.848	0.643	0.000	**0.962**	0.000	0.000	0.898	0.825	0.883	0.708	0.000	**0.860**	0.000	0.000	**0.931**
Lights	139	198	158	12	0	**507**	0	0	147	162	96	16	0	**421**	0	0	138	923	139	18	0	**1218**	0	0	190	899	106	17	0	**1212**	0	0	**3358**
% Lights	100.0%	99.0%	98.8%	100.0%	0.0%	**99.2%**	0.0%	0.0%	100.0%	97.6%	99.0%	100.0%	0.0%	**98.8%**	0.0%	0.0%	100.0%	98.9%	100.0%	100.0%	0.0%	**99.2%**	0.0%	0.0%	97.9%	99.0%	100.0%	100.0%	0.0%	**98.9%**	0.0%	0.0%	**99.1%**
HV	0	2	2	0	0	**4**	0	0	0	4	1	0	0	**5**	0	0	0	10	0	0	0	**10**	0	0	4	9	0	0	0	**13**	0	0	**32**
% HV	0.0%	1.0%	1.3%	0.0%	0.0%	**0.8%**	0.0%	0.0%	0.0%	2.4%	1.0%	0.0%	0.0%	**1.2%**	0.0%	0.0%	0.0%	1.1%	0.0%	0.0%	0.0%	**0.8%**	0.0%	0.0%	2.1%	1.0%	0.0%	0.0%	0.0%	**1.1%**	0.0%	0.0%	**0.9%**
Pedestrians	0	0	0	0	0	**0**	0	1	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	1	0	3
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	0.0%	**50.0%**
Bicycles on Crosswalk	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	**0**	0	1	0	0	0	0	0	**0**	0	0	3
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**50.0%**





Motorcycles

Leg	North St							Macedon Road							NY 332							NY 332						
Direction	Eastbound							Westbound							Northbound							Southbound						
Start Time	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW
2024-05-02 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	1	0	0	0	0	0
2024-05-02 07:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 07:30:00	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
2024-05-02 07:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
2024-05-02 08:00:00	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
2024-05-02 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
2024-05-02 16:00:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	3	0	0	0	0	0
2024-05-02 16:15:00	0	3	1	0	0	0	0	0	0	1	0	0	0	0	2	3	0	0	0	0	0	0	1	0	0	0	0	0
2024-05-02 16:30:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
2024-05-02 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	2	3	0	0	0	0	0
2024-05-02 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	7	0	0	0	0	0
2024-05-02 17:15:00	1	0	0	0	0	0	0	3	0	2	0	0	0	0	0	2	0	0	0	0	0	0	4	0	0	0	0	0
2024-05-02 17:30:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0
2024-05-02 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	1	0	0	0	0	0
Total		**5**	**3**	**3**	**0**	**0**	**0**	**0**	**3**	**2**	**3**	**0**	**0**	**0**	**0**	**5**	**18**	**5**	**2**	**0**	**0**	**0**	**2**	**27**	**0**	**0**	**0**	**0**	**0**

Cars

Leg	North St							Macedon Road							NY 332							NY 332						
Direction	Eastbound							Westbound							Northbound							Southbound						
Start Time	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW
2024-05-02 07:00:00	10	35	10	4	0	0	0	23	40	12	2	0	0	0	28	132	25	5	0	0	0	31	114	10	2	0	0	0
2024-05-02 07:15:00	16	31	10	5	0	0	0	23	45	17	4	0	0	0	32	179	18	2	0	0	0	45	144	12	3	0	0	0
2024-05-02 07:30:00	26	42	19	3	0	0	0	35	38	26	9	0	0	0	12	169	10	4	0	0	0	12	162	24	1	0	0	0
2024-05-02 07:45:00	23	27	24	2	0	0	0	38	35	18	3	0	0	0	30	182	5	1	0	0	0	15	194	19	3	0	0	0
2024-05-02 08:00:00	18	32	23	5	0	0	0	31	24	11	6	0	0	0	27	167	14	2	0	0	0	25	157	17	3	0	0	0
2024-05-02 08:15:00	23	24	15	3	0	0	0	41	21	8	4	0	0	0	28	151	15	3	0	0	0	13	167	14	6	0	0	0
2024-05-02 08:30:00	15	17	15	4	0	0	0	28	35	11	6	0	0	0	23	143	14	4	0	0	0	15	171	9	5	0	0	0
2024-05-02 08:45:00	32	23	18	2	0	0	0	36	29	5	3	0	0	0	27	162	14	4	0	0	0	9	166	18	8	0	0	0
2024-05-02 16:00:00	37	53	39	1	0	0	0	37	33	28	2	0	0	0	30	215	25	6	0	0	0	28	213	21	1	0	0	0
2024-05-02 16:15:00	40	44	37	7	0	0	0	35	38	25	4	0	0	0	33	242	27	5	0	0	0	36	168	27	6	0	0	0
2024-05-02 16:30:00	38	43	46	1	0	0	0	27	34	17	6	0	0	0	32	216	39	1	0	0	0	48	211	25	5	0	0	0
2024-05-02 16:45:00	26	60	36	3	0	0	0	39	38	31	2	0	0	0	39	231	26	7	0	0	0	50	266	24	3	0	0	0
2024-05-02 17:00:00	29	47	36	1	0	0	0	44	50	22	4	0	0	0	29	222	40	5	0	0	0	54	232	30	3	0	0	0
2024-05-02 17:15:00	22	44	32	2	0	0	0	35	51	24	5	0	0	0	21	182	18	1	0	0	0	37	242	24	3	0	0	0
2024-05-02 17:30:00	37	35	28	6	0	0	0	20	31	17	4	0	0	0	21	162	17	3	0	0	0	21	203	25	5	0	0	0
2024-05-02 17:45:00	17	26	17	4	0	0	0	22	26	16	4	0	0	0	18	153	23	2	0	0	0	30	201	18	1	0	0	0
Total	**409**	**583**	**405**	**53**	**0**	**0**	**0**	**514**	**568**	**288**	**68**	**0**	**0**	**0**	**430**	**2908**	**330**	**55**	**0**	**0**	**0**	**469**	**3011**	**317**	**58**	**0**	**0**	**0**

Single-Unit Trucks

Leg	North St							Macedon Road							NY 332							NY 332						
Direction	Eastbound							Westbound							Northbound							Southbound						
Start Time	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW
2024-05-02 07:00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	2	0	0	0	0	0
2024-05-02 07:15:00	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	5	0	0	0	0	0	0	5	0	0	0	0	0
2024-05-02 07:30:00	0	3	1	0	0	0	0	1	1	0	0	0	0	0	0	7	0	0	0	0	0	0	4	1	0	0	0	0
2024-05-02 07:45:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	11	0	0	0	0	0	1	9	2	0	0	0	0
2024-05-02 08:00:00	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	6	1	0	0	0	0	1	6	1	0	0	0	0
2024-05-02 08:15:00	1	0	0	1	0	0	0	0	2	0	0	0	0	0	0	3	2	0	0	0	0	0	8	1	1	0	0	0
2024-05-02 08:30:00	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	1	0	0	0	0	0	1	4	2	0	0	0	0
2024-05-02 08:45:00	0	2	0	0	0	0	0	1	2	0	0	0	0	0	0	4	0	0	0	0	0	0	4	1	0	0	0	0
2024-05-02 16:00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	1	0	0	0	0	0
2024-05-02 16:15:00	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
2024-05-02 16:30:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:45:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3	2	2	0	0	0	0	0	3	0	0	0	0	0
2024-05-02 17:00:00	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	4	0	0	0	0	0
2024-05-02 17:15:00	1	0	1	0	0	0	0	0	1	1	0	0	0	0	0	5	1	0	0	0	0	0	1	0	0	0	0	0
2024-05-02 17:30:00	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
2024-05-02 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	1	0	0	0	0	0
Total		**9**	**7**	**5**	**1**	**0**	**0**	**0**	**7**	**13**	**4**	**0**	**0**	**0**	**0**	**5**	**60**	**8**	**0**	**0**	**0**	**0**	**3**	**55**	**8**	**1**	**0**	**0**	**0**

Articulated Trucks

Leg	North St							Macedon Road							NY 332							NY 332						
Direction	Eastbound							Westbound							Northbound							Southbound						
Start Time	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW
2024-05-02 07:00:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0
2024-05-02 07:15:00	2	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
2024-05-02 07:30:00	1	2	0	0	0	0	0	0	1	0	0	0	0	0	1	2	0	0	0	0	0	0	4	0	0	0	0	0
2024-05-02 07:45:00	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	4	0	0	0	0	0	0	3	0	0	0	0	0
2024-05-02 08:00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	4	0	0	0	0	0
2024-05-02 08:15:00	0	1	0	0	0	0	0	0	2	1	0	0	0	0	1	2	0	0	0	0	0	0	2	1	0	0	0	0
2024-05-02 08:30:00	1	0	2	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	3	0	0	0	0	0
2024-05-02 08:45:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	4	1	0	0	0	0
2024-05-02 16:00:00	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0
2024-05-02 16:30:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
2024-05-02 16:45:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0
2024-05-02 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0
2024-05-02 17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
2024-05-02 17:30:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	4	0	0	0	0	0
2024-05-02 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
Total		**9**	**10**	**2**	**0**	**0**	**0**	**0**	**2**	**10**	**2**	**0**	**0**	**0**	**0**	**2**	**22**	**0**	**0**	**0**	**0**	**0**	**3**	**36**	**2**	**0**	**0**	**0**	**0**

Buses

Leg	North St							Macedon Road							NY 332							NY 332						
Direction	Eastbound							Westbound							Northbound							Southbound						
Start Time	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW
2024-05-02 07:00:00	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	3	2	0	0	0	0	3	3	0	0	0	0	0
2024-05-02 07:15:00	0	0	1	0	0	0	0	0	0	7	0	0	0	0	0	7	1	0	0	0	0	0	7	1	0	0	0	0
2024-05-02 07:30:00	0	0	1	0	0	0	0	1	1	1	0	0	0	0	0	4	1	1	0	0	0	0	1	0	0	0	0	0
2024-05-02 07:45:00	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	3	0	0	0	0	0	1	1	0	0	0	0	0
2024-05-02 08:00:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	7	0	0	0	0	0
2024-05-02 08:15:00	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	2	0	0	0	0	0	1	4	0	0	0	0	0
2024-05-02 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	1	0	0	0	0	0	0
2024-05-02 08:45:00	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:00:00	0	1	0	0	0	0	0	1	0	4	0	0	0	0	1	7	0	0	0	0	0	0	2	1	0	0	0	0
2024-05-02 16:15:00	0	0	2	0	0	0	0	0	1	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:30:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
2024-05-02 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	1	0	0	0	0	0
2024-05-02 17:00:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:15:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**1**	**4**	**7**	**0**	**0**	**0**	**0**	**4**	**7**	**15**	**0**	**0**	**0**	**0**	**1**	**39**	**7**	**2**	**0**	**0**	**0**	**11**	**27**	**2**	**0**	**0**	**0**	**0**

Pedestrians

Leg	North St							Macedon Road							NY 332							NY 332						
Direction	Eastbound							Westbound							Northbound							Southbound						
Start Time	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW
2024-05-02 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 07:15:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
2024-05-02 07:45:00	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0
2024-05-02 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:15:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
2024-05-02 08:30:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2024-05-02 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
2024-05-02 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
2024-05-02 16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:00:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
2024-05-02 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total		**0**	**0**	**0**	**0**	**0**	**2**	**4**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**2**

Bicycles on Road

Leg	North St							Macedon Road							NY 332							NY 332						
Direction	Eastbound							Westbound							Northbound							Southbound						
Start Time	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW
2024-05-02 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 07:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 07:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Bicycles on Crosswalk

Leg	North St							Macedon Road							NY 332							NY 332						
Direction	Eastbound							Westbound							Northbound							Southbound						
Start Time	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	Peds CW	Peds CCW
2024-05-02 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 07:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 07:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
2024-05-02 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:00:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:30:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
2024-05-02 17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
2024-05-02 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**

Total Volume Class Breakdown

Leg	North St								Macedon Road								NY 332								NY 332									
Direction	Eastbound								Westbound								Northbound								Southbound									
Start Time	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Int Total	Cross Total
2024-05-02 07:00:00	11	39	10	4	0	**64**	0	1	23	40	13	2	0	**78**	0	0	29	142	27	5	0	**203**	0	0	34	122	10	2	0	**168**	0	0	**513**	0
2024-05-02 07:15:00	18	31	12	5	0	**66**	0	1	23	49	25	4	0	**101**	0	0	33	191	19	2	0	**245**	0	0	46	156	13	3	0	**218**	0	0	**630**	1
2024-05-02 07:30:00	28	47	21	3	0	**99**	0	0	37	42	27	9	0	**115**	0	0	13	183	11	5	0	**212**	1	0	12	172	25	1	0	**210**	0	0	**636**	1
2024-05-02 07:45:00	23	29	25	2	0	**79**	0	2	39	36	19	3	0	**97**	1	0	30	200	5	1	0	**236**	0	1	17	208	21	3	0	**249**	2	0	**661**	6
2024-05-02 08:00:00	18	33	24	5	0	**80**	0	0	34	26	12	6	0	**78**	0	0	27	176	15	2	0	**220**	0	0	28	174	18	3	0	**223**	0	0	**601**	0
2024-05-02 08:15:00	24	25	16	4	0	**69**	1	0	41	26	10	4	0	**81**	0	0	29	161	17	3	0	**210**	1	0	14	181	16	7	0	**218**	0	0	**578**	2
2024-05-02 08:30:00	16	17	17	4	0	**54**	1	0	30	39	11	6	0	**86**	0	0	23	149	15	4	0	**191**	0	0	17	179	11	5	0	**212**	0	0	**543**	1
2024-05-02 08:45:00	35	26	18	2	0	**81**	0	0	37	32	5	3	0	**77**	0	0	27	172	17	4	0	**220**	0	0	10	175	20	8	0	**213**	0	1	**591**	1
2024-05-02 16:00:00	41	54	39	1	0	**135**	0	1	38	34	32	2	0	**106**	1	0	33	226	25	8	0	**292**	0	0	28	219	22	1	0	**270**	1	0	**803**	3
2024-05-02 16:15:00	41	47	40	7	0	**135**	0	0	35	41	27	4	0	**107**	1	0	35	252	27	5	0	**319**	0	0	36	173	27	6	0	**242**	1	0	**803**	2
2024-05-02 16:30:00	38	45	47	1	0	**131**	1	0	29	35	17	6	0	**87**	0	1	32	217	41	1	0	**291**	0	0	50	215	25	5	0	**295**	0	0	**804**	2
2024-05-02 16:45:00	28	61	36	3	0	**128**	0	0	39	39	31	2	0	**111**	0	0	42	236	30	7	0	**315**	0	0	54	275	24	3	0	**356**	0	0	**910**	0
2024-05-02 17:00:00	32	47	37	1	0	**117**	0	1	44	51	22	4	0	**121**	0	0	29	228	41	5	0	**303**	0	1	54	245	30	3	0	**332**	0	0	**873**	2
2024-05-02 17:15:00	24	45	34	2	0	**105**	0	0	38	52	27	5	0	**122**	0	0	21	190	19	1	0	**231**	1	0	37	248	24	3	0	**312**	0	0	**770**	1
2024-05-02 17:30:00	39	35	29	6	0	**109**	0	0	21	32	18	4	0	**75**	1	0	22	167	17	4	0	**210**	0	0	21	209	25	5	0	**260**	1	0	**654**	2
2024-05-02 17:45:00	17	26	17	4	0	**64**	0	0	22	26	16	4	0	**68**	0	0	18	160	24	2	0	**204**	0	0	30	205	18	1	0	**254**	0	1	**590**	1
Grand Total	433	607	422	54	0	**1516**	3	5	530	600	312	68	0	**1510**	4	1	443	3050	350	59	0	**3902**	3	2	488	3156	329	59	0	**4032**	5	2	**10960**	25
% Approach	28.6%	40.0%	27.8%	3.6%	0.0%				35.1%	39.7%	20.7%	4.5%	0.0%				11.4%	78.2%	9.0%	1.5%	0.0%				12.1%	78.3%	8.2%	1.5%	0.0%					
% Total	4.0%	5.5%	3.9%	0.5%	0.0%	**13.8%**			4.8%	5.5%	2.8%	0.6%	0.0%	**13.8%**			4.0%	27.8%	3.2%	0.5%	0.0%	**35.6%**			4.5%	28.8%	3.0%	0.5%	0.0%	**36.8%**				
Motorcycles	5	3	3	0	0	**11**			3	2	3	0	0	**8**			5	18	5	2	0	**30**			2	27	0	0	0	**29**			**78**	
% Motorcycles	1.2%	0.5%	0.7%	0.0%	0.0%	**0.7%**			0.6%	0.3%	1.0%	0.0%	0.0%	**0.5%**			1.1%	0.6%	1.4%	3.4%	0.0%	**0.8%**			0.4%	0.9%	0.0%	0.0%	0.0%	**0.7%**			**0.7%**	
Cars	409	583	405	53	0	**1450**			514	568	288	68	0	**1438**			430	2908	330	55	0	**3723**			469	3011	317	58	0	**3855**			**10466**	
% Cars	94.5%	96.0%	96.0%	98.1%	0.0%	**95.6%**			97.0%	94.7%	92.3%	100.0%	0.0%	**95.2%**			97.1%	95.3%	94.3%	93.2%	0.0%	**95.4%**			96.1%	95.4%	96.4%	98.3%	0.0%	**95.6%**			**95.5%**	
Single -Unit Trucks	9	7	5	1	0	**22**			7	13	4	0	0	**24**			5	60	8	0	0	**73**			3	55	8	1	0	**67**			**186**	
% Single -Unit Trucks	2.1%	1.2%	1.2%	1.9%	0.0%	**1.5%**			1.3%	2.2%	1.3%	0.0%	0.0%	**1.6%**			1.1%	2.0%	2.3%	0.0%	0.0%	**1.9%**			0.6%	1.7%	2.4%	1.7%	0.0%	**1.7%**			**1.7%**	
Articulated Trucks	9	10	2	0	0	**21**			2	10	2	0	0	**14**			2	22	0	0	0	**24**			3	36	2	0	0	**41**			**100**	
% Articulated Trucks	2.1%	1.6%	0.5%	0.0%	0.0%	**1.4%**			0.4%	1.7%	0.6%	0.0%	0.0%	**0.9%**			0.5%	0.7%	0.0%	0.0%	0.0%	**0.6%**			0.6%	1.1%	0.6%	0.0%	0.0%	**1.0%**			**0.9%**	
Buses	1	4	7	0	0	**12**			4	7	15	0	0	**26**			1	39	7	2	0	**49**			11	27	2	0	0	**40**			**127**	
% Buses	0.2%	0.7%	1.7%	0.0%	0.0%	**0.8%**			0.0%	1.2%	4.8%	0.0%	0.0%	**1.7%**			0.2%	1.3%	2.0%	3.4%	0.0%	**1.3%**			2.3%	0.9%	0.6%	0.0%	0.0%	**1.0%**			**1.2%**	
Bicycles on Road	0	0	0	0	0	**0**			0	0	0	0	0	**0**			0	3	0	0	0	**3**			0	0	0	0	0	**0**			**3**	
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.1%	0.0%	0.0%	0.0%	**0.1%**			0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**			**0.0%**	
Pedestrians							2	4							4	0							2	1							4	2	19	
% Pedestrians							66.7%	80.0%							100.0%	0.0%							66.7%	50.0%							80.0%	100.0%	76.0%	
Bicycles on Crosswalk							1	1							0	1							1	1							1	0	6	
% Bicycles on Crosswalk							33.3%	20.0%							0.0%	100.0%							33.3%	50.0%							20.0%	0.0%	24.0%	

AM Peak Class Breakdown

Leg	North St								Macedon Road								NY 332								NY 332								30
Direction	Eastbound								Westbound								Northbound								Southbound									
Start Time	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Int Total	Cross Total
2024-05-02 07:15:00	18	31	12	5	0	66	0	1	23	49	25	4	0	101	0	0	33	191	19	2	0	245	0	0	46	136	13	3	0	218	0	0	630	1
2024-05-02 07:30:00	28	47	21	3	0	99	0	0	37	42	27	9	0	115	0	0	13	183	11	5	0	212	1	0	12	172	25	1	0	210	0	0	636	1
2024-05-02 07:45:00	23	29	25	2	0	79	0	2	39	36	19	3	0	97	1	0	30	200	5	1	0	236	0	1	17	208	21	3	0	249	2	0	661	6
2024-05-02 08:00:00	18	33	24	5	0	80	0	0	34	26	12	6	0	78	0	0	27	176	15	2	0	220	0	0	28	174	18	3	0	223	0	0	601	0
Grand Total	87	140	82	15	0	**324**	0	3	133	153	83	22	0	**391**	1	0	103	750	50	10	0	**913**	1	1	103	710	77	10	0	**900**	2	0	**2528**	8
% Approach	26.9%	43.2%	25.3%	4.6%	0.0%				34.0%	39.1%	21.2%	5.6%	0.0%				11.3%	82.1%	5.5%	1.1%	0.0%				11.4%	78.9%	8.6%	1.1%	0.0%					
% Total	3.4%	5.5%	3.2%	0.6%	0.0%	**12.8%**			5.3%	6.1%	3.3%	0.9%	0.0%	**15.5%**			4.1%	29.7%	2.0%	0.4%	0.0%	**36.1%**			4.1%	28.1%	3.0%	0.4%	0.0%	**35.6%**				
PHF	0.777	0.745	0.820	0.750	0.000	**0.816**			0.853	0.781	0.769	0.611	0.000	**0.850**			0.780	0.938	0.658	0.500	0.000	**0.932**			0.560	0.853	0.779	0.833	0.000	**0.904**			**0.956**	
Motorcycles	1	0	1	0	0	**2**			0	2	0	0	0	**2**			1	1	0	0	0	**2**			0	2	0	0	0	**2**			**6**	
% Motorcycles	1.1%	0.0%	1.2%	0.0%	0.0%	**0.6%**			0.0%	1.3%	0.0%	0.0%	0.0%	**0.5%**			1.0%	0.1%	0.0%	0.0%	0.0%	**0.2%**			0.0%	0.3%	0.0%	0.0%	0.0%	**0.2%**			**0.3%**	
Cars	83	132	76	15	0	**306**			127	142	72	22	0	**363**			101	697	47	9	0	**854**			97	657	72	10	0	**836**			**2359**	
% Cars	95.4%	94.3%	92.7%	100.0%	0.0%	**94.4%**			95.5%	92.8%	86.7%	100.0%	0.0%	**92.8%**			98.1%	92.9%	94.0%	90.0%	0.0%	**93.5%**			94.2%	92.5%	93.5%	100.0%	0.0%	**92.9%**			**93.3%**	
Single-Unit Trucks	0	3	2	0	0	**5**			2	3	2	0	0	**7**			0	29	1	0	0	**30**			2	24	4	0	0	**30**			**72**	
% Single-Unit Trucks	0.0%	2.1%	2.4%	0.0%	0.0%	**1.5%**			1.5%	2.0%	2.4%	0.0%	0.0%	**1.8%**			0.0%	3.9%	2.0%	0.0%	0.0%	**3.3%**			1.9%	3.4%	5.2%	0.0%	0.0%	**3.3%**			**2.8%**	
Articulated Trucks	3	5	0	0	0	**8**			1	4	1	0	0	**6**			1	8	0	0	0	**9**			1	11	0	0	0	**12**			**35**	
% Articulated Trucks	3.4%	3.6%	0.0%	0.0%	0.0%	**2.5%**			0.8%	2.6%	1.2%	0.0%	0.0%	**1.5%**			1.0%	1.1%	0.0%	0.0%	0.0%	**1.0%**			1.0%	1.5%	0.0%	0.0%	0.0%	**1.3%**			**1.4%**	
Buses	0	0	3	0	0	**3**			3	2	8	0	0	**13**			0	14	2	1	0	**17**			3	16	1	0	0	**20**			**53**	
% Buses	0.0%	0.0%	3.7%	0.0%	0.0%	**0.9%**			2.3%	1.3%	9.6%	0.0%	0.0%	**3.3%**			0.0%	1.9%	4.0%	10.0%	0.0%	**1.9%**			2.9%	2.3%	1.3%	0.0%	0.0%	**2.2%**			**2.1%**	
Bicycles on Road	0	0	0	0	0	**0**			0	0	0	0	0	**0**			0	1	0	0	0	**1**			0	0	0	0	0	**0**			**1**	
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.1%	0.0%	0.0%	0.0%	**0.1%**			0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**			**0.0%**	
Pedestrians							0	3							1	0							1	1							1	0	7
% Pedestrians							0.0%	100.0%							100.0%	0.0%							100.0%	100.0%							50.0%	0.0%	87.5%
Bicycles on Crosswalk							0	0							0	0							0	0							1	0	1
% Bicycles on Crosswalk							0.0%	0.0%							0.0%	0.0%							0.0%	0.0%							50.0%	0.0%	12.5%

PM Peak Class Breakdown

Leg	North St								Macedon Road								NY 332								NY 332								66
Direction	Eastbound								Westbound								Northbound								Southbound								
Start Time	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Int Total	Cross Total
2024-05-02 16:15:00	41	47	40	7	0	**135**	0	0	35	41	27	4	0	**107**	1	0	35	252	27	5	0	**319**	0	0	36	173	27	6	0	**242**	1	0	**803**	2
2024-05-02 16:30:00	38	45	47	1	0	**131**	1	0	29	35	17	6	0	**87**	0	1	32	217	41	1	0	**291**	0	0	50	215	25	5	0	**295**	0	0	**804**	2
2024-05-02 16:45:00	28	61	36	3	0	**128**	0	0	39	39	31	2	0	**111**	0	0	42	236	30	7	0	**315**	0	0	54	275	24	3	0	**356**	0	0	**910**	0
2024-05-02 17:00:00	32	47	37	1	0	**117**	0	1	44	51	22	4	0	**121**	0	0	29	228	41	5	0	**303**	0	1	54	245	30	3	0	**332**	0	0	**873**	2
Grand Total	139	200	160	12	0	**511**	1	1	147	166	97	16	0	**426**	1	1	138	933	139	18	0	**1228**	0	1	194	908	106	17	0	**1225**	1	0	**3390**	6
% Approach	27.2%	39.1%	31.3%	2.3%	0.0%				34.5%	39.0%	22.8%	3.8%	0.0%				11.2%	76.0%	11.3%	1.5%	0.0%				15.8%	74.1%	8.7%	1.4%	0.0%					
% Total	4.1%	5.9%	4.7%	0.4%	0.0%	**15.1%**			4.3%	4.9%	2.9%	0.5%	0.0%	**12.6%**			4.1%	27.5%	4.1%	0.5%	0.0%	**36.2%**			5.7%	26.8%	3.1%	0.5%	0.0%	**36.1%**				
PHF	0.848	0.820	0.851	0.429	0.000	**0.946**			0.835	0.814	0.782	0.667	0.000	**0.880**			0.821	0.926	0.848	0.643	0.000	**0.962**			0.898	0.825	0.883	0.708	0.000	**0.860**			**0.931**	
Motorcycles	0	3	2	0	0	**5**			0	0	1	0	0	**1**			2	6	3	0	0	**11**			2	13	0	0	0	**15**			**32**	
% Motorcycles	0.0%	1.5%	1.3%	0.0%	0.0%	**1.0%**			0.0%	0.0%	1.0%	0.0%	0.0%	**0.2%**			1.4%	0.6%	2.2%	0.0%	0.0%	**0.9%**			1.0%	1.4%	0.0%	0.0%	0.0%	**1.2%**			**0.9%**	
Cars	133	194	155	12	0	**494**			145	160	95	16	0	**416**			133	911	132	18	0	**1194**			188	877	106	17	0	**1188**			**3292**	
% Cars	95.7%	97.0%	96.9%	100.0%	0.0%	**96.7%**			98.6%	96.4%	97.9%	100.0%	0.0%	**97.7%**			96.4%	97.6%	95.0%	100.0%	0.0%	**97.2%**			96.9%	96.6%	100.0%	100.0%	0.0%	**97.0%**			**97.1%**	
Single-Unit Trucks	6	1	1	0	0	**8**			2	2	0	0	0	**4**			3	6	4	0	0	**13**			0	9	0	0	0	**9**			**34**	
% Single-Unit Trucks	4.3%	0.5%	0.6%	0.0%	0.0%	**1.6%**			1.4%	1.2%	0.0%	0.0%	0.0%	**0.9%**			2.2%	0.6%	2.9%	0.0%	0.0%	**1.1%**			0.0%	1.0%	0.0%	0.0%	0.0%	**0.7%**			**1.0%**	
Articulated Trucks	0	2	0	0	0	**2**			0	1	0	0	0	**1**			0	4	0	0	0	**4**			1	7	0	0	0	**8**			**15**	
% Articulated Trucks	0.0%	1.0%	0.0%	0.0%	0.0%	**0.4%**			0.0%	0.6%	0.0%	0.0%	0.0%	**0.2%**			0.0%	0.4%	0.0%	0.0%	0.0%	**0.3%**			0.5%	0.8%	0.0%	0.0%	0.0%	**0.7%**			**0.4%**	
Buses	0	0	2	0	0	**2**			0	3	1	0	0	**4**			0	6	0	0	0	**6**			3	2	0	0	0	**5**			**17**	
% Buses	0.0%	0.0%	1.3%	0.0%	0.0%	**0.4%**			0.0%	1.8%	1.0%	0.0%	0.0%	**0.9%**			0.0%	0.6%	0.0%	0.0%	0.0%	**0.5%**			1.5%	0.2%	0.0%	0.0%	0.0%	**0.4%**			**0.5%**	
Bicycles on Road	0	0	0	0	0	**0**			0	0	0	0	0	**0**			0	0	0	0	0	**0**			0	0	0	0	0	**0**			**0**	
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**			**0.0%**	
Pedestrians							0	1							1	0							0	0							1	0	3
% Pedestrians							0.0%	100.0%							100.0%	0.0%							0.0%	0.0%							100.0%	0.0%	50.0%
Bicycles on Crosswalk							1	0							0	1							0	1							0	0	3
% Bicycles on Crosswalk							100.0%	0.0%							0.0%	100.0%							0.0%	100.0%							0.0%	0.0%	50.0%

TRI-STATE TRAFFIC DATA

TSTData.com

Project	MCFARLAND JOHNSON
Project Code	11747
Site Name	11747-3 - NY 332 & Maced
Legs and Movements	All Processed Legs & Move
Bin Size	15 minutes
Survey Date	2024-05-02, Thursday
Location	NY 332 & Macedon Road
Latitude and Longitude	42.904838, -77.293663

	Start	End	PHF
AM Peak	2024-05-02 07:15:00	2024-05-02 08:15:00	0.96
PM Peak	2024-05-02 16:15:00	2024-05-02 17:15:00	0.93

Turning Movement Data

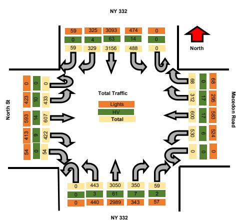
Leg	North St							
Direction	Eastbound							
Start Time	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW
7:00:00	11	39	10	4	0	**64**	0	0
7:15:00	18	31	12	5	0	**66**	0	1
7:30:00	28	47	21	3	0	**99**	0	0
7:45:00	23	29	25	2	0	**79**	0	2
Hourly Total	80	146	68	14	0	**308**	0	3
8:00:00	18	33	24	5	0	**80**	0	0
8:15:00	24	25	16	4	0	**69**	1	0
8:30:00	16	17	17	4	0	**54**	1	0
8:45:00	35	26	18	2	0	**81**	0	0
Hourly Total	93	101	75	15	0	**284**	2	0
16:00:00	41	54	39	1	0	**135**	0	1
16:15:00	41	47	40	7	0	**135**	0	0
16:30:00	38	45	47	1	0	**131**	1	0
16:45:00	28	61	36	3	0	**128**	0	0
Hourly Total	148	207	162	12	0	**529**	1	1
17:00:00	32	47	37	1	0	**117**	0	1
17:15:00	24	45	34	2	0	**105**	0	0
17:30:00	39	35	29	6	0	**109**	0	0
17:45:00	17	26	17	4	0	**64**	0	0
Hourly Total	112	153	117	13	0	**395**	0	1
Grand Total	433	607	422	54	0	**1516**	3	5
% Approach	28.6%	40.0%	27.8%	3.6%	0.0%	**0.0%**	0.0%	0.0%
% Total	4.0%	5.5%	3.9%	0.5%	0.0%	**13.8%**	0.0%	0.0%
Lights	423	593	413	54	0	**1483**	0	0
% Lights	97.7%	97.7%	97.9%	100.0%	0.0%	**97.8%**	0.0%	0.0%
HV	10	14	9	0	0	**33**	0	0
% HV	2.3%	2.3%	2.1%	0.0%	0.0%	**2.2%**	0.0%	0.0%
Pedestrians	0	0	0	0	0	**0**	2	4
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	66.7%	80.0%
Bicycles on Crosswalk	0	0	0	0	0	**0**	1	1
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	33.3%	20.0%

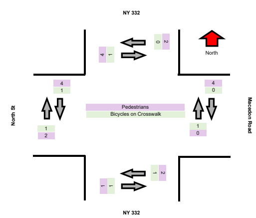
Leg	Macedon Road							
Direction	Westbound							
Start Time	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW
7:00:00	23	40	13	2	0	**78**	0	0
7:15:00	23	49	25	4	0	**101**	0	0
7:30:00	37	42	27	9	0	**115**	0	0
7:45:00	39	36	19	3	0	**97**	1	0
Hourly Total	122	167	84	18	0	**391**	1	0
8:00:00	34	26	12	6	0	**78**	0	0
8:15:00	41	26	10	4	0	**81**	0	0
8:30:00	30	39	11	6	0	**86**	0	0
8:45:00	37	32	5	3	0	**77**	0	0
Hourly Total	142	123	38	19	0	**322**	0	0
16:00:00	38	34	32	2	0	**106**	1	0
16:15:00	35	41	27	4	0	**107**	1	0
16:30:00	29	35	17	6	0	**87**	0	1
16:45:00	39	39	31	2	0	**111**	0	0
Hourly Total	141	149	107	14	0	**411**	2	1
17:00:00	44	51	22	4	0	**121**	0	0
17:15:00	38	52	27	5	0	**122**	0	0
17:30:00	21	32	18	4	0	**75**	1	0
17:45:00	22	26	16	4	0	**68**	0	0
Hourly Total	125	161	83	17	0	**386**	1	0
Grand Total	530	600	312	68	0	**1510**	4	1
% Approach	35.1%	39.7%	20.7%	4.5%	0.0%	**0.0%**	0.0%	0.0%
% Total	4.8%	5.5%	2.8%	0.6%	0.0%	**13.8%**	0.0%	0.0%
Lights	524	583	295	68	0	**1470**	0	0
% Lights	98.9%	97.2%	94.6%	100.0%	0.0%	**97.4%**	0.0%	0.0%
HV	6	17	17	0	0	**40**	0	0
% HV	1.1%	2.8%	5.4%	0.0%	0.0%	**2.6%**	0.0%	0.0%
Pedestrians	0	0	0	0	0	**0**	4	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	0.0%
Bicycles on Crosswalk	0	0	0	0	0	**0**	0	1
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	100.0%

Leg	NY 332							
Direction	Northbound							
Start Time	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW
7:00:00	29	142	27	5	0	**203**	0	0
7:15:00	33	191	19	2	0	**245**	0	0
7:30:00	13	183	11	5	0	**212**	1	0
7:45:00	30	200	5	1	0	**236**	0	1
Hourly Total	105	716	62	13	0	**896**	1	1
8:00:00	27	176	15	2	0	**220**	0	0
8:15:00	29	161	17	3	0	**210**	1	0
8:30:00	23	149	15	4	0	**191**	0	0
8:45:00	27	172	17	4	0	**220**	0	0
Hourly Total	106	658	64	13	0	**841**	1	0
16:00:00	33	226	25	8	0	**292**	0	0
16:15:00	35	252	27	5	0	**319**	0	0
16:30:00	32	217	41	1	0	**291**	0	0
16:45:00	42	236	30	7	0	**315**	0	0
Hourly Total	142	931	123	21	0	**1217**	0	0
17:00:00	29	228	41	5	0	**303**	0	1
17:15:00	21	190	19	1	0	**231**	1	0
17:30:00	22	167	17	4	0	**210**	0	0
17:45:00	18	160	24	2	0	**204**	0	0
Hourly Total	90	745	101	12	0	**948**	1	1
Grand Total	443	3050	350	59	0	**3902**	3	2
% Approach	11.4%	78.2%	9.0%	1.5%	0.0%	**0.0%**	0.0%	0.0%
% Total	4.0%	27.8%	3.2%	0.5%	0.0%	**35.6%**	0.0%	0.0%
Lights	440	2989	343	57	0	**3829**	0	0
% Lights	99.3%	98.0%	98.0%	96.6%	0.0%	**98.1%**	0.0%	0.0%
HV	3	61	7	2	0	**73**	0	0
% HV	0.7%	2.0%	2.0%	3.4%	0.0%	**1.9%**	0.0%	0.0%
Pedestrians	0	0	0	0	0	**0**	2	1
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	66.7%	50.0%
Bicycles on Crosswalk	0	0	0	0	0	**0**	1	1
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	33.3%	50.0%

Leg	NY 332								
Direction	Southbound								
Start Time	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Total
7:00:00	34	122	10	2	0	**168**	0	0	**513**
7:15:00	46	156	13	3	0	**218**	0	0	**630**
7:30:00	12	172	25	1	0	**210**	0	0	**636**
7:45:00	17	208	21	3	0	**249**	2	0	**661**
Hourly Total	109	658	69	9	0	**845**	2	0	**2440**
8:00:00	28	174	18	3	0	**223**	0	0	**601**
8:15:00	14	181	16	7	0	**218**	0	0	**578**
8:30:00	17	179	11	5	0	**212**	0	0	**543**
8:45:00	10	175	20	8	0	**213**	0	1	**591**
Hourly Total	69	709	65	23	0	**866**	0	1	**2313**
16:00:00	28	219	22	1	0	**270**	1	0	**803**
16:15:00	36	173	27	6	0	**242**	1	0	**803**
16:30:00	50	215	25	5	0	**295**	0	0	**804**
16:45:00	54	275	24	3	0	**356**	0	0	**910**
Hourly Total	168	882	98	15	0	**1163**	2	0	**3320**
17:00:00	54	245	30	3	0	**332**	0	0	**873**
17:15:00	37	248	24	3	0	**312**	0	0	**770**
17:30:00	21	209	25	5	0	**260**	1	0	**654**
17:45:00	30	205	18	1	0	**254**	0	1	**590**
Hourly Total	142	907	97	12	0	**1158**	1	1	**2887**
Grand Total	488	3156	329	59	0	**4032**	5	2	**10960**
% Approach	12.1%	78.3%	8.2%	1.5%	0.0%	**0.0%**	0.0%	0.0%	
% Total	4.5%	28.8%	3.0%	0.5%	0.0%	**36.8%**	0.0%	0.0%	
Lights	474	3093	325	59	0	**3951**	0	0	**10733**
% Lights	97.1%	98.0%	98.8%	100.0%	0.0%	**98.0%**	0.0%	0.0%	**97.9%**
HV	14	63	4	0	0	**81**	0	0	**227**
% HV	2.9%	2.0%	1.2%	0.0%	0.0%	**2.0%**	0.0%	0.0%	**2.1%**
Pedestrians	0	0	0	0	0	**0**	4	2	19
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	80.0%	100.0%	**76.0%**
Bicycles on Crosswalk	0	0	0	0	0	**0**	1	0	6
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	20.0%	0.0%	**24.0%**

Turning Movement Data Plot

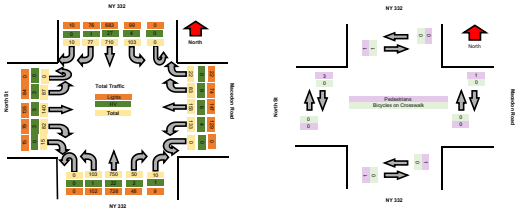




Turning Movement Peak Hour Data (AM)

7:15:00

Int.	North St							Mountain Road							NY 332							NY 332						
Direction	Southbound							Northbound							Eastbound							Westbound						
Start Time	Left	Thru	Right	U-Turn	App Total	Peds	Bikes	Left	Thru	Right	U-Turn	App Total	Peds	Bikes	Left	Thru	Right	U-Turn	App Total	Peds	Bikes	Left	Thru	Right	U-Turn	App Total	Peds	Bikes	Int. Total
7:15:00	18	31	32	0	81	0	0	25	80	70	0	175	0	0	30	170	20	0	220	0	0	20	150	52	0	222	0	0	698
7:30:00	28	47	21	0	96	0	0	37	62	67	0	166	0	0	35	155	11	0	212	1	0	52	172	20	0	244	0	0	718
7:45:00	23	29	25	2	79	0	0	39	38	19	0	97	1	0	30	200	8	0	238	0	0	57	208	21	0	286	0	0	691
8:00:00	26	33	24	0	83	0	0	32	30	17	0	79	1	0	20	176	31	0	227	0	0	29	174	19	0	222	1	0	611
Total Volume	95	140	102	2	339	0	0	133	210	173	0	516	2	0	115	701	70	0	886	1	0	158	704	112	0	974	1	0	2715
% Approach	28.0%	41.3%	30.1%	0.6%	100%	0.0%	0.0%	25.8%	40.7%	33.5%	0.0%	100%	0.2%	0.0%	13.0%	79.1%	7.9%	0.0%	100%	0.1%	0.0%	16.2%	72.3%	11.5%	0.0%	100%	0.1%	0.0%	100%
% Total	3.5%	5.2%	3.8%	0.1%	12.5%	0.0%	0.0%	4.9%	7.7%	6.4%	0.0%	19.0%	0.1%	0.0%	4.2%	25.8%	2.6%	0.0%	32.6%	0.0%	0.0%	5.8%	25.9%	4.1%	0.0%	35.9%	0.0%	0.0%	100%
PHF	0.777	0.758	0.802	0.750	0.882	0.000	0.000	0.833	0.583	0.644	0.000	0.806	0.500	0.000	0.821	0.876	0.565	0.000	0.929	0.250	0.000	0.694	0.844	0.750	0.000	0.853	0.250	0.000	0.946
Lights	94	136	79	0	313	0	0	129	197	170	0	496	2	0	107	726	67	0	900	1	0	155	683	109	0	947	1	0	2656
% Lights	98.9%	96.9%	96.3%	100.0%	0.0%	100%	0.0%	97.0%	94.1%	98.3%	0.0%	96.1%	100%	0.0%	93.0%	103.6%	95.7%	0.0%	101.6%	100%	0.0%	98.1%	97.0%	97.3%	0.0%	97.2%	100%	0.0%	97.8%
HT	1	4	3	0	8	0	0	4	13	3	0	20	0	0	8	-25	3	0	-14	0	0	3	21	3	0	27	0	0	41
% HT	1.1%	2.9%	2.9%	0.0%	2.4%	0.0%	0.0%	3.0%	6.2%	1.7%	0.0%	3.9%	0.0%	0.0%	7.0%	-3.6%	4.3%	0.0%	-1.6%	0.0%	0.0%	1.9%	3.0%	2.7%	0.0%	2.8%	0.0%	0.0%	1.5%
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%



Turning Movement Peak Hour Data (PM)

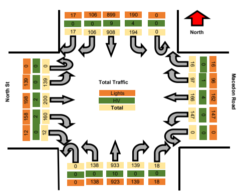
16:15:00

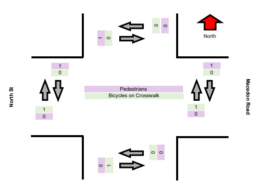
Leg	North St							
Direction	Eastbound							
Start Time	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW
16:15:00	41	47	40	7	0	**135**	0	0
16:30:00	38	45	47	1	0	**131**	1	0
16:45:00	28	61	36	3	0	**128**	0	0
17:00:00	32	47	37	1	0	**117**	0	1
Grand Total	139	200	160	12	0	**511**	1	1
% Approach	27.2%	39.1%	31.3%	2.3%	0.0%	**0.0%**	0.0%	0.0%
% Total	4.1%	5.9%	4.7%	0.4%	0.0%	**15.1%**	0.0%	0.0%
PHF	0.848	0.820	0.851	0.429	0.000	**0.946**	0.000	0.000
Lights	139	198	158	12	0	**507**	0	0
% Lights	100.0%	99.0%	98.8%	100.0%	0.0%	**99.2%**	0.0%	0.0%
HV	0	2	2	0	0	**4**	0	0
% HV	0.0%	1.0%	1.3%	0.0%	0.0%	**0.8%**	0.0%	0.0%
Pedestrians	0	0	0	0	0	**0**	0	1
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	100.0%
Bicycles on Crosswalk	0	0	0	0	0	**0**	1	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	0.0%

Leg	Macedon Road							
Direction	Westbound							
Start Time	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW
16:15:00	35	41	27	4	0	**107**	1	0
16:30:00	29	35	17	6	0	**87**	0	1
16:45:00	39	39	31	2	0	**111**	0	0
17:00:00	44	51	22	4	0	**121**	0	0
Grand Total	147	166	97	16	0	**426**	1	1
% Approach	34.5%	39.0%	22.8%	3.8%	0.0%	**0.0%**	0.0%	0.0%
% Total	4.3%	4.9%	2.9%	0.5%	0.0%	**12.6%**	0.0%	0.0%
PHF	0.835	0.814	0.782	0.667	0.000	**0.880**	0.000	0.000
Lights	147	162	96	16	0	**421**	0	0
% Lights	100.0%	97.6%	99.0%	100.0%	0.0%	**98.8%**	0.0%	0.0%
HV	0	4	1	0	0	**5**	0	0
% HV	0.0%	2.4%	1.0%	0.0%	0.0%	**1.2%**	0.0%	0.0%
Pedestrians	0	0	0	0	0	**0**	1	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	0.0%
Bicycles on Crosswalk	0	0	0	0	0	**0**	0	1
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	100.0%

Leg	NY 332							
Direction	Northbound							
Start Time	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW
16:15:00	35	252	27	5	0	**319**	0	0
16:30:00	32	217	41	1	0	**291**	0	0
16:45:00	42	236	30	7	0	**315**	0	0
17:00:00	29	228	41	5	0	**303**	0	1
Grand Total	138	933	139	18	0	**1228**	0	1
% Approach	11.2%	76.0%	11.3%	1.5%	0.0%	**0.0%**	0.0%	0.0%
% Total	4.1%	27.5%	4.1%	0.5%	0.0%	**36.2%**	0.0%	0.0%
PHF	0.821	0.926	0.848	0.643	0.000	**0.962**	0.000	0.000
Lights	138	923	139	18	0	**1218**	0	0
% Lights	100.0%	98.9%	100.0%	100.0%	0.0%	**99.2%**	0.0%	0.0%
HV	0	10	0	0	0	**10**	0	0
% HV	0.0%	1.1%	0.0%	0.0%	0.0%	**0.8%**	0.0%	0.0%
Pedestrians	0	0	0	0	0	**0**	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%
Bicycles on Crosswalk	0	0	0	0	0	**0**	0	1
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	100.0%

Leg	NY 332								
Direction	Southbound								
Start Time	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Total
16:15:00	36	173	27	6	0	**242**	1	0	**803**
16:30:00	50	215	25	5	0	**295**	0	0	**804**
16:45:00	54	275	24	3	0	**356**	0	0	**910**
17:00:00	54	245	30	3	0	**332**	0	0	**873**
Grand Total	194	908	106	17	0	**1225**	1	0	**3390**
% Approach	15.8%	74.1%	8.7%	1.4%	0.0%	**0.0%**	0.0%	0.0%	
% Total	5.7%	26.8%	3.1%	0.5%	0.0%	**36.1%**	0.0%	0.0%	
PHF	0.898	0.825	0.883	0.708	0.000	**0.860**	0.000	0.000	**0.931**
Lights	190	899	106	17	0	**1212**	0	0	**3358**
% Lights	97.9%	99.0%	100.0%	100.0%	0.0%	**98.9%**	0.0%	0.0%	**99.1%**
HV	4	9	0	0	0	**13**	0	0	**32**
% HV	2.1%	1.0%	0.0%	0.0%	0.0%	**1.1%**	0.0%	0.0%	**0.9%**
Pedestrians	0	0	0	0	0	**0**	1	0	3
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	0.0%	**50.0%**
Bicycles on Crosswalk	0	0	0	0	0	**0**	0	0	3
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**50.0%**





TRI-STATE TRAFFIC DATA

TSTData.com

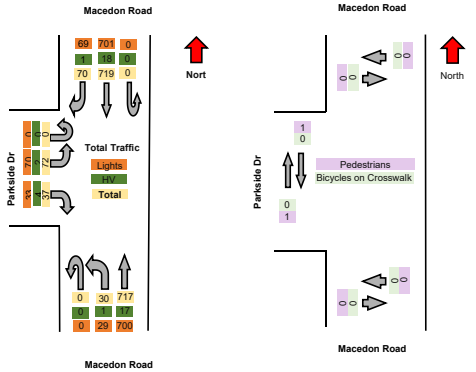
Summary

Project	MCFARLAND JOHNSON
Project Code	11747
Site Name	11747-5 - Macedon Road & Pa
Legs and Movements	All Processed Legs & Moveme
Bin Size	15 minutes
Survey Date	2024-05-02, Thursday
Location	Macedon Road & Parkside Dr
Latitude and Longitude	42.912587, -77.289952

	Start	End	PHF
AM Peak	2024-05-02 07:30:00	2024-05-02 08:30:00	0.91
PM Peak	2024-05-02 16:00:00	2024-05-02 17:00:00	0.93

Turning Movement Data

Leg	Parkside Dr						Macedon Road						Macedon Road						
Direction	Eastbound						Northbound						Southbound						
Start Time	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Total
7:00:00	2	0	0	2	1	0	0	39	0	39	0	0	41	9	0	50	0	0	91
7:15:00	2	2	0	4	0	0	4	35	0	39	0	0	45	7	0	52	0	0	95
7:30:00	0	0	0	0	0	1	0	43	0	43	0	0	51	7	0	58	0	0	101
7:45:00	0	2	0	2	0	0	1	19	0	20	0	0	54	7	0	61	0	0	83
Hourly Total	4	4	0	8	1	1	5	136	0	141	0	0	191	30	0	221	0	0	370
8:00:00	3	4	0	7	0	0	4	34	0	38	0	0	42	5	0	47	0	0	92
8:15:00	2	3	0	5	0	0	1	37	0	38	0	0	55	6	0	61	0	0	104
8:30:00	3	0	0	3	0	0	2	31	0	33	0	0	53	3	0	56	0	0	92
8:45:00	1	0	0	1	0	0	0	33	0	33	0	0	42	3	0	45	0	0	79
Hourly Total	9	7	0	16	0	0	7	135	0	142	0	0	192	17	0	209	0	0	367
16:00:00	12	3	0	15	0	0	3	66	0	69	0	0	49	1	0	50	0	0	134
16:15:00	7	1	0	8	0	0	4	62	0	66	0	0	40	2	0	42	0	0	116
16:30:00	9	1	0	10	0	0	1	62	0	63	0	0	45	6	0	51	0	0	124
16:45:00	7	4	0	11	0	0	4	53	0	57	0	0	56	1	0	57	0	0	125
Hourly Total	35	9	0	44	0	0	12	243	0	255	0	0	190	10	0	200	0	0	499
17:00:00	11	4	0	15	0	0	1	71	0	72	0	0	43	2	0	45	0	0	132
17:15:00	7	5	0	12	0	0	2	47	0	49	0	0	43	5	0	48	0	0	109
17:30:00	3	4	0	7	0	0	1	43	0	44	0	0	30	3	0	33	0	0	84
17:45:00	3	4	0	7	0	0	2	42	0	44	0	0	30	3	0	33	0	0	84
Hourly Total	24	17	0	41	0	0	6	203	0	209	0	0	146	13	0	159	0	0	409
Grand Total	72	37	0	109	1	1	30	717	0	747	0	0	719	70	0	789	0	0	1645
% Approach	66.1%	33.9%	0.0%	0.0%	0.0%	0.0%	4.0%	96.0%	0.0%	0.0%	0.0%	0.0%	91.1%	8.9%	0.0%	0.0%	0.0%	0.0%	
% Total	4.4%	2.2%	0.0%	6.6%	0.0%	0.0%	1.8%	43.6%	0.0%	45.4%	0.0%	0.0%	43.7%	4.3%	0.0%	48.0%	0.0%	0.0%	
Lights	70	33	0	103	0	0	29	700	0	729	0	0	701	69	0	770	0	0	
% Lights	97.2%	89.2%	0.0%	94.5%	0.0%	0.0%	96.7%	97.6%	0.0%	97.6%	0.0%	0.0%	97.5%	98.6%	0.0%	97.6%	0.0%	0.0%	0.0%
Hv	2	4	0	6	0	0	1	17	0	18	0	0	18	1	0	19	0	0	43
% HV	2.8%	10.8%	0.0%	5.5%	0.0%	0.0%	3.3%	2.4%	0.0%	2.4%	0.0%	0.0%	2.5%	1.4%	0.0%	2.4%	0.0%	0.0%	2.6%
Pedestrians	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
% Pedestrians	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	200.0%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

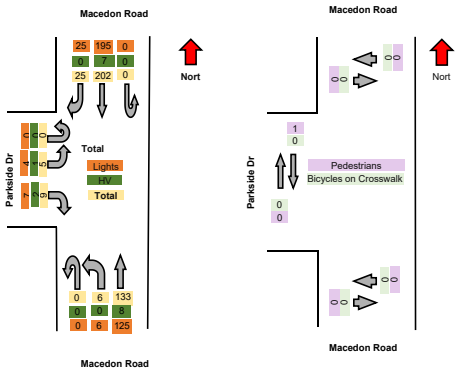


TSTData.com

Summary

Turning Movement Peak Hour Data (AM)
7:30:00

Leg	Parkside Dr						Macedon Road						Macedon Road						Total
Direction	Eastbound						Northbound						Southbound						
Start Time	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	
7:30:00	0	0	0	**0**	0	1	0	43	0	**43**	0	0	51	7	0	**58**	0	0	**101**
7:45:00	0	2	0	**2**	0	0	1	19	0	**20**	0	0	54	7	0	**61**	0	0	**83**
8:00:00	3	4	0	**7**	0	0	4	34	0	**38**	0	0	42	5	0	**47**	0	0	**92**
8:15:00	2	3	0	**5**	0	0	1	37	0	**38**	0	0	55	6	0	**61**	0	0	**104**
Grand Total	5	9	0	**14**	0	1	6	133	0	**139**	0	0	202	25	0	**227**	0	0	**380**
% Approach	35.7%	64.3%	0.0%	**0.0%**	0.0%	0.0%	4.3%	95.7%	0.0%	**0.0%**	0.0%	0.0%	89.0%	11.0%	0.0%	**0.0%**	0.0%	0.0%	
% Total	1.3%	2.4%	0.0%	**3.7%**	0.0%	0.0%	1.6%	35.0%	0.0%	**36.6%**	0.0%	0.0%	53.2%	6.6%	0.0%	**59.7%**	0.0%	0.0%	
PHF	0.417	0.563	0.000	**0.500**	0.000	0.000	0.375	0.773	0.000	**0.808**	0.000	0.000	0.918	0.893	0.000	**0.930**	0.000	0.000	**0.913**
Lights	4	7	0	**11**	0	0	6	125	0	**131**	0	0	195	25	0	**220**	0	0	**362**
% Lights	80.0%	77.8%	0.0%	**78.6%**	0.0%	0.0%	100.0%	94.0%	0.0%	**94.2%**	0.0%	0.0%	96.5%	100.0%	0.0%	**96.9%**	0.0%	0.0%	**95.3%**
HV	1	2	0	**3**	0	0	0	8	0	**8**	0	0	7	0	0	**7**	0	0	**18**
% HV	20.0%	22.2%	0.0%	**21.4%**	0.0%	0.0%	0.0%	6.0%	0.0%	**5.8%**	0.0%	0.0%	3.5%	0.0%	0.0%	**3.1%**	0.0%	0.0%	**4.7%**
Pedestrians	0	0	0	**0**	0	1	0	0	0	**0**	0	0	0	0	0	**0**	0	0	1
% Pedestrians	0.0%	0.0%	0.0%	**0.0%**	0.0%	100.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**100.0%**
Bicycles on Crosswalk	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**



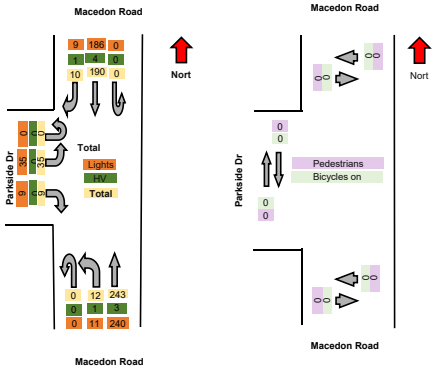
TRI-STATE TRAFFIC DATA

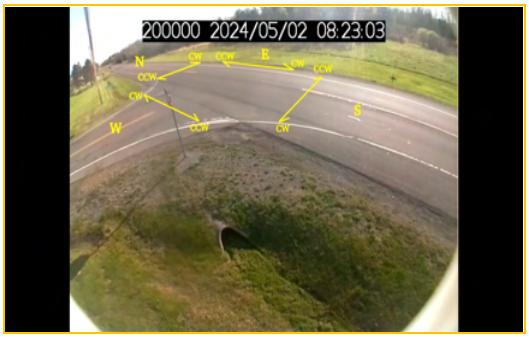
TSTData.com

Summary

Turning Movement Peak Hour Data (PM)
16:00:00

Leg	Parkside Dr						Macedon Road						Macedon Road						Total
Direction	Eastbound						Northbound						Southbound						
Start Time	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	
16:00:00	12	3	0	**15**	0	0	3	66	0	**69**	0	0	49	1	0	**50**	0	0	**134**
16:15:00	7	1	0	**8**	0	0	4	62	0	**66**	0	0	40	2	0	**42**	0	0	**116**
16:30:00	9	1	0	**10**	0	0	1	62	0	**63**	0	0	45	6	0	**51**	0	0	**124**
16:45:00	7	4	0	**11**	0	0	4	53	0	**57**	0	0	56	1	0	**57**	0	0	**125**
Grand Total	35	9	0	**44**	0	0	12	243	0	**255**	0	0	190	10	0	**200**	0	0	**499**
% Approach	79.5%	20.5%	0.0%	**0.0%**	0.0%	0.0%	4.7%	95.3%	0.0%	**0.0%**	0.0%	0.0%	95.0%	5.0%	0.0%	**0.0%**	0.0%	0.0%	
% Total	7.0%	1.8%	0.0%	**8.8%**	0.0%	0.0%	2.4%	48.7%	0.0%	**51.1%**	0.0%	0.0%	38.1%	2.0%	0.0%	**40.1%**	0.0%	0.0%	
PHF	0.729	0.563	0.000	**0.733**	0.000	0.000	0.750	0.920	0.000	**0.924**	0.000	0.000	0.848	0.417	0.000	**0.877**	0.000	0.000	**0.931**
Lights	35	9	0	**44**	0	0	11	240	0	**251**	0	0	186	9	0	**195**	0	0	**490**
% Lights	100.0%	100.0%	0.0%	**100.0%**	0.0%	0.0%	91.7%	98.8%	0.0%	**98.4%**	0.0%	0.0%	97.9%	90.0%	0.0%	**97.5%**	0.0%	0.0%	**98.2%**
HV	0	0	0	**0**	0	0	1	3	0	**4**	0	0	4	1	0	**5**	0	0	**9**
% HV	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	8.3%	1.2%	0.0%	**1.6%**	0.0%	0.0%	2.1%	10.0%	0.0%	**2.5%**	0.0%	0.0%	**1.8%**
Pedestrians	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**





Motorcycles

Leg	Parkside Dr					Macedon Road					Macedon Road				
Direction	Eastbound					Northbound					Southbound				
Start Time	Left	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	U-Turn	Peds CW	Peds CCW	Thru	Right	U-Turn	Peds CW	Peds CCW
2024-05-02 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 07:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 07:30:00	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0
2024-05-02 07:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:00:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
2024-05-02 08:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:30:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
2024-05-02 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:00:00	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
2024-05-02 16:15:00	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
2024-05-02 16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:45:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
2024-05-02 17:00:00	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0
2024-05-02 17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:45:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0
Total	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**0**	**0**	**0**	**3**	**1**	**0**	**0**	**0**

Cars

Leg		Parkside Dr					Macedon Road					Macedon Road				
Direction		Eastbound					Northbound					Southbound				
Start Time		Left	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	U-Turn	Peds CW	Peds CCW	Thru	Right	U-Turn	Peds CW	Peds CCW
	2024-05-02 07:00:00	2	0	0	0	0	0	36	0	0	0	40	9	0	0	0
	2024-05-02 07:15:00	2	0	0	0	0	4	35	0	0	0	41	7	0	0	0
	2024-05-02 07:30:00	0	0	0	0	0	0	36	0	0	0	44	6	0	0	0
	2024-05-02 07:45:00	0	2	0	0	0	1	18	0	0	0	54	7	0	0	0
	2024-05-02 08:00:00	2	2	0	0	0	4	31	0	0	0	38	5	0	0	0
	2024-05-02 08:15:00	2	3	0	0	0	1	35	0	0	0	51	6	0	0	0
	2024-05-02 08:30:00	3	0	0	0	0	2	29	0	0	0	47	3	0	0	0
	2024-05-02 08:45:00	1	0	0	0	0	0	29	0	0	0	42	3	0	0	0
	2024-05-02 16:00:00	12	3	0	0	0	3	62	0	0	0	46	1	0	0	0
	2024-05-02 16:15:00	7	1	0	0	0	3	59	0	0	0	39	2	0	0	0
	2024-05-02 16:30:00	9	1	0	0	0	1	57	0	0	0	44	5	0	0	0
	2024-05-02 16:45:00	7	4	0	0	0	4	49	0	0	0	55	1	0	0	0
	2024-05-02 17:00:00	9	4	0	0	0	1	70	0	0	0	41	2	0	0	0
	2024-05-02 17:15:00	7	5	0	0	0	2	46	0	0	0	43	5	0	0	0
	2024-05-02 17:30:00	3	4	0	0	0	1	43	0	0	0	28	3	0	0	0
	2024-05-02 17:45:00	2	4	0	0	0	2	41	0	0	0	30	3	0	0	0
Total		**68**	**33**	**0**	**0**	**0**	**29**	**676**	**0**	**0**	**0**	**683**	**68**	**0**	**0**	**0**

Single-Unit Trucks

Leg	Parkside Dr						Macedon Road						Macedon Road					
Direction	Eastbound						Northbound						Southbound					
Start Time	Left	Right	U-Turn	Peds CW	Peds CCW		Left	Thru	U-Turn	Peds CW	Peds CCW		Thru	Right	U-Turn	Peds CW	Peds CCW	
2024-05-02 07:00:00	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	
2024-05-02 07:15:00	0	0	0	0	0		0	0	0	0	0		0	1	0	0	0	
2024-05-02 07:30:00	0	0	0	0	0		0	3	0	0	0		0	4	0	0	0	
2024-05-02 07:45:00	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	
2024-05-02 08:00:00	0	0	0	0	0		0	1	0	0	0		0	1	0	0	0	
2024-05-02 08:15:00	0	0	0	0	0		0	1	0	0	0		0	1	0	0	0	
2024-05-02 08:30:00	0	0	0	0	0		0	0	0	0	0		0	5	0	0	0	
2024-05-02 08:45:00	0	0	0	0	0		0	2	0	0	0		0	0	0	0	0	
2024-05-02 16:00:00	0	0	0	0	0		0	1	0	0	0		0	1	0	0	0	
2024-05-02 16:15:00	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	
2024-05-02 16:30:00	0	0	0	0	0		0	2	0	0	0		0	1	0	0	0	
2024-05-02 16:45:00	0	0	0	0	0		0	2	0	0	0		0	0	0	0	0	
2024-05-02 17:00:00	0	0	0	0	0		0	0	0	0	0		0	1	0	0	0	
2024-05-02 17:15:00	0	0	0	0	0		0	1	0	0	0		0	0	0	0	0	
2024-05-02 17:30:00	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	
2024-05-02 17:45:00	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	
Total	**0**	**0**	**0**	**0**	**0**		**0**	**13**	**0**	**0**	**0**		**15**	**0**	**0**	**0**	**0**	

Articulated Trucks

Leg		Parkside Dr					Macedon Road					Macedon Road				
Direction		Eastbound					Northbound					Southbound				
Start Time		Left	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	U-Turn	Peds CW	Peds CCW	Thru	Right	U-Turn	Peds CW	Peds CCW
	2024-05-02 07:00:00	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
	2024-05-02 07:15:00	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0
	2024-05-02 07:30:00	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0
	2024-05-02 07:45:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
	2024-05-02 08:00:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
	2024-05-02 08:15:00	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0
	2024-05-02 08:30:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
	2024-05-02 08:45:00	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
	2024-05-02 16:00:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
	2024-05-02 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 16:30:00	0	0	0	0	0	0	3	0	0	0	0	1	0	0	0
	2024-05-02 16:45:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
	2024-05-02 17:00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 17:30:00	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
	2024-05-02 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		**1**	**1**	**0**	**0**	**0**	**0**	**12**	**0**	**0**	**0**	**12**	**1**	**0**	**0**	**0**

Buses

Leg	Parkside Dr					Macedon Road					Macedon Road				
Direction	Eastbound					Northbound					Southbound				
Start Time	Left	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	U-Turn	Peds CW	Peds CCW	Thru	Right	U-Turn	Peds CW	Peds CCW
2024-05-02 07:00:00	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0
2024-05-02 07:15:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 07:30:00	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0
2024-05-02 07:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:00:00	1	2	0	0	0	0	1	0	0	0	2	0	0	0	0
2024-05-02 08:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:30:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
2024-05-02 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:00:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
2024-05-02 16:15:00	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0
2024-05-02 16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**1**	**3**	**0**	**0**	**0**	**1**	**5**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**

Pedestrians

Leg	Parkside Dr					Macedon Road					Macedon Road				
Direction	Eastbound					Northbound					Southbound				
Start Time	Left	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	U-Turn	Peds CW	Peds CCW	Thru	Right	U-Turn	Peds CW	Peds CCW
2024-05-02 07:00:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 07:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 07:30:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2024-05-02 07:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Bicycles on Road

Leg	Parkside Dr					Macedon Road					Macedon Road				
Direction	Eastbound					Northbound					Southbound				
Start Time	Left	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	U-Turn	Peds CW	Peds CCW	Thru	Right	U-Turn	Peds CW	Peds CCW
2024-05-02 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 07:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 07:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Bicycles on Crosswalk

Leg	Parkside Dr					Macedon Road					Macedon Road				
Direction	Eastbound					Northbound					Southbound				
Start Time	Left	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	U-Turn	Peds CW	Peds CCW	Thru	Right	U-Turn	Peds CW	Peds CCW
2024-05-02 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 07:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 07:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Total Volume Class Breakdown

Leg	Parkside Dr						Macedon Road						Macedon Road							
Direction	Eastbound						Northbound						Southbound							
Start Time	Left						Left						Right							
		Right	U-Turn		**App Total**	Peds CW	Peds CCW	Thru	U-Turn	**App Total**	Peds CW	Peds CCW	Thru	U-Turn		**App Total**	Peds CW	Peds CCW	**Int Total**	Cross Total
2024-05-02 07:00:00	2	0	0	**2**	1	0	0	39	0	**39**	0	0	41	9	0	**50**	0	0	**91**	1
2024-05-02 07:15:00	2	2	0	**4**	0	0	4	35	0	**39**	0	0	45	7	0	**52**	0	0	**95**	0
2024-05-02 07:30:00	0	0	0	**0**	0	1	0	43	0	**43**	0	0	51	7	0	**58**	0	0	**101**	1
2024-05-02 07:45:00	0	2	0	**2**	0	0	1	19	0	**20**	0	0	54	7	0	**61**	0	0	**83**	0
2024-05-02 08:00:00	3	4	0	**7**	0	0	4	34	0	**38**	0	0	42	5	0	**47**	0	0	**92**	0
2024-05-02 08:15:00	2	3	0	**5**	0	0	1	37	0	**38**	0	0	55	6	0	**61**	0	0	**104**	0
2024-05-02 08:30:00	3	0	0	**3**	0	0	2	31	0	**33**	0	0	53	3	0	**56**	0	0	**92**	0
2024-05-02 08:45:00	1	0	0	**1**	0	0	0	33	0	**33**	0	0	42	3	0	**45**	0	0	**79**	0
2024-05-02 16:00:00	12	3	0	**15**	0	0	3	66	0	**69**	0	0	49	1	0	**50**	0	0	**134**	0
2024-05-02 16:15:00	7	1	0	**8**	0	0	4	62	0	**66**	0	0	40	2	0	**42**	0	0	**116**	0
2024-05-02 16:30:00	9	1	0	**10**	0	0	1	62	0	**63**	0	0	45	6	0	**51**	0	0	**124**	0
2024-05-02 16:45:00	7	4	0	**11**	0	0	4	53	0	**57**	0	0	56	1	0	**57**	0	0	**125**	0
2024-05-02 17:00:00	11	4	0	**15**	0	0	1	71	0	**72**	0	0	43	2	0	**45**	0	0	**132**	0
2024-05-02 17:15:00	7	5	0	**12**	0	0	2	47	0	**49**	0	0	43	5	0	**48**	0	0	**109**	0
2024-05-02 17:30:00	3	4	0	**7**	0	0	1	43	0	**44**	0	0	30	3	0	**33**	0	0	**84**	0
2024-05-02 17:45:00	3	4	0	**7**	0	0	2	42	0	**44**	0	0	30	3	0	**33**	0	0	**84**	0
Grand Total	72	37	0	**109**	1	1	30	717	0	**747**	0	0	719	70	0	**789**	0	0	**1645**	2
% Approach	66.1%	33.9%	0.0%				4.0%	96.0%	0.0%				91.1%	8.9%	0.0%					
% Total	4.4%	2.2%	0.0%	**6.6%**			1.8%	43.6%	0.0%	**45.4%**			43.7%	4.3%	0.0%	**48.0%**				
Motorcycles	2	0	0	**2**			0	11	0	**11**			3	1	0	**4**			**17**	
% Motorcycles	2.8%	0.0%	0.0%	**1.8%**			0.0%	1.5%	0.0%	**1.5%**			0.4%	1.4%	0.0%	**0.5%**			**1.0%**	
Cars	68	33	0	**101**			29	676	0	**705**			683	68	0	**751**			**1557**	
% Cars	94.4%	89.2%	0.0%	**92.7%**			96.7%	94.3%	0.0%	**94.4%**			95.0%	97.1%	0.0%	**95.2%**			**94.7%**	
Single -Unit Trucks	0	0	0	**0**			0	13	0	**13**			15	0	0	**15**			**28**	
% Single -Unit Trucks	0.0%	0.0%	0.0%	**0.0%**			0.0%	1.8%	0.0%	**1.7%**			2.1%	0.0%	0.0%	**1.9%**			**1.7%**	
Articulated Trucks	1	1	0	**2**			0	12	0	**12**			12	1	0	**13**			**27**	
% Articulated Trucks	1.4%	2.7%	0.0%	**1.8%**			0.0%	1.7%	0.0%	**1.6%**			1.7%	1.4%	0.0%	**1.6%**			**1.6%**	
Buses	1	3	0	**4**			1	5	0	**6**			6	0	0	**6**			**16**	
% Buses	1.4%	8.1%	0.0%	**3.7%**			3.3%	0.7%	0.0%	**0.8%**			0.8%	0.0%	0.0%	**0.8%**			**1.0%**	
Bicycles on Road	0	0	0	**0**			0	0	0	**0**			0	0	0	**0**			**0**	
% Bicycles on Road	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	**0.0%**			**0.0%**	
Pedestrians					1	1					0	0					0	0		2
% Pedestrians					100.0%	100.0%					0.0%	0.0%					0.0%	0.0%		200.0%
Bicycles on Crosswalk					0	0					0	0					0	0		0
% Bicycles on Crosswalk					0.0%	0.0%					0.0%	0.0%					0.0%	0.0%		0.0%

AM Peak Class Breakdown

Leg	Parkside Dr						Macedon Road						Macedon Road						31
Direction	Eastbound						Northbound						Southbound						
Start Time	Left	Right	U-Turn	**App Total**	Peds CW	Peds CCW	Left	Thru	U-Turn	**App Total**	Peds CW	Peds CCW	Thru	Right	U-Turn	**App Total**	Peds CW	Peds CCW	**Int Total**	Cross Total
2024-05-02 07:30:00	0	0	0	**0**	0	1	0	43	0	**43**	0	0	51	7	0	**58**	0	0	**101**	1
2024-05-02 07:45:00	0	2	0	**2**	0	0	1	19	0	**20**	0	0	54	7	0	**61**	0	0	**83**	0
2024-05-02 08:00:00	3	4	0	**7**	0	0	4	34	0	**38**	0	0	42	5	0	**47**	0	0	**92**	0
2024-05-02 08:15:00	2	3	0	**5**	0	0	1	37	0	**38**	0	0	55	6	0	**61**	0	0	**104**	0
Grand Total	5	9	0	**14**	0	1	6	133	0	**139**	0	0	202	25	0	**227**	0	0	**380**	1
% Approach	35.7%	64.3%	0.0%				4.3%	95.7%	0.0%				89.0%	11.0%	0.0%					
% Total	1.3%	2.4%	0.0%	**3.7%**			1.6%	35.0%	0.0%	**36.6%**			53.2%	6.6%	0.0%	**59.7%**				
PHF	0.417	0.563	0.000	**0.500**			0.375	0.773	0.000	**0.809**			0.918	0.893	0.000	**0.930**			**0.913**	
Motorcycles	0	0	0	**0**			0	0	0	**0**			2	1	0	**3**			**3**	
% Motorcycles	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	**0.0%**			1.0%	4.0%	0.0%	**1.3%**			**0.8%**	
Cars	4	7	0	**11**			6	120	0	**126**			187	24	0	**211**			**348**	
% Cars	80.0%	77.8%	0.0%	**78.6%**			100.0%	90.2%	0.0%	**90.6%**			92.6%	96.0%	0.0%	**93.0%**			**91.6%**	
Single-Unit Trucks	0	0	0	**0**			0	5	0	**5**			6	0	0	**6**			**11**	
% Single-Unit Trucks	0.0%	0.0%	0.0%	**0.0%**			0.0%	3.8%	0.0%	**3.6%**			3.0%	0.0%	0.0%	**2.6%**			**2.9%**	
Articulated Trucks	0	0	0	**0**			0	5	0	**5**			4	0	0	**4**			**9**	
% Articulated Trucks	0.0%	0.0%	0.0%	**0.0%**			0.0%	3.8%	0.0%	**3.6%**			2.0%	0.0%	0.0%	**1.8%**			**2.4%**	
Buses	1	2	0	**3**			0	3	0	**3**			3	0	0	**3**			**9**	
% Buses	20.0%	22.2%	0.0%	**21.4%**			0.0%	2.3%	0.0%	**2.2%**			1.5%	0.0%	0.0%	**1.3%**			**2.4%**	
Bicycles on Road	0	0	0	**0**			0	0	0	**0**			0	0	0	**0**			**0**	
% Bicycles on Road	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	**0.0%**			**0.0%**	
Pedestrians					0	1					0	0					0	0		1
% Pedestrians					0.0%	100.0%					0.0%	0.0%					0.0%	0.0%		100.0%
Bicycles on Crosswalk					**0**	**0**					**0**	**0**					**0**	**0**		**0**
% Bicycles on Crosswalk					0.0%	0.0%					0.0%	0.0%					0.0%	0.0%		0.0%

PM Peak Class Breakdown

Leg	Parkside Dr						Macedon Road						Macedon Road						65
Direction	Eastbound						Northbound						Southbound						
Start Time	Left	Right	U-Turn	**App Total**	Peds CW	Peds CCW	Left	Thru	U-Turn	**App Total**	Peds CW	Peds CCW	Thru	Right	U-Turn	**App Total**	Peds CW	Peds CCW	**Int Total**	Cross Total
2024-05-02 16:00:00	12	3	0	**15**	0	0	3	66	0	**69**	0	0	49	1	0	**50**	0	0	**134**	0
2024-05-02 16:15:00	7	1	0	**8**	0	0	4	62	0	**66**	0	0	40	2	0	**42**	0	0	**116**	0
2024-05-02 16:30:00	9	1	0	**10**	0	0	1	62	0	**63**	0	0	45	6	0	**51**	0	0	**124**	0
2024-05-02 16:45:00	7	4	0	**11**	0	0	4	53	0	**57**	0	0	56	1	0	**57**	0	0	**125**	0
Grand Total	35	9	0	**44**	0	0	12	243	0	**255**	0	0	190	10	0	**200**	0	0	**499**	0
% Approach	79.5%	20.5%	0.0%				4.7%	95.3%	0.0%				95.0%	5.0%	0.0%					
% Total	7.0%	1.8%	0.0%	**8.8%**			2.4%	48.7%	0.0%	**51.1%**			38.1%	2.0%	0.0%	**40.1%**				
PHF	0.729	0.563	0.000	**0.733**			0.750	0.920	0.000	**0.924**			0.848	0.417	0.000	**0.877**			**0.931**	
Motorcycles	0	0	0	**0**			0	8	0	**8**			0	0	0	**0**			**8**	
% Motorcycles	0.0%	0.0%	0.0%	**0.0%**			0.0%	3.3%	0.0%	**3.1%**			0.0%	0.0%	0.0%	**0.0%**			**1.6%**	
Cars	35	9	0	**44**			11	227	0	**238**			184	9	0	**193**			**475**	
% Cars	100.0%	100.0%	0.0%	**100.0%**			91.7%	93.4%	0.0%	**93.3%**			96.8%	90.0%	0.0%	**96.5%**			**95.2%**	
Single-Unit Trucks	0	0	0	**0**			0	5	0	**5**			2	0	0	**2**			**7**	
% Single-Unit Trucks	0.0%	0.0%	0.0%	**0.0%**			0.0%	2.1%	0.0%	**2.0%**			1.1%	0.0%	0.0%	**1.0%**			**1.4%**	
Articulated Trucks	0	0	0	**0**			0	3	0	**3**			2	1	0	**3**			**6**	
% Articulated Trucks	0.0%	0.0%	0.0%	**0.0%**			0.0%	1.2%	0.0%	**1.2%**			1.1%	10.0%	0.0%	**1.5%**			**1.2%**	
Buses	0	0	0	**0**			1	0	0	**1**			2	0	0	**2**			**3**	
% Buses	0.0%	0.0%	0.0%	**0.0%**			8.3%	0.0%	0.0%	**0.4%**			1.1%	0.0%	0.0%	**1.0%**			**0.6%**	
Bicycles on Road	0	0	0	**0**			0	0	0	**0**			0	0	0	**0**			**0**	
% Bicycles on Road	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	**0.0%**			**0.0%**	
Pedestrians					0	0					0	0					0	0		0
% Pedestrians					0.0%	0.0%					0.0%	0.0%					0.0%	0.0%		0.0%
Bicycles on Crosswalk					**0**	**0**					**0**	**0**					**0**	**0**		**0**
% Bicycles on Crosswalk					0.0%	0.0%					0.0%	0.0%					0.0%	0.0%		0.0%

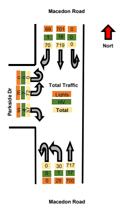
Project	MCFARLAND JOHNSON
Project Code	11747
Site Name	11747-5 - Macedon Road & Pa
Legs and Movements	All Processed Legs & Moveme
Bin Size	15 minutes
Survey Date	2024-05-02, Thursday
Location	Macedon Road & Parkside Dr
Latitude and Longitude	42.912587, -77.289952

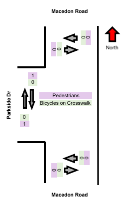
	Start	End	PHF
AM Peak	2024-05-02 07:30:00	2024-05-02 08:30:00	0.91
PM Peak	2024-05-02 16:00:00	2024-05-02 17:00:00	0.93

Turning Movement Data

Leg	Parkside Dr						Macedon Road						Macedon Road						
Direction	Eastbound						Northbound						Southbound						
Start Time	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Total
7:00:00	2	0	0	2	1	0	0	39	0	39	0	0	41	9	0	50	0	0	91
7:15:00	2	2	0	4	0	0	4	35	0	39	0	0	45	7	0	52	0	0	95
7:30:00	0	0	0	0	0	1	0	43	0	43	0	0	51	7	0	58	0	0	101
7:45:00	0	2	0	2	0	0	1	19	0	20	0	0	54	7	0	61	0	0	83
Hourly Total	4	4	0	8	1	1	5	136	0	141	0	0	191	30	0	221	0	0	370
8:00:00	3	4	0	7	0	0	4	34	0	38	0	0	42	5	0	47	0	0	92
8:15:00	2	3	0	5	0	0	1	37	0	38	0	0	55	6	0	61	0	0	104
8:30:00	3	0	0	3	0	0	2	31	0	33	0	0	53	3	0	56	0	0	92
8:45:00	1	0	0	1	0	0	0	33	0	33	0	0	42	3	0	45	0	0	79
Hourly Total	9	7	0	16	0	0	7	135	0	142	0	0	192	17	0	209	0	0	367
16:00:00	12	3	0	15	0	0	3	66	0	69	0	0	49	1	0	50	0	0	134
16:15:00	7	1	0	8	0	0	4	62	0	66	0	0	40	2	0	42	0	0	116
16:30:00	9	1	0	10	0	0	1	62	0	63	0	0	45	6	0	51	0	0	124
16:45:00	7	4	0	11	0	0	4	53	0	57	0	0	56	1	0	57	0	0	125
Hourly Total	35	9	0	44	0	0	12	243	0	255	0	0	190	10	0	200	0	0	499
17:00:00	11	4	0	15	0	0	1	71	0	72	0	0	43	2	0	45	0	0	132
17:15:00	7	5	0	12	0	0	2	47	0	49	0	0	43	5	0	48	0	0	109
17:30:00	3	4	0	7	0	0	1	43	0	44	0	0	30	3	0	33	0	0	84
17:45:00	3	4	0	7	0	0	2	42	0	44	0	0	30	3	0	33	0	0	84
Hourly Total	24	17	0	41	0	0	6	203	0	209	0	0	146	13	0	159	0	0	409
Grand Total	72	37	0	109	1	1	30	717	0	747	0	0	719	70	0	789	0	0	1645
% Approach	66.1%	33.9%	0.0%	0.0%	0.0%	0.0%	4.0%	96.0%	0.0%	0.0%	0.0%	0.0%	91.1%	8.9%	0.0%	0.0%	0.0%	0.0%	
% Total	4.4%	2.2%	0.0%	6.6%	0.0%	0.0%	1.8%	43.6%	0.0%	45.4%	0.0%	0.0%	43.7%	4.3%	0.0%	48.0%	0.0%	0.0%	
Lights	70	33	0	103	0	0	29	700	0	729	0	0	701	69	0	770	0	0	
% Lights	97.2%	89.2%	0.0%	94.5%	0.0%	0.0%	96.7%	97.6%	0.0%	97.6%	0.0%	0.0%	97.5%	98.6%	0.0%	97.6%	0.0%	0.0%	0.0%
HV	2	4	0	6	0	0	1	17	0	18	0	0	18	1	0	19	0	0	43
% HV	2.8%	10.8%	0.0%	5.5%	0.0%	0.0%	3.3%	2.4%	0.0%	2.4%	0.0%	0.0%	2.5%	1.4%	0.0%	2.4%	0.0%	0.0%	2.6%
Pedestrians	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
% Pedestrians	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	200.0%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

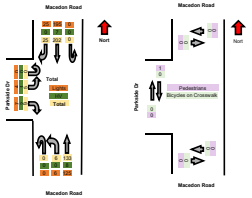
Turning Movement Data Plot





Turning Movement Peak Hour Data (AM)
7:30:00

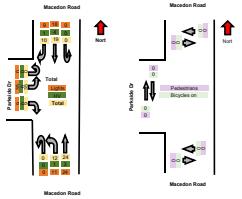
Int.	Parkside Dr						Macedon Road						Macedon Road						
Direction	Southbound						Northbound						Southbound						Total
Start Time	Left	Right	U-Turn	App Total	Peds	Bicycles	Left	Thru	U-Turn	App Total	Peds	Bicycles	Thru	Right	U-Turn	App Total	Peds	Bicycles	
7:30:00	0	0	0	0	0	0	0	20	0	20	0	0	70	0	0	70	0	0	90
7:45:00	3	2	0	5	0	0	1	33	0	34	0	0	54	7	0	61	0	0	95
8:00:00	3	4	0	7	0	0	3	34	0	37	0	0	42	5	0	47	0	0	84
8:15:00	4	4	0	8	0	0	3	37	0	40	0	0	33	4	0	37	0	0	85
Total	10	10	0	20	0	0	7	124	0	131	0	0	199	16	0	215	0	0	366
Approach	50.0%	50.0%	0.0%	5.5%	0.0%	0.0%	5.3%	94.7%	0.0%	35.8%	0.0%	0.0%	92.6%	7.4%	0.0%	58.7%	0.0%	0.0%	
% Total	2.7%	2.7%	0.0%	5.5%	0.0%	0.0%	1.9%	33.9%	0.0%	35.8%	0.0%	0.0%	54.4%	4.4%	0.0%	58.7%	0.0%	0.0%	
PHF	0.417	0.625	0.000	0.625	0.000	0.000	0.438	0.770	0.000	0.809	0.000	0.000	0.818	0.571	0.000	0.854	0.000	0.000	0.910
Lights	9	7	0	16	0	0	6	120	0	126	0	0	190	16	0	206	0	0	348
% Lights	90.0%	77.8%	0.0%	76.9%	0.0%	0.0%	85.7%	96.8%	0.0%	96.2%	0.0%	0.0%	95.5%	100.0%	0.0%	95.8%	0.0%	0.0%	95.1%
HT	1	2	0	3	0	0	1	4	0	5	0	0	9	0	0	9	0	0	17
% HT	10.0%	22.2%	0.0%	23.1%	0.0%	0.0%	14.3%	3.2%	0.0%	3.8%	0.0%	0.0%	4.5%	0.0%	0.0%	4.2%	0.0%	0.0%	4.6%
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%



Turning Movement Peak Hour Data (PM)

16:15:00

Leg	Parkside Dr Eastbound						Macedon Road Northbound						Macedon Road Westbound						Total
Direction																			
Start Time	Left	Thru	Right	Peds	App. Total	Int.	Left	Thru	Right	Peds	App. Total	Int.	Thru	Right	Peds	App. Total	Int.		
16:00:00	12	3	0	0	15	0	0	63	0	0	63	0	0	40	1	0	41	0	119
16:15:00	9	1	0	0	10	0	0	62	0	0	62	0	0	43	0	0	43	0	115
16:30:00	8	1	0	0	9	0	0	62	0	0	62	0	0	43	0	0	43	0	114
16:45:00	7	4	0	0	11	0	0	53	0	0	53	0	0	50	1	0	51	0	115
Hourly Total	36	9	0	0	45	0	0	240	0	0	240	0	0	176	2	0	178	0	463
% Approach	80.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	98.9%	1.1%	0.0%	0.0%	0.0%	0.0%
% Total	7.8%	1.9%	0.0%	0.0%	9.7%	0.0%	0.0%	51.8%	0.0%	0.0%	51.8%	0.0%	0.0%	38.1%	0.4%	0.0%	38.5%	0.0%	0.0%
Lights	36	9	0	0	45	0	0	240	0	0	240	0	0	176	2	0	178	0	463
% Lights	100.0%	100.0%	0.0%	0.0%	100.0%	0.0%	0.0%	100.0%	0.0%	0.0%	100.0%	0.0%	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	100.0%
HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% HV	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%



TRI-STATE TRAFFIC DATA

TSTData.com

Summary

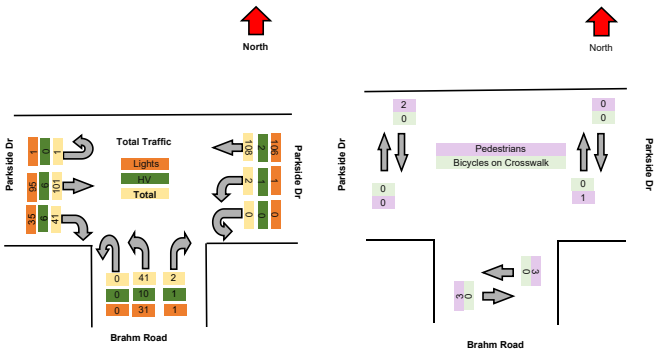
Project	MCFARLAND JOHNSON
Project Code	11747
Site Name	11747-6 - Parkside Dr & Brahm
Legs and Movements	All Processed Legs & Movement
Bin Size	15 minutes
Survey Date	2024-05-02, Thursday
Location	Parkside Dr & Brahm Road
Latitude and Longitude	42.912150, -77.294514

	Start	End	PHF
AM Peak	2024-05-02 07:00:00	2024-05-02 08:00:00	0.65
PM Peak	2024-05-02 16:30:00	2024-05-02 17:30:00	0.88

Turning Movement Data

Leg	Parkside Dr						Parkside Dr						Brahm Road						
Direction	Eastbound						Westbound						Northbound						
Start Time	Thru	Right	U-Turn	App Total	Peds Out	Peds Conf	Left	Thru	U-Turn	App Total	Peds Out	Peds Conf	Left	Right	U-Turn	App Total	Peds Out	Peds Conf	Total
7:00:00	4	4	0	**8**	0	0	0	8	0	**8**	0	0	2	0	0	**2**	0	0	**18**
7:15:00	4	3	0	**7**	0	0	0	11	0	**11**	0	0	11	0	0	**11**	0	0	**29**
7:30:00	0	1	0	**1**	0	0	0	8	0	**8**	0	0	2	0	0	**2**	0	0	**11**
7:45:00	3	2	0	**5**	0	0	0	10	0	**10**	0	0	2	0	0	**2**	1	0	**17**
Hourly Total	11	10	0	**21**	0	0	0	37	0	**37**	0	0	17	0	0	**17**	1	0	**75**
8:00:00	3	0	0	**3**	0	0	0	10	0	**10**	0	0	1	1	0	**2**	0	1	**15**
8:15:00	4	4	0	**8**	0	0	0	6	0	**6**	0	0	2	0	0	**2**	0	0	**16**
8:30:00	3	5	0	**8**	0	0	0	4	0	**4**	0	0	3	0	0	**3**	0	0	**15**
8:45:00	1	0	0	**1**	0	0	0	4	0	**4**	0	1	2	0	0	**2**	0	0	**7**
Hourly Total	11	9	0	**20**	0	0	0	24	0	**24**	0	1	8	1	0	**9**	0	1	**53**
16:00:00	13	5	0	**18**	0	0	0	5	0	**5**	0	0	2	0	0	**2**	0	0	**25**
16:15:00	8	2	0	**10**	0	1	1	6	0	**7**	0	0	1	0	0	**1**	0	1	**18**
16:30:00	10	1	0	**11**	0	1	0	9	0	**9**	0	0	0	0	0	**0**	0	1	**20**
16:45:00	11	3	0	**14**	0	0	0	10	0	**10**	0	0	2	0	0	**2**	0	0	**26**
Hourly Total	42	11	0	**53**	0	2	1	30	0	**31**	0	0	5	0	0	**5**	0	2	**89**
17:00:00	13	5	0	**18**	0	0	0	2	0	**2**	0	0	4	0	0	**4**	0	0	**24**
17:15:00	11	2	1	**14**	0	0	1	10	0	**11**	0	0	3	0	0	**3**	2	0	**28**
17:30:00	6	1	0	**7**	0	0	0	2	0	**2**	0	0	2	1	0	**3**	0	0	**12**
17:45:00	7	3	0	**10**	0	0	0	3	0	**3**	0	0	2	0	0	**2**	0	0	**15**
Hourly Total	37	11	1	**49**	0	0	1	17	0	**18**	0	0	11	1	0	**12**	2	0	**79**
Grand Total	101	41	1	**143**	0	2	2	108	0	**110**	0	1	41	2	0	**43**	3	3	**296**
% Approach	70.6%	28.7%	0.7%	**0.0%**	0.0%	0.0%	1.8%	98.2%	0.0%	**0.0%**	0.0%	0.0%	95.3%	4.7%	0.0%	**0.0%**	0.0%	0.0%	
% Total	34.1%	13.9%	0.3%	**48.3%**	0.0%	0.0%	0.7%	36.5%	0.0%	**37.2%**	0.0%	0.0%	13.9%	0.7%	0.0%	**14.5%**	0.0%	0.0%	
Lights	95	35	1	**131**	0	0	1	106	0	**107**	0	0	31	1	0	**32**	0	0	**270**
% Lights	94.1%	85.4%	100.0%	**91.6%**	0.0%	0.0%	50.0%	98.1%	0.0%	**97.3%**	0.0%	0.0%	75.6%	50.0%	0.0%	**74.4%**	0.0%	0.0%	**91.2%**
Hv	6	6	0	**12**	0	0	1	2	0	**3**	0	0	10	1	0	**11**	0	0	**26**
% HV	5.9%	14.6%	0.0%	**8.4%**	0.0%	0.0%	50.0%	1.9%	0.0%	**2.7%**	0.0%	0.0%	24.4%	50.0%	0.0%	**25.6%**	0.0%	0.0%	**8.8%**
Pedestrians	0	0	0	**0**	0	2	0	0	0	**0**	0	1	0	0	0	**0**	3	3	9
% Pedestrians	0.0%	0.0%	0.0%	**0.0%**	0.0%	100.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	100.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	400.0%
Bicycles on Crosswalk	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%

Turning Movement Data Plot



TRI-STATE TRAFFIC DATA

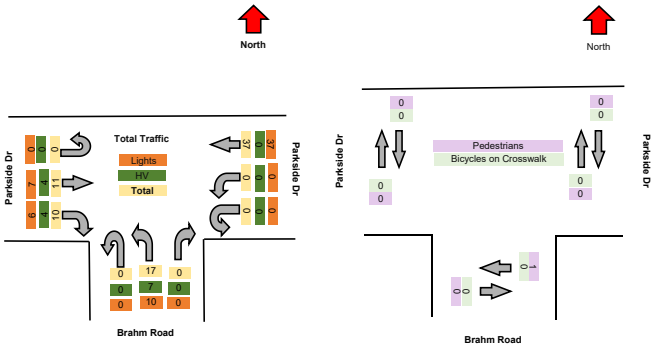
TSTData.com

Summary

Turning Movement Peak Hour Data (AM)

7:00:00

Leg	Parkside Dr						Parkside Dr						Brahm Road						Total
Direction	Eastbound						Westbound						Northbound						
Start Time	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	
7:00:00	4	4	0	**8**	0	0	0	8	0	**8**	0	0	2	0	0	**2**	0	0	**18**
7:15:00	4	3	0	**7**	0	0	0	11	0	**11**	0	0	11	0	0	**11**	0	0	**29**
7:30:00	0	1	0	**1**	0	0	0	8	0	**8**	0	0	2	0	0	**2**	0	0	**11**
7:45:00	3	2	0	**5**	0	0	0	10	0	**10**	0	0	2	0	0	**2**	1	0	**17**
Grand Total	11	10	0	**21**	0	0	0	37	0	**37**	0	0	17	0	0	**17**	1	0	**75**
% Approach	52.4%	47.6%	0.0%	**0.0%**	0.0%	0.0%	0.0%	100.0%	0.0%	**0.0%**	0.0%	0.0%	100.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	
% Total	14.7%	13.3%	0.0%	**28.0%**	0.0%	0.0%	0.0%	49.3%	0.0%	**49.3%**	0.0%	0.0%	22.7%	0.0%	0.0%	**22.7%**	0.0%	0.0%	
PHF	0.688	0.625	0.000	**0.656**	0.000	0.000	0.000	0.841	0.000	**0.841**	0.000	0.000	0.386	0.000	0.000	**0.386**	0.000	0.000	**0.647**
Lights	7	6	0	**13**	0	0	0	37	0	**37**	0	0	10	0	0	**10**	0	0	**60**
% Lights	63.6%	60.0%	0.0%	**61.9%**	0.0%	0.0%	0.0%	100.0%	0.0%	**100.0%**	0.0%	0.0%	58.8%	0.0%	0.0%	**58.8%**	0.0%	0.0%	**80.0%**
HV	4	4	0	**8**	0	0	0	0	0	**0**	0	0	7	0	0	**7**	0	0	**15**
% HV	36.4%	40.0%	0.0%	**38.1%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	41.2%	0.0%	0.0%	**41.2%**	0.0%	0.0%	**20.0%**
Pedestrians	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	1	0	1
% Pedestrians	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	0.0%	**100.0%**
Bicycles on Crosswalk	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**



TRI-STATE TRAFFIC DATA

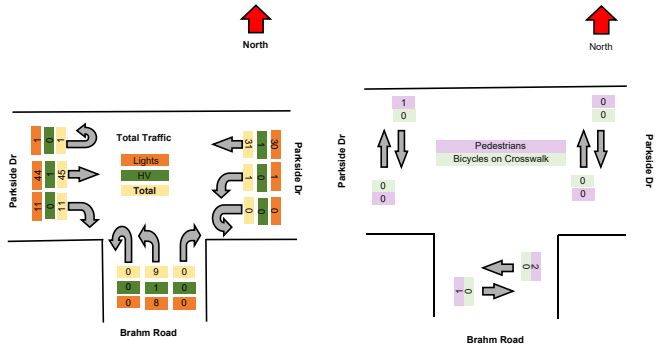
TSTData.com

Summary

Turning Movement Peak Hour Data (PM)

16:30:00

Leg	Parkside Dr						Parkside Dr						Brahm Road						Total
Direction	Eastbound						Westbound						Northbound						
Start Time	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	
16:30:00	10	1	0	11	0	1	0	9	0	9	0	0	0	0	0	0	0	1	20
16:45:00	11	3	0	14	0	0	0	10	0	10	0	0	2	0	0	2	0	0	26
17:00:00	13	5	0	18	0	0	0	2	0	2	0	0	4	0	0	4	0	0	24
17:15:00	11	2	1	14	0	0	1	10	0	11	0	0	3	0	0	3	2	0	28
Grand Total	45	11	1	**57**	0	1	1	31	0	**32**	0	0	9	0	0	**9**	2	1	**98**
% Approach	78.9%	19.3%	1.8%	**0.0%**	0.0%	0.0%	3.1%	96.9%	0.0%	**0.0%**	0.0%	0.0%	100.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	
% Total	45.9%	11.2%	1.0%	**58.2%**	0.0%	0.0%	1.0%	31.6%	0.0%	**32.7%**	0.0%	0.0%	9.2%	0.0%	0.0%	**9.2%**	0.0%	0.0%	
PHF	0.865	0.550	0.250	**0.792**	0.000	0.000	0.250	0.775	0.000	**0.727**	0.000	0.000	0.563	0.000	0.000	**0.563**	0.000	0.000	**0.875**
Lights	44	11	1	**56**	0	0	1	30	0	**31**	0	0	8	0	0	**8**	0	0	**95**
% Lights	97.8%	100.0%	100.0%	**98.2%**	0.0%	0.0%	100.0%	96.8%	0.0%	**96.9%**	0.0%	0.0%	88.9%	0.0%	0.0%	**88.9%**	0.0%	0.0%	**96.9%**
HV	1	0	0	**1**	0	0	0	1	0	**1**	0	0	1	0	0	**1**	0	0	**3**
% HV	2.2%	0.0%	0.0%	**1.8%**	0.0%	0.0%	0.0%	3.2%	0.0%	**3.1%**	0.0%	0.0%	11.1%	0.0%	0.0%	**11.1%**	0.0%	0.0%	**3.1%**
Pedestrians	0	0	0	**0**	0	1	0	0	0	**0**	0	0	0	0	0	**0**	2	1	4
% Pedestrians	0.0%	0.0%	0.0%	**0.0%**	0.0%	100.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	100.0%	**300.0%**
Bicycles on Crosswalk	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**



Motorcycles

Leg		Parkside Dr					Parkside Dr					Brahm Road				
Direction		Eastbound					Westbound					Northbound				
Start Time		Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	U-Turn	Peds CW	Peds CCW	Left	Right	U-Turn	Peds CW	Peds CCW
	2024-05-02 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 07:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 07:30:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
	2024-05-02 07:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 08:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 17:00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 17:15:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
	2024-05-02 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 17:45:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		**2**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Cars

Leg	Parkside Dr					Parkside Dr					Brahm Road				
Direction	Eastbound					Westbound					Northbound				
Start Time	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	U-Turn	Peds CW	Peds CCW	Left	Right	U-Turn	Peds CW	Peds CCW
2024-05-02 07:00:00	3	1	0	0	0	0	8	0	0	0	2	0	0	0	0
2024-05-02 07:15:00	2	2	0	0	0	0	11	0	0	0	5	0	0	0	0
2024-05-02 07:30:00	0	1	0	0	0	0	7	0	0	0	1	0	0	0	0
2024-05-02 07:45:00	2	2	0	0	0	0	10	0	0	0	2	0	0	0	0
2024-05-02 08:00:00	2	0	0	0	0	0	10	0	0	0	1	0	0	0	0
2024-05-02 08:15:00	4	3	0	0	0	0	6	0	0	0	2	0	0	0	0
2024-05-02 08:30:00	3	4	0	0	0	0	4	0	0	0	2	0	0	0	0
2024-05-02 08:45:00	1	0	0	0	0	0	3	0	0	0	2	0	0	0	0
2024-05-02 16:00:00	13	5	0	0	0	0	5	0	0	0	2	0	0	0	0
2024-05-02 16:15:00	8	2	0	0	0	0	6	0	0	0	0	0	0	0	0
2024-05-02 16:30:00	10	1	0	0	0	0	8	0	0	0	0	0	0	0	0
2024-05-02 16:45:00	11	3	0	0	0	0	10	0	0	0	1	0	0	0	0
2024-05-02 17:00:00	11	5	0	0	0	0	1	0	0	0	4	0	0	0	0
2024-05-02 17:15:00	11	2	1	0	0	1	9	0	0	0	3	0	0	0	0
2024-05-02 17:30:00	6	1	0	0	0	0	2	0	0	0	2	1	0	0	0
2024-05-02 17:45:00	6	3	0	0	0	0	3	0	0	0	1	0	0	0	0
Total	**93**	**35**	**1**	**0**	**0**	**1**	**103**	**0**	**0**	**0**	**30**	**1**	**0**	**0**	**0**

Single-Unit Trucks

Leg	Parkside Dr					Parkside Dr					Brahm Road				
Direction	Eastbound					Westbound					Northbound				
Start Time	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	U-Turn	Peds CW	Peds CCW	Left	Right	U-Turn	Peds CW	Peds CCW
2024-05-02 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 07:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 07:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:15:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
2024-05-02 16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:00:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
2024-05-02 17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**

Articulated Trucks

Leg		Parkside Dr					Parkside Dr					Brahm Road				
Direction		Eastbound					Westbound					Northbound				
Start Time		Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	U-Turn	Peds CW	Peds CCW	Left	Right	U-Turn	Peds CW	Peds CCW
	2024-05-02 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 07:15:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 07:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 08:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 16:30:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
	2024-05-02 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 17:00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		**2**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Buses

Leg		Parkside Dr					Parkside Dr					Brahm Road				
Direction		Eastbound					Westbound					Northbound				
Start Time		Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	U-Turn	Peds CW	Peds CCW	Left	Right	U-Turn	Peds CW	Peds CCW
	2024-05-02 07:00:00	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 07:15:00	1	1	0	0	0	0	0	0	0	0	6	0	0	0	0
	2024-05-02 07:30:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
	2024-05-02 07:45:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 08:00:00	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0
	2024-05-02 08:15:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 08:30:00	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0
	2024-05-02 08:45:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
	2024-05-02 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 16:15:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
	2024-05-02 16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 16:45:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
	2024-05-02 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 17:45:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Total		**4**	**6**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**10**	**1**	**0**	**0**	**0**

Pedestrians

Leg		Parkside Dr					Parkside Dr					Brahm Road				
Direction		Eastbound					Westbound					Northbound				
Start Time		Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	U-Turn	Peds CW	Peds CCW	Left	Right	U-Turn	Peds CW	Peds CCW
	2024-05-02 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 07:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 07:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
	2024-05-02 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	2024-05-02 08:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 08:45:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
	2024-05-02 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 16:15:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
	2024-05-02 16:30:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
	2024-05-02 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
	2024-05-02 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**3**

Bicycles on Road

Leg		Parkside Dr					Parkside Dr					Brahm Road				
Direction		Eastbound					Westbound					Northbound				
Start Time		Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	U-Turn	Peds CW	Peds CCW	Left	Right	U-Turn	Peds CW	Peds CCW
	2024-05-02 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 07:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 07:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 08:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Bicycles on Crosswalk

Leg		Parkside Dr					Parkside Dr					Brahm Road				
Direction		Eastbound					Westbound					Northbound				
Start Time		Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	U-Turn	Peds CW	Peds CCW	Left	Right	U-Turn	Peds CW	Peds CCW
	2024-05-02 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 07:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 07:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 08:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2024-05-02 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Total Volume Class Breakdown

Leg	Parkside Dr						Parkside Dr						Brahm Road										
Direction	Eastbound						Westbound						Northbound										
Start Time	Thru	Right	U-Turn	**App Total**	Peds CW	Peds CCW	Left	Thru	U-Turn	**App Total**	Peds CW	Peds CCW	Left	Right	U-Turn	**App Total**	Peds CW	Peds CCW	**Int Total**	Cross Total
2024-05-02 07:00:00	4	4	0	**8**	0	0	0	8	0	**8**	0	0	0	2	0	0	**2**	0	0	**18**	0
2024-05-02 07:15:00	4	3	0	**7**	0	0	0	11	0	**11**	0	0	11	0	0		**11**	0	0	**29**	0
2024-05-02 07:30:00	0	1	0	**1**	0	0	0	8	0	**8**	0	0	2	0	0		**2**	0	0	**11**	0
2024-05-02 07:45:00	3	2	0	**5**	0	0	0	10	0	**10**	0	0	2	0	0		**2**	1	0	**17**	1
2024-05-02 08:00:00	3	0	0	**3**	0	0	0	10	0	**10**	0	0	1	1	0		**2**	0	1	**15**	1
2024-05-02 08:15:00	4	4	0	**8**	0	0	0	6	0	**6**	0	0	2	0	0		**2**	0	0	**16**	0
2024-05-02 08:30:00	3	5	0	**8**	0	0	0	4	0	**4**	0	0	3	0	0		**3**	0	0	**15**	0
2024-05-02 08:45:00	1	0	0	**1**	0	0	0	4	0	**4**	0	1	2	0	0		**2**	0	0	**7**	1
2024-05-02 16:00:00	13	5	0	**18**	0	0	0	5	0	**5**	0	0	2	0	0		**2**	0	0	**25**	0
2024-05-02 16:15:00	8	2	0	**10**	0	1	1	6	0	**7**	0	0	1	0	0		**1**	0	1	**18**	2
2024-05-02 16:30:00	10	1	0	**11**	0	1	0	9	0	**9**	0	0	0	0	0		**0**	0	1	**20**	2
2024-05-02 16:45:00	11	3	0	**14**	0	0	0	10	0	**10**	0	0	2	0	0		**2**	0	0	**26**	0
2024-05-02 17:00:00	13	5	0	**18**	0	0	0	2	0	**2**	0	0	4	0	0		**4**	0	0	**24**	0
2024-05-02 17:15:00	11	2	1	**14**	0	0	1	10	0	**11**	0	0	3	0	0		**3**	2	0	**28**	2
2024-05-02 17:30:00	6	1	0	**7**	0	0	0	2	0	**2**	0	0	2	1	0		**3**	0	0	**12**	0
2024-05-02 17:45:00	7	3	0	**10**	0	0	0	3	0	**3**	0	0	2	0	0		**2**	0	0	**15**	0
Grand Total	101	41	1	**143**	0	2	2	108	0	**110**	0	1	41	2	0		**43**	3	3	**296**	9
% Approach	70.6%	28.7%	0.7%				1.8%	98.2%	0.0%				95.3%	4.7%	0.0%						
% Total	34.1%	13.9%	0.3%	**48.3%**			0.7%	36.5%	0.0%	**37.2%**			13.9%	0.7%	0.0%		**14.5%**				
Motorcycles	2	0	0	**2**			0	2	0	**2**			0	0	0		**0**			**4**	
% Motorcycles	2.0%	0.0%	0.0%	**1.4%**			0.0%	1.9%	0.0%	**1.8%**			0.0%	0.0%	0.0%		**0.0%**			**1.4%**	
Cars	93	35	1	**129**			1	103	0	**104**			30	1	0		**31**			**264**	
% Cars	92.1%	85.4%	100.0%	**90.2%**			50.0%	95.4%	0.0%	**94.5%**			73.2%	50.0%	0.0%		**72.1%**			**89.2%**	
Single -Unit Trucks	0	0	0	**0**			0	1	0	**1**			1	0	0		**1**			**2**	
% Single -Unit Trucks	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.9%	0.0%	**0.9%**			2.4%	0.0%	0.0%		**2.3%**			**0.7%**	
Articulated Trucks	2	0	0	**2**			0	1	0	**1**			0	0	0		**0**			**3**	
% Articulated Trucks	2.0%	0.0%	0.0%	**1.4%**			0.0%	0.9%	0.0%	**0.9%**			0.0%	0.0%	0.0%		**0.0%**			**1.0%**	
Buses	4	6	0	**10**			1	1	0	**2**			10	1	0		**11**			**23**	
% Buses	4.0%	14.6%	0.0%	**7.0%**			0.0%	0.9%	0.0%	**1.8%**			24.4%	50.0%	0.0%		**25.6%**			**7.8%**	
Bicycles on Road	0	0	0	**0**			0	0	0	**0**			0	0	0		**0**			**0**	
% Bicycles on Road	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%		**0.0%**			**0.0%**	
Pedestrians					0	2					0	1						3	3		9
% Pedestrians					0.0%	100.0%					0.0%	100.0%						100.0%	100.0%		400.0%
Bicycles on Crosswalk					0	0					0	0						0	0		0
% Bicycles on Crosswalk					0.0%	0.0%					0.0%	0.0%						0.0%	0.0%		0.0%

AM Peak Class Breakdown

Leg	Parkside Dr						Parkside Dr						Brahm Road						29
Direction	Eastbound						Westbound						Northbound						
Start Time	Thru	Right	U-Turn	**App Total**	Peds CW	Peds CCW	Left	Thru	U-Turn	**App Total**	Peds CW	Peds CCW	Left	Right	U-Turn	**App Total**	Peds CW	Peds CCW	**Int Total**	Cross Total
2024-05-02 07:00:00	4	4	0	**8**	0	0	0	8	0	**8**	0	0	2	0	0	**2**	0	0	**18**	0
2024-05-02 07:15:00	4	3	0	**7**	0	0	0	11	0	**11**	0	0	11	0	0	**11**	0	0	**29**	0
2024-05-02 07:30:00	0	1	0	**1**	0	0	0	8	0	**8**	0	0	2	0	0	**2**	0	0	**11**	0
2024-05-02 07:45:00	3	2	0	**5**	0	0	0	10	0	**10**	0	0	2	0	0	**2**	1	0	**17**	1
Grand Total	11	10	0	**21**	0	0	0	37	0	**37**	0	0	17	0	0	**17**	1	0	**75**	1
% Approach	52.4%	47.6%	0.0%				0.0%	100.0%	0.0%				100.0%	0.0%	0.0%					
% Total	14.7%	13.3%	0.0%	**28.0%**			0.0%	49.3%	0.0%	**49.3%**			22.7%	0.0%	0.0%	**22.7%**				
PHF	0.668	0.625	0.000	**0.656**			0.000	0.841	0.000	**0.841**			0.386	0.000	0.000	**0.386**			**0.647**	
Motorcycles	0	0	0	**0**			0	1	0	**1**			0	0	0	**0**			**1**	
% Motorcycles	0.0%	0.0%	0.0%	**0.0%**			0.0%	2.7%	0.0%	**2.7%**			0.0%	0.0%	0.0%	**0.0%**			**1.3%**	
Cars	7	6	0	**13**			0	36	0	**36**			10	0	0	**10**			**59**	
% Cars	63.6%	60.0%	0.0%	**61.9%**			0.0%	97.3%	0.0%	**97.3%**			58.8%	0.0%	0.0%	**58.8%**			**78.7%**	
Single-Unit Trucks	0	0	0	**0**			0	0	0	**0**			0	0	0	**0**			**0**	
% Single-Unit Trucks	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	**0.0%**			**0.0%**	
Articulated Trucks	1	0	0	**1**			0	0	0	**0**			0	0	0	**0**			**1**	
% Articulated Trucks	9.1%	0.0%	0.0%	**4.8%**			0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	**0.0%**			**1.3%**	
Buses	3	4	0	**7**			0	0	0	**0**			7	0	0	**7**			**14**	
% Buses	27.3%	40.0%	0.0%	**33.3%**			0.0%	0.0%	0.0%	**0.0%**			41.2%	0.0%	0.0%	**41.2%**			**18.7%**	
Bicycles on Road	0	0	0	**0**			0	0	0	**0**			0	0	0	**0**			**0**	
% Bicycles on Road	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	**0.0%**			**0.0%**	
Pedestrians					0	0					0	0					1	0		1
% Pedestrians					0.0%	0.0%					0.0%	0.0%					100.0%	0.0%		100.0%
Bicycles on Crosswalk					**0**	**0**					**0**	**0**					**0**	**0**		**0**
% Bicycles on Crosswalk					0.0%	0.0%					0.0%	0.0%					0.0%	0.0%		0.0%

PM Peak Class Breakdown

Leg	Parkside Dr						Parkside Dr						Brahm Road						67
Direction	Eastbound						Westbound						Northbound						
Start Time	Thru	Right	U-Turn	**App Total**	Peds CW	Peds CCW	**Left**	Thru	U-Turn	**App Total**	Peds CW	Peds CCW	**Left**	Right	U-Turn	**App Total**	Peds CW	Peds CCW	**Int Total**	Cross Total
2024-05-02 16:30:00	10	1	0	**11**	0	1	**0**	9	0	**9**	0	0	**0**	0	0	**0**	0	1	**20**	2
2024-05-02 16:45:00	11	3	0	**14**	0	0	**0**	10	0	**10**	0	0	**2**	0	0	**2**	0	0	**26**	0
2024-05-02 17:00:00	13	5	0	**18**	0	0	**0**	2	0	**2**	0	0	**4**	0	0	**4**	0	0	**24**	0
2024-05-02 17:15:00	11	2	1	**14**	0	0	**1**	10	0	**11**	0	0	**3**	0	0	**3**	2	0	**28**	2
Grand Total	**45**	**11**	**1**	**57**	**0**	**1**	**1**	**31**	**0**	**32**	**0**	**0**	**9**	**0**	**0**	**9**	**2**	**1**	**98**	**4**
% Approach	78.9%	19.3%	1.8%				3.1%	96.9%	0.0%				100.0%	0.0%	0.0%					
% Total	45.9%	11.2%	1.0%	**58.2%**			1.0%	31.6%	0.0%	**32.7%**			9.2%	0.0%	0.0%	**9.2%**				
PHF	0.865	0.550	0.250	**0.793**			0.250	0.775	0.000	**0.727**			0.563	0.000	0.000	**0.563**			**0.875**	
Motorcycles	1	0	0	**1**			0	1	0	**1**			0	0	0	**0**			**2**	
% Motorcycles	2.2%	0.0%	0.0%	**1.8%**			0.0%	3.2%	0.0%	**3.1%**			0.0%	0.0%	0.0%	**0.0%**			**2.0%**	
Cars	43	11	1	**55**			1	28	0	**29**			8	0	0	**8**			**92**	
% Cars	95.6%	100.0%	100.0%	**96.5%**			100.0%	90.3%	0.0%	**90.6%**			88.9%	0.0%	0.0%	**88.9%**			**93.9%**	
Single-Unit Trucks	0	0	0	**0**			0	1	0	**1**			0	0	0	**0**			**1**	
% Single-Unit Trucks	0.0%	0.0%	0.0%	**0.0%**			0.0%	3.2%	0.0%	**3.1%**			0.0%	0.0%	0.0%	**0.0%**			**1.0%**	
Articulated Trucks	1	0	0	**1**			0	1	0	**1**			0	0	0	**0**			**2**	
% Articulated Trucks	2.2%	0.0%	0.0%	**1.8%**			0.0%	3.2%	0.0%	**3.1%**			0.0%	0.0%	0.0%	**0.0%**			**2.0%**	
Buses	0	0	0	**0**			0	0	0	**0**			1	0	0	**1**			**1**	
% Buses	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	**0.0%**			11.1%	0.0%	0.0%	**11.1%**			**1.0%**	
Bicycles on Road	0	0	0	**0**			0	0	0	**0**			0	0	0	**0**			**0**	
% Bicycles on Road	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	**0.0%**			**0.0%**	
Pedestrians					0	1					0	0					2	1		4
% Pedestrians					0.0%	100.0%					0.0%	0.0%					100.0%	100.0%		300.0%
Bicycles on Crosswalk					**0**	**0**					**0**	**0**					**0**	**0**		**0**
% Bicycles on Crosswalk					0.0%	0.0%					0.0%	0.0%					0.0%	0.0%		0.0%

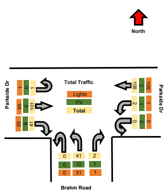
Project	MCFARLAND JOHNSON
Project Code	11747
Site Name	11747-6 - Parkside Dr & Brahr
Legs and Movements	All Processed Legs & Moveme
Bin Size	15 minutes
Survey Date	2024-05-02, Thursday
Location	Parkside Dr & Brahm Road
Latitude and Longitude	42.912150, -77.294514

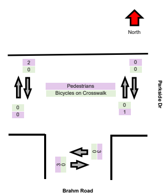
	Start	End	PHF
AM Peak	2024-05-02 07:00:00	2024-05-02 08:00:00	0.65
PM Peak	2024-05-02 16:30:00	2024-05-02 17:30:00	0.88

Turning Movement Data

Leg	Parkside Dr						Parkside Dr						Brahm Road						
Direction	Eastbound						Westbound						Northbound						
Start Time	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Total
7:00:00	4	4	0	8	0	0	0	8	0	8	0	0	2	0	0	2	0	0	18
7:15:00	4	3	0	7	0	0	0	11	0	11	0	0	11	0	0	11	0	0	29
7:30:00	0	1	0	1	0	0	0	8	0	8	0	0	2	0	0	2	0	0	11
7:45:00	3	2	0	5	0	0	0	10	0	10	0	0	2	0	0	2	1	0	17
Hourly Total	11	10	0	21	0	0	0	37	0	37	0	0	17	0	0	17	1	0	75
8:00:00	3	0	0	3	0	0	0	10	0	10	0	0	1	1	0	2	0	1	15
8:15:00	4	4	0	8	0	0	0	6	0	6	0	0	2	0	0	2	0	0	16
8:30:00	3	5	0	8	0	0	0	4	0	4	0	0	3	0	0	3	0	0	15
8:45:00	1	0	0	1	0	0	0	4	0	4	0	1	2	0	0	2	0	0	7
Hourly Total	11	9	0	20	0	0	0	24	0	24	0	1	8	1	0	9	0	1	53
16:00:00	13	5	0	18	0	0	0	5	0	5	0	0	2	0	0	2	0	0	25
16:15:00	8	2	0	10	0	1	1	6	0	7	0	0	1	0	0	1	0	1	18
16:30:00	10	1	0	11	0	1	0	9	0	9	0	0	0	0	0	0	0	1	20
16:45:00	11	3	0	14	0	0	0	10	0	10	0	0	2	0	0	2	0	0	26
Hourly Total	42	11	0	53	0	2	1	30	0	31	0	0	5	0	0	5	0	2	89
17:00:00	13	5	0	18	0	0	0	2	0	2	0	0	4	0	0	4	0	0	24
17:15:00	11	2	1	14	0	0	1	10	0	11	0	0	3	0	0	3	2	0	28
17:30:00	6	1	0	7	0	0	0	2	0	2	0	0	2	1	0	3	0	0	12
17:45:00	7	3	0	10	0	0	0	3	0	3	0	0	2	0	0	2	0	0	15
Hourly Total	37	11	1	49	0	0	1	17	0	18	0	0	11	1	0	12	2	0	79
Grand Total	101	41	1	143	0	2	2	108	0	110	0	1	41	2	0	43	3	3	296
% Approach	70.6%	28.7%	0.7%	0.0%	0.0%	0.0%	1.8%	98.2%	0.0%	0.0%	0.0%	0.0%	95.3%	4.7%	0.0%	0.0%	0.0%	0.0%	
% Total	34.1%	13.9%	0.3%	48.3%	0.0%	0.0%	0.7%	36.5%	0.0%	37.2%	0.0%	0.0%	13.9%	0.7%	0.0%	14.5%	0.0%	0.0%	
Lights	95	35	1	131	0	0	1	106	0	107	0	0	31	1	0	32	0	0	270
% Lights	94.1%	85.4%	100.0%	91.6%	0.0%	0.0%	50.0%	98.1%	0.0%	97.3%	0.0%	0.0%	75.6%	50.0%	0.0%	74.4%	0.0%	0.0%	91.2%
HV	6	6	0	12	0	0	1	2	0	3	0	0	10	1	0	11	0	0	26
% HV	5.9%	14.6%	0.0%	8.4%	0.0%	0.0%	50.0%	1.9%	0.0%	2.7%	0.0%	0.0%	24.4%	50.0%	0.0%	25.6%	0.0%	0.0%	8.8%
Pedestrians	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	3	3	9
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%	400.0%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Turning Movement Data Plot

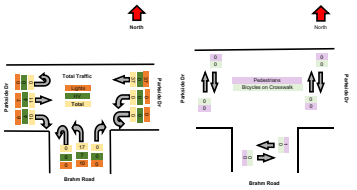




Turning Movement Peak Hour Data (AM)

7:00:00

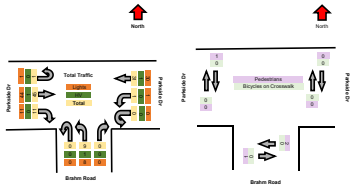
Int.	Parkside Dr					Parkside Dr					Brahm Road					
Direction	Southbound					Northbound					Eastbound					
Start Time	Thru	Right	U-Turn	App. Total	Peds	Left	Thru	App. Total	Peds	Int. Total	Left	Thru	App. Total	Peds	Int. Total
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
% Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Lights	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Lights	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
MH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% HV	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%



Turning Movement Peak Hour Data (PM)

16:30:00

Int.	Peninsula Dr					Peninsula Dr					Brahm Road				
Direction	Eastbound					Westbound					Northbound				
Start Time	Right	Thru	Left	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total
16:30:00	20	1	0	0	21	0	0	1	0	1	0	0	0	0	0
16:45:00	15	0	0	0	15	0	57	0	0	57	0	0	2	0	2
17:00:00	19	0	0	0	19	1	0	0	0	1	0	0	4	1	5
17:15:00	14	0	1	0	15	0	0	0	0	0	0	0	0	0	0
Total	68	1	1	0	70	1	57	1	0	59	0	0	6	1	7
% Approach	97.1%	1.4%	1.4%	0.0%	-	1.7%	96.6%	1.7%	0.0%	-	100.0%	0.0%	0.0%	0.0%	-
% Total	69.4%	1.0%	1.0%	0.0%	71.4%	1.0%	58.2%	1.0%	0.0%	60.2%	0.0%	0.0%	6.1%	1.0%	7.1%
PHF	0.850	0.250	0.250	0.000	0.921	0.250	0.713	0.250	0.000	0.737	0.000	0.000	0.375	0.250	0.350
Lights	67	1	1	0	69	1	52	1	0	54	0	0	6	1	7
% Lights	97.8%	100.0%	100.0%	0.0%	98.6%	100.0%	91.2%	100.0%	0.0%	91.5%	0.0%	0.0%	100.0%	100.0%	100.0%
Trucks	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0
% HV	1.5%	0.0%	0.0%	0.0%	1.4%	0.0%	8.8%	0.0%	0.0%	8.5%	0.0%	0.0%	0.0%	0.0%	0.0%
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%



TRI-STATE TRAFFIC DATA

TSTData.com

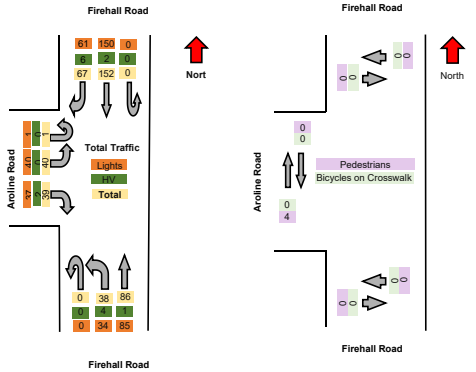
Summary

Project	MCFARLAND JOHNSON
Project Code	11747
Site Name	11747-4 - Firehall Road & Aroli
Legs and Movements	All Processed Legs & Moveme
Bin Size	15 minutes
Survey Date	2024-05-02, Thursday
Location	Firehall Road & Aroline Road
Latitude and Longitude	42.915994, -77.298613

	Start	End	PHF
AM Peak	2024-05-02 08:00:00	2024-05-02 09:00:00	0.88
PM Peak	2024-05-02 16:30:00	2024-05-02 17:30:00	0.82

Turning Movement Data

Leg	Aroline Road						Firehall Road						Firehall Road						
Direction	Eastbound						Northbound						Southbound						
Start Time	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Total
7:00:00	1	2	0	3	1	0	0	2	0	2	0	0	2	5	0	7	0	0	12
7:15:00	1	1	0	2	0	0	6	7	0	13	0	0	8	4	0	12	0	0	27
7:30:00	3	2	0	5	2	0	1	4	0	5	0	0	9	7	0	16	0	0	26
7:45:00	3	2	0	5	0	0	3	1	0	4	0	0	6	8	0	14	0	0	23
Hourly Total	8	7	0	15	3	0	10	14	0	24	0	0	25	24	0	49	0	0	88
8:00:00	2	3	1	6	0	0	2	7	0	9	0	0	4	5	0	9	0	0	24
8:15:00	1	3	0	4	1	0	2	8	0	10	0	0	7	6	0	13	0	0	27
8:30:00	1	3	0	4	0	0	5	4	0	9	0	0	14	4	0	18	0	0	31
8:45:00	1	4	0	5	0	0	1	6	0	7	0	0	11	4	0	15	0	0	27
Hourly Total	5	13	1	19	1	0	10	25	0	35	0	0	36	19	0	55	0	0	109
16:00:00	4	2	0	6	0	0	1	5	0	6	0	0	11	3	0	14	0	0	26
16:15:00	5	0	0	5	0	0	2	6	0	8	0	0	12	3	0	15	0	0	28
16:30:00	5	5	0	10	0	0	2	9	0	11	0	0	10	3	0	13	0	0	34
16:45:00	3	1	0	4	0	0	2	3	0	5	0	0	12	4	0	16	0	0	25
Hourly Total	17	8	0	25	0	0	7	23	0	30	0	0	45	13	0	58	0	0	113
17:00:00	2	4	0	6	0	0	3	11	0	14	0	0	17	4	0	21	0	0	41
17:15:00	4	4	0	8	0	0	2	5	0	7	0	0	17	3	0	20	0	0	35
17:30:00	4	2	0	6	0	0	3	4	0	7	0	0	6	3	0	9	0	0	22
17:45:00	0	1	0	1	0	0	3	4	0	7	0	0	8	1	0	7	0	0	15
Hourly Total	10	11	0	21	0	0	11	24	0	35	0	0	46	11	0	57	0	0	113
Grand Total	40	39	1	80	4	0	38	86	0	124	0	0	152	67	0	219	0	0	423
% Approach	50.0%	48.8%	1.3%	**0.0%**	0.0%	0.0%	30.6%	69.4%	0.0%	**0.0%**	0.0%	0.0%	69.4%	30.6%	0.0%	**0.0%**	0.0%	0.0%	
% Total	9.5%	9.2%	0.2%	**18.9%**	0.0%	0.0%	9.0%	20.3%	0.0%	**29.3%**	0.0%	0.0%	35.9%	15.8%	0.0%	**51.8%**	0.0%	0.0%	
Lights	40	37	1	**78**	0	0	34	85	0	**119**	0	0	150	61	0	**211**	0	0	
% Lights	100.0%	94.9%	100.0%	**97.5%**	0.0%	0.0%	89.5%	98.8%	0.0%	**96.0%**	0.0%	0.0%	98.7%	91.0%	0.0%	**96.3%**	0.0%	0.0%	**0.0%**
Hv	0	2	0	**2**	0	0	4	1	0	**5**	0	0	2	6	0	**8**	0	0	**15**
% HV	0.0%	5.1%	0.0%	**2.5%**	0.0%	0.0%	10.5%	1.2%	0.0%	**4.0%**	0.0%	0.0%	1.3%	9.0%	0.0%	**3.7%**	0.0%	0.0%	**3.5%**
Pedestrians	0	0	0	**0**	4	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	4
% Pedestrians	0.0%	0.0%	0.0%	**0.0%**	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**100.0%**
Bicycles on Crosswalk	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**

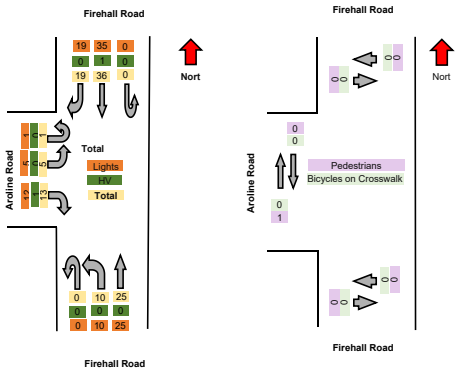


TSTData.com

Summary

Turning Movement Peak Hour Data (AM)
8:00:00

Leg	Aroline Road						Firehall Road						Firehall Road						Total
Direction	Eastbound						Northbound						Southbound						
Start Time	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	
8:00:00	2	3	1	**6**	0	0	2	7	0	**9**	0	0	4	5	0	**9**	0	0	**24**
8:15:00	1	3	0	**4**	1	0	2	8	0	**10**	0	0	7	6	0	**13**	0	0	**27**
8:30:00	1	3	0	**4**	0	0	5	4	0	**9**	0	0	14	4	0	**18**	0	0	**31**
8:45:00	1	4	0	**5**	0	0	1	6	0	**7**	0	0	11	4	0	**15**	0	0	**27**
Grand Total	5	13	1	**19**	1	0	10	25	0	**35**	0	0	36	19	0	**55**	0	0	**109**
% Approach	26.3%	68.4%	5.3%	**0.0%**	0.0%	0.0%	28.6%	71.4%	0.0%	**0.0%**	0.0%	0.0%	65.5%	34.5%	0.0%	**0.0%**	0.0%	0.0%	
% Total	4.6%	11.9%	0.9%	**17.4%**	0.0%	0.0%	9.2%	22.9%	0.0%	**32.1%**	0.0%	0.0%	33.0%	17.4%	0.0%	**50.5%**	0.0%	0.0%	
PHF	0.625	0.813	0.250	**0.792**	0.000	0.000	0.500	0.781	0.000	**0.875**	0.000	0.000	0.643	0.792	0.000	**0.764**	0.000	0.000	**0.879**
Lights	5	12	1	**18**	0	0	10	25	0	**35**	0	0	35	19	0	**54**	0	0	**107**
% Lights	100.0%	92.3%	100.0%	**94.7%**	0.0%	0.0%	100.0%	100.0%	0.0%	**100.0%**	0.0%	0.0%	97.2%	100.0%	0.0%	**98.2%**	0.0%	0.0%	**98.2%**
HV	0	1	0	**1**	0	0	0	0	0	**0**	0	0	1	0	0	**1**	0	0	**2**
% HV	0.0%	7.7%	0.0%	**5.3%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	2.8%	0.0%	0.0%	**1.8%**	0.0%	0.0%	**1.8%**
Pedestrians	0	0	0	**0**	1	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	1
% Pedestrians	0.0%	0.0%	0.0%	**0.0%**	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**100.0%**
Bicycles on Crosswalk	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**

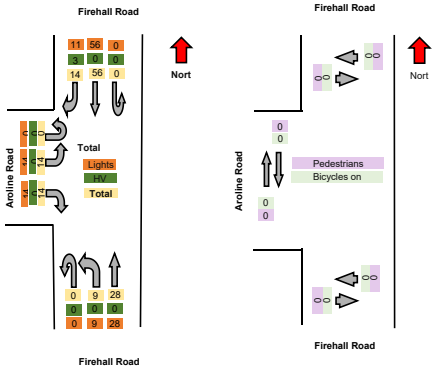


TSTData.com

Summary

Turning Movement Peak Hour Data (PM)
16:30:00

Leg	Aroline Road						Firehall Road						Firehall Road						Total
Direction	Eastbound						Northbound						Southbound						
Start Time	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	
16:30:00	5	5	0	**10**	0	0	2	9	0	**11**	0	0	10	3	0	**13**	0	0	**34**
16:45:00	3	1	0	**4**	0	0	2	3	0	**5**	0	0	12	4	0	**16**	0	0	**25**
17:00:00	2	4	0	**6**	0	0	3	11	0	**14**	0	0	17	4	0	**21**	0	0	**41**
17:15:00	4	4	0	**8**	0	0	2	5	0	**7**	0	0	17	3	0	**20**	0	0	**35**
Grand Total	14	14	0	**28**	0	0	9	28	0	**37**	0	0	56	14	0	**70**	0	0	**135**
% Approach	50.0%	50.0%	0.0%	**0.0%**	0.0%	0.0%	24.3%	75.7%	0.0%	**0.0%**	0.0%	0.0%	80.0%	20.0%	0.0%	**0.0%**	0.0%	0.0%	
% Total	10.4%	10.4%	0.0%	**20.7%**	0.0%	0.0%	6.7%	20.7%	0.0%	**27.4%**	0.0%	0.0%	41.5%	10.4%	0.0%	**51.9%**	0.0%	0.0%	
PHF	0.700	0.700	0.000	**0.700**	0.000	0.000	0.750	0.636	0.000	**0.661**	0.000	0.000	0.824	0.875	0.000	**0.833**	0.000	0.000	**0.823**
Lights	14	14	0	**28**	0	0	9	28	0	**37**	0	0	56	11	0	**67**	0	0	**132**
% Lights	100.0%	100.0%	0.0%	**100.0%**	0.0%	0.0%	100.0%	100.0%	0.0%	**100.0%**	0.0%	0.0%	100.0%	78.6%	0.0%	**95.7%**	0.0%	0.0%	**97.8%**
HV	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	3	0	**3**	0	0	**3**
% HV	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	21.4%	0.0%	**4.3%**	0.0%	0.0%	**2.2%**
Pedestrians	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**



Motorcycles

Leg	Aroline Road					Firehall Road						Firehall Road				
Direction	Eastbound					Northbound						Southbound				
Start Time	Left	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	U-Turn	Peds CW	Peds CCW	Thru	Right	U-Turn	Peds CW	Peds CCW
2024-05-02 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 07:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
2024-05-02 07:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:15:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
2024-05-02 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
2024-05-02 17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**

Cars

Leg	Aroline Road					Firehall Road					Firehall Road				
Direction	Eastbound					Northbound					Southbound				
Start Time	Left	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	U-Turn	Peds CW	Peds CCW	Thru	Right	U-Turn	Peds CW	Peds CCW
2024-05-02 07:00:00	1	1	0	0	0	0	2	0	0	0	2	4	0	0	0
2024-05-02 07:15:00	1	1	0	0	0	2	6	0	0	0	8	4	0	0	0
2024-05-02 07:30:00	3	2	0	0	0	1	4	0	0	0	9	5	0	0	0
2024-05-02 07:45:00	3	2	0	0	0	3	1	0	0	0	5	7	0	0	0
2024-05-02 08:00:00	2	1	1	0	0	2	6	0	0	0	3	5	0	0	0
2024-05-02 08:15:00	1	3	0	0	0	2	6	0	0	0	7	6	0	0	0
2024-05-02 08:30:00	1	3	0	0	0	5	4	0	0	0	14	3	0	0	0
2024-05-02 08:45:00	1	4	0	0	0	1	6	0	0	0	11	4	0	0	0
2024-05-02 16:00:00	4	2	0	0	0	1	5	0	0	0	11	2	0	0	0
2024-05-02 16:15:00	5	0	0	0	0	2	6	0	0	0	12	3	0	0	0
2024-05-02 16:30:00	5	5	0	0	0	2	9	0	0	0	10	1	0	0	0
2024-05-02 16:45:00	3	1	0	0	0	2	3	0	0	0	12	4	0	0	0
2024-05-02 17:00:00	2	4	0	0	0	3	10	0	0	0	17	2	0	0	0
2024-05-02 17:15:00	4	4	0	0	0	2	5	0	0	0	16	2	0	0	0
2024-05-02 17:30:00	4	2	0	0	0	3	4	0	0	0	6	3	0	0	0
2024-05-02 17:45:00	0	1	0	0	0	3	4	0	0	0	6	1	0	0	0
Total	**40**	**36**	**1**	**0**	**0**	**34**	**81**	**0**	**0**	**0**	**149**	**56**	**0**	**0**	**0**

Single-Unit Trucks

Leg	Arroline Road					Firehall Road					Firehall Road				
Direction	Eastbound					Northbound					Southbound				
Start Time	Left	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	U-Turn	Peds CW	Peds CCW	Thru	Right	U-Turn	Peds CW	Peds CCW
2024-05-02 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 07:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
2024-05-02 07:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:00:00	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
2024-05-02 08:15:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
2024-05-02 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
2024-05-02 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:00:00	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0
2024-05-02 17:15:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
2024-05-02 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**1**	**3**	**0**	**0**	**0**

Articulated Trucks

Leg	Aroline Road					Firehall Road						Firehall Road				
Direction	Eastbound					Northbound						Southbound				
Start Time	Left	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	U-Turn	Peds CW	Peds CCW	Thru	Right	U-Turn	Peds CW	Peds CCW
2024-05-02 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 07:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 07:45:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
2024-05-02 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:30:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
2024-05-02 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:15:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
2024-05-02 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**

Buses

Leg	Aroline Road					Firehall Road					Firehall Road				
Direction	Eastbound					Northbound					Southbound				
Start Time	Left	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	U-Turn	Peds CW	Peds CCW	Thru	Right	U-Turn	Peds CW	Peds CCW
2024-05-02 07:00:00	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0
2024-05-02 07:15:00	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0
2024-05-02 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 07:45:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
2024-05-02 08:00:00	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0
2024-05-02 08:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
2024-05-02 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**2**	**0**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**2**	**2**	**0**	**0**	**0**

Pedestrians

Leg	Aroline Road					Firehall Road						Firehall Road					
Direction	Eastbound					Northbound						Southbound					
Start Time	Left	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	U-Turn	Peds CW	Peds CCW	Thru	Right	U-Turn	Peds CW	Peds CCW		
2024-05-02 07:00:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0		
2024-05-02 07:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2024-05-02 07:30:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0		
2024-05-02 07:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2024-05-02 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2024-05-02 08:15:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0		
2024-05-02 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2024-05-02 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2024-05-02 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2024-05-02 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2024-05-02 16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2024-05-02 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2024-05-02 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2024-05-02 17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2024-05-02 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2024-05-02 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		

Bicycles on Road

Leg	Aroline Road					Firehall Road						Firehall Road					
Direction	Eastbound					Northbound						Southbound					
Start Time	Left	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	U-Turn	Peds CW	Peds CCW	Thru	Right	U-Turn	Peds CW	Peds CCW		
2024-05-02 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2024-05-02 07:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2024-05-02 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2024-05-02 07:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2024-05-02 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2024-05-02 08:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2024-05-02 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2024-05-02 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2024-05-02 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2024-05-02 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2024-05-02 16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2024-05-02 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2024-05-02 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2024-05-02 17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2024-05-02 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2024-05-02 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		

Bicycles on Crosswalk

Leg	Aroline Road					Firehall Road					Firehall Road				
Direction	Eastbound					Northbound					Southbound				
Start Time	Left	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	U-Turn	Peds CW	Peds CCW	Thru	Right	U-Turn	Peds CW	Peds CCW
2024-05-02 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 07:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 07:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024-05-02 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Total Volume Class Breakdown

Leg	Aroline Road						Firehall Road						Firehall Road							
Direction	Eastbound						Northbound						Southbound							
Start Time	Left	Right	U-Turn	**App Total**	Peds CW	Peds CCW	Left	Thru	U-Turn	**App Total**	Peds CW	Peds CCW	Thru	Right	U-Turn	**App Total**	Peds CW	Peds CCW	**Int Total**	Cross Total
2024-05-02 07:00:00	1	2	0	**3**	1	0	0	2	0	**2**	0	0	2	5	0	**7**	0	0	**12**	1
2024-05-02 07:15:00	1	1	0	**2**	0	0	6	7	0	**13**	0	0	8	4	0	**12**	0	0	**27**	0
2024-05-02 07:30:00	3	2	0	**5**	2	0	1	4	0	**5**	0	0	9	7	0	**16**	0	0	**26**	2
2024-05-02 07:45:00	3	2	0	**5**	0	0	3	1	0	**4**	0	0	6	8	0	**14**	0	0	**23**	0
2024-05-02 08:00:00	2	3	1	**6**	0	0	2	7	0	**9**	0	0	4	5	0	**9**	0	0	**24**	0
2024-05-02 08:15:00	1	3	0	**4**	1	0	2	8	0	**10**	0	0	7	6	0	**13**	0	0	**27**	1
2024-05-02 08:30:00	1	3	0	**4**	0	0	5	4	0	**9**	0	0	14	4	0	**18**	0	0	**31**	0
2024-05-02 08:45:00	1	4	0	**5**	0	0	1	6	0	**7**	0	0	11	4	0	**15**	0	0	**27**	0
2024-05-02 16:00:00	4	2	0	**6**	0	0	1	5	0	**6**	0	0	11	3	0	**14**	0	0	**26**	0
2024-05-02 16:15:00	5	0	0	**5**	0	0	2	6	0	**8**	0	0	12	3	0	**15**	0	0	**28**	0
2024-05-02 16:30:00	5	5	0	**10**	0	0	2	9	0	**11**	0	0	10	3	0	**13**	0	0	**34**	0
2024-05-02 16:45:00	3	1	0	**4**	0	0	2	3	0	**5**	0	0	12	4	0	**16**	0	0	**25**	0
2024-05-02 17:00:00	2	4	0	**6**	0	0	3	11	0	**14**	0	0	17	4	0	**21**	0	0	**41**	0
2024-05-02 17:15:00	4	4	0	**8**	0	0	2	5	0	**7**	0	0	17	3	0	**20**	0	0	**35**	0
2024-05-02 17:30:00	4	2	0	**6**	0	0	3	4	0	**7**	0	0	6	3	0	**9**	0	0	**22**	0
2024-05-02 17:45:00	0	1	0	**1**	0	0	3	4	0	**7**	0	0	8	1	0	**7**	0	0	**15**	0
Grand Total	40	39	1	**80**	4	0	38	86	0	**124**	0	0	152	67	0	**219**	0	0	**423**	4
% Approach	50.0%	48.8%	1.3%				30.6%	69.4%	0.0%				69.4%	30.6%	0.0%					
% Total	9.5%	9.2%	0.2%	**18.9%**			9.0%	20.3%	0.0%	**29.3%**			35.9%	15.8%	0.0%	**51.8%**				
Motorcycles	0	0	0	**0**			0	1	0	**1**			0	2	0	**2**			**3**	
% Motorcycles	0.0%	0.0%	0.0%	**0.0%**			0.0%	1.2%	0.0%	**0.8%**			0.0%	3.0%	0.0%	**0.9%**			**0.7%**	
Cars	40	36	1	**77**			34	81	0	**115**			140	56	0	**205**			**397**	
% Cars	100.0%	92.3%	100.0%	**96.3%**			89.5%	94.2%	0.0%	**92.7%**			98.0%	83.6%	0.0%	**93.6%**			**93.9%**	
Single -Unit Trucks	0	1	0	**1**			0	3	0	**3**			1	3	0	**4**			**8**	
% Single -Unit Trucks	0.0%	2.6%	0.0%	**1.3%**			0.0%	3.5%	0.0%	**2.4%**			0.7%	4.5%	0.0%	**1.8%**			**1.9%**	
Articulated Trucks	0	0	0	**0**			0	0	0	**0**			0	4	0	**4**			**4**	
% Articulated Trucks	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	**0.0%**			0.0%	6.0%	0.0%	**1.8%**			**0.9%**	
Buses	0	2	0	**2**			4	1	0	**5**			2	2	0	**4**			**11**	
% Buses	0.0%	5.1%	0.0%	**2.5%**			10.5%	1.2%	0.0%	**4.0%**			1.3%	3.0%	0.0%	**1.8%**			**2.6%**	
Bicycles on Road	0	0	0	**0**			0	0	0	**0**			0	0	0	**0**			**0**	
% Bicycles on Road	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	**0.0%**			**0.0%**	
Pedestrians					4	0					0	0					0	0		4
% Pedestrians					100.0%	0.0%					0.0%	0.0%					0.0%	0.0%		100.0%
Bicycles on Crosswalk					0	0					0	0					0	0		0
% Bicycles on Crosswalk					0.0%	0.0%					0.0%	0.0%					0.0%	0.0%		0.0%

AM Peak Class Breakdown

Leg	Aroline Road						Finhall Road						Finhall Road						33
Direction	Eastbound						Northbound						Southbound						
Start Time	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total	Cross Total
2024-05-02 08:00:00	2	3	1	**6**	0	0	2	7	0	**9**	0	0	4	5	0	**9**	0	0	**24**	0
2024-05-02 08:15:00	1	3	0	**4**	1	0	2	8	0	**10**	0	0	7	6	0	**13**	0	0	**27**	1
2024-05-02 08:30:00	1	3	0	**4**	0	0	5	4	0	**9**	0	0	14	4	0	**18**	0	0	**31**	0
2024-05-02 08:45:00	1	4	0	**5**	0	0	1	6	0	**7**	0	0	11	4	0	**15**	0	0	**27**	0
Grand Total	5	13	1	**19**	1	0	10	25	0	**35**	0	0	36	19	0	**55**	0	0	**109**	1
% Approach	26.3%	68.4%	5.3%				28.6%	71.4%	0.0%				65.5%	34.5%	0.0%				
% Total	4.6%	11.9%	0.9%	**17.4%**			9.2%	22.9%	0.0%	**32.1%**			33.0%	17.4%	0.0%	**50.5%**			
PHF	0.625	0.813	0.250	**0.792**			0.500	0.781	0.000	**0.875**			0.643	0.792	0.000	**0.764**			**0.879**	
Motorcycles	0	0	0	**0**			0	1	0	**1**			0	0	0	**0**			**1**	
% Motorcycles	0.0%	0.0%	0.0%	**0.0%**			0.0%	4.0%	0.0%	**2.9%**			0.0%	0.0%	0.0%	**0.0%**			**0.9%**	
Cars	5	11	1	**17**			10	22	0	**32**			35	18	0	**53**			**102**	
% Cars	100.0%	84.6%	100.0%	**89.5%**			100.0%	88.0%	0.0%	**91.4%**			97.2%	94.7%	0.0%	**96.4%**			**93.6%**	
Single-Unit Trucks	0	1	0	**1**			0	2	0	**2**			0	1	0	**1**			**4**	
% Single-Unit Trucks	0.0%	7.7%	0.0%	**5.3%**			0.0%	8.0%	0.0%	**5.7%**			0.0%	5.3%	0.0%	**1.8%**			**3.7%**	
Articulated Trucks	0	0	0	**0**			0	0	0	**0**			0	0	0	**0**			**0**	
% Articulated Trucks	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	**0.0%**			**0.0%**	
Buses	0	1	0	**1**			0	0	0	**0**			1	0	0	**1**			**2**	
% Buses	0.0%	7.7%	0.0%	**5.3%**			0.0%	0.0%	0.0%	**0.0%**			2.8%	0.0%	0.0%	**1.8%**			**1.8%**	
Bicycles on Road	0	0	0	**0**			0	0	0	**0**			0	0	0	**0**			**0**	
% Bicycles on Road	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	**0.0%**			**0.0%**	
Pedestrians					1	0					0	0					0	0		1
% Pedestrians					100.0%	0.0%					0.0%	0.0%					0.0%	0.0%		100.0%
Bicycles on Crosswalk					**0**	**0**					**0**	**0**					**0**	**0**		**0**
% Bicycles on Crosswalk					0.0%	0.0%					0.0%	0.0%					0.0%	0.0%		0.0%

PM Peak Class Breakdown

Leg	Aroline Road						Finhall Road						Finhall Road						67
Direction	Eastbound						Northbound						Southbound						
Start Time	Left	Right	U-Turn	**App Total**	Peds CW	Peds CCW	Left	Thru	U-Turn	**App Total**	Peds CW	Peds CCW	Thru	Right	U-Turn	**App Total**	Peds CW	Peds CCW	**Int Total**	Cross Total
2024-05-02 16:30:00	5	5	0	**10**	0	0	2	9	0	**11**	0	0	10	3	0	**13**	0	0	**34**	0
2024-05-02 16:45:00	3	1	0	**4**	0	0	2	3	0	**5**	0	0	12	4	0	**16**	0	0	**25**	0
2024-05-02 17:00:00	2	4	0	**6**	0	0	3	11	0	**14**	0	0	17	4	0	**21**	0	0	**41**	0
2024-05-02 17:15:00	4	4	0	**8**	0	0	2	5	0	**7**	0	0	17	3	0	**20**	0	0	**35**	0
Grand Total	14	14	0	**28**	0	0	9	28	0	**37**	0	0	56	14	0	**70**	0	0	**135**	0
% Approach	50.0%	50.0%	0.0%				24.3%	75.7%	0.0%				80.0%	20.0%	0.0%					
% Total	10.4%	10.4%	0.0%	**20.7%**			6.7%	20.7%	0.0%	**27.4%**			41.5%	10.4%	0.0%	**51.9%**				
PHF	0.700	0.700	0.000	**0.700**			0.750	0.636	0.000	**0.661**			0.824	0.875	0.000	**0.833**			**0.823**	
Motorcycles	0	0	0	**0**			0	0	0	**0**			0	1	0	**1**			**1**	
% Motorcycles	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	**0.0%**			0.0%	7.1%	0.0%	**1.4%**			**0.7%**	
Cars	14	14	0	**28**			9	27	0	**36**			55	9	0	**64**			**128**	
% Cars	100.0%	100.0%	0.0%	**100.0%**			100.0%	96.4%	0.0%	**97.3%**			98.2%	64.3%	0.0%	**91.4%**			**94.8%**	
Single-Unit Trucks	0	0	0	**0**			0	1	0	**1**			1	1	0	**2**			**3**	
% Single-Unit Trucks	0.0%	0.0%	0.0%	**0.0%**			0.0%	3.6%	0.0%	**2.7%**			1.8%	7.1%	0.0%	**2.9%**			**2.2%**	
Articulated Trucks	0	0	0	**0**			0	0	0	**0**			0	3	0	**3**			**3**	
% Articulated Trucks	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	**0.0%**			0.0%	21.4%	0.0%	**4.3%**			**2.2%**	
Buses	0	0	0	**0**			0	0	0	**0**			0	0	0	**0**			**0**	
% Buses	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	**0.0%**			**0.0%**	
Bicycles on Road	0	0	0	**0**			0	0	0	**0**			0	0	0	**0**			**0**	
% Bicycles on Road	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	**0.0%**			**0.0%**	
Pedestrians					0	0					0	0					0	0		0
% Pedestrians					0.0%	0.0%					0.0%	0.0%					0.0%	0.0%		0.0%
Bicycles on Crosswalk					**0**	**0**					**0**	**0**					**0**	**0**		**0**
% Bicycles on Crosswalk					0.0%	0.0%					0.0%	0.0%					0.0%	0.0%		0.0%

TSTData.com

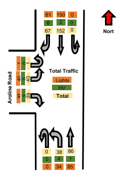
Project	MCFARLAND JOHNSON
Project Code	11747
Site Name	11747-4 - Firehall Road & Arol
Legs and Movements	All Processed Legs & Moveme
Bin Size	15 minutes
Survey Date	2024-05-02, Thursday
Location	Firehall Road & Aroline Road
Latitude and Longitude	42.915994, -77.298613

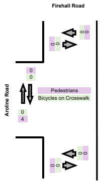
	Start	End	PHF
AM Peak	2024-05-02 08:00:00	2024-05-02 09:00:00	0.88
PM Peak	2024-05-02 16:30:00	2024-05-02 17:30:00	0.82

Turning Movement Data

Leg	Aroline Road						Firehall Road						Firehall Road						
Direction	Eastbound						Northbound						Southbound						
Start Time	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Total
7:00:00	1	2	0	3	1	0	0	2	0	2	0	0	2	5	0	7	0	0	12
7:15:00	1	1	0	2	0	0	6	7	0	13	0	0	8	4	0	12	0	0	27
7:30:00	3	2	0	5	2	0	1	4	0	5	0	0	9	7	0	16	0	0	26
7:45:00	3	2	0	5	0	0	3	1	0	4	0	0	6	8	0	14	0	0	23
Hourly Total	8	7	0	15	3	0	10	14	0	24	0	0	25	24	0	49	0	0	88
8:00:00	2	3	1	6	0	0	2	7	0	9	0	0	4	5	0	9	0	0	24
8:15:00	1	3	0	4	1	0	2	8	0	10	0	0	7	6	0	13	0	0	27
8:30:00	1	3	0	4	0	0	5	4	0	9	0	0	14	4	0	18	0	0	31
8:45:00	1	4	0	5	0	0	1	6	0	7	0	0	11	4	0	15	0	0	27
Hourly Total	5	13	1	19	1	0	10	25	0	35	0	0	36	19	0	55	0	0	109
16:00:00	4	2	0	6	0	0	1	5	0	6	0	0	11	3	0	14	0	0	26
16:15:00	5	0	0	5	0	0	2	6	0	8	0	0	12	3	0	15	0	0	28
16:30:00	5	5	0	10	0	0	2	9	0	11	0	0	10	3	0	13	0	0	34
16:45:00	3	1	0	4	0	0	2	3	0	5	0	0	12	4	0	16	0	0	25
Hourly Total	17	8	0	25	0	0	7	23	0	30	0	0	45	13	0	58	0	0	113
17:00:00	2	4	0	6	0	0	3	11	0	14	0	0	17	4	0	21	0	0	41
17:15:00	4	4	0	8	0	0	2	5	0	7	0	0	17	3	0	20	0	0	35
17:30:00	4	2	0	6	0	0	3	4	0	7	0	0	6	3	0	9	0	0	22
17:45:00	0	1	0	1	0	0	3	4	0	7	0	0	6	1	0	7	0	0	15
Hourly Total	10	11	0	21	0	0	11	24	0	35	0	0	46	11	0	57	0	0	113
Grand Total	40	39	1	80	4	0	38	86	0	124	0	0	152	67	0	219	0	0	423
% Approach	50.0%	48.8%	1.3%	0.0%	0.0%	0.0%	30.6%	69.4%	0.0%	0.0%	0.0%	0.0%	69.4%	30.6%	0.0%	0.0%	0.0%	0.0%	
% Total	9.5%	9.2%	0.2%	18.9%	0.0%	0.0%	9.0%	20.3%	0.0%	29.3%	0.0%	0.0%	35.9%	15.8%	0.0%	51.8%	0.0%	0.0%	
Lights	40	37	1	78	0	0	34	85	0	119	0	0	150	61	0	211	0	0	
% Lights	100.0%	94.9%	100.0%	97.5%	0.0%	0.0%	89.5%	98.8%	0.0%	96.0%	0.0%	0.0%	98.7%	91.0%	0.0%	96.3%	0.0%	0.0%	0.0%
HV	0	2	0	2	0	0	4	1	0	5	0	0	2	6	0	8	0	0	15
% HV	0.0%	5.1%	0.0%	2.5%	0.0%	0.0%	10.5%	1.2%	0.0%	4.0%	0.0%	0.0%	1.3%	9.0%	0.0%	3.7%	0.0%	0.0%	3.5%
Pedestrians	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
% Pedestrians	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

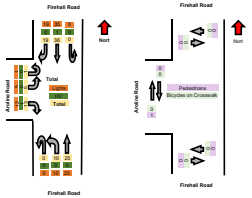
Turning Movement Data Plot





Turning Movement Peak Hour Data (AM)
8:00:00

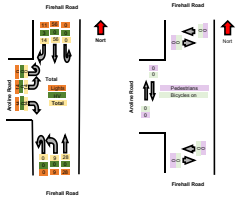
Int.	Avalina Road						Firehall Road						Firehall Road						
Direction	Southbound						Northbound						Southbound						Total
Start Time	Left	Right	U-Turn	App Total	Peds	Bicycles	Left	Thru	U-Turn	App Total	Peds	Bicycles	Thru	Right	U-Turn	App Total	Peds	Bicycles	
8:00:00	2	0	1	3	0	0	0	2	0	2	0	0	7	5	0	12	0	0	17
8:15:00	1	3	0	4	1	0	0	4	0	4	0	0	7	6	0	13	0	0	21
8:30:00	1	3	0	4	0	0	0	4	0	4	0	0	14	0	0	14	0	0	22
8:45:00	1	3	0	4	0	0	0	3	0	3	0	0	11	4	0	15	0	0	22
Total	5	9	1	15	1	0	0	13	0	13	0	0	39	15	0	54	0	0	82
Approach	33.3%	60.0%	6.7%	18.3%	100.0%	0.0%	0.0%	15.9%	0.0%	15.9%	0.0%	0.0%	72.2%	27.8%	0.0%	65.9%	0.0%	0.0%	
% Total	6.0%	11.0%	1.2%	18.3%	1.2%	0.0%	0.0%	15.9%	0.0%	15.9%	0.0%	0.0%	47.6%	18.3%	0.0%	65.9%	0.0%	0.0%	
PHF	0.625	0.750	0.250	0.750	0.250	0.000	0.000	0.813	0.000	0.813	0.000	0.000	0.696	0.625	0.000	0.964	0.000	0.000	0.932
Lights	5	9	1	15	1	0	0	13	0	13	0	0	39	15	0	54	0	0	82
% Lights	100.0%	100.0%	100.0%	100.0%	100.0%	0.0%	0.0%	100.0%	0.0%	100.0%	0.0%	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	100.0%
HT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% HT	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Pedestrians	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Pedestrians	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%



Turning Movement Peak Hour Data (PM)

16:45:00

Leg	Andrus Road Eastbound						Firehall Road Northbound						Firehall Road Westbound						Total
Direction																			
Start Time	Left	Thru	Right	Peds	App. Total	Int.	Left	Thru	Right	Peds	App. Total	Int.	Thru	Right	Peds	App. Total	Int.		
16:30:00	5	0	0	10	5	0	2	0	0	11	2	0	12	2	0	14	2	0	21
16:45:00	4	4	0	8	8	0	0	11	2	14	13	0	17	4	0	21	21	0	42
17:00:00	2	4	0	6	6	0	0	11	2	13	13	0	17	4	0	21	21	0	40
17:15:00	2	4	0	6	6	0	0	11	2	13	13	0	17	4	0	21	21	0	40
Hourly Total	13	12	0	25	25	0	2	33	6	37	33	0	53	14	0	67	67	0	129
% Approach	52.0%	48.0%	0.0%	8.8%	0.0%	0.0%	5.4%	89.2%	16.2%	28.7%	0.0%	0.0%	79.1%	20.9%	0.0%	51.9%	0.0%	0.0%	
% Total	10.1%	9.3%	0.0%	19.4%	0.0%	0.0%	1.6%	25.7%	4.7%	28.7%	0.0%	0.0%	41.1%	10.9%	0.0%	51.9%	0.0%	0.0%	
PHF	.750	.750	.000	.781	.781	.000	.250	.750	.750	.712	.635	.000	.779	.875	.000	.798	.798	.000	.768
Lights	13	12	0	25	25	0	2	33	6	37	33	0	53	14	0	67	67	0	129
% Lights	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	100.0%	100.0%	100.0%	100.0%	0.0%	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	100.0%
HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% HV	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%



APPENDIX B

TRAFFIC CALCULATIONS

- AM Volume Calculation Table
- PM Volume Calculation Table

UPTOWN LANDING TIS VOLUME TABLE

Study Intersection	Approach and Movement		MORNING PEAK HOUR (7:15-8:15) 2024 EXISTING VOLUMES	BACKGROUND PROJECTS	2027 BACKGROUND	ENTERING TRIP GEN %	EXITING TRIP GEN %	2027 BUILD Trips	2027 BUILD TOTAL
No. 1 - Rochester Road (NYS Route 332) @ Aroline Road/Airport Road (Signalized)	Eastbound	L	21		21			0	21
		T	14		14			0	14
		R	29		29			0	29
	Westbound	L	11		11			0	11
		T	19		19			0	19
		R	2		2		40%	99	101
	Northbound	U-Turn	18		18			0	18
		L	33		33			0	33
		T	781	6	799		5%	12	811
		R	3		3	**5%**		5	8
	Southbound	U-Turn	6		6			0	6
		L	6		6	**35%**		36	42
		T	867	19	899	**5%**		5	904
		R	21		21			0	21
No. 2 - Rochester Road (NYS Route 332) @ Parkside Drive/Gateway Center (Signalized)	Eastbound	L	7		7			0	7
		T	0		0			0	0
		R	14		14			0	14
	Westbound	L	28		28		40%	99	127
		T	2		2			0	2
		R	25		25		5%	12	37
	Northbound	U-Turn	1		1			0	1
		L	14		14			0	14
		T	819	6	837	**5%**		5	842
		R	50		51	**40%**		41	92
	Southbound	U-Turn	9		9			0	9
		L	15		15	**5%**		5	20
		T	881	19	913			0	913
		R	6		6			0	6
No. 3 - Rochester Road (NYS Route 332) @ Macedon Road (CR28)/North Street (Signalized)	Eastbound	L	87	2	90	**5%**		5	95
		T	140		142	**5%**		5	147
		R	97	4	102			0	102
	Westbound	L	133		135		5%	12	147
		T	153		155		5%	12	167
		R	105		107			0	107
	Northbound	L	103	4	109			0	109
		T	750	6	767	**40%**		41	808
		R	60		61	**5%**		5	66
	Southbound	L	103		105			0	105
		T	710	15	736		35%	87	823
		R	87	4	92		5%	12	104
No. 4 - Macedon Road (CR28) @ Parkside Drive (Un-Signalized)	Eastbound	L	5		5		5%	12	17
		R	8		8		10%	24	32
	Northbound	L	9		9	**10%**		10	19
		T	131		133			0	133
	Southbound	T	192		195			0	195
		R	26		26	**5%**		5	31
No. 5 - Parkside Drive @ Brahm Road (Un-Signalized)	Eastbound	T	10		10	**45%**		46	56
		R	6		6			0	6
	Westbound	L	0		0			0	0
		T	39		40		40%	99	139
	Northbound	L	16		16			0	16
		R	1		1			0	1
No. 6 - Firehall Road @ Aroline Road (Un-Signalized)	Eastbound	L	9		9			0	9
		T				**35%**		36	36
		R	8		8	**5%**		5	13
	Northbound	L	12		12			0	12
		T	19		19			0	19
		R				**5%**		5	5
	Southbound	L						0	0
		T	27		27			0	27
		R	24		24			0	24
	Westbound	L					5%	12	12
		T					40%	99	99
		R						0	0

Study Intersection	Approach and Movement		EVENING PEAK HOUR (4:15-5:15) 2024 EXISTING VOLUMES	BACKGROUND PROJECTS	2027 BACKGROUND	ENTERING TRIP GEN %	EXITING TRIP GEN %	2027 BUILD Trips	2027 BUILD TOTAL
No. 1 - Rochester Road (NYS Route 332) @ Aroline Road/Airport Road (Signalized)	Eastbound	L	44		45			0	45
		T	7		7			0	7
		R	39		40			0	40
	Westbound	L	26		26			0	26
		T	9		9			0	9
		R	8		8		40%	71	79
	Northbound	U-Turn	21		21			0	21
		L	40		41			0	41
		T	1040	15	1071		5%	9	1080
		R	8		8	**5%**		13	21
	Southbound	U-Turn	23		23			0	23
		L	14		14	**35%**		93	107
		T	1083	13	1112	**5%**		13	1125
		R	11		11			0	11
No. 2 - Rochester Road (NYS Route 332) @ Parkside Drive/Gateway Center (Signalized)	Eastbound	L	20		20			0	20
		T	5		5			0	5
		R	63		64			0	64
	Westbound	L	74		75		40%	71	146
		T	11		11			0	11
		R	21		21		5%	9	30
	Northbound	U-Turn	3		3			0	3
		L	59		60			0	60
		T	1055	15	1086	**5%**		13	1099
		R	19		19	**40%**		107	126
	Southbound	U-Turn	34		35			0	35
		L	28		28	**5%**		13	41
		T	1089	13	1118			0	1118
		R	15		15			0	15
No. 3 - Rochester Road (NYS Route 332) @ Macedon Road (CR28)/North Street (Signalized)	Eastbound	L	139	4	145	**5%**		13	158
		T	200		203	**5%**		13	216
		R	172	4	179			0	179
	Westbound	L	147		149		5%	9	158
		T	166		168		5%	9	177
		R	113		115			0	115
	Northbound	L	138	4	144			0	144
		T	933	15	962	**40%**		107	1069
		R	157		159	**5%**		14	173
	Southbound	L	194		197			0	197
		T	908	11	933		35%	62	995
		R	123	2	127		5%	9	136
No. 4 - Macedon Road (CR28) @ Parkside Drive (Un-Signalized)	Eastbound	L	34		35		5%	8	43
		R	10		10		10%	18	28
	Northbound	L	10		10	**10%**		27	37
		T	248		252			0	252
	Southbound	T	184		187			0	187
		R	11		11	**5%**		13	24
No. 5 - Parkside Drive @ Brahm Road (Un-Signalized)	Eastbound	T	42		43	**45%**		120	163
		R	11		11			0	11
	Westbound	L	1		1			0	1
		T	27		27		40%	71	98
	Northbound	L	7		7			0	7
		R	0		0			0	0
No. 6 - Firehall Road @ Aroline Road (Un-Signalized)	Eastbound	L	15		15			0	15
		T				**35%**		93	93
		R	10		10	**5%**		13	23
	Northbound	L	9		9			0	9
		T	29		29			0	29
		R				**5%**		13	13
	Southbound	L						0	0
		T	51		52			0	52
		R	14		14			0	14
	Westbound	L					5%	9	9
		T					40%	71	71
		R						0	0

APPENDIX C

SYNCHRO MODEL CAPACITY ANALYSIS RESULTS

- 2024 Base Conditions
  - Morning Peak
  - Evening Peak

- 2027 No-Build Conditions
  - Morning Peak
  - Evening Peak

- 2027 Build Conditions
  - Morning Peak
  - Evening Peak

- 2027 Build Conditions – Traffic Signal Mitigation
  - Morning Peak
  - Evening Peak

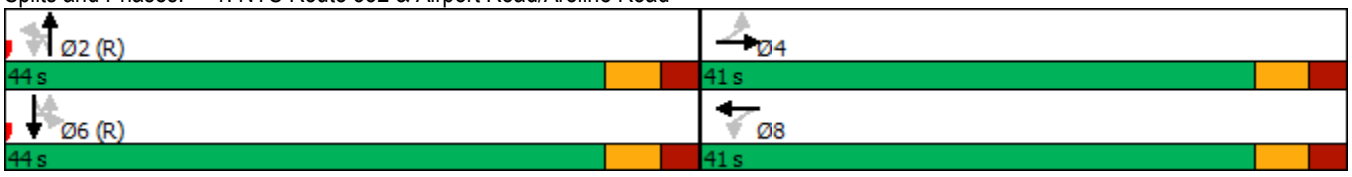
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	21	14	29	11	19	2	18	33	781	3	6	6
Future Volume (vph)	21	14	29	11	19	2	18	33	781	3	6	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		300		0		300
Storage Lanes	1		0	0		0		1		0		1
Taper Length (ft)	25			25				75				75
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	0.95	1.00
Frt		0.898			0.991							
Flt Protected	0.950				0.983			0.950				0.950
Satd. Flow (prot)	1456	1292	0	0	1556	0	0	1563	3505	0	0	1805
Flt Permitted	0.726				0.865			0.300				0.309
Satd. Flow (perm)	1112	1292	0	0	1369	0	0	494	3505	0	0	587
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		38			3							
Link Speed (mph)		40			40				40			
Link Distance (ft)		335			441				598			
Travel Time (s)		5.7			7.5				10.2			
Peak Hour Factor	0.76	0.76	0.76	0.67	0.67	0.67	0.86	0.86	0.86	0.86	0.95	0.95
Heavy Vehicles (%)	24%	7%	44%	9%	16%	100%	0%	24%	3%	0%	0%	0%
Adj. Flow (vph)	28	18	38	16	28	3	21	38	908	3	6	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	28	56	0	0	47	0	0	59	911	0	0	12
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				12			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Turn Type	Perm	NA		Perm	NA		Perm	Perm	NA		Perm	Perm
Protected Phases		4			8				2			
Permitted Phases	4			8			2	2			6	6
Detector Phase	4	4		8	8		2	2	2		6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	41.0	41.0		41.0	41.0		36.0	36.0	36.0		36.0	36.0
Total Split (s)	41.0	41.0		41.0	41.0		44.0	44.0	44.0		44.0	44.0
Total Split (%)	48.2%	48.2%		48.2%	48.2%		51.8%	51.8%	51.8%		51.8%	51.8%
Maximum Green (s)	35.0	35.0		35.0	35.0		38.0	38.0	38.0		38.0	38.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	2.5	2.5		2.5	2.5		2.5	2.5	2.5		2.5	2.5
Lost Time Adjust (s)	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
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None		None	None		C-Min	C-Min	C-Min		C-Min	C-Min

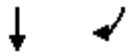
Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	867	21
Future Volume (vph)	867	21
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.95	0.95
Frt	0.996	
Flt Protected		
Satd. Flow (prot)	3468	0
Flt Permitted		
Satd. Flow (perm)	3468	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	4	
Link Speed (mph)	40	
Link Distance (ft)	488	
Travel Time (s)	8.3	
Peak Hour Factor	0.95	0.95
Heavy Vehicles (%)	3%	32%
Adj. Flow (vph)	913	22
Shared Lane Traffic (%)		
Lane Group Flow (vph)	935	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	5.0	
Minimum Split (s)	36.0	
Total Split (s)	44.0	
Total Split (%)	51.8%	
Maximum Green (s)	38.0	
Yellow Time (s)	3.5	
All-Red Time (s)	2.5	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	
Recall Mode	C-Min	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0	7.0		7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0	0		0	0
Act Effct Green (s)	8.1	8.1			8.1			68.4	68.4			68.4
Actuated g/C Ratio	0.10	0.10			0.10			0.80	0.80			0.80
v/c Ratio	0.26	0.36			0.35			0.15	0.32			0.03
Control Delay	41.0	23.3			40.7			4.2	3.5			3.2
Queue Delay	0.0	0.0			0.0			0.0	0.0			0.0
Total Delay	41.0	23.3			40.7			4.2	3.5			3.2
LOS	D	C			D			A	A			A
Approach Delay		29.2			40.7				3.5			
Approach LOS		C			D				A			
Queue Length 50th (ft)	14	9			22			7	62			1
Queue Length 95th (ft)	32	32			38			19	96			6
Internal Link Dist (ft)		255			361				518			
Turn Bay Length (ft)								300				300
Base Capacity (vph)	457	554			565			397	2819			472
Starvation Cap Reductn	0	0			0			0	0			0
Spillback Cap Reductn	0	0			0			0	0			0
Storage Cap Reductn	0	0			0			0	0			0
Reduced v/c Ratio	0.06	0.10			0.08			0.15	0.32			0.03

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.36			
Intersection Signal Delay: 5.4		Intersection LOS: A	
Intersection Capacity Utilization 52.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: NYS Route 332 & Airport Road/Aroline Road





Lane Group	SBT	SBR
Walk Time (s)	7.0	
Flash Dont Walk (s)	11.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	68.4	
Actuated g/C Ratio	0.80	
v/c Ratio	0.34	
Control Delay	3.5	
Queue Delay	0.0	
Total Delay	3.5	
LOS	A	
Approach Delay	3.5	
Approach LOS	A	
Queue Length 50th (ft)	64	
Queue Length 95th (ft)	106	
Internal Link Dist (ft)	408	
Turn Bay Length (ft)		
Base Capacity (vph)	2790	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.34	

Intersection Summary

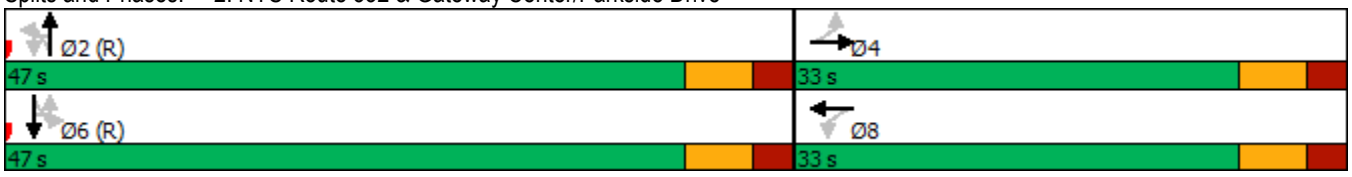
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	7	0	14	28	2	25	1	14	819	50	9	15
Future Volume (vph)	7	0	14	28	2	25	1	14	819	50	9	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		430		0		330
Storage Lanes	0		0	1		0		1		0		2
Taper Length (ft)	25			25				50				70
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	0.95	1.00
Frt		0.909			0.859				0.991			
Flt Protected		0.984		0.950				0.950				0.950
Satd. Flow (prot)	0	1699	0	1583	1246	0	0	1805	3452	0	0	1608
Flt Permitted		0.878		0.721				0.311				0.292
Satd. Flow (perm)	0	1516	0	1202	1246	0	0	591	3452	0	0	494
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		48			31				11			
Link Speed (mph)		15			40				40			
Link Distance (ft)		372			379				431			
Travel Time (s)		16.9			6.5				7.3			
Peak Hour Factor	0.38	0.38	0.38	0.81	0.81	0.81	0.90	0.90	0.90	0.90	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	14%	0%	33%	0%	0%	3%	14%	11%	13%
Adj. Flow (vph)	18	0	37	35	2	31	1	16	910	56	9	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	55	0	35	33	0	0	17	966	0	0	24
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				12			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Turn Type	Perm	NA		Perm	NA		Perm	Perm	NA		Perm	Perm
Protected Phases		4			8				2			
Permitted Phases	4			8			2	2			6	6
Detector Phase	4	4		8	8		2	2	2		6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	24.5	24.5		24.5	24.5		24.5	24.5	24.5		24.5	24.5
Total Split (s)	33.0	33.0		33.0	33.0		47.0	47.0	47.0		47.0	47.0
Total Split (%)	41.3%	41.3%		41.3%	41.3%		58.8%	58.8%	58.8%		58.8%	58.8%
Maximum Green (s)	26.5	26.5		26.5	26.5		40.5	40.5	40.5		40.5	40.5
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	2.5	2.5		2.5	2.5		2.5	2.5	2.5		2.5	2.5
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)		6.5		6.5	6.5			6.5	6.5			6.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None		None	None		C-Max	C-Max	C-Max		C-Max	C-Max

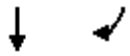
Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	881	6
Future Volume (vph)	881	6
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.95	0.95
Frt	0.999	
Flt Protected		
Satd. Flow (prot)	3502	0
Flt Permitted		
Satd. Flow (perm)	3502	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	1	
Link Speed (mph)	40	
Link Distance (ft)	430	
Travel Time (s)	7.3	
Peak Hour Factor	0.97	0.97
Heavy Vehicles (%)	3%	0%
Adj. Flow (vph)	908	6
Shared Lane Traffic (%)		
Lane Group Flow (vph)	914	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	5.0	
Minimum Split (s)	24.5	
Total Split (s)	47.0	
Total Split (%)	58.8%	
Maximum Green (s)	40.5	
Yellow Time (s)	4.0	
All-Red Time (s)	2.5	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.5	
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	
Recall Mode	C-Max	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0	7.0		7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0	0		0	0
Act Effct Green (s)		7.8		8.0	8.0			66.6	66.6			66.6
Actuated g/C Ratio		0.10		0.10	0.10			0.83	0.83			0.83
v/c Ratio		0.29		0.29	0.22			0.03	0.34			0.06
Control Delay		16.1		38.9	16.3			3.6	3.4			3.7
Queue Delay		0.0		0.0	0.0			0.0	0.0			0.0
Total Delay		16.1		38.9	16.3			3.6	3.4			3.7
LOS		B		D	B			A	A			A
Approach Delay		16.1			27.9				3.4			
Approach LOS		B			C				A			
Queue Length 50th (ft)		3		17	1			2	71			3
Queue Length 95th (ft)		2		38	21			8	116			10
Internal Link Dist (ft)		292			299				351			
Turn Bay Length (ft)								430				330
Base Capacity (vph)		534		398	433			492	2876			411
Starvation Cap Reductn		0		0	0			0	0			0
Spillback Cap Reductn		0		0	0			0	0			0
Storage Cap Reductn		0		0	0			0	0			0
Reduced v/c Ratio		0.10		0.09	0.08			0.03	0.34			0.06

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.34			
Intersection Signal Delay: 4.6		Intersection LOS: A	
Intersection Capacity Utilization 43.1%		ICU Level of Service A	
Analysis Period (min) 15			

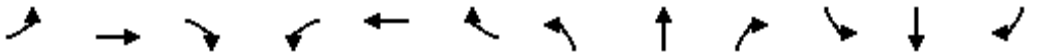
Splits and Phases: 2: NYS Route 332 & Gateway Center/Parkside Drive





Lane Group	SBT	SBR
Walk Time (s)	7.0	
Flash Dont Walk (s)	11.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	66.6	
Actuated g/C Ratio	0.83	
v/c Ratio	0.31	
Control Delay	3.4	
Queue Delay	0.0	
Total Delay	3.4	
LOS	A	
Approach Delay	3.4	
Approach LOS	A	
Queue Length 50th (ft)	66	
Queue Length 95th (ft)	109	
Internal Link Dist (ft)	350	
Turn Bay Length (ft)		
Base Capacity (vph)	2916	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.31	

Intersection Summary



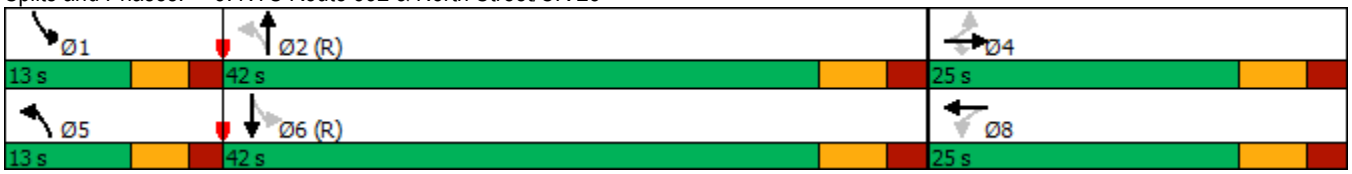
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	140	97	133	153	105	103	750	60	103	710	87
Future Volume (vph)	87	140	97	133	153	105	103	750	60	103	710	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	150		0	0		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			50			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.939			0.989			0.984	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1827	1568	1752	1670	0	1787	3464	0	1736	3426	0
Flt Permitted	0.352			0.643			0.258			0.263		
Satd. Flow (perm)	649	1827	1568	1186	1670	0	485	3464	0	480	3426	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			123		40			13			21	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		526			445			456			475	
Travel Time (s)		12.0			10.1			10.4			10.8	
Peak Hour Factor	0.82	0.82	0.82	0.85	0.85	0.85	0.93	0.93	0.93	0.90	0.90	0.90
Heavy Vehicles (%)	3%	4%	3%	3%	4%	11%	1%	3%	4%	4%	4%	1%
Adj. Flow (vph)	106	171	118	156	180	124	111	806	65	114	789	97
Shared Lane Traffic (%)												
Lane Group Flow (vph)	106	171	118	156	304	0	111	871	0	114	886	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		13.0	24.5		13.0	24.5	
Total Split (s)	25.0	25.0	25.0	25.0	25.0		13.0	42.0		13.0	42.0	
Total Split (%)	31.3%	31.3%	31.3%	31.3%	31.3%		16.3%	52.5%		16.3%	52.5%	
Maximum Green (s)	18.5	18.5	18.5	18.5	18.5		7.5	35.5		7.5	35.5	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		3.5	4.0		3.5	4.0	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5		2.0	2.5		2.0	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		5.5	6.5		5.5	6.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Walk Time (s)								7.0			7.0	
Flash Dont Walk (s)								11.0			11.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	16.5	16.5	16.5	16.5	16.5		47.1	40.3		47.2	40.3	
Actuated g/C Ratio	0.21	0.21	0.21	0.21	0.21		0.59	0.50		0.59	0.50	
v/c Ratio	0.80	0.45	0.28	0.64	0.81		0.28	0.50		0.29	0.51	
Control Delay	69.8	31.4	6.8	41.3	43.9		8.1	15.6		8.3	15.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	69.8	31.4	6.8	41.3	43.9		8.1	15.6		8.3	15.7	
LOS	E	C	A	D	D		A	B		A	B	
Approach Delay		34.3			43.0			14.8			14.8	
Approach LOS		C			D			B			B	
Queue Length 50th (ft)	49	73	0	69	123		20	161		21	163	
Queue Length 95th (ft)	#111	116	29	122	#199		39	216		40	221	
Internal Link Dist (ft)		446			365			376			395	
Turn Bay Length (ft)							150					
Base Capacity (vph)	150	422	457	274	416		408	1750		401	1736	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.71	0.41	0.26	0.57	0.73		0.27	0.50		0.28	0.51	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 13 (16%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 22.1 Intersection LOS: C
Intersection Capacity Utilization 68.5% 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: NYS Route 332 & North Street/CR 28



Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	8	9	131	192	26
Future Vol, veh/h	5	8	9	131	192	26
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	46	46	81	81	89	89
Heavy Vehicles, %	20	22	0	6	4	0
Mvmt Flow	11	17	11	162	216	29

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	415	231	245	0	-	0
Stage 1	231	-	-	-	-	-
Stage 2	184	-	-	-	-	-
Critical Hdwy	6.6	6.42	4.1	-	-	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.68	3.498	2.2	-	-	-
Pot Cap-1 Maneuver	561	761	1333	-	-	-
Stage 1	767	-	-	-	-	-
Stage 2	806	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	556	761	1333	-	-	-
Mov Cap-2 Maneuver	556	-	-	-	-	-
Stage 1	760	-	-	-	-	-
Stage 2	806	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.6	0.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1333	-	666	-	-
HCM Lane V/C Ratio	0.008	-	0.042	-	-
HCM Control Delay (s)	7.7	0	10.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	3.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	10	6	0	39	16	1
Future Vol, veh/h	10	6	0	39	16	1
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	57	57	89	89	39	39
Heavy Vehicles, %	36	40	0	0	41	0
Mvmt Flow	18	11	0	44	41	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	29	0	68	24
Stage 1	-	-	-	-	24	-
Stage 2	-	-	-	-	44	-
Critical Hdwy	-	-	4.1	-	6.81	6.2
Critical Hdwy Stg 1	-	-	-	-	5.81	-
Critical Hdwy Stg 2	-	-	-	-	5.81	-
Follow-up Hdwy	-	-	2.2	-	3.869	3.3
Pot Cap-1 Maneuver	-	-	1597	-	848	1058
Stage 1	-	-	-	-	907	-
Stage 2	-	-	-	-	887	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1597	-	848	1058
Mov Cap-2 Maneuver	-	-	-	-	848	-
Stage 1	-	-	-	-	907	-
Stage 2	-	-	-	-	887	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	858	-	-	1597	-
HCM Lane V/C Ratio	0.051	-	-	-	-
HCM Control Delay (s)	9.4	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	9	0	8	0	0	0	12	19	0	0	27	24
Future Vol, veh/h	9	0	8	0	0	0	12	19	0	0	27	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	92	75	92	92	92	60	60	92	92	80	80
Heavy Vehicles, %	0	2	8	2	2	2	0	0	2	2	3	0
Mvmt Flow	12	0	11	0	0	0	20	32	0	0	34	30

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	121	121	49	127	136	32	64	0	0	32	0	0
Stage 1	49	49	-	72	72	-	-	-	-	-	-	-
Stage 2	72	72	-	55	64	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.52	6.28	7.12	6.52	6.22	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.018	3.372	3.518	4.018	3.318	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	859	769	1003	846	755	1042	1551	-	-	1580	-	-
Stage 1	969	854	-	938	835	-	-	-	-	-	-	-
Stage 2	943	835	-	957	842	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	850	759	1003	829	745	1042	1551	-	-	1580	-	-
Mov Cap-2 Maneuver	850	759	-	829	745	-	-	-	-	-	-	-
Stage 1	956	854	-	926	824	-	-	-	-	-	-	-
Stage 2	931	824	-	947	842	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9	0	2.8	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1551	-	-	916	-	1580	-	-
HCM Lane V/C Ratio	0.013	-	-	0.025	-	-	-	-
HCM Control Delay (s)	7.4	0	-	9	0	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	0	-	-

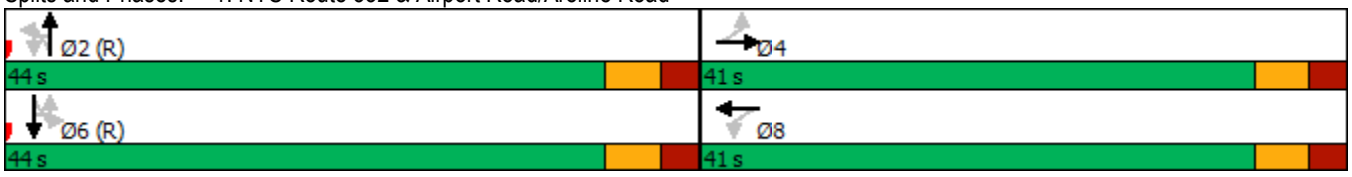
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	44	7	39	26	9	8	21	40	1040	8	23	14
Future Volume (vph)	44	7	39	26	9	8	21	40	1040	8	23	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		300		0		300
Storage Lanes	1		0	0		0		1		0		1
Taper Length (ft)	25			25				75				75
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	0.95	1.00
Frt		0.872			0.975				0.999			
Flt Protected	0.950				0.971			0.950				0.950
Satd. Flow (prot)	1805	1657	0	0	1775	0	0	1805	3571	0	0	1805
Flt Permitted	0.726				0.764			0.176				0.235
Satd. Flow (perm)	1379	1657	0	0	1397	0	0	334	3571	0	0	446
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		17			9				1			
Link Speed (mph)		40			40				40			
Link Distance (ft)		335			441				598			
Travel Time (s)		5.7			7.5				10.2			
Peak Hour Factor	0.52	0.52	0.52	0.91	0.91	0.91	0.93	0.93	0.93	0.93	0.81	0.81
Heavy Vehicles (%)	0%	0%	0%	0%	0%	7%	0%	0%	1%	0%	0%	0%
Adj. Flow (vph)	85	13	75	29	10	9	23	43	1118	9	28	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	85	88	0	0	48	0	0	66	1127	0	0	45
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				12			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Turn Type	Perm	NA		Perm	NA		Perm	Perm	NA		Perm	Perm
Protected Phases		4			8				2			
Permitted Phases	4			8			2	2			6	6
Detector Phase	4	4		8	8		2	2	2		6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	41.0	41.0		41.0	41.0		36.0	36.0	36.0		36.0	36.0
Total Split (s)	41.0	41.0		41.0	41.0		44.0	44.0	44.0		44.0	44.0
Total Split (%)	48.2%	48.2%		48.2%	48.2%		51.8%	51.8%	51.8%		51.8%	51.8%
Maximum Green (s)	35.0	35.0		35.0	35.0		38.0	38.0	38.0		38.0	38.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	2.5	2.5		2.5	2.5		2.5	2.5	2.5		2.5	2.5
Lost Time Adjust (s)	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
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None		None	None		C-Min	C-Min	C-Min		C-Min	C-Min

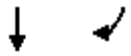
Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1083	11
Future Volume (vph)	1083	11
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.95	0.95
Frt	0.998	
Flt Protected		
Satd. Flow (prot)	3567	0
Flt Permitted		
Satd. Flow (perm)	3567	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	2	
Link Speed (mph)	40	
Link Distance (ft)	488	
Travel Time (s)	8.3	
Peak Hour Factor	0.81	0.81
Heavy Vehicles (%)	1%	0%
Adj. Flow (vph)	1337	14
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1351	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	5.0	
Minimum Split (s)	36.0	
Total Split (s)	44.0	
Total Split (%)	51.8%	
Maximum Green (s)	38.0	
Yellow Time (s)	3.5	
All-Red Time (s)	2.5	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	
Recall Mode	C-Min	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0	7.0		7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0	0		0	0
Act Effct Green (s)	10.6	10.6			10.5			66.0	66.0			66.0
Actuated g/C Ratio	0.12	0.12			0.12			0.78	0.78			0.78
v/c Ratio	0.49	0.40			0.27			0.25	0.41			0.13
Control Delay	43.5	32.2			30.9			7.8	5.0			5.3
Queue Delay	0.0	0.0			0.0			0.0	0.0			0.0
Total Delay	43.5	32.2			30.9			7.8	5.0			5.3
LOS	D	C			C			A	A			A
Approach Delay		37.7			30.9				5.1			
Approach LOS		D			C				A			
Queue Length 50th (ft)	43	35			19			9	100			6
Queue Length 95th (ft)	46	38			48			35	167			18
Internal Link Dist (ft)		255			361				518			
Turn Bay Length (ft)								300				300
Base Capacity (vph)	567	692			580			259	2771			346
Starvation Cap Reductn	0	0			0			0	0			0
Spillback Cap Reductn	0	0			0			0	0			0
Storage Cap Reductn	0	0			0			0	0			0
Reduced v/c Ratio	0.15	0.13			0.08			0.25	0.41			0.13

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.49			
Intersection Signal Delay: 7.8		Intersection LOS: A	
Intersection Capacity Utilization 58.5%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 1: NYS Route 332 & Airport Road/Aroline Road





Lane Group	SBT	SBR
Walk Time (s)	7.0	
Flash Dont Walk (s)	11.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	66.0	
Actuated g/C Ratio	0.78	
v/c Ratio	0.49	
Control Delay	5.6	
Queue Delay	0.0	
Total Delay	5.6	
LOS	A	
Approach Delay	5.6	
Approach LOS	A	
Queue Length 50th (ft)	132	
Queue Length 95th (ft)	183	
Internal Link Dist (ft)	408	
Turn Bay Length (ft)		
Base Capacity (vph)	2768	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.49	

Intersection Summary

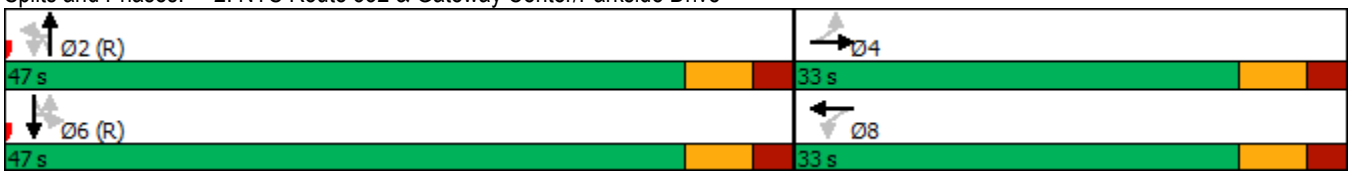
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	20	5	63	74	11	21	3	59	1055	19	34	28
Future Volume (vph)	20	5	63	74	11	21	3	59	1055	19	34	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		430		0		330
Storage Lanes	0		0	1		0		1		0		2
Taper Length (ft)	25			25				50				70
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	0.95	1.00
Frt		0.903			0.903				0.997			
Flt Protected		0.989		0.950				0.950				0.950
Satd. Flow (prot)	0	1684	0	1805	1693	0	0	1805	3564	0	0	1789
Flt Permitted		0.910		0.826				0.190				0.235
Satd. Flow (perm)	0	1549	0	1569	1693	0	0	361	3564	0	0	442
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		37			24				3			
Link Speed (mph)		15			40				40			
Link Distance (ft)		372			379				431			
Travel Time (s)		16.9			6.5				7.3			
Peak Hour Factor	0.95	0.95	0.95	0.88	0.88	0.88	0.96	0.96	0.96	0.96	0.86	0.86
Heavy Vehicles (%)	0%	1%	1%	0%	2%	1%	0%	0%	1%	0%	0%	2%
Adj. Flow (vph)	21	5	66	84	13	24	3	61	1099	20	40	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	92	0	84	37	0	0	64	1119	0	0	73
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				12			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Turn Type	Perm	NA		Perm	NA		Perm	Perm	NA		Perm	Perm
Protected Phases		4			8				2			
Permitted Phases	4			8			2	2			6	6
Detector Phase	4	4		8	8		2	2	2		6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	24.5	24.5		24.5	24.5		24.5	24.5	24.5		24.5	24.5
Total Split (s)	33.0	33.0		33.0	33.0		47.0	47.0	47.0		47.0	47.0
Total Split (%)	41.3%	41.3%		41.3%	41.3%		58.8%	58.8%	58.8%		58.8%	58.8%
Maximum Green (s)	26.5	26.5		26.5	26.5		40.5	40.5	40.5		40.5	40.5
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	2.5	2.5		2.5	2.5		2.5	2.5	2.5		2.5	2.5
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)		6.5		6.5	6.5			6.5	6.5			6.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None		None	None		C-Max	C-Max	C-Max		C-Max	C-Max

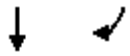
Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1089	15
Future Volume (vph)	1089	15
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.95	0.95
Frt	0.998	
Flt Protected		
Satd. Flow (prot)	3568	0
Flt Permitted		
Satd. Flow (perm)	3568	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	2	
Link Speed (mph)	40	
Link Distance (ft)	430	
Travel Time (s)	7.3	
Peak Hour Factor	0.86	0.86
Heavy Vehicles (%)	1%	0%
Adj. Flow (vph)	1266	17
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1283	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	5.0	
Minimum Split (s)	24.5	
Total Split (s)	47.0	
Total Split (%)	58.8%	
Maximum Green (s)	40.5	
Yellow Time (s)	4.0	
All-Red Time (s)	2.5	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.5	
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	
Recall Mode	C-Max	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0	7.0		7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0	0		0	0
Act Effct Green (s)		10.4		10.4	10.4			60.3	60.3			60.3
Actuated g/C Ratio		0.13		0.13	0.13			0.75	0.75			0.75
v/c Ratio		0.39		0.41	0.15			0.24	0.42			0.22
Control Delay		24.7		36.9	17.2			7.9	5.6			7.1
Queue Delay		0.0		0.0	0.0			0.0	0.0			0.0
Total Delay		24.7		36.9	17.2			7.9	5.6			7.1
LOS		C		D	B			A	A			A
Approach Delay		24.7			30.8				5.7			
Approach LOS		C			C				A			
Queue Length 50th (ft)		25		39	6			9	103			11
Queue Length 95th (ft)		63		74	29			34	173			33
Internal Link Dist (ft)		292			299				351			
Turn Bay Length (ft)								430				330
Base Capacity (vph)		537		519	576			272	2687			333
Starvation Cap Reductn		0		0	0			0	0			0
Spillback Cap Reductn		0		0	0			0	0			0
Storage Cap Reductn		0		0	0			0	0			0
Reduced v/c Ratio		0.17		0.16	0.06			0.24	0.42			0.22

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.48			
Intersection Signal Delay: 7.7		Intersection LOS: A	
Intersection Capacity Utilization 62.9%		ICU Level of Service B	
Analysis Period (min) 15			

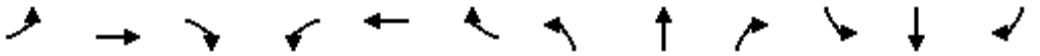
Splits and Phases: 2: NYS Route 332 & Gateway Center/Parkside Drive





Lane Group	SBT	SBR
Walk Time (s)	7.0	
Flash Dont Walk (s)	11.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	60.3	
Actuated g/C Ratio	0.75	
v/c Ratio	0.48	
Control Delay	6.1	
Queue Delay	0.0	
Total Delay	6.1	
LOS	A	
Approach Delay	6.2	
Approach LOS	A	
Queue Length 50th (ft)	127	
Queue Length 95th (ft)	196	
Internal Link Dist (ft)	350	
Turn Bay Length (ft)		
Base Capacity (vph)	2690	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.48	

Intersection Summary



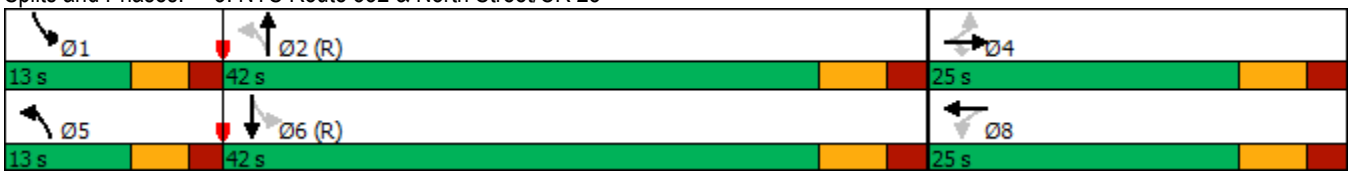
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	139	200	172	147	166	113	138	933	157	194	908	123
Future Volume (vph)	139	200	172	147	166	113	138	933	157	194	908	123
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	150		0	0		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			50			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.939			0.978			0.982	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1827	1568	1752	1670	0	1787	3423	0	1736	3420	0
Flt Permitted	0.343			0.504			0.140			0.127		
Satd. Flow (perm)	633	1827	1568	930	1670	0	263	3423	0	232	3420	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			210		40			31			24	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		526			445			456			475	
Travel Time (s)		12.0			10.1			10.4			10.8	
Peak Hour Factor	0.82	0.82	0.82	0.85	0.85	0.85	0.93	0.93	0.93	0.90	0.90	0.90
Heavy Vehicles (%)	3%	4%	3%	3%	4%	11%	1%	3%	4%	4%	4%	1%
Adj. Flow (vph)	170	244	210	173	195	133	148	1003	169	216	1009	137
Shared Lane Traffic (%)												
Lane Group Flow (vph)	170	244	210	173	328	0	148	1172	0	216	1146	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		13.0	24.5		13.0	24.5	
Total Split (s)	25.0	25.0	25.0	25.0	25.0		13.0	42.0		13.0	42.0	
Total Split (%)	31.3%	31.3%	31.3%	31.3%	31.3%		16.3%	52.5%		16.3%	52.5%	
Maximum Green (s)	18.5	18.5	18.5	18.5	18.5		7.5	35.5		7.5	35.5	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		3.5	4.0		3.5	4.0	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5		2.0	2.5		2.0	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		5.5	6.5		5.5	6.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Walk Time (s)								7.0			7.0	
Flash Dont Walk (s)								11.0			11.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	18.5	18.5	18.5	18.5	18.5		43.7	35.5		44.3	35.8	
Actuated g/C Ratio	0.23	0.23	0.23	0.23	0.23		0.55	0.44		0.55	0.45	
v/c Ratio	1.16	0.58	0.40	0.80	0.79		0.53	0.76		0.80	0.74	
Control Delay	158.2	33.6	6.6	58.5	40.9		15.2	22.2		37.3	21.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	158.2	33.6	6.6	58.5	40.9		15.2	22.2		37.3	21.6	
LOS	F	C	A	E	D		B	C		D	C	
Approach Delay		58.5			47.0			21.4			24.1	
Approach LOS		E			D			C			C	
Queue Length 50th (ft)	~102	109	0	82	136		28	243		46	236	
Queue Length 95th (ft)	#194	162	38	#172	#238		57	323		#160	314	
Internal Link Dist (ft)		446			365			376			395	
Turn Bay Length (ft)							150					
Base Capacity (vph)	146	422	524	215	416		287	1536		269	1542	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	1.16	0.58	0.40	0.80	0.79		0.52	0.76		0.80	0.74	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 13 (16%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.16
Intersection Signal Delay: 31.8 Intersection LOS: C
Intersection Capacity Utilization 85.7% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: NYS Route 332 & North Street/CR 28



Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	34	10	10	248	184	11
Future Vol, veh/h	34	10	10	248	184	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	90	90	86	86
Heavy Vehicles, %	0	0	8	1	2	10
Mvmt Flow	47	14	11	276	214	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	519	221	227	0	-	0
Stage 1	221	-	-	-	-	-
Stage 2	298	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.18	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.272	-	-	-
Pot Cap-1 Maneuver	521	824	1307	-	-	-
Stage 1	821	-	-	-	-	-
Stage 2	758	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	516	824	1307	-	-	-
Mov Cap-2 Maneuver	516	-	-	-	-	-
Stage 1	813	-	-	-	-	-
Stage 2	758	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.1	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1307	-	564	-	-
HCM Lane V/C Ratio	0.009	-	0.107	-	-
HCM Control Delay (s)	7.8	0	12.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	42	11	1	27	7	0
Future Vol, veh/h	42	11	1	27	7	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	74	74	70	70	44	44
Heavy Vehicles, %	2	0	0	3	11	0
Mvmt Flow	57	15	1	39	16	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	72	0	106	65
Stage 1	-	-	-	-	65	-
Stage 2	-	-	-	-	41	-
Critical Hdwy	-	-	4.1	-	6.51	6.2
Critical Hdwy Stg 1	-	-	-	-	5.51	-
Critical Hdwy Stg 2	-	-	-	-	5.51	-
Follow-up Hdwy	-	-	2.2	-	3.599	3.3
Pot Cap-1 Maneuver	-	-	1541	-	870	1005
Stage 1	-	-	-	-	935	-
Stage 2	-	-	-	-	959	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1541	-	869	1005
Mov Cap-2 Maneuver	-	-	-	-	869	-
Stage 1	-	-	-	-	935	-
Stage 2	-	-	-	-	958	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	869	-	-	1541	-
HCM Lane V/C Ratio	0.018	-	-	0.001	-
HCM Control Delay (s)	9.2	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	15	0	10	0	0	0	9	29	0	0	51	14
Future Vol, veh/h	15	0	10	0	0	0	9	29	0	0	51	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	92	63	92	92	92	68	68	92	92	77	77
Heavy Vehicles, %	0	2	0	2	2	2	0	0	2	2	0	21
Mvmt Flow	24	0	16	0	0	0	13	43	0	0	66	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	144	144	75	152	153	43	84	0	0	43	0	0
Stage 1	75	75	-	69	69	-	-	-	-	-	-	-
Stage 2	69	69	-	83	84	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.52	6.2	7.12	6.52	6.22	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.018	3.3	3.518	4.018	3.318	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	830	747	992	815	739	1027	1526	-	-	1566	-	-
Stage 1	939	833	-	941	837	-	-	-	-	-	-	-
Stage 2	946	837	-	925	825	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	824	740	992	796	732	1027	1526	-	-	1566	-	-
Mov Cap-2 Maneuver	824	740	-	796	732	-	-	-	-	-	-	-
Stage 1	931	833	-	933	829	-	-	-	-	-	-	-
Stage 2	937	829	-	910	825	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.3	0	1.7	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1526	-	-	884	-	1566	-	-
HCM Lane V/C Ratio	0.009	-	-	0.045	-	-	-	-
HCM Control Delay (s)	7.4	0	-	9.3	0	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	0	-	-

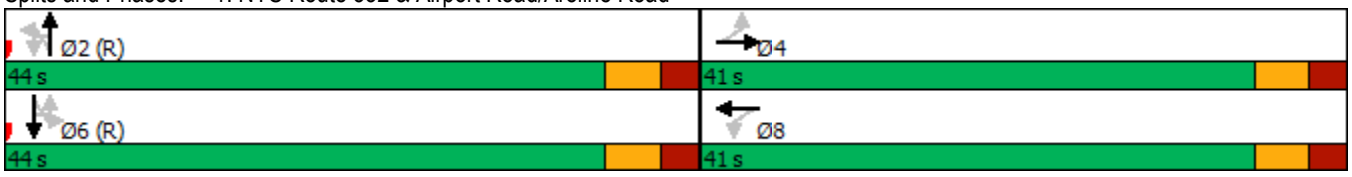
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	21	14	29	11	19	2	18	33	799	3	6	6
Future Volume (vph)	21	14	29	11	19	2	18	33	799	3	6	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		300		0		300
Storage Lanes	1		0	0		0		1		0		1
Taper Length (ft)	25			25				75				75
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	0.95	1.00
Frt		0.898			0.991							
Flt Protected	0.950				0.983			0.950				0.950
Satd. Flow (prot)	1456	1292	0	0	1556	0	0	1563	3505	0	0	1805
Flt Permitted	0.726				0.865			0.289				0.301
Satd. Flow (perm)	1112	1292	0	0	1369	0	0	476	3505	0	0	572
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		38			3							
Link Speed (mph)		40			40				40			
Link Distance (ft)		335			441				598			
Travel Time (s)		5.7			7.5				10.2			
Peak Hour Factor	0.76	0.76	0.76	0.67	0.67	0.67	0.86	0.86	0.86	0.86	0.95	0.95
Heavy Vehicles (%)	24%	7%	44%	9%	16%	100%	0%	24%	3%	0%	0%	0%
Adj. Flow (vph)	28	18	38	16	28	3	21	38	929	3	6	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	28	56	0	0	47	0	0	59	932	0	0	12
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				12			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Turn Type	Perm	NA		Perm	NA		Perm	Perm	NA		Perm	Perm
Protected Phases		4			8				2			
Permitted Phases	4			8			2	2			6	6
Detector Phase	4	4		8	8		2	2	2		6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	41.0	41.0		41.0	41.0		36.0	36.0	36.0		36.0	36.0
Total Split (s)	41.0	41.0		41.0	41.0		44.0	44.0	44.0		44.0	44.0
Total Split (%)	48.2%	48.2%		48.2%	48.2%		51.8%	51.8%	51.8%		51.8%	51.8%
Maximum Green (s)	35.0	35.0		35.0	35.0		38.0	38.0	38.0		38.0	38.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	2.5	2.5		2.5	2.5		2.5	2.5	2.5		2.5	2.5
Lost Time Adjust (s)	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
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None		None	None		C-Min	C-Min	C-Min		C-Min	C-Min

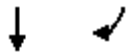
Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	899	21
Future Volume (vph)	899	21
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.95	0.95
Frt	0.997	
Flt Protected		
Satd. Flow (prot)	3472	0
Flt Permitted		
Satd. Flow (perm)	3472	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	3	
Link Speed (mph)	40	
Link Distance (ft)	488	
Travel Time (s)	8.3	
Peak Hour Factor	0.95	0.95
Heavy Vehicles (%)	3%	32%
Adj. Flow (vph)	946	22
Shared Lane Traffic (%)		
Lane Group Flow (vph)	968	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	5.0	
Minimum Split (s)	36.0	
Total Split (s)	44.0	
Total Split (%)	51.8%	
Maximum Green (s)	38.0	
Yellow Time (s)	3.5	
All-Red Time (s)	2.5	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	
Recall Mode	C-Min	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0	7.0		7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0	0		0	0
Act Effct Green (s)	8.1	8.1			8.1			68.4	68.4			68.4
Actuated g/C Ratio	0.10	0.10			0.10			0.80	0.80			0.80
v/c Ratio	0.26	0.36			0.35			0.15	0.33			0.03
Control Delay	41.0	23.3			40.7			4.3	3.5			3.2
Queue Delay	0.0	0.0			0.0			0.0	0.0			0.0
Total Delay	41.0	23.3			40.7			4.3	3.5			3.2
LOS	D	C			D			A	A			A
Approach Delay		29.2			40.7				3.5			
Approach LOS		C			D				A			
Queue Length 50th (ft)	14	9			22			7	64			1
Queue Length 95th (ft)	32	32			38			20	98			6
Internal Link Dist (ft)		255			361				518			
Turn Bay Length (ft)								300				300
Base Capacity (vph)	457	554			565			382	2819			460
Starvation Cap Reductn	0	0			0			0	0			0
Spillback Cap Reductn	0	0			0			0	0			0
Storage Cap Reductn	0	0			0			0	0			0
Reduced v/c Ratio	0.06	0.10			0.08			0.15	0.33			0.03

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.36			
Intersection Signal Delay: 5.4		Intersection LOS: A	
Intersection Capacity Utilization 53.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: NYS Route 332 & Airport Road/Aroline Road





Lane Group	SBT	SBR
Walk Time (s)	7.0	
Flash Dont Walk (s)	11.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	68.4	
Actuated g/C Ratio	0.80	
v/c Ratio	0.35	
Control Delay	3.6	
Queue Delay	0.0	
Total Delay	3.6	
LOS	A	
Approach Delay	3.6	
Approach LOS	A	
Queue Length 50th (ft)	67	
Queue Length 95th (ft)	111	
Internal Link Dist (ft)	408	
Turn Bay Length (ft)		
Base Capacity (vph)	2793	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.35	

Intersection Summary

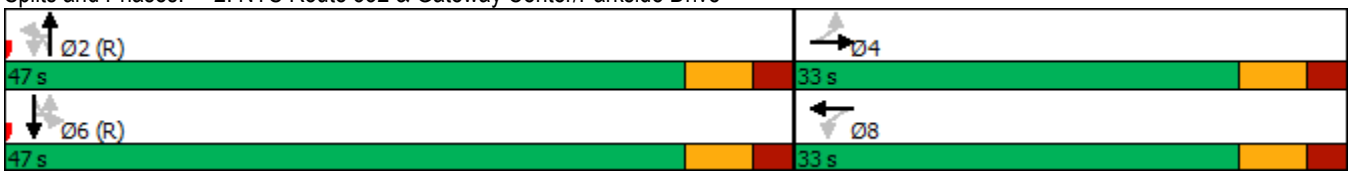
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	7	0	14	28	2	25	1	14	837	51	9	15
Future Volume (vph)	7	0	14	28	2	25	1	14	837	51	9	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		430		0		330
Storage Lanes	0		0	1		0		1		0		2
Taper Length (ft)	25			25				50				70
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	0.95	1.00
Frt		0.909			0.859				0.991			
Flt Protected		0.984		0.950				0.950				0.950
Satd. Flow (prot)	0	1699	0	1583	1246	0	0	1805	3452	0	0	1608
Flt Permitted		0.878		0.721				0.299				0.285
Satd. Flow (perm)	0	1516	0	1202	1246	0	0	568	3452	0	0	482
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		48			31				11			
Link Speed (mph)		15			40				40			
Link Distance (ft)		372			379				431			
Travel Time (s)		16.9			6.5				7.3			
Peak Hour Factor	0.38	0.38	0.38	0.81	0.81	0.81	0.90	0.90	0.90	0.90	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	14%	0%	33%	0%	0%	3%	14%	11%	13%
Adj. Flow (vph)	18	0	37	35	2	31	1	16	930	57	9	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	55	0	35	33	0	0	17	987	0	0	24
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				12			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Turn Type	Perm	NA		Perm	NA		Perm	Perm	NA		Perm	Perm
Protected Phases		4			8				2			
Permitted Phases	4			8			2	2			6	6
Detector Phase	4	4		8	8		2	2	2		6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	24.5	24.5		24.5	24.5		24.5	24.5	24.5		24.5	24.5
Total Split (s)	33.0	33.0		33.0	33.0		47.0	47.0	47.0		47.0	47.0
Total Split (%)	41.3%	41.3%		41.3%	41.3%		58.8%	58.8%	58.8%		58.8%	58.8%
Maximum Green (s)	26.5	26.5		26.5	26.5		40.5	40.5	40.5		40.5	40.5
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	2.5	2.5		2.5	2.5		2.5	2.5	2.5		2.5	2.5
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)		6.5		6.5	6.5			6.5	6.5			6.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None		None	None		C-Max	C-Max	C-Max		C-Max	C-Max

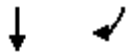
Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	913	6
Future Volume (vph)	913	6
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.95	0.95
Frt	0.999	
Flt Protected		
Satd. Flow (prot)	3502	0
Flt Permitted		
Satd. Flow (perm)	3502	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	1	
Link Speed (mph)	40	
Link Distance (ft)	430	
Travel Time (s)	7.3	
Peak Hour Factor	0.97	0.97
Heavy Vehicles (%)	3%	0%
Adj. Flow (vph)	941	6
Shared Lane Traffic (%)		
Lane Group Flow (vph)	947	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	5.0	
Minimum Split (s)	24.5	
Total Split (s)	47.0	
Total Split (%)	58.8%	
Maximum Green (s)	40.5	
Yellow Time (s)	4.0	
All-Red Time (s)	2.5	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.5	
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	
Recall Mode	C-Max	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0	7.0		7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0	0		0	0
Act Effct Green (s)		7.8		8.0	8.0			66.6	66.6			66.6
Actuated g/C Ratio		0.10		0.10	0.10			0.83	0.83			0.83
v/c Ratio		0.29		0.29	0.22			0.04	0.34			0.06
Control Delay		16.1		38.9	16.3			3.6	3.5			3.8
Queue Delay		0.0		0.0	0.0			0.0	0.0			0.0
Total Delay		16.1		38.9	16.3			3.6	3.5			3.8
LOS		B		D	B			A	A			A
Approach Delay		16.1			27.9				3.5			
Approach LOS		B			C				A			
Queue Length 50th (ft)		3		17	1			2	73			3
Queue Length 95th (ft)		2		38	21			8	120			10
Internal Link Dist (ft)		292			299				351			
Turn Bay Length (ft)								430				330
Base Capacity (vph)		534		398	433			473	2876			401
Starvation Cap Reductn		0		0	0			0	0			0
Spillback Cap Reductn		0		0	0			0	0			0
Storage Cap Reductn		0		0	0			0	0			0
Reduced v/c Ratio		0.10		0.09	0.08			0.04	0.34			0.06

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.34			
Intersection Signal Delay: 4.6		Intersection LOS: A	
Intersection Capacity Utilization 44.0%		ICU Level of Service A	
Analysis Period (min) 15			

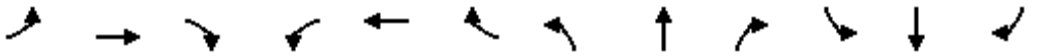
Splits and Phases: 2: NYS Route 332 & Gateway Center/Parkside Drive





Lane Group	SBT	SBR
Walk Time (s)	7.0	
Flash Dont Walk (s)	11.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	66.6	
Actuated g/C Ratio	0.83	
v/c Ratio	0.32	
Control Delay	3.4	
Queue Delay	0.0	
Total Delay	3.4	
LOS	A	
Approach Delay	3.4	
Approach LOS	A	
Queue Length 50th (ft)	69	
Queue Length 95th (ft)	114	
Internal Link Dist (ft)	350	
Turn Bay Length (ft)		
Base Capacity (vph)	2916	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.32	

Intersection Summary



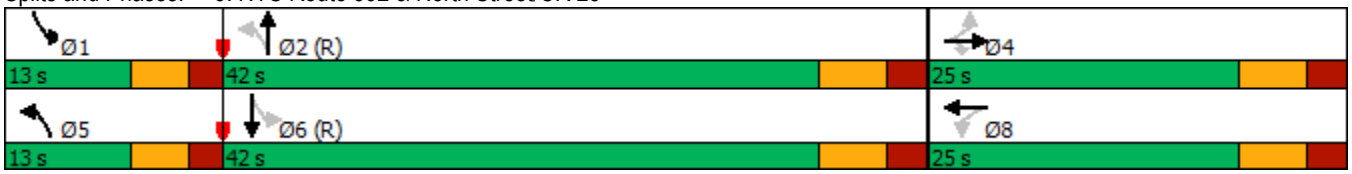
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	142	102	135	155	107	109	767	61	105	736	92
Future Volume (vph)	90	142	102	135	155	107	109	767	61	105	736	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	150		0	0		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			50			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.939			0.989			0.983	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1827	1568	1752	1670	0	1787	3464	0	1736	3423	0
Flt Permitted	0.343			0.638			0.244			0.254		
Satd. Flow (perm)	633	1827	1568	1177	1670	0	459	3464	0	464	3423	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			124		41			13			22	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		526			445			456			475	
Travel Time (s)		12.0			10.1			10.4			10.8	
Peak Hour Factor	0.82	0.82	0.82	0.85	0.85	0.85	0.93	0.93	0.93	0.90	0.90	0.90
Heavy Vehicles (%)	3%	4%	3%	3%	4%	11%	1%	3%	4%	4%	4%	1%
Adj. Flow (vph)	110	173	124	159	182	126	117	825	66	117	818	102
Shared Lane Traffic (%)												
Lane Group Flow (vph)	110	173	124	159	308	0	117	891	0	117	920	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		13.0	24.5		13.0	24.5	
Total Split (s)	25.0	25.0	25.0	25.0	25.0		13.0	42.0		13.0	42.0	
Total Split (%)	31.3%	31.3%	31.3%	31.3%	31.3%		16.3%	52.5%		16.3%	52.5%	
Maximum Green (s)	18.5	18.5	18.5	18.5	18.5		7.5	35.5		7.5	35.5	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		3.5	4.0		3.5	4.0	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5		2.0	2.5		2.0	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		5.5	6.5		5.5	6.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Walk Time (s)								7.0			7.0	
Flash Dont Walk (s)								11.0			11.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	16.5	16.5	16.5	16.5	16.5		47.0	40.2		47.1	40.2	
Actuated g/C Ratio	0.21	0.21	0.21	0.21	0.21		0.59	0.50		0.59	0.50	
v/c Ratio	0.85	0.46	0.29	0.65	0.82		0.30	0.51		0.30	0.53	
Control Delay	78.3	31.4	7.2	42.1	44.2		8.4	15.8		8.4	16.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	78.3	31.4	7.2	42.1	44.2		8.4	15.8		8.4	16.0	
LOS	E	C	A	D	D		A	B		A	B	
Approach Delay		36.7			43.5			15.0			15.1	
Approach LOS		D			D			B			B	
Queue Length 50th (ft)	51	74	0	71	124		21	166		21	172	
Queue Length 95th (ft)	#118	117	32	124	#205		41	223		41	232	
Internal Link Dist (ft)		446			365			376			395	
Turn Bay Length (ft)							150					
Base Capacity (vph)	146	422	457	272	417		395	1747		393	1732	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.75	0.41	0.27	0.58	0.74		0.30	0.51		0.30	0.53	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 13 (16%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 22.6 Intersection LOS: C
Intersection Capacity Utilization 69.8% 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: NYS Route 332 & North Street/CR 28



Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	8	9	133	195	26
Future Vol, veh/h	5	8	9	133	195	26
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	46	46	81	81	89	89
Heavy Vehicles, %	20	22	0	6	4	0
Mvmt Flow	11	17	11	164	219	29

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	420	234	248	0	-	0
Stage 1	234	-	-	-	-	-
Stage 2	186	-	-	-	-	-
Critical Hdwy	6.6	6.42	4.1	-	-	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.68	3.498	2.2	-	-	-
Pot Cap-1 Maneuver	557	758	1330	-	-	-
Stage 1	764	-	-	-	-	-
Stage 2	804	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	552	758	1330	-	-	-
Mov Cap-2 Maneuver	552	-	-	-	-	-
Stage 1	757	-	-	-	-	-
Stage 2	804	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.7	0.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1330	-	663	-	-
HCM Lane V/C Ratio	0.008	-	0.043	-	-
HCM Control Delay (s)	7.7	0	10.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	3.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	10	6	0	40	16	1
Future Vol, veh/h	10	6	0	40	16	1
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	57	57	89	89	39	39
Heavy Vehicles, %	36	40	0	0	41	0
Mvmt Flow	18	11	0	45	41	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	29	0	69	24
Stage 1	-	-	-	-	24	-
Stage 2	-	-	-	-	45	-
Critical Hdwy	-	-	4.1	-	6.81	6.2
Critical Hdwy Stg 1	-	-	-	-	5.81	-
Critical Hdwy Stg 2	-	-	-	-	5.81	-
Follow-up Hdwy	-	-	2.2	-	3.869	3.3
Pot Cap-1 Maneuver	-	-	1597	-	847	1058
Stage 1	-	-	-	-	907	-
Stage 2	-	-	-	-	886	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1597	-	847	1058
Mov Cap-2 Maneuver	-	-	-	-	847	-
Stage 1	-	-	-	-	907	-
Stage 2	-	-	-	-	886	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	857	-	-	1597	-
HCM Lane V/C Ratio	0.051	-	-	-	-
HCM Control Delay (s)	9.4	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	2.5

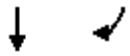
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	9	0	8	0	0	0	12	19	0	0	27	24
Future Vol, veh/h	9	0	8	0	0	0	12	19	0	0	27	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	92	75	92	92	92	60	60	92	92	80	80
Heavy Vehicles, %	0	2	8	2	2	2	0	0	2	2	3	0
Mvmt Flow	12	0	11	0	0	0	20	32	0	0	34	30

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	121	121	49	127	136	32	64	0	0	32	0	0
Stage 1	49	49	-	72	72	-	-	-	-	-	-	-
Stage 2	72	72	-	55	64	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.52	6.28	7.12	6.52	6.22	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.018	3.372	3.518	4.018	3.318	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	859	769	1003	846	755	1042	1551	-	-	1580	-	-
Stage 1	969	854	-	938	835	-	-	-	-	-	-	-
Stage 2	943	835	-	957	842	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	850	759	1003	829	745	1042	1551	-	-	1580	-	-
Mov Cap-2 Maneuver	850	759	-	829	745	-	-	-	-	-	-	-
Stage 1	956	854	-	926	824	-	-	-	-	-	-	-
Stage 2	931	824	-	947	842	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9	0	2.8	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1551	-	-	916	-	1580	-	-
HCM Lane V/C Ratio	0.013	-	-	0.025	-	-	-	-
HCM Control Delay (s)	7.4	0	-	9	0	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	45	7	40	26	9	8	21	41	1071	8	23	14
Future Volume (vph)	45	7	40	26	9	8	21	41	1071	8	23	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		300		0		300
Storage Lanes	1		0	0		0		1		0		1
Taper Length (ft)	25			25				75				75
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	0.95	1.00
Frt		0.872			0.975				0.999			
Flt Protected	0.950				0.971			0.950				0.950
Satd. Flow (prot)	1805	1657	0	0	1775	0	0	1805	3571	0	0	1805
Flt Permitted	0.726				0.763			0.168				0.224
Satd. Flow (perm)	1379	1657	0	0	1395	0	0	319	3571	0	0	426
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		15			9				1			
Link Speed (mph)		40			40				40			
Link Distance (ft)		335			441				598			
Travel Time (s)		5.7			7.5				10.2			
Peak Hour Factor	0.52	0.52	0.52	0.91	0.91	0.91	0.93	0.93	0.93	0.93	0.81	0.81
Heavy Vehicles (%)	0%	0%	0%	0%	0%	7%	0%	0%	1%	0%	0%	0%
Adj. Flow (vph)	87	13	77	29	10	9	23	44	1152	9	28	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	87	90	0	0	48	0	0	67	1161	0	0	45
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				12			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Turn Type	Perm	NA		Perm	NA		Perm	Perm	NA		Perm	Perm
Protected Phases		4			8				2			
Permitted Phases	4			8			2	2			6	6
Detector Phase	4	4		8	8		2	2	2		6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	41.0	41.0		41.0	41.0		36.0	36.0	36.0		36.0	36.0
Total Split (s)	41.0	41.0		41.0	41.0		44.0	44.0	44.0		44.0	44.0
Total Split (%)	48.2%	48.2%		48.2%	48.2%		51.8%	51.8%	51.8%		51.8%	51.8%
Maximum Green (s)	35.0	35.0		35.0	35.0		38.0	38.0	38.0		38.0	38.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	2.5	2.5		2.5	2.5		2.5	2.5	2.5		2.5	2.5
Lost Time Adjust (s)	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
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None		None	None		C-Min	C-Min	C-Min		C-Min	C-Min

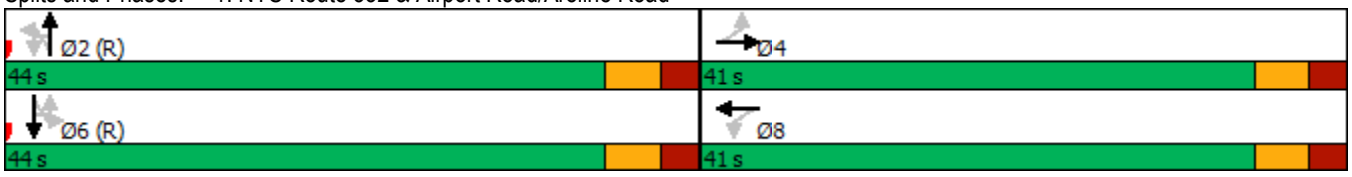


Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1112	11
Future Volume (vph)	1112	11
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.95	0.95
Frt	0.998	
Flt Protected		
Satd. Flow (prot)	3567	0
Flt Permitted		
Satd. Flow (perm)	3567	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	1	
Link Speed (mph)	40	
Link Distance (ft)	488	
Travel Time (s)	8.3	
Peak Hour Factor	0.81	0.81
Heavy Vehicles (%)	1%	0%
Adj. Flow (vph)	1373	14
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1387	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	5.0	
Minimum Split (s)	36.0	
Total Split (s)	44.0	
Total Split (%)	51.8%	
Maximum Green (s)	38.0	
Yellow Time (s)	3.5	
All-Red Time (s)	2.5	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	
Recall Mode	C-Min	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0	7.0		7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0	0		0	0
Act Effct Green (s)	10.8	10.8			10.7			65.8	65.8			65.8
Actuated g/C Ratio	0.13	0.13			0.13			0.77	0.77			0.77
v/c Ratio	0.50	0.41			0.26			0.27	0.42			0.14
Control Delay	43.5	32.9			30.7			8.4	5.1			5.5
Queue Delay	0.0	0.0			0.0			0.0	0.0			0.0
Total Delay	43.5	32.9			30.7			8.4	5.1			5.5
LOS	D	C			C			A	A			A
Approach Delay		38.1			30.7				5.3			
Approach LOS		D			C				A			
Queue Length 50th (ft)	44	37			19			10	104			6
Queue Length 95th (ft)	46	40			48			38	176			18
Internal Link Dist (ft)		255			361				518			
Turn Bay Length (ft)								300				300
Base Capacity (vph)	567	691			579			247	2766			330
Starvation Cap Reductn	0	0			0			0	0			0
Spillback Cap Reductn	0	0			0			0	0			0
Storage Cap Reductn	0	0			0			0	0			0
Reduced v/c Ratio	0.15	0.13			0.08			0.27	0.42			0.14

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.50			
Intersection Signal Delay: 8.0		Intersection LOS: A	
Intersection Capacity Utilization 59.3%		ICU Level of Service B	
Analysis Period (min) 15			

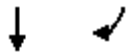
Splits and Phases: 1: NYS Route 332 & Airport Road/Aroline Road



Lane Group	SBT	SBR
Walk Time (s)	7.0	
Flash Dont Walk (s)	11.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	65.8	
Actuated g/C Ratio	0.77	
v/c Ratio	0.50	
Control Delay	5.8	
Queue Delay	0.0	
Total Delay	5.8	
LOS	A	
Approach Delay	5.8	
Approach LOS	A	
Queue Length 50th (ft)	138	
Queue Length 95th (ft)	192	
Internal Link Dist (ft)	408	
Turn Bay Length (ft)		
Base Capacity (vph)	2763	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.50	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	20	5	64	75	11	21	3	60	1086	19	35	28
Future Volume (vph)	20	5	64	75	11	21	3	60	1086	19	35	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		430		0		330
Storage Lanes	0		0	1		0		1		0		2
Taper Length (ft)	25			25				50				70
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	0.95	1.00
Frt		0.903			0.903				0.997			
Flt Protected		0.989		0.950				0.950				0.950
Satd. Flow (prot)	0	1684	0	1805	1693	0	0	1805	3564	0	0	1789
Flt Permitted		0.911		0.822				0.182				0.226
Satd. Flow (perm)	0	1551	0	1562	1693	0	0	346	3564	0	0	426
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		34			24				3			
Link Speed (mph)		15			40				40			
Link Distance (ft)		372			379				431			
Travel Time (s)		16.9			6.5				7.3			
Peak Hour Factor	0.95	0.95	0.95	0.88	0.88	0.88	0.96	0.96	0.96	0.96	0.86	0.86
Heavy Vehicles (%)	0%	1%	1%	0%	2%	1%	0%	0%	1%	0%	0%	2%
Adj. Flow (vph)	21	5	67	85	13	24	3	63	1131	20	41	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	93	0	85	37	0	0	66	1151	0	0	74
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				12			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Turn Type	Perm	NA		Perm	NA		Perm	Perm	NA		Perm	Perm
Protected Phases		4			8				2			
Permitted Phases	4			8			2	2			6	6
Detector Phase	4	4		8	8		2	2	2		6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	24.5	24.5		24.5	24.5		24.5	24.5	24.5		24.5	24.5
Total Split (s)	33.0	33.0		33.0	33.0		47.0	47.0	47.0		47.0	47.0
Total Split (%)	41.3%	41.3%		41.3%	41.3%		58.8%	58.8%	58.8%		58.8%	58.8%
Maximum Green (s)	26.5	26.5		26.5	26.5		40.5	40.5	40.5		40.5	40.5
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	2.5	2.5		2.5	2.5		2.5	2.5	2.5		2.5	2.5
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)		6.5		6.5	6.5			6.5	6.5			6.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None		None	None		C-Max	C-Max	C-Max		C-Max	C-Max

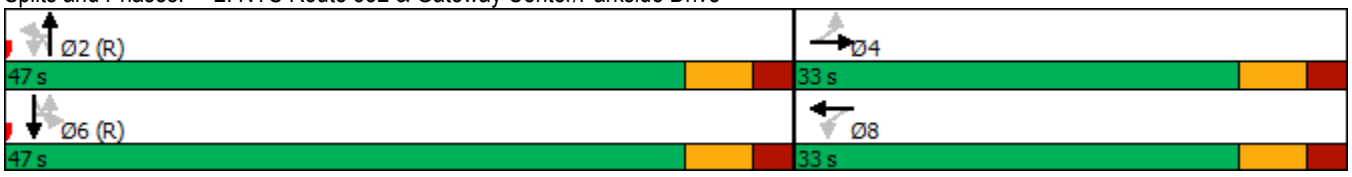


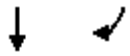
Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1118	15
Future Volume (vph)	1118	15
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.95	0.95
Frt	0.998	
Flt Protected		
Satd. Flow (prot)	3568	0
Flt Permitted		
Satd. Flow (perm)	3568	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	2	
Link Speed (mph)	40	
Link Distance (ft)	430	
Travel Time (s)	7.3	
Peak Hour Factor	0.86	0.86
Heavy Vehicles (%)	1%	0%
Adj. Flow (vph)	1300	17
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1317	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	5.0	
Minimum Split (s)	24.5	
Total Split (s)	47.0	
Total Split (%)	58.8%	
Maximum Green (s)	40.5	
Yellow Time (s)	4.0	
All-Red Time (s)	2.5	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.5	
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	
Recall Mode	C-Max	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0	7.0		7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0	0		0	0
Act Effct Green (s)		10.4		10.5	10.5			60.3	60.3			60.3
Actuated g/C Ratio		0.13		0.13	0.13			0.75	0.75			0.75
v/c Ratio		0.40		0.41	0.15			0.25	0.43			0.23
Control Delay		25.8		36.9	17.1			8.4	5.7			7.5
Queue Delay		0.0		0.0	0.0			0.0	0.0			0.0
Total Delay		25.8		36.9	17.1			8.4	5.7			7.5
LOS		C		D	B			A	A			A
Approach Delay		25.8			30.9				5.9			
Approach LOS		C			C				A			
Queue Length 50th (ft)		27		40	6			10	108			11
Queue Length 95th (ft)		65		75	29			36	181			34
Internal Link Dist (ft)		292			299				351			
Turn Bay Length (ft)								430				330
Base Capacity (vph)		536		517	576			260	2685			320
Starvation Cap Reductn		0		0	0			0	0			0
Spillback Cap Reductn		0		0	0			0	0			0
Storage Cap Reductn		0		0	0			0	0			0
Reduced v/c Ratio		0.17		0.16	0.06			0.25	0.43			0.23

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.49			
Intersection Signal Delay: 7.8		Intersection LOS: A	
Intersection Capacity Utilization 63.8%		ICU Level of Service B	
Analysis Period (min) 15			

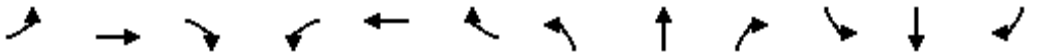
Splits and Phases: 2: NYS Route 332 & Gateway Center/Parkside Drive





Lane Group	SBT	SBR
Walk Time (s)	7.0	
Flash Dont Walk (s)	11.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	60.3	
Actuated g/C Ratio	0.75	
v/c Ratio	0.49	
Control Delay	6.3	
Queue Delay	0.0	
Total Delay	6.3	
LOS	A	
Approach Delay	6.3	
Approach LOS	A	
Queue Length 50th (ft)	133	
Queue Length 95th (ft)	204	
Internal Link Dist (ft)	350	
Turn Bay Length (ft)		
Base Capacity (vph)	2688	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.49	

Intersection Summary



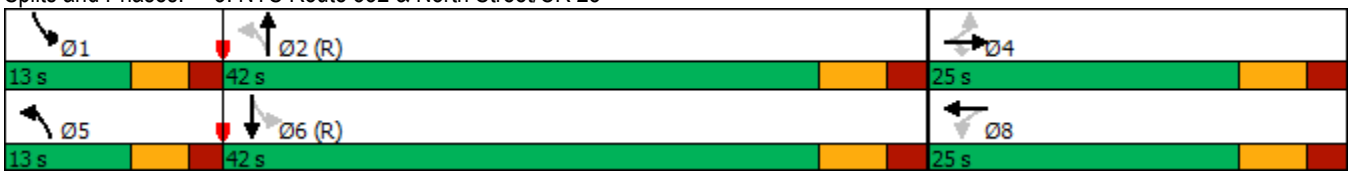
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	145	203	179	149	168	115	144	962	159	197	933	127
Future Volume (vph)	145	203	179	149	168	115	144	962	159	197	933	127
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	150		0	0		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			50			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.939			0.979			0.982	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1827	1568	1752	1670	0	1787	3427	0	1736	3420	0
Flt Permitted	0.334			0.496			0.128			0.116		
Satd. Flow (perm)	616	1827	1568	915	1670	0	241	3427	0	212	3420	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			218		40			30			24	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		526			445			456			475	
Travel Time (s)		12.0			10.1			10.4			10.8	
Peak Hour Factor	0.82	0.82	0.82	0.85	0.85	0.85	0.93	0.93	0.93	0.90	0.90	0.90
Heavy Vehicles (%)	3%	4%	3%	3%	4%	11%	1%	3%	4%	4%	4%	1%
Adj. Flow (vph)	177	248	218	175	198	135	155	1034	171	219	1037	141
Shared Lane Traffic (%)												
Lane Group Flow (vph)	177	248	218	175	333	0	155	1205	0	219	1178	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		13.0	24.5		13.0	24.5	
Total Split (s)	25.0	25.0	25.0	25.0	25.0		13.0	42.0		13.0	42.0	
Total Split (%)	31.3%	31.3%	31.3%	31.3%	31.3%		16.3%	52.5%		16.3%	52.5%	
Maximum Green (s)	18.5	18.5	18.5	18.5	18.5		7.5	35.5		7.5	35.5	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		3.5	4.0		3.5	4.0	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5		2.0	2.5		2.0	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		5.5	6.5		5.5	6.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Walk Time (s)								7.0			7.0	
Flash Dont Walk (s)								11.0			11.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	18.5	18.5	18.5	18.5	18.5		43.8	35.5		44.2	35.7	
Actuated g/C Ratio	0.23	0.23	0.23	0.23	0.23		0.55	0.44		0.55	0.45	
v/c Ratio	1.25	0.59	0.41	0.83	0.80		0.57	0.78		0.84	0.76	
Control Delay	187.7	33.9	6.6	62.4	41.9		17.8	23.0		44.5	22.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	187.7	33.9	6.6	62.4	41.9		17.8	23.0		44.5	22.3	
LOS	F	C	A	E	D		B	C		D	C	
Approach Delay		67.0			49.0			22.4			25.8	
Approach LOS		E			D			C			C	
Queue Length 50th (ft)	~112	111	0	83	139		29	254		54	247	
Queue Length 95th (ft)	#206	164	39	#177	#243		71	336		#175	327	
Internal Link Dist (ft)		446			365			376			395	
Turn Bay Length (ft)							150					
Base Capacity (vph)	142	422	530	211	416		277	1537		260	1540	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	1.25	0.59	0.41	0.83	0.80		0.56	0.78		0.84	0.76	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 13 (16%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.25
Intersection Signal Delay: 34.4 Intersection LOS: C
Intersection Capacity Utilization 87.3% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: NYS Route 332 & North Street/CR 28



Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	35	10	10	252	187	11
Future Vol, veh/h	35	10	10	252	187	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	90	90	86	86
Heavy Vehicles, %	0	0	8	1	2	10
Mvmt Flow	48	14	11	280	217	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	526	224	230	0	-	0
Stage 1	224	-	-	-	-	-
Stage 2	302	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.18	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.272	-	-	-
Pot Cap-1 Maneuver	516	820	1303	-	-	-
Stage 1	818	-	-	-	-	-
Stage 2	755	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	511	820	1303	-	-	-
Mov Cap-2 Maneuver	511	-	-	-	-	-
Stage 1	810	-	-	-	-	-
Stage 2	755	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.3	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1303	-	558	-	-
HCM Lane V/C Ratio	0.009	-	0.11	-	-
HCM Control Delay (s)	7.8	0	12.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	43	11	1	27	7	0
Future Vol, veh/h	43	11	1	27	7	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	74	74	70	70	44	44
Heavy Vehicles, %	2	0	0	3	11	0
Mvmt Flow	58	15	1	39	16	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	73	0	107	66
Stage 1	-	-	-	-	66	-
Stage 2	-	-	-	-	41	-
Critical Hdwy	-	-	4.1	-	6.51	6.2
Critical Hdwy Stg 1	-	-	-	-	5.51	-
Critical Hdwy Stg 2	-	-	-	-	5.51	-
Follow-up Hdwy	-	-	2.2	-	3.599	3.3
Pot Cap-1 Maneuver	-	-	1540	-	869	1003
Stage 1	-	-	-	-	934	-
Stage 2	-	-	-	-	959	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1540	-	868	1003
Mov Cap-2 Maneuver	-	-	-	-	868	-
Stage 1	-	-	-	-	934	-
Stage 2	-	-	-	-	958	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	868	-	-	1540	-
HCM Lane V/C Ratio	0.018	-	-	0.001	-
HCM Control Delay (s)	9.2	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	0	10	0	0	0	9	29	0	0	52	14
Future Vol, veh/h	15	0	10	0	0	0	9	29	0	0	52	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	92	63	92	92	92	68	68	92	92	77	77
Heavy Vehicles, %	0	2	0	2	2	2	0	0	2	2	0	21
Mvmt Flow	24	0	16	0	0	0	13	43	0	0	68	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	146	146	77	154	155	43	86	0	0	43	0	0
Stage 1	77	77	-	69	69	-	-	-	-	-	-	-
Stage 2	69	69	-	85	86	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.52	6.2	7.12	6.52	6.22	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.018	3.3	3.518	4.018	3.318	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	827	745	990	813	737	1027	1523	-	-	1566	-	-
Stage 1	937	831	-	941	837	-	-	-	-	-	-	-
Stage 2	946	837	-	923	824	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	821	738	990	794	730	1027	1523	-	-	1566	-	-
Mov Cap-2 Maneuver	821	738	-	794	730	-	-	-	-	-	-	-
Stage 1	929	831	-	933	829	-	-	-	-	-	-	-
Stage 2	937	829	-	908	824	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.3	0	1.7	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1523	-	-	881	-	1566	-	-
HCM Lane V/C Ratio	0.009	-	-	0.045	-	-	-	-
HCM Control Delay (s)	7.4	0	-	9.3	0	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	0	-	-

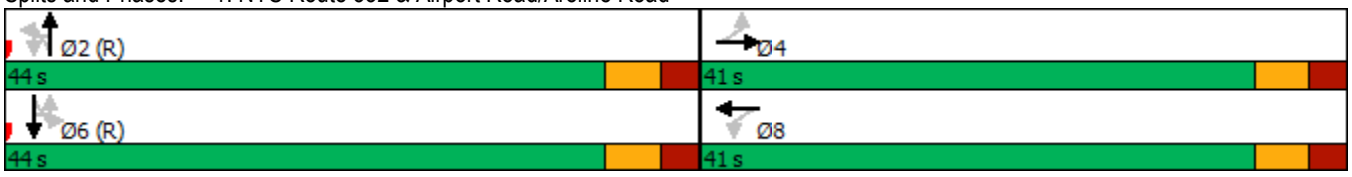
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	21	14	29	11	19	101	18	33	811	8	6	42
Future Volume (vph)	21	14	29	11	19	101	18	33	811	8	6	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		300		0		300
Storage Lanes	1		0	0		0		1		0		1
Taper Length (ft)	25			25				75				75
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	0.95	1.00
Frt		0.898			0.895				0.999			
Flt Protected	0.950				0.996			0.950				0.950
Satd. Flow (prot)	1456	1292	0	0	938	0	0	1563	3502	0	0	1805
Flt Permitted	0.540				0.975			0.261				0.269
Satd. Flow (perm)	827	1292	0	0	919	0	0	430	3502	0	0	511
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		38			64				1			
Link Speed (mph)		40			40				40			
Link Distance (ft)		335			441				598			
Travel Time (s)		5.7			7.5				10.2			
Peak Hour Factor	0.76	0.76	0.76	0.67	0.67	0.67	0.86	0.86	0.86	0.86	0.95	0.95
Heavy Vehicles (%)	24%	7%	44%	9%	16%	100%	0%	24%	3%	0%	0%	0%
Adj. Flow (vph)	28	18	38	16	28	151	21	38	943	9	6	44
Shared Lane Traffic (%)												
Lane Group Flow (vph)	28	56	0	0	195	0	0	59	952	0	0	50
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				12			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Turn Type	Perm	NA		Perm	NA		Perm	Perm	NA		Perm	Perm
Protected Phases		4			8				2			
Permitted Phases	4			8			2	2			6	6
Detector Phase	4	4		8	8		2	2	2		6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	41.0	41.0		41.0	41.0		36.0	36.0	36.0		36.0	36.0
Total Split (s)	41.0	41.0		41.0	41.0		44.0	44.0	44.0		44.0	44.0
Total Split (%)	48.2%	48.2%		48.2%	48.2%		51.8%	51.8%	51.8%		51.8%	51.8%
Maximum Green (s)	35.0	35.0		35.0	35.0		38.0	38.0	38.0		38.0	38.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	2.5	2.5		2.5	2.5		2.5	2.5	2.5		2.5	2.5
Lost Time Adjust (s)	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
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None		None	None		C-Min	C-Min	C-Min		C-Min	C-Min

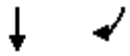
Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	904	21
Future Volume (vph)	904	21
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.95	0.95
Frt	0.997	
Flt Protected		
Satd. Flow (prot)	3472	0
Flt Permitted		
Satd. Flow (perm)	3472	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	3	
Link Speed (mph)	40	
Link Distance (ft)	488	
Travel Time (s)	8.3	
Peak Hour Factor	0.95	0.95
Heavy Vehicles (%)	3%	32%
Adj. Flow (vph)	952	22
Shared Lane Traffic (%)		
Lane Group Flow (vph)	974	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	5.0	
Minimum Split (s)	36.0	
Total Split (s)	44.0	
Total Split (%)	51.8%	
Maximum Green (s)	38.0	
Yellow Time (s)	3.5	
All-Red Time (s)	2.5	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	
Recall Mode	C-Min	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0	7.0		7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0	0		0	0
Act Effct Green (s)	18.5	18.5			18.5			54.5	54.5			54.5
Actuated g/C Ratio	0.22	0.22			0.22			0.64	0.64			0.64
v/c Ratio	0.16	0.18			0.78			0.21	0.42			0.15
Control Delay	24.6	11.8			40.3			12.1	9.7			10.6
Queue Delay	0.0	0.0			0.0			0.0	0.0			0.0
Total Delay	24.6	11.8			40.3			12.1	9.7			10.6
LOS	C	B			D			B	A			B
Approach Delay		16.1			40.3				9.9			
Approach LOS		B			D				A			
Queue Length 50th (ft)	12	8			67			12	116			10
Queue Length 95th (ft)	24	23			72			42	212			36
Internal Link Dist (ft)		255			361				518			
Turn Bay Length (ft)								300				300
Base Capacity (vph)	340	554			416			275	2246			327
Starvation Cap Reductn	0	0			0			0	0			0
Spillback Cap Reductn	0	0			0			0	0			0
Storage Cap Reductn	0	0			0			0	0			0
Reduced v/c Ratio	0.08	0.10			0.47			0.21	0.42			0.15

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 12.7		Intersection LOS: B	
Intersection Capacity Utilization 59.3%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 1: NYS Route 332 & Airport Road/Aroline Road





Lane Group	SBT	SBR
Walk Time (s)	7.0	
Flash Dont Walk (s)	11.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	54.5	
Actuated g/C Ratio	0.64	
v/c Ratio	0.44	
Control Delay	9.9	
Queue Delay	0.0	
Total Delay	9.9	
LOS	A	
Approach Delay	9.9	
Approach LOS	A	
Queue Length 50th (ft)	121	
Queue Length 95th (ft)	234	
Internal Link Dist (ft)	408	
Turn Bay Length (ft)		
Base Capacity (vph)	2228	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.44	

Intersection Summary

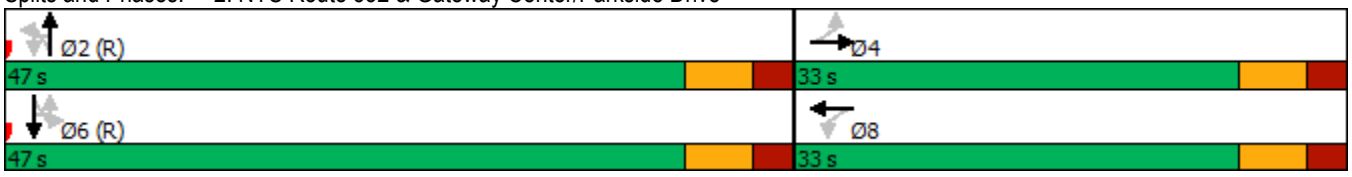
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	7	0	14	127	2	37	1	14	842	92	9	20
Future Volume (vph)	7	0	14	127	2	37	1	14	842	92	9	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		430		0		330
Storage Lanes	0		0	1		0		1		0		2
Taper Length (ft)	25			25				50				70
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	0.95	1.00
Frt		0.909			0.856				0.985			
Flt Protected		0.984		0.950				0.950				0.950
Satd. Flow (prot)	0	1699	0	1583	1236	0	0	1805	3416	0	0	1606
Flt Permitted		0.898		0.721				0.276				0.244
Satd. Flow (perm)	0	1551	0	1202	1236	0	0	524	3416	0	0	412
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		48			46				21			
Link Speed (mph)		15			40				40			
Link Distance (ft)		372			379				431			
Travel Time (s)		16.9			6.5				7.3			
Peak Hour Factor	0.38	0.38	0.38	0.81	0.81	0.81	0.90	0.90	0.90	0.90	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	14%	0%	33%	0%	0%	3%	14%	11%	13%
Adj. Flow (vph)	18	0	37	157	2	46	1	16	936	102	9	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	55	0	157	48	0	0	17	1038	0	0	30
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				12			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Turn Type	Perm	NA		Perm	NA		Perm	Perm	NA		Perm	Perm
Protected Phases		4			8				2			
Permitted Phases	4			8			2	2			6	6
Detector Phase	4	4		8	8		2	2	2		6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	24.5	24.5		24.5	24.5		24.5	24.5	24.5		24.5	24.5
Total Split (s)	33.0	33.0		33.0	33.0		47.0	47.0	47.0		47.0	47.0
Total Split (%)	41.3%	41.3%		41.3%	41.3%		58.8%	58.8%	58.8%		58.8%	58.8%
Maximum Green (s)	26.5	26.5		26.5	26.5		40.5	40.5	40.5		40.5	40.5
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	2.5	2.5		2.5	2.5		2.5	2.5	2.5		2.5	2.5
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)		6.5		6.5	6.5			6.5	6.5			6.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None		None	None		C-Max	C-Max	C-Max		C-Max	C-Max

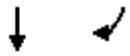
Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	913	6
Future Volume (vph)	913	6
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.95	0.95
Frt	0.999	
Flt Protected		
Satd. Flow (prot)	3502	0
Flt Permitted		
Satd. Flow (perm)	3502	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	1	
Link Speed (mph)	40	
Link Distance (ft)	430	
Travel Time (s)	7.3	
Peak Hour Factor	0.97	0.97
Heavy Vehicles (%)	3%	0%
Adj. Flow (vph)	941	6
Shared Lane Traffic (%)		
Lane Group Flow (vph)	947	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	5.0	
Minimum Split (s)	24.5	
Total Split (s)	47.0	
Total Split (%)	58.8%	
Maximum Green (s)	40.5	
Yellow Time (s)	4.0	
All-Red Time (s)	2.5	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.5	
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	
Recall Mode	C-Max	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0	7.0		7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0	0		0	0
Act Effct Green (s)		15.7		15.7	15.7			51.3	51.3			51.3
Actuated g/C Ratio		0.20		0.20	0.20			0.64	0.64			0.64
v/c Ratio		0.16		0.67	0.17			0.05	0.47			0.11
Control Delay		9.8		42.4	9.3			7.8	9.0			8.8
Queue Delay		0.0		0.0	0.0			0.0	0.0			0.0
Total Delay		9.8		42.4	9.3			7.8	9.0			8.8
LOS		A		D	A			A	A			A
Approach Delay		9.8			34.7				9.0			
Approach LOS		A			C				A			
Queue Length 50th (ft)		3		73	1			3	121			5
Queue Length 95th (ft)		1		106	20			13	212			21
Internal Link Dist (ft)		292			299				351			
Turn Bay Length (ft)								430				330
Base Capacity (vph)		545		398	440			335	2196			263
Starvation Cap Reductn		0		0	0			0	0			0
Spillback Cap Reductn		0		0	0			0	0			0
Storage Cap Reductn		0		0	0			0	0			0
Reduced v/c Ratio		0.10		0.39	0.11			0.05	0.47			0.11

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 11.1		Intersection LOS: B	
Intersection Capacity Utilization 50.7%		ICU Level of Service A	
Analysis Period (min) 15			

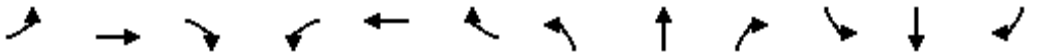
Splits and Phases: 2: NYS Route 332 & Gateway Center/Parkside Drive





Lane Group	SBT	SBR
Walk Time (s)	7.0	
Flash Dont Walk (s)	11.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	51.3	
Actuated g/C Ratio	0.64	
v/c Ratio	0.42	
Control Delay	8.6	
Queue Delay	0.0	
Total Delay	8.6	
LOS	A	
Approach Delay	8.6	
Approach LOS	A	
Queue Length 50th (ft)	107	
Queue Length 95th (ft)	188	
Internal Link Dist (ft)	350	
Turn Bay Length (ft)		
Base Capacity (vph)	2244	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.42	

Intersection Summary



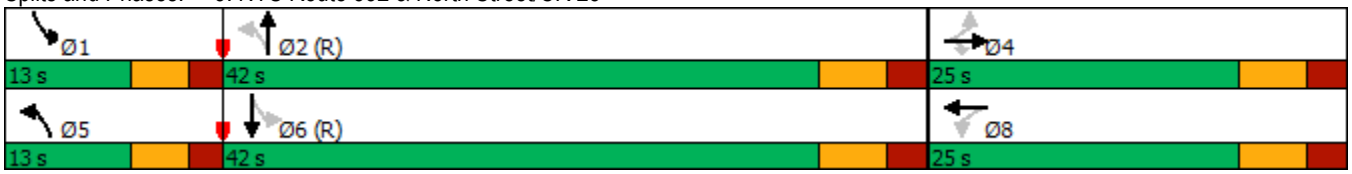
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	147	102	147	167	107	109	808	66	105	823	104
Future Volume (vph)	95	147	102	147	167	107	109	808	66	105	823	104
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	150		0	0		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			50			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.941			0.989			0.983	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1827	1568	1752	1675	0	1787	3464	0	1736	3423	0
Flt Permitted	0.325			0.627			0.196			0.232		
Satd. Flow (perm)	600	1827	1568	1157	1675	0	369	3464	0	424	3423	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			124		38			14			22	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		526			445			456			475	
Travel Time (s)		12.0			10.1			10.4			10.8	
Peak Hour Factor	0.82	0.82	0.82	0.85	0.85	0.85	0.93	0.93	0.93	0.90	0.90	0.90
Heavy Vehicles (%)	3%	4%	3%	3%	4%	11%	1%	3%	4%	4%	4%	1%
Adj. Flow (vph)	116	179	124	173	196	126	117	869	71	117	914	116
Shared Lane Traffic (%)												
Lane Group Flow (vph)	116	179	124	173	322	0	117	940	0	117	1030	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		13.0	24.5		13.0	24.5	
Total Split (s)	25.0	25.0	25.0	25.0	25.0		13.0	42.0		13.0	42.0	
Total Split (%)	31.3%	31.3%	31.3%	31.3%	31.3%		16.3%	52.5%		16.3%	52.5%	
Maximum Green (s)	18.5	18.5	18.5	18.5	18.5		7.5	35.5		7.5	35.5	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		3.5	4.0		3.5	4.0	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5		2.0	2.5		2.0	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		5.5	6.5		5.5	6.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Walk Time (s)								7.0			7.0	
Flash Dont Walk (s)								11.0			11.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	17.0	17.0	17.0	17.0	17.0		46.6	39.8		46.6	39.8	
Actuated g/C Ratio	0.21	0.21	0.21	0.21	0.21		0.58	0.50		0.58	0.50	
v/c Ratio	0.91	0.46	0.29	0.71	0.84		0.35	0.54		0.32	0.60	
Control Delay	94.1	31.3	7.1	45.7	46.4		9.3	16.5		8.8	17.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	94.1	31.3	7.1	45.7	46.4		9.3	16.5		8.8	17.4	
LOS	F	C	A	D	D		A	B		A	B	
Approach Delay		41.5			46.2			15.7			16.5	
Approach LOS		D			D			B			B	
Queue Length 50th (ft)	55	77	0	79	134		21	178		21	202	
Queue Length 95th (ft)	#131	121	32	#137	#231		41	239		41	270	
Internal Link Dist (ft)		446			365			376			395	
Turn Bay Length (ft)							150					
Base Capacity (vph)	138	422	457	267	416		348	1728		371	1712	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.84	0.42	0.27	0.65	0.77		0.34	0.54		0.32	0.60	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 13 (16%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 24.3 Intersection LOS: C
Intersection Capacity Utilization 73.5% 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.

Splits and Phases: 3: NYS Route 332 & North Street/CR 28



Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	17	32	19	133	195	31
Future Vol, veh/h	17	32	19	133	195	31
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	46	46	81	81	89	89
Heavy Vehicles, %	20	22	0	6	4	0
Mvmt Flow	37	70	23	164	219	35

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	447	237	254	0	-	0
Stage 1	237	-	-	-	-	-
Stage 2	210	-	-	-	-	-
Critical Hdwy	6.6	6.42	4.1	-	-	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.68	3.498	2.2	-	-	-
Pot Cap-1 Maneuver	537	755	1323	-	-	-
Stage 1	762	-	-	-	-	-
Stage 2	784	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	527	755	1323	-	-	-
Mov Cap-2 Maneuver	527	-	-	-	-	-
Stage 1	748	-	-	-	-	-
Stage 2	784	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.5	1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1323	-	656	-	-
HCM Lane V/C Ratio	0.018	-	0.162	-	-
HCM Control Delay (s)	7.8	0	11.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.6	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	56	6	0	139	16	1
Future Vol, veh/h	56	6	0	139	16	1
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	57	57	89	89	39	39
Heavy Vehicles, %	36	40	0	0	41	0
Mvmt Flow	98	11	0	156	41	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	109	0	260	104
Stage 1	-	-	-	-	104	-
Stage 2	-	-	-	-	156	-
Critical Hdwy	-	-	4.1	-	6.81	6.2
Critical Hdwy Stg 1	-	-	-	-	5.81	-
Critical Hdwy Stg 2	-	-	-	-	5.81	-
Follow-up Hdwy	-	-	2.2	-	3.869	3.3
Pot Cap-1 Maneuver	-	-	1494	-	652	956
Stage 1	-	-	-	-	831	-
Stage 2	-	-	-	-	786	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1494	-	652	956
Mov Cap-2 Maneuver	-	-	-	-	652	-
Stage 1	-	-	-	-	831	-
Stage 2	-	-	-	-	786	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	664	-	-	1494	-
HCM Lane V/C Ratio	0.066	-	-	-	-
HCM Control Delay (s)	10.8	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	6.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	9	36	13	12	99	0	12	19	5	0	27	24
Future Vol, veh/h	9	36	13	12	99	0	12	19	5	0	27	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	92	92	92	60	60	60	80	80	80
Heavy Vehicles, %	0	2	8	2	2	2	0	0	2	2	3	0
Mvmt Flow	12	48	17	13	108	0	20	32	8	0	34	30

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	179	129	49	158	140	36	64	0	0	40	0	0
Stage 1	49	49	-	76	76	-	-	-	-	-	-	-
Stage 2	130	80	-	82	64	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.52	6.28	7.12	6.52	6.22	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.018	3.372	3.518	4.018	3.318	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	787	762	1003	808	751	1037	1551	-	-	1570	-	-
Stage 1	969	854	-	933	832	-	-	-	-	-	-	-
Stage 2	878	828	-	926	842	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	693	752	1003	748	741	1037	1551	-	-	1570	-	-
Mov Cap-2 Maneuver	693	752	-	748	741	-	-	-	-	-	-	-
Stage 1	956	854	-	921	821	-	-	-	-	-	-	-
Stage 2	753	817	-	859	842	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.1	10.8	2.5	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1551	-	-	786	742	1570	-	-
HCM Lane V/C Ratio	0.013	-	-	0.098	0.163	-	-	-
HCM Control Delay (s)	7.4	0	-	10.1	10.8	0	-	-
HCM Lane LOS	A	A	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.6	0	-	-

Intersection	
Int Delay, s/veh	6.6

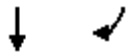
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	46	11	40	15	36	99
Future Vol, veh/h	46	11	40	15	36	99
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	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	50	12	43	16	39	108

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	59	0	-	0	163	51
Stage 1	-	-	-	-	51	-
Stage 2	-	-	-	-	112	-
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	1545	-	-	-	828	1017
Stage 1	-	-	-	-	971	-
Stage 2	-	-	-	-	913	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1545	-	-	-	801	1017
Mov Cap-2 Maneuver	-	-	-	-	801	-
Stage 1	-	-	-	-	939	-
Stage 2	-	-	-	-	913	-

Approach	EB	WB	SB
HCM Control Delay, s	6	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1545	-	-	-	949
HCM Lane V/C Ratio	0.032	-	-	-	0.155
HCM Control Delay (s)	7.4	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	45	7	40	26	9	79	21	41	1080	21	23	107
Future Volume (vph)	45	7	40	26	9	79	21	41	1080	21	23	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		300		0		300
Storage Lanes	1		0	0		0		1		0		1
Taper Length (ft)	25			25				75				75
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	0.95	1.00
Frt		0.872			0.907				0.997			
Flt Protected	0.950				0.989			0.950				0.950
Satd. Flow (prot)	1805	1657	0	0	1626	0	0	1805	3564	0	0	1805
Flt Permitted	0.646				0.894			0.160				0.215
Satd. Flow (perm)	1227	1657	0	0	1470	0	0	304	3564	0	0	408
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		14			30				3			
Link Speed (mph)		40			40				40			
Link Distance (ft)		335			441				598			
Travel Time (s)		5.7			7.5				10.2			
Peak Hour Factor	0.52	0.52	0.52	0.91	0.91	0.91	0.93	0.93	0.93	0.93	0.81	0.81
Heavy Vehicles (%)	0%	0%	0%	0%	0%	7%	0%	0%	1%	0%	0%	0%
Adj. Flow (vph)	87	13	77	29	10	87	23	44	1161	23	28	132
Shared Lane Traffic (%)												
Lane Group Flow (vph)	87	90	0	0	126	0	0	67	1184	0	0	160
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				12			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Turn Type	Perm	NA		Perm	NA		Perm	Perm	NA		Perm	Perm
Protected Phases		4			8				2			
Permitted Phases	4			8			2	2			6	6
Detector Phase	4	4		8	8		2	2	2		6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	41.0	41.0		41.0	41.0		36.0	36.0	36.0		36.0	36.0
Total Split (s)	41.0	41.0		41.0	41.0		44.0	44.0	44.0		44.0	44.0
Total Split (%)	48.2%	48.2%		48.2%	48.2%		51.8%	51.8%	51.8%		51.8%	51.8%
Maximum Green (s)	35.0	35.0		35.0	35.0		38.0	38.0	38.0		38.0	38.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	2.5	2.5		2.5	2.5		2.5	2.5	2.5		2.5	2.5
Lost Time Adjust (s)	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
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None		None	None		C-Min	C-Min	C-Min		C-Min	C-Min

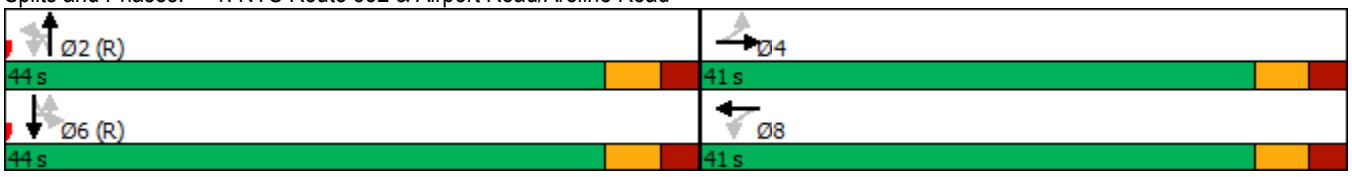


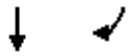
Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1125	11
Future Volume (vph)	1125	11
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.95	0.95
Frt	0.999	
Flt Protected		
Satd. Flow (prot)	3571	0
Flt Permitted		
Satd. Flow (perm)	3571	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	1	
Link Speed (mph)	40	
Link Distance (ft)	488	
Travel Time (s)	8.3	
Peak Hour Factor	0.81	0.81
Heavy Vehicles (%)	1%	0%
Adj. Flow (vph)	1389	14
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1403	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	5.0	
Minimum Split (s)	36.0	
Total Split (s)	44.0	
Total Split (%)	51.8%	
Maximum Green (s)	38.0	
Yellow Time (s)	3.5	
All-Red Time (s)	2.5	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	
Recall Mode	C-Min	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0	7.0		7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0	0		0	0
Act Effct Green (s)	11.0	11.0			11.0			62.0	62.0			62.0
Actuated g/C Ratio	0.13	0.13			0.13			0.73	0.73			0.73
v/c Ratio	0.55	0.40			0.59			0.30	0.46			0.54
Control Delay	46.9	32.8			36.6			9.5	5.8			14.8
Queue Delay	0.0	0.0			0.0			0.0	0.0			0.0
Total Delay	46.9	32.8			36.6			9.5	5.8			14.8
LOS	D	C			D			A	A			B
Approach Delay		39.7			36.6				6.0			
Approach LOS		D			D				A			
Queue Length 50th (ft)	44	38			49			10	108			31
Queue Length 95th (ft)	46	40			97			40	186			89
Internal Link Dist (ft)		255			361				518			
Turn Bay Length (ft)								300				300
Base Capacity (vph)	505	690			622			221	2601			297
Starvation Cap Reductn	0	0			0			0	0			0
Spillback Cap Reductn	0	0			0			0	0			0
Storage Cap Reductn	0	0			0			0	0			0
Reduced v/c Ratio	0.17	0.13			0.20			0.30	0.46			0.54

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay: 9.8		Intersection LOS: A	
Intersection Capacity Utilization 66.2%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 1: NYS Route 332 & Airport Road/Aroline Road





Lane Group	SBT	SBR
Walk Time (s)	7.0	
Flash Dont Walk (s)	11.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	62.0	
Actuated g/C Ratio	0.73	
v/c Ratio	0.54	
Control Delay	6.6	
Queue Delay	0.0	
Total Delay	6.6	
LOS	A	
Approach Delay	7.4	
Approach LOS	A	
Queue Length 50th (ft)	141	
Queue Length 95th (ft)	201	
Internal Link Dist (ft)	408	
Turn Bay Length (ft)		
Base Capacity (vph)	2606	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.54	

Intersection Summary

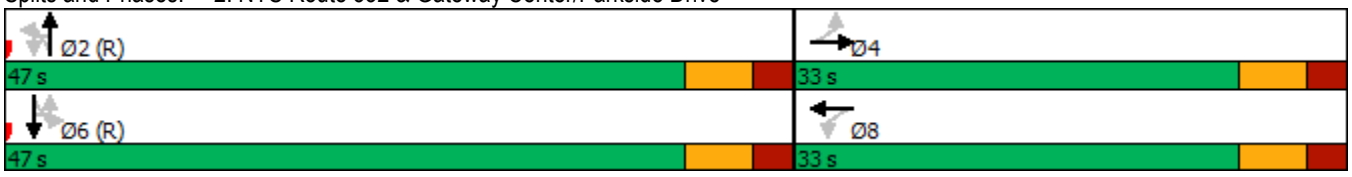
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	20	5	64	146	11	30	3	60	1099	126	35	41
Future Volume (vph)	20	5	64	146	11	30	3	60	1099	126	35	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		430		0		330
Storage Lanes	0		0	1		0		1		0		2
Taper Length (ft)	25			25				50				70
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	0.95	1.00
Frt		0.903			0.891				0.985			
Flt Protected		0.989		0.950				0.950				0.950
Satd. Flow (prot)	0	1684	0	1805	1672	0	0	1805	3524	0	0	1786
Flt Permitted		0.923		0.798				0.163				0.174
Satd. Flow (perm)	0	1571	0	1516	1672	0	0	310	3524	0	0	327
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		34			34				22			
Link Speed (mph)		15			40				40			
Link Distance (ft)		372			379				431			
Travel Time (s)		16.9			6.5				7.3			
Peak Hour Factor	0.95	0.95	0.95	0.88	0.88	0.88	0.96	0.96	0.96	0.96	0.86	0.86
Heavy Vehicles (%)	0%	1%	1%	0%	2%	1%	0%	0%	1%	0%	0%	2%
Adj. Flow (vph)	21	5	67	166	13	34	3	63	1145	131	41	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	93	0	166	47	0	0	66	1276	0	0	89
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				12			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Turn Type	Perm	NA		Perm	NA		Perm	Perm	NA		Perm	Perm
Protected Phases		4			8				2			
Permitted Phases	4			8			2	2			6	6
Detector Phase	4	4		8	8		2	2	2		6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	24.5	24.5		24.5	24.5		24.5	24.5	24.5		24.5	24.5
Total Split (s)	33.0	33.0		33.0	33.0		47.0	47.0	47.0		47.0	47.0
Total Split (%)	41.3%	41.3%		41.3%	41.3%		58.8%	58.8%	58.8%		58.8%	58.8%
Maximum Green (s)	26.5	26.5		26.5	26.5		40.5	40.5	40.5		40.5	40.5
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	2.5	2.5		2.5	2.5		2.5	2.5	2.5		2.5	2.5
Lost Time Adjust (s)		0.0		0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)		6.5		6.5	6.5			6.5	6.5			6.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None		None	None		C-Max	C-Max	C-Max		C-Max	C-Max

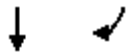
Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1118	15
Future Volume (vph)	1118	15
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.95	0.95
Frt	0.998	
Flt Protected		
Satd. Flow (prot)	3568	0
Flt Permitted		
Satd. Flow (perm)	3568	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	2	
Link Speed (mph)	40	
Link Distance (ft)	430	
Travel Time (s)	7.3	
Peak Hour Factor	0.86	0.86
Heavy Vehicles (%)	1%	0%
Adj. Flow (vph)	1300	17
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1317	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	5.0	
Minimum Split (s)	24.5	
Total Split (s)	47.0	
Total Split (%)	58.8%	
Maximum Green (s)	40.5	
Yellow Time (s)	4.0	
All-Red Time (s)	2.5	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.5	
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	
Recall Mode	C-Max	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0	7.0		7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0	0		0	0
Act Effct Green (s)		15.3		15.3	15.3			51.7	51.7			51.7
Actuated g/C Ratio		0.19		0.19	0.19			0.65	0.65			0.65
v/c Ratio		0.28		0.57	0.14			0.33	0.56			0.42
Control Delay		19.4		36.3	12.3			14.1	9.7			16.8
Queue Delay		0.0		0.0	0.0			0.0	0.0			0.0
Total Delay		19.4		36.3	12.3			14.1	9.7			16.8
LOS		B		D	B			B	A			B
Approach Delay		19.4			31.0				9.9			
Approach LOS		B			C				A			
Queue Length 50th (ft)		25		76	5			13	159			19
Queue Length 95th (ft)		58		119	28			51	272			68
Internal Link Dist (ft)		292			299				351			
Turn Bay Length (ft)								430				330
Base Capacity (vph)		543		502	576			200	2285			211
Starvation Cap Reductn		0		0	0			0	0			0
Spillback Cap Reductn		0		0	0			0	0			0
Storage Cap Reductn		0		0	0			0	0			0
Reduced v/c Ratio		0.17		0.33	0.08			0.33	0.56			0.42

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.57			
Intersection Signal Delay: 11.9		Intersection LOS: B	
Intersection Capacity Utilization 69.6%		ICU Level of Service C	
Analysis Period (min) 15			

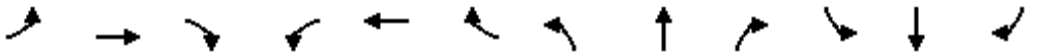
Splits and Phases: 2: NYS Route 332 & Gateway Center/Parkside Drive





Lane Group	SBT	SBR
Walk Time (s)	7.0	
Flash Dont Walk (s)	11.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	51.7	
Actuated g/C Ratio	0.65	
v/c Ratio	0.57	
Control Delay	10.0	
Queue Delay	0.0	
Total Delay	10.0	
LOS	B	
Approach Delay	10.4	
Approach LOS	B	
Queue Length 50th (ft)	170	
Queue Length 95th (ft)	266	
Internal Link Dist (ft)	350	
Turn Bay Length (ft)		
Base Capacity (vph)	2306	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.57	

Intersection Summary



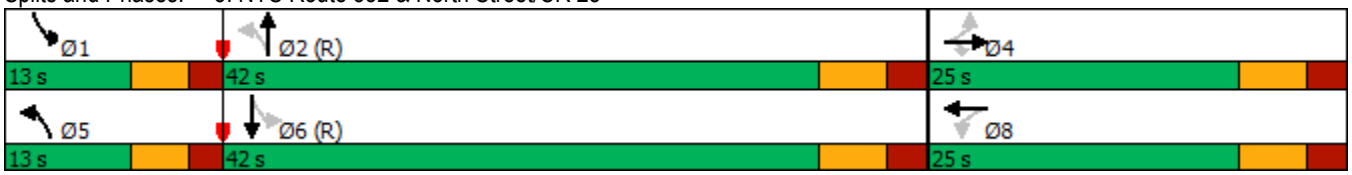
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	158	216	179	158	177	115	144	1069	173	197	995	136
Future Volume (vph)	158	216	179	158	177	115	144	1069	173	197	995	136
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	150		0	0		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			50			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.941			0.979			0.982	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1827	1568	1752	1675	0	1787	3427	0	1736	3421	0
Flt Permitted	0.316			0.467			0.113			0.112		
Satd. Flow (perm)	583	1827	1568	861	1675	0	213	3427	0	205	3421	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			218		38			29			24	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		526			445			456			475	
Travel Time (s)		12.0			10.1			10.4			10.8	
Peak Hour Factor	0.82	0.82	0.82	0.85	0.85	0.85	0.93	0.93	0.93	0.90	0.90	0.90
Heavy Vehicles (%)	3%	4%	3%	3%	4%	11%	1%	3%	4%	4%	4%	1%
Adj. Flow (vph)	193	263	218	186	208	135	155	1149	186	219	1106	151
Shared Lane Traffic (%)												
Lane Group Flow (vph)	193	263	218	186	343	0	155	1335	0	219	1257	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		13.0	24.5		13.0	24.5	
Total Split (s)	25.0	25.0	25.0	25.0	25.0		13.0	42.0		13.0	42.0	
Total Split (%)	31.3%	31.3%	31.3%	31.3%	31.3%		16.3%	52.5%		16.3%	52.5%	
Maximum Green (s)	18.5	18.5	18.5	18.5	18.5		7.5	35.5		7.5	35.5	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		3.5	4.0		3.5	4.0	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5		2.0	2.5		2.0	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		5.5	6.5		5.5	6.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Walk Time (s)								7.0			7.0	
Flash Dont Walk (s)								11.0			11.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	18.5	18.5	18.5	18.5	18.5		43.8	35.5		44.2	35.7	
Actuated g/C Ratio	0.23	0.23	0.23	0.23	0.23		0.55	0.44		0.55	0.45	
v/c Ratio	1.44	0.62	0.41	0.93	0.82		0.60	0.87		0.85	0.82	
Control Delay	263.8	35.1	6.6	82.9	44.4		20.8	27.5		46.6	24.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	263.8	35.1	6.6	82.9	44.4		20.8	27.5		46.6	24.4	
LOS	F	D	A	F	D		C	C		D	C	
Approach Delay		91.3			57.9			26.8			27.7	
Approach LOS		F			E			C			C	
Queue Length 50th (ft)	~133	118	0	92	146		29	300		56	273	
Queue Length 95th (ft)	#229	174	39	#197	#256		79	#411		#178	361	
Internal Link Dist (ft)		446			365			376			395	
Turn Bay Length (ft)							150					
Base Capacity (vph)	134	422	530	199	416		264	1536		257	1541	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	1.44	0.62	0.41	0.93	0.82		0.59	0.87		0.85	0.82	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 13 (16%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.44
Intersection Signal Delay: 41.5 Intersection LOS: D
Intersection Capacity Utilization 91.9% ICU Level of Service F
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: NYS Route 332 & North Street/CR 28



Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	43	28	37	252	187	24
Future Vol, veh/h	43	28	37	252	187	24
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	73	73	90	90	86	86
Heavy Vehicles, %	0	0	8	1	2	10
Mvmt Flow	59	38	41	280	217	28

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	593	231	245	0	-	0
Stage 1	231	-	-	-	-	-
Stage 2	362	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.18	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.272	-	-	-
Pot Cap-1 Maneuver	472	813	1287	-	-	-
Stage 1	812	-	-	-	-	-
Stage 2	709	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	454	813	1287	-	-	-
Mov Cap-2 Maneuver	454	-	-	-	-	-
Stage 1	781	-	-	-	-	-
Stage 2	709	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.9	1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1287	-	550	-	-
HCM Lane V/C Ratio	0.032	-	0.177	-	-
HCM Control Delay (s)	7.9	0	12.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.6	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	163	11	1	98	7	0
Future Vol, veh/h	163	11	1	98	7	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	74	74	70	70	44	44
Heavy Vehicles, %	2	0	0	3	11	0
Mvmt Flow	220	15	1	140	16	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	235	0	370	228
Stage 1	-	-	-	-	228	-
Stage 2	-	-	-	-	142	-
Critical Hdwy	-	-	4.1	-	6.51	6.2
Critical Hdwy Stg 1	-	-	-	-	5.51	-
Critical Hdwy Stg 2	-	-	-	-	5.51	-
Follow-up Hdwy	-	-	2.2	-	3.599	3.3
Pot Cap-1 Maneuver	-	-	1344	-	613	816
Stage 1	-	-	-	-	789	-
Stage 2	-	-	-	-	863	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1344	-	612	816
Mov Cap-2 Maneuver	-	-	-	-	612	-
Stage 1	-	-	-	-	789	-
Stage 2	-	-	-	-	862	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	612	-	-	1344	-
HCM Lane V/C Ratio	0.026	-	-	0.001	-
HCM Control Delay (s)	11	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	6.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	15	93	23	9	29	13	0	52	14	9	71	0
Future Vol, veh/h	15	93	23	9	29	13	0	52	14	9	71	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	63	63	92	92	92	68	68	68	77	77	77
Heavy Vehicles, %	0	2	0	2	2	2	0	0	2	2	0	21
Mvmt Flow	24	148	37	10	32	14	0	76	21	12	92	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	226	213	92	296	203	87	92	0	0	97	0	0
Stage 1	116	116	-	87	87	-	-	-	-	-	-	-
Stage 2	110	97	-	209	116	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.52	6.2	7.12	6.52	6.22	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.018	3.3	3.518	4.018	3.318	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	734	684	971	656	693	971	1515	-	-	1496	-	-
Stage 1	894	800	-	921	823	-	-	-	-	-	-	-
Stage 2	900	815	-	793	800	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	694	679	971	523	687	971	1515	-	-	1496	-	-
Mov Cap-2 Maneuver	694	679	-	523	687	-	-	-	-	-	-	-
Stage 1	894	794	-	921	823	-	-	-	-	-	-	-
Stage 2	853	815	-	616	794	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12	10.6	0	0.8
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1515	-	-	719	700	1496	-	-
HCM Lane V/C Ratio	-	-	-	0.289	0.079	0.008	-	-
HCM Control Delay (s)	0	-	-	12	10.6	7.4	0	-
HCM Lane LOS	A	-	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.2	0.3	0	-	-

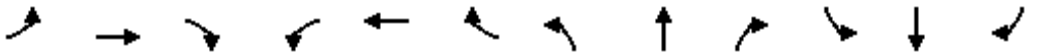
Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	120	43	28	40	26	71
Future Vol, veh/h	120	43	28	40	26	71
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	130	47	30	43	28	77

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	73	0	-	0	359	52
Stage 1	-	-	-	-	52	-
Stage 2	-	-	-	-	307	-
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	1527	-	-	-	640	1016
Stage 1	-	-	-	-	970	-
Stage 2	-	-	-	-	746	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1527	-	-	-	584	1016
Mov Cap-2 Maneuver	-	-	-	-	584	-
Stage 1	-	-	-	-	886	-
Stage 2	-	-	-	-	746	-

Approach	EB	WB	SB
HCM Control Delay, s	5.6	0	9.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1527	-	-	-	848
HCM Lane V/C Ratio	0.085	-	-	-	0.124
HCM Control Delay (s)	7.6	0	-	-	9.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.3	-	-	-	0.4



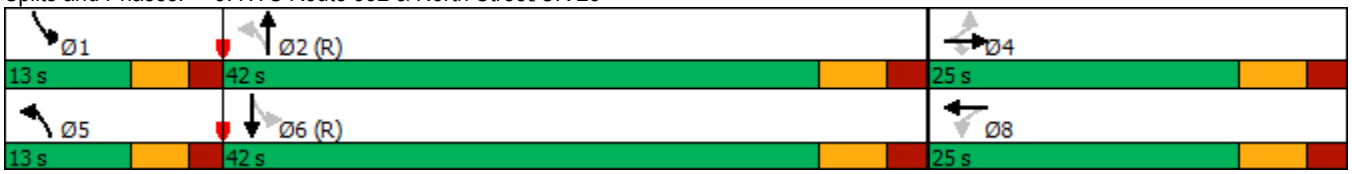
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	147	102	147	167	107	109	808	66	105	823	104
Future Volume (vph)	95	147	102	147	167	107	109	808	66	105	823	104
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	150		0	0		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			50			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.941			0.989			0.983	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1827	1568	1752	1675	0	1787	3464	0	1736	3423	0
Flt Permitted	0.325			0.627			0.196			0.232		
Satd. Flow (perm)	600	1827	1568	1157	1675	0	369	3464	0	424	3423	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			124		38			14			22	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		526			445			456			475	
Travel Time (s)		12.0			10.1			10.4			10.8	
Peak Hour Factor	0.82	0.82	0.82	0.85	0.85	0.85	0.93	0.93	0.93	0.90	0.90	0.90
Heavy Vehicles (%)	3%	4%	3%	3%	4%	11%	1%	3%	4%	4%	4%	1%
Adj. Flow (vph)	116	179	124	173	196	126	117	869	71	117	914	116
Shared Lane Traffic (%)												
Lane Group Flow (vph)	116	179	124	173	322	0	117	940	0	117	1030	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		13.0	24.5		13.0	24.5	
Total Split (s)	25.0	25.0	25.0	25.0	25.0		13.0	42.0		13.0	42.0	
Total Split (%)	31.3%	31.3%	31.3%	31.3%	31.3%		16.3%	52.5%		16.3%	52.5%	
Maximum Green (s)	18.5	18.5	18.5	18.5	18.5		7.5	35.5		7.5	35.5	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		3.5	4.0		3.5	4.0	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5		2.0	2.5		2.0	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		5.5	6.5		5.5	6.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	

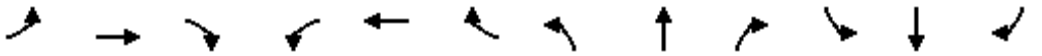
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Walk Time (s)								7.0			7.0	
Flash Dont Walk (s)								11.0			11.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	17.0	17.0	17.0	17.0	17.0		46.6	39.8		46.6	39.8	
Actuated g/C Ratio	0.21	0.21	0.21	0.21	0.21		0.58	0.50		0.58	0.50	
v/c Ratio	0.91	0.46	0.29	0.71	0.84		0.35	0.54		0.32	0.60	
Control Delay	94.1	31.3	7.1	45.7	46.4		9.3	16.5		8.8	17.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	94.1	31.3	7.1	45.7	46.4		9.3	16.5		8.8	17.4	
LOS	F	C	A	D	D		A	B		A	B	
Approach Delay		41.5			46.2			15.7			16.5	
Approach LOS		D			D			B			B	
Queue Length 50th (ft)	55	77	0	79	134		21	178		21	202	
Queue Length 95th (ft)	#131	121	32	#137	#231		41	239		41	270	
Internal Link Dist (ft)		446			365			376			395	
Turn Bay Length (ft)							150					
Base Capacity (vph)	138	422	457	267	416		348	1728		371	1712	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.84	0.42	0.27	0.65	0.77		0.34	0.54		0.32	0.60	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 13 (16%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 24.3 Intersection LOS: C
Intersection Capacity Utilization 73.5% 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.

Splits and Phases: 3: NYS Route 332 & North Street/CR 28





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	158	216	179	158	177	115	144	1069	173	197	995	136
Future Volume (vph)	158	216	179	158	177	115	144	1069	173	197	995	136
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	150		0	0		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			50			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.941			0.979			0.982	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1827	1568	1752	1675	0	1787	3427	0	1736	3421	0
Flt Permitted	0.352			0.490			0.119			0.119		
Satd. Flow (perm)	649	1827	1568	904	1675	0	224	3427	0	217	3421	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			218		39			28			23	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		526			445			456			475	
Travel Time (s)		12.0			10.1			10.4			10.8	
Peak Hour Factor	0.82	0.82	0.82	0.85	0.85	0.85	0.93	0.93	0.93	0.90	0.90	0.90
Heavy Vehicles (%)	3%	4%	3%	3%	4%	11%	1%	3%	4%	4%	4%	1%
Adj. Flow (vph)	193	263	218	186	208	135	155	1149	186	219	1106	151
Shared Lane Traffic (%)												
Lane Group Flow (vph)	193	263	218	186	343	0	155	1335	0	219	1257	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		13.0	24.5		13.0	24.5	
Total Split (s)	27.0	27.0	27.0	27.0	27.0		13.0	40.0		13.0	40.0	
Total Split (%)	33.8%	33.8%	33.8%	33.8%	33.8%		16.3%	50.0%		16.3%	50.0%	
Maximum Green (s)	20.5	20.5	20.5	20.5	20.5		7.5	33.5		7.5	33.5	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		3.5	4.0		3.5	4.0	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5		2.0	2.5		2.0	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		5.5	6.5		5.5	6.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Walk Time (s)								7.0			7.0	
Flash Dont Walk (s)								11.0			11.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	20.5	20.5	20.5	20.5	20.5		41.8	33.5		42.2	33.7	
Actuated g/C Ratio	0.26	0.26	0.26	0.26	0.26		0.52	0.42		0.53	0.42	
v/c Ratio	1.16	0.56	0.39	0.81	0.75		0.60	0.92		0.85	0.86	
Control Delay	152.1	31.3	5.9	55.9	36.1		21.0	33.5		46.5	28.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	152.1	31.3	5.9	55.9	36.1		21.0	33.5		46.5	28.6	
LOS	F	C	A	E	D		C	C		D	C	
Approach Delay		57.7			43.1			32.2			31.2	
Approach LOS		E			D			C			C	
Queue Length 50th (ft)	~116	114	0	87	140		31	316		56	288	
Queue Length 95th (ft)	#212	168	37	#180	#222		80	#463		#178	#400	
Internal Link Dist (ft)		446			365			376			395	
Turn Bay Length (ft)							150					
Base Capacity (vph)	166	468	563	231	458		264	1451		257	1455	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	1.16	0.56	0.39	0.81	0.75		0.59	0.92		0.85	0.86	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 13 (16%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.16
Intersection Signal Delay: 37.4 Intersection LOS: D
Intersection Capacity Utilization 91.9% ICU Level of Service F
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: NYS Route 332 & North Street/CR 28